



# SAND CITY GENERAL PLAN

2002-2017



**SAND CITY GENERAL PLAN**  
**2002 – 2017**  
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# Introduction

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The Sand City 2002-2017 General Plan is a City Council development and redevelopment policy document that notifies residents and the general public of the City's intent to become a contemporary Monterey Peninsula city, deserving of its gateway location on the southern portion of the Monterey Bay.



The goals, policies, and implementation programs identified in the General Plan are intended gradually to phase-out heavy industrial uses in town with a preference for becoming a more pedestrian and residentially oriented community. By advancing the policies contained in the General Plan, the current unplanned mix of residential development and commercial enterprises in the older parts of the city, east of the highway, should eventually be transformed into a district of medium-density housing in a planned, mixed use environment. In addition, the small size of the city is optimal for providing pedestrian and bicycle linkages between businesses, residential development, and coastal amenities. This type of planning has been popularized in the press and urban planning literature as “traditional neighborhood planning” or the “new urbanism”. The Sand City situation, in terms of its historical evolution, its place on the Monterey Peninsula, and the existing and foreseeable real estate market, makes it an ideal candidate for this type of redevelopment effort.

The coastal side, or west side, of State Route 1, within Sand City, should also change substantially within the time frame of this general plan. Based on policies contained in the City's Local Coastal Program (LCP) and a 1996 agreement between Sand City and the regional and state park agencies, the coast should be transformed from the existing industrially degraded environment to a restored dune environment with over 75% of the area being preserved in open space and habitat for rare and endangered plants and animals. Limited coastal resort development will also be present. The new coastal bike route will be enhanced with rest stop amenities at selected locations.

In other words, the Sand City of tomorrow will be a place of specialized, niche businesses, a retail and

resort destination, and a residential community providing a desirable option to standard residential tract development. It will be a place where one thousand or so residents and over two hundred and fifty businesses will be proud to call it “home”.

The City of Sand City is a relatively small city located on the Monterey Peninsula. Of its 3.16 square miles, approximately 347 acres are on land and 1675 acres are in the bay. The City is bounded by the former site of the Fort Ord Military Base on the north, the City of Seaside on the south and east, and Monterey Bay on the west. Sand City has the distinction of being one of those select cities in the State with coastal frontage, including a coastline approximately 1.5 miles long.



*Sand City is located on the Pacific coast, north of the City of Monterey.*

Since its incorporation in May of 1960, Sand City has served the Monterey Peninsula as an active employment center. The nature of the City's employment, however, has historically been unlike that of neighboring communities. Heavy commercial, manufacturing, and resource extraction industries dominated Sand City's early economy and provided a basis for its initial development.

The dominance of industrial and commercial land uses within the city has also created some unusual demographic characteristics, as evidenced by the limited size of its resident population. According to the United States Census data for 2000, the resident population of Sand City consisted of 261 persons. The daytime population of employees and shoppers is estimated to be approaching 10,000.

## **BACKGROUND FOR PLANNING**

Sand City's first General Plan was prepared shortly after the City's incorporation and adopted in 1963. This document was comprehensively updated in 1980. Additional modifications were adopted in 1984 to implement the requirements of the California Coastal Act, including the preparation of a Local Coastal Program and Local Coastal Land Use Plan. Although technically an element of the General Plan, these documents were bound separately and incorporated into the City's General Plan by reference.

Due to the existence of urban blight, the City in 1987 established a Redevelopment Agency and Project Area encompassing all the land within the city limits. In 1989 and 1995, the General Plan was also amended to create a Regional Commercial Land Use Designation, which was applied in the northeast portion of the city to accommodate the largest single site retail area on the Monterey Peninsula.

## **PREPARATION OF THE 2000 GENERAL PLAN UPDATE**

This General Plan intentionally limits the use of contemporary catch phrases like "sustainable development", "smart growth", and "new urbanism". That does not mean, however, that this general plan was conceived absent the principles embodied in that terminology. To the contrary, Sand City is of an ideal size and phase in its development to recognize those features that make it the kind of community that is walkable, transit-oriented, and capable of providing an integration of residential and commercial uses that is characteristic of the principles currently being touted by the proponents of new urbanism. The City of Sand City chose to initiate an Update of its General Plan due to changing circumstances, trends, community values, and desires. The purpose of this update is to:

- Incorporate pertinent information and data that had been generated since the Plan was last revised;
- Generate new technical data relative to the community's existing and projected noise environment, and traffic and air quality conditions;
- Incorporate modifications to the Land Use Diagram to provide housing opportunities for all income groups and appropriate mixes of land use; and

- Incorporate additional text discussions, goals, policies, and implementation programs designed to reflect current community issues, trends, values, and desires.

## **PURPOSE AND NATURE OF THE GENERAL PLAN**

A General Plan is a legal document, required by State law, which serves as a community's "constitution" for redevelopment. The Plan functions as a written expression of the community's preferences and goals regarding growth and provides guidelines, policies, and programs to be used by the City Council and other local decision making bodies when considering land use and development proposals or capital improvements.

The Plan must be a comprehensive, long-term document, detailing proposals for the "physical development of the city and any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code Section 65300 et seq.) Time horizons vary, but the typical General Plan looks 10 to 20 years into the future. The time horizon for the Sand City 2002 General Plan is 15 years to the year 2017.

State law specifically requires that the General Plan address seven general topics or "elements". These mandatory elements include:

- *Land Use* - designates the general distribution and intensity of all uses of land in the community
- *Circulation* - identifies the general location and extent of existing and proposed major transportation facilities. Also addresses general infrastructure such as sewer, water, storm drainage facilities, and utilities
- *Housing* - involves a comprehensive assessment of current and projected housing needs for all economic segments of the community. This element also embodies policies and programs for providing adequate housing
- *Conservation* - addresses the conservation, development, and use of natural resources, including water, forests, soils, rivers, and mineral deposits
- *Open Space* - identifies plans and measures designed to preserve open space for natural resources, the managed production of resources, outdoor recreation, and public health and safety



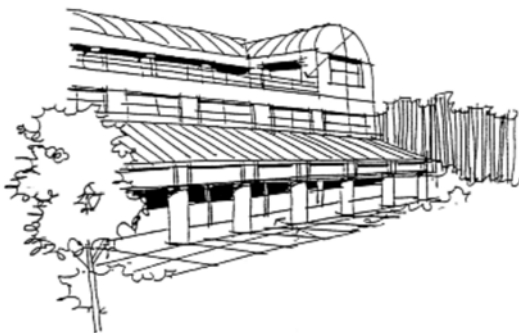
- *Noise* - identifies and appraises the existing and projected noise environment; includes policies to protect the community from the harmful effects of noise
- *Safety* - Establishes policies and programs to protect the community from risks associated with seismic, geologic, flood, and fire hazards

In addition, Government Code Section 65303 allows for the inclusion of other elements in the general plan, which, in the judgment of the local legislative body, relate to the physical development of the city. All elements of the general plan, whether mandatory or optional, have equal legal status.

**INTRODUCING THE VISION “THE NEW MILLENNIUM-SAND CITY”**

Perhaps the most essential part of preparing a plan for the future is first to establish a vision for the community. This vision should consider the traditional characteristics that residents and businesses that have already invested in Sand City would like to see retained, as well as opportunities for improvement.

The Sand City of the future will be known for its thriving Old Town area which accommodates a variety of carefully planned mixed uses. As the historic heart of the city, Old Town’s unique building spaces will attract small and medium-sized specialty shops, low impact light manufacturing industries, restaurants, professional offices, and a growing artist community, with a preference for what has become known as “live-work” units. Increased residential opportunities will also be possible.



*Potential new building type for Old Town*

The vitality of the Old Town area will not be limited to standard working hours, but extend into evenings and weekends, as residents and visitors enjoy cultural activities, markets, and festivals. Attractive and

pedestrian friendly streetscapes will encourage residents and visitors to walk from shop to shop, and enjoy lunch or dinner within the outdoor patio of a favorite bakery or café.

The large scale commercial and service needs of both Sand City residents and those in surrounding communities will be served by the regional commercial centers located in the northeast district of the community.

Much of the East Dunes will be developed as a well-designed residential neighborhood with the design concepts of the new urbanism. Residential development may also emerge in the northwest portion of the city, where high-end condominium type development is planned.

Visitors and residents alike will hardly believe that Sand City’s coastline was once the site of a landfill and heavy sand mining activities, as these areas are restored as recreational open space, with an extensive coastal access boardwalk system, and developed with attractive visitor serving commercial and residential uses.

Public access and trails developed along Sand City’s shoreline will maximize the public’s opportunities to enjoy the Monterey Peninsula and be viewed as cherished assets by the community, visitors, and the region.

Public facilities and services will be provided in accordance with community-adopted standards. Necessary investments in capital improvements will be programmed in advance to ensure that the quality of various facilities remains constant and keeps pace with the demands created by growth. New development will contribute its fair share toward infrastructure improvements.

**GENERAL PLAN THEMES**

To achieve the community vision described above, the 2002 General Plan focuses on a number of primary themes. These include:

*Economic Diversification.* Sand City is entering the new millennium as a city in transition. Historic elements of the community’s economy, including heavy industrial uses and resource extraction industries, have diminished or been eliminated, paving the way for the establishment of a more diversified economic base and reconsideration of historic land use patterns.

The development of regional destination commercial uses within the city has assisted in this diversification and introduced a new character of development within the community. Provisions to accommodate and promote visitor serving commercial and residential uses along Sand City's coastline are intended to attract more long-term visitors to Sand City, improve the appearance of these areas, and provide the economic wherewithal to restore coastal resources.

The transformation of Old Town from a heavy manufacturing, warehousing, and service commercial center, to one with mixed retail, service, light manufacturing, and residential uses including a thriving artist and artisan community, is intended to complement the City's tourism efforts and draw from other Peninsula communities. The unique character and atmosphere being fostered in the Old Town area is expected to add to its vitality and create a niche for unique Peninsula businesses.

*Active Redevelopment.* A large number of properties within Sand City were developed prior to implementation of comprehensive design and improvement standards. As a result, developments in many locations lack adequate off-street parking facilities, landscaping, and frontage improvements. Land divisions, which occurred early in the city's evolution, also resulted in tracts of land that are divided into numerous substandard sized lots with limited physical access.

Reconfiguration of these old lot and street patterns will increase the potential for well-designed development and improved connections between these areas and other portions of the city. Targeted redevelopment activities in areas that presently do not conform to contemporary urban design and improvement standards, will also improve the unified appearance of the urban environment and reduce potential land use conflicts.

*Enhanced Community Appearance and Image.* The lack of early design and development standards, together with the historic predominance of more intensive land uses, has had a significant impact on Sand City's appearance. These visual impacts have led to a somewhat negative community image within the region.

The City's commitment to reversing this trend and improving its overall appearance is evidenced through text discussions of recent redevelopment efforts and policy language contained within the Land Use Element.

*Organized and Well-Planned Growth.* One of the key components of the quality of life experienced within a community is the adequacy of the public facilities, services, and amenities that are provided. Through redevelopment activities and the development review process, the City can ensure the existing substandard infrastructure is gradually upgraded, and that the demands generated by new development are considered and adequately accommodated.

*Elimination of Land Use Conflicts.* Early development patterns within the City did not fully consider issues of land use compatibility. Efforts to facilitate desired land use transitions, particularly in the Old Town area, are designed gradually to eliminate conflicts and encourage a more appropriate mix of uses.

*Development of Cohesive Residential Neighborhoods.* Except for some concentrated development in the central portion of the East Dunes area, select locations in Old Town, and the north half of the City's Coastal Zone represent the best opportunities in the City for the development of a significant residential base.

## **ORGANIZATION OF THE PLAN**

The Sand City General Plan is organized into seven chapters covering all of the elements required by state law and optional issues of concern to the community. The following table identifies the title of each General Plan Chapter, its mandatory or optional status, and most closely related elements.

As shown in Table 1-1, the City has chosen to combine the Conservation and Open Space Elements into a single chapter because of the overlapping topic areas required to be addressed in each. The Public Safety and Noise Elements have also been combined into a single chapter.

Chapter	Legal Status	Most Closely Related Chapters
1- Introduction	N/A	N/A
2- Land Use	Mandatory	All
3- Circulation	Mandatory	Land Use
4- Housing*	Mandatory	Land Use
5- Conservation and Open Space	Mandatory	Land Use, Public Safety Land Use, Circulation,
6- Public Safety	Mandatory	Conservation and Open Space
7- Local Coastal Program	Certified by Coastal Commission	Under a separate cover (Incorporated by Reference)
* Chapter 4 contains a summary of the City's Housing Element. The full Housing Element is available in a separately bound document. It is not subject to an update until December 2002.		

In addition to the primary General Plan document described above, appendices have been prepared containing the following: Appendix A: The 1984 Certified Local Coastal Program (LCP); Appendix B: The Proposed Mixed Use zoning district regulations; Appendix C: The 1996 Memorandum of Understanding (MOU) between the City of Sand City, the California Department of Parks and Recreation, the Monterey Peninsula Regional Park District, and Sand City Redevelopment Agency, which effectively updated the LCP; Appendix D: The Expanded Environmental Initial Study for the General Plan. As stated earlier in this chapter, the LCP is considered an element of the General Plan and is therefore incorporated by reference.

### **CONSISTENCY OF THE GENERAL PLAN**

**I***nternal Consistency-* Government Code Section 65300.5 requires that the “General Plan and elements. . . . comprise an integrated, internally consistent, and compatible statement of policies.” This means that all goals, policies, standards, and implementation programs outlined in one element must not conflict with those outlined in all other elements. Otherwise, there will be confusion regarding community policies and standards. In addition, all maps and diagrams within the General Plan must be consistent with the text. The City of Sand City’s General Plan has been prepared in compliance with these internal consistency requirements.

*Consistency with other Planning Processes-* To be an effective guide for future development, the General

Plan must provide a framework for local development that is consistent with the policies of appropriate state, regional, and local programs. In addition, the General Plan adoption process must comply with all requirements of the California Environmental Quality Act (CEQA).

The Sand City General Plan has been prepared in compliance with all CEQA requirements (see Initial Study and Negative Declaration, Appendix D). The Plan also takes into consideration the following plans or regulations:

- California Coastal Act
- Surface Mining and Reclamation Act
- Sphere of Influence as regulated by the Local Agency Formation Commission (LAFCO)
- Monterey County Air Quality Management Plan
- Monterey County Hazardous Waste Management and Integrated Solid Waste Management Plan
- Monterey Regional Transportation and Congestion Management Plans
- Monterey Bay Metropolitan Transportation Plan (Association of Monterey Bay Area Governments- AMBAG)
- Regional Housing Needs Assessment (AMBAG)

### **GENERAL PLAN IMPLEMENTATION**

**T**he General Plan provides the basic policy foundation for land development. Land use regulations and plans enacted by a local government, including but not limited to, zoning ordinances, subdivision ordinances, design guidelines, specific plans, and redevelopment plans, are the principal means by which the goals and policies of a General Plan are implemented. Therefore, all such regulations and plans must be consistent with the General Plan.

Following adoption of the 2002 General Plan, the City will review all existing land use regulations and plans for consistency with the General Plan and modify those documents as necessary to resolve or eliminate any inconsistencies that are found. Ensuring that existing ordinances and plans are consistent with the General Plan is one method of implementing its policies. Other methods include development of new ordinances and plans, financing programs, capital improvement decisions, and enforcement actions.

State law also defines how cities should maintain their Plan as a contemporary policy guide. Section 65400 (b) (1) of the California Government Code requires that each planning department report annually to the City Council on “the status of the Plan and progress in its implementation, including its progress in meeting its share of regional housing needs and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing.”

To implement this requirement the City Council should review the General Plan on an annual basis to ensure consistency with current Federal, state, and local regulations and policies. The status of the General Plan will be presented to the City Council and at minimum address the following items:

- A list of approved/denied General Plan amendment requests
- A summary of capital projects that have been constructed in accordance with the Circulation Element or other appropriate component of the Plan
- Recommendations for resolving any identified inconsistencies with applicable Federal, state, and local regulations or policies
- A summary of the number of housing units constructed during the year according to each income category and the number of remaining units necessary to meet the City’s fair share allocation
- A list of specific efforts made to remove governmental constraints to the maintenance, improvement, or development of housing
- A summary of implementation programs completed during the prior year
- A schedule identifying implementation programs to be completed during the upcoming year

The Housing Element is the only element that has a mandatory schedule for review and updating. This time frame has typically been every five years, although modifications to that schedule and/or extensions have been approved in the past by the Legislature. According to Government Code Section 65588 (e) (3), local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments are scheduled to complete revisions to their Housing Elements by December 31, 2002 and June 30, 2007. The City will continue to review and update the Housing Element as necessary in accordance with state law.

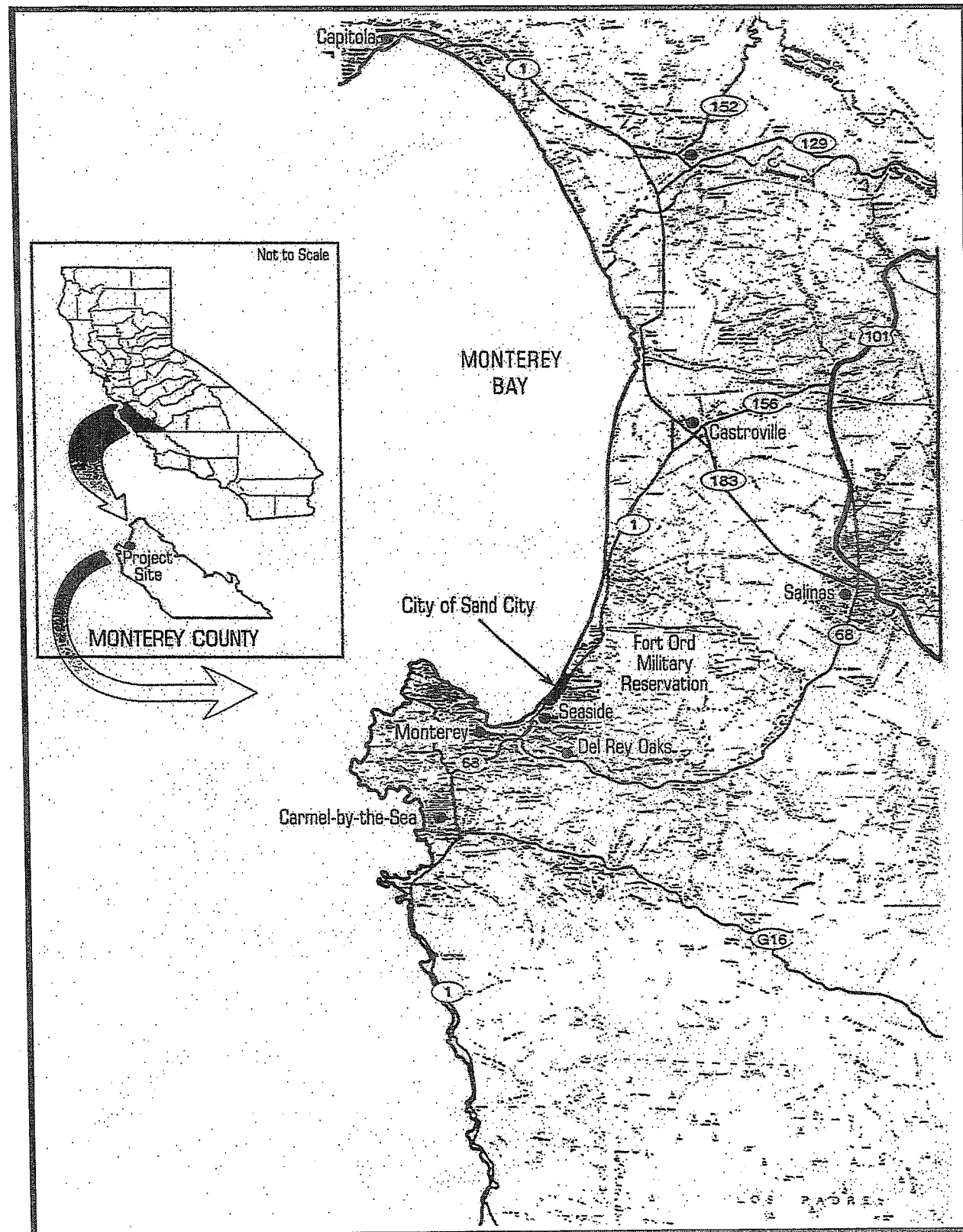
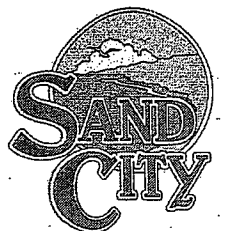
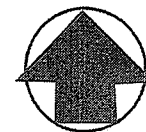
Although the General Plan should be designed to provide clear guidance for development in the Planning Area, it is also meant to be a flexible planning tool for the community. Community needs and values, environmental conditions, and Federal and state policies can change over time. The General Plan needs to be able to respond to these changes. State law permits up to four amendments per year of a city’s General Plan and up to three amendments to its Local Coastal Program. It is also anticipated that the City will undertake a comprehensive review of the General Plan approximately every ten years. This will allow the community to reassess its situation and revise its goals, policies, and programs accordingly.

SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 1-1  
REGIONAL LOCATION MAP

**LEGEND:**

PMC



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# Land Use

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## INTRODUCTION

The Land Use Element is often viewed as the core of the General Plan. It establishes a framework of objectives, policies and implementation programs that will guide the community's physical form and growth. In order to plan for the community's future growth and redevelopment, the Land Use Element establishes the distribution of land uses, population densities and building intensities.

California Government Code Section 65302(a) requires that a land use element be included in a General Plan and more specifically mandates that the element address the following:

*"...the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan . . . "*

This element has been prepared in conformance with all mandatory requirements of state law. Specific topics addressed include:

- Planning Boundaries
- Land Use Setting and Planning Districts
- Historic Growth Rates
- Population and Employment Projections
- Community Issues and Trends
- Special Land Use Considerations
- The Land Use Diagram
- General Plan Land Use Designations
- Land Use Intensity Standards
- General Plan Holding Capacity
- Area and Specific Plans

- Sand City Redevelopment Area
- Local Coastal Program and LCP Land Use Plan
- Land Use and Zoning Compatibility

## PLANNING BOUNDARIES

California Government Code Section 65300 states that a general plan shall be adopted "for the physical development of a county or city, and any land outside its boundaries which in the planning agency's judgment bears relation to its planning." Due to the amount of existing development immediately adjacent to Sand City on the north, south and east, and the presence of Monterey Bay to the west, there is little opportunity for expansion of the existing city limits. Therefore the community's Planning Area Boundary consists of the existing city limits, which includes an area of more than one square mile in Monterey Bay. This boundary contains 3.16 square miles and is shown in Figure 2-1.

## LAND USE SETTING AND PLANNING DISTRICTS

Sand City was incorporated in May 1960. Since that time, the community has served the Monterey Peninsula area as an active employment center. Heavy commercial and manufacturing industries have historically dominated the community's economy and land use patterns. More recently, destination commercial uses have located in the city. The community also contains scattered residential areas and undeveloped lands, particularly along the coast.

For ease of reference and facility planning, Sand City has been divided into the following geographical districts (Figure 2-2):

- Old Town
- East Dunes
- South of Tioga
- Destination Commercial
- North of Tioga Coastal
- South of Tioga Coastal

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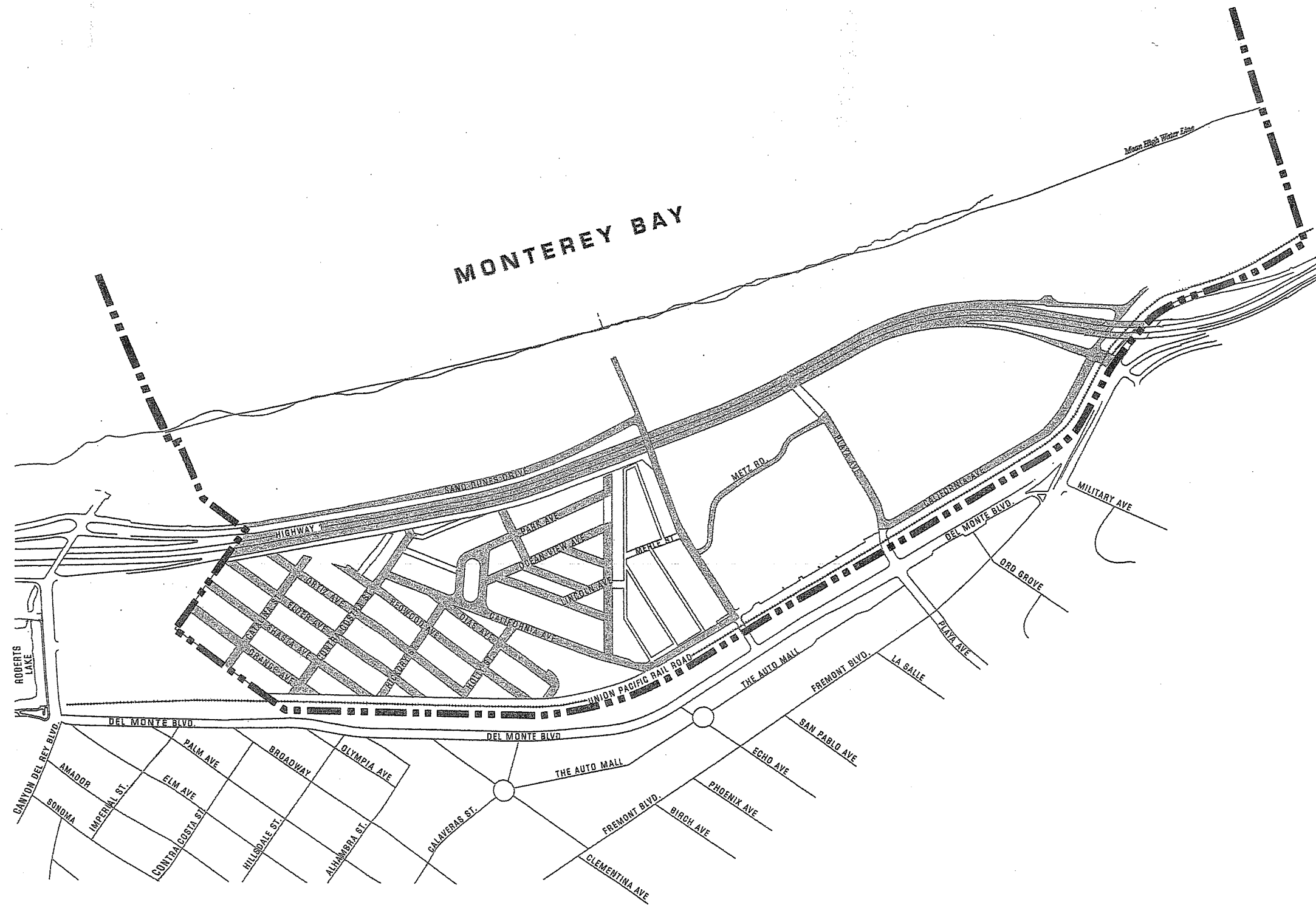
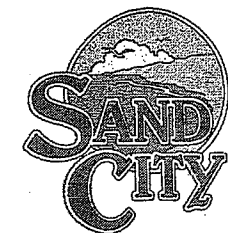
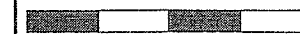
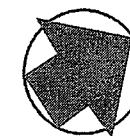
SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 2-1  
PLANNING AREA

LEGEND:

----- Planning Area Boundary

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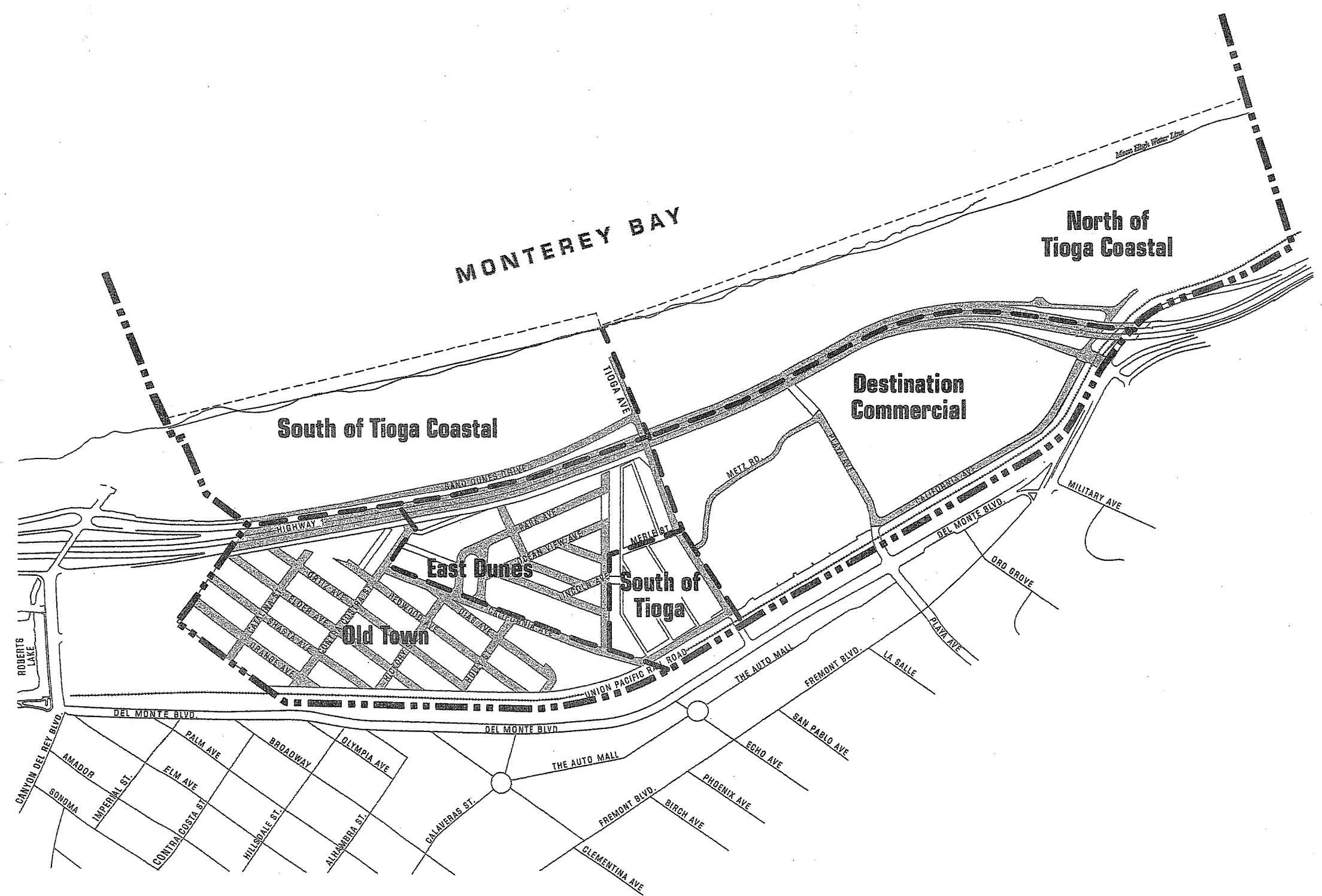
*Figure 2-1 page 2 of 2*

SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 2-2  
SAND CITY PLANNING DISTRICTS

LEGEND:

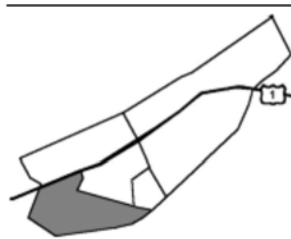
- Mean High Water Line
- - - - - City Limits
- Union Pacific Rail Road
- Planning District Boundaries



PMC Source: PMC

*Figure 2-2 page 2 of 2*

*Old Town*



*Old Town Planning District*

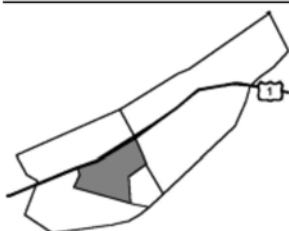
The Old Town district is located east of State Route 1 and is generally bounded by California Avenue on the north, the Union Pacific Railroad on the east and the City limits on the south. During Sand City's early development, the Old Town area was

predominantly an industrial and heavy commercial center, with single-family dwellings, duplexes and small apartment units scattered throughout. Recently uses such as artist studios and wholesale bakeries have also located in this district.



*Bakeries are among the uses which have recently located in the Old Town area.*

*East Dunes*



*East Dunes Planning District*

The East Dunes district is also located east of State Route 1 and is generally bounded by Tioga Avenue on the north, California Avenue on the east to East Avenue, and Contra Costa Street on the south. This area was originally

subdivided into small lots (25-foot x 75-foot) at the turn of the century as an intended seaside vacation cottage community. Much of the area is still currently undeveloped; however, there are three significant land uses. One is industrial/commercial development, located along California Avenue. Another is residential, some of which is concentrated in the center of East Dunes and some of which is

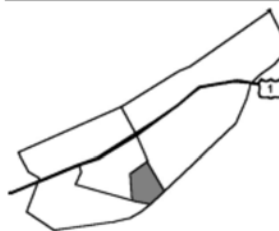
scattered throughout the industrial area. The third is the City Hall complex, located on Sylvan Avenue. Vacant portions of this district are likely to provide the best opportunity for quality family-oriented residential development in the city.



*New housing in Sand City.*

*South of Tioga*

This district is located east of State Route 1 on the south side of Tioga Avenue and should serve as a



*South of Tioga Coastal Planning District*

transition zone between the "big box" commercial development to the north, the East Dunes residential area to the west, and Old Town to the south. Redevelopment in this area will need to be carefully designed to ensure that the uses and

building intensities are compatible with adjacent development and provide an appropriate transition to future residential development in the East Dunes.



*Existing development in the South of Tioga District*

*Destination Commercial District*



This district encompasses the remaining portion of the city located east of State Route 1. Recent development includes the Sand Dollar Shopping Center, which contains “big box” retail businesses. Another large commercial

development, known as the Edgewater Shopping Center, is located directly north of the Sand Dollar Shopping Center. Together, these two centers represent the largest destination commercial development on the Monterey Peninsula. This district also contains other smaller commercial properties, a construction yard and open space habitat for rare and endangered plant and animal species.



*Existing commercial development in the Destination Commercial District*

*North of Tioga Coastal*

This district consists of all land in the Planning Area north of Tioga Avenue and west of State Route 1. It is located entirely in the Coastal Zone designated by the California Coastal Act. Historically, sand mining operations, a cement batch plant, and a landfill existed in this area, but they are no longer active. The majority of this is currently undeveloped except for an outdoor storage use and a coastal bike trail.



Although existing development is limited, the City’s LCP provides for visitor serving commercial/residential and residential development in the area since it is the largest undeveloped portion of the city and benefits from a prime coast side location. Much of the land that will not be developed in visitor serving uses will likely be acquired by the California Department of Parks and Recreation and the Monterey Peninsula Regional Park District. Opportunities to provide public access to the coast, recreational amenities, and tourist-oriented uses are probably greatest in this district.



*Coastline north of Tioga Avenue*

*South of Tioga Coastal*

The South of Tioga Coastal district comprises all land in the city south of Tioga Avenue and west of State Route 1. This district is also located entirely in the Coastal Zone and contains potential for the highest concentration of sensitive habitat and/or habitat restoration areas in the Coastal Zone. Except for Regional Sewage Pump Station, no development has occurred or is currently located in this area. Future plans include the development of a state park and Monterey Bay. There is still potential for limited residential development in this district. However, public acquisition of all properties to Tioga Avenue is being actively pursued.





*Coastline south of Tioga Avenue*

**HISTORIC GROWTH RATES**

After attaining a population of 600 in the 1960's, Sand City experienced a population decline between 1960 and 1980 due to industrial and commercial uses displacing homes during that period. Since 1980, Sand City's population has remained fairly constant. Table 2-1 shows past population figures for Sand City.

Year	Population
1960	---
1970	212
1975	230
1980	182
1985	190
1990	192
1997	188
2000	261

Source: 1970, 1980, 1990 and 2000 figures from U.S. Census Bureau, other figure are estimates from the California Dept. of Finance.

*Table 2-1 Sand City Population, 1960-1997*

**POPULATION AND EMPLOYMENT PROJECTIONS**

Table 2-2 shows projected population figures generated in 1997 by the Association of Monterey Bay Area Governments (AMBAG) for both Sand City and Monterey County presented in five year increments to the year 2020. Population

figures, provided by AMBAG, are based in part on buildout projections for the City's 1984 General Plan. The projections indicate fairly significant growth in Sand City's population between the years 2000 and 2005. Much of this growth is anticipated to occur in the East Dunes and North of Tioga Coastal Districts, but it is dependent upon an adequate water supply.

Year	Sand City	Monterey Co.**
1990*	192	349,437
2000*	261	384,657
2005	1,282	418,714
2010	1,541	455,562
2015	1,631	486,559
2020	1,807	519,609

Source: AMBAG Reg. Population & Employment Forecast 1997.  
 Notes: \* Figures from U.S. Census  
 \*\* Does not include projected population for Soledad prisons.

Preliminary population projections for Sand City prepared by AMBAG in 1998 estimate a resident population of approximately 1,800 persons at buildout. This figure is considered to be more realistic based upon the number and type of housing units expected to be accommodated through the land use designation descriptions and General Plan Land Use Diagram adopted as part of the 2002 Plan. City-generated estimates of the community's residential populations at buildout are actually somewhat lower as indicated in Table 2-3.

	Units	Persons/ Household	Population
Old Town			
Stand Alone Res.			
Mixed Use Res.	170	2.0	340
Live/Word Units			
East Dunes	240	2.5	601
South of Tioga			
Stand Alone Res.	44	2.0	88
Live/Word Units			
North of Tioga	133	20.	266
Coastal Zone			
<b>Totals</b>			<b>1,295</b>

Source: City of Sand City Community Development Department

*Table 2-3 Estimate of Buildout Population*

According to the most recent (1997) AMBAG employment forecasts, the number of employed residents in Monterey County is expected to rise from an estimated 162,009 in 1995 to 229,130 in 2020 – an increase of 41.4 percent. No projections were given for Sand City specifically, however, it is expected the number of employed residents will increase as the resident population increases.

## **COMMUNITY ISSUES AND TRENDS**

### *Desired Land Use Transitions*

#### **Old Town**

The City’s 1997 Parking and Urban Design Study and workshops on this General Plan update have provided insight regarding desired development trends and issues of concern to the community. Traditionally, Sand City has been perceived as an industrial city with a small residential population. The primary physical composition of the City was determined by this basic land use pattern and by a grid street system in the Old Town area.

State Route 1 is an essential transportation corridor that connects Sand City to other communities in the region and even larger market areas beyond; however, it also bisects the community.

As discussed earlier, Sand City has a number of districts each with different land uses and physical forms which are not strongly related to one another either visually or functionally. Although essential features of the community’s original economy, the dominance of industrial and heavy commercial uses and the lack of strong design and development standards have led to a somewhat negative image in the region.

Recent efforts have focused on developing a more unified urban environment and improved community appearance and this has resulted in a changed city image.



The vision statement contained in the City’s 1997 Parking Study supports the promotion of a wide range of small and medium sized businesses in the Old Town area that have the ability to “draw” customers from the entire Monterey Peninsula. The vision statement also expresses a desire to transition away gradually from the industrial and automotive services which predominate the area to a mix of complementary commercial and professional office uses intermixed with low-impact light-industrial uses and some well-situated residential and “live-work” units.

Other uses which have been identified as generally undesirable include mini storage and moving van storage facilities because they are considered to be “dead space” in a town that wants to generate more daytime and nighttime activities and does not have the luxury of a large territory in which to place those uses. Desired land use transitions could be facilitated by prohibiting the establishment of any new uses which are considered undesirable or designating limited areas for those uses at specific locations.

The Old Town area is also insulated from heavy traffic with Del Monte Boulevard, State Route 1 and Canyon Del Rey providing all of the arterial traffic needs of the general vicinity. This allows Old Town to accommodate some residential component, as streets are relatively safe and free from high traffic volumes.





*Desired streetscape—existing development in the Old Town District*



*Housing atop an industrial building in Sand City*

Artists are only one category of people who often desire to live and work at home. However, the artist community has characteristics which merit special consideration in terms of housing and other essential needs:

- The special cultural values which artists and artisans bring to Sand City
- The fact that producing art, unlike some other economic activities, is typically not a high profit-generating activity and may be displaced if forced to compete in the open marketplace on the same footing as other businesses

In order to foster development of this unique district, Sand City has adopted the premise that the growing artist community is an integral part of the city. The arts and crafts industry can also play an important role in Sand City’s redevelopment process. Artists are likely to be among the first to reuse the large industrial facilities that are gradually being vacated by traditional manufacturing firms. Attracted by moderate rents (as compared to Carmel), the loft style spaces and fairly close proximity to CSU Monterey Bay the artist community has the capability of creating a market for space in restored buildings. It is hoped that this new development will increase the pace at which buildings are being renovated and help smooth the transition between the older industrial land uses and the redeveloped residential mixed use in the Old Town area of the city.

The presence of a strong artist community can also lead to the development of other events and activities such as evening and weekend art fairs. These events can be used to encourage more pedestrian-oriented activity in the Old Town district and stimulate the attraction of resident and tourists to Old Town. Such events may also help distinguish the Old Town districts from the “big box” commercial uses in the Destination Commercial district, thereby increasing the viability of smaller, more specialized commercial uses.

**GOAL 2.1**

Transform the Old Town district from an area of heavy industrial, unplanned land use mix and warehouse uses to a planned area of light manufacturing, service commercial and residential uses, with a heavy emphasis toward streetscape beautification.

*Policies*

- 2.1.1 Encourage the establishment of new land uses within the Old Town district that:
- Provide goods and services required by the community and surrounding area
  - Are generally complementary to other business desirable in the area and are residentially compatible in terms of being low-impact neighbors to residential uses
  - Contribute to a diversity of activities that could include artisans, ethnic markets and restaurants, entertainment, and incubator industries

- Provide housing opportunities at appropriate locations, including mixed use development
- 2.1.2 Prohibit any new self-storage or purely warehouse uses. Expansion of the self-storage facilities on California Avenue is permitted, provided that significant upgrading of the entire property is included as a condition to design permit approval.
- 2.1.3 Encourage façade renovations and the conversion of existing storage facilities to other more active uses. The Redevelopment Agency should develop a façade improvement program that includes low-interest loans for such purposes.
- 2.1.4 Consider redevelopment options for the “Robinette site” which include one or more of the following uses:
- Public parking facilities with or without mixed commercial uses
  - 20 to 30 multiple-family housing units
  - Commercial use(s) which will draw people into the Old Town district

*Implementation Programs*

- 2.1.a. Adopt a revised zoning classification for mixed use development. These new zoning standards should be adopted at the same time the General Plan is adopted to maintain General Plan and zoning policy consistency.
- 2.1.b. Implement a façade improvement program to provide low-interest loans to property owners who wish to make improvements to existing buildings, consistent with the City’s design policies. Funding for these loans may be obtained through a mix of Redevelopment Agency (RDA) and state Community Development Block Grant (CDBG) programs.

**GOAL 2.2**  
Create pedestrian-oriented streets in the Old Town district.

*Policies*

- 2.2.1 Work toward the development of a unified streetscape with landscape, pedestrian amenities and appropriate directional signage throughout the Old Town district.

- 2.2.2 Encourage the establishment of outdoor uses (restaurant seating, etc.) adjacent to public sidewalks provided that an unobstructed corridor is maintained for pedestrian circulation.

*Implementation Programs*

- 2.2.a. Prepare and implement a street renovation plan for the Old Town district which has the following components:
- Undergrounding of utilities
  - Ornamental street lighting
  - Landscape treatments, including extensive street tree plantings
  - Street furniture (benches, trash receptacles, kiosks)
  - Directional signage to shopping areas and attractions
  - Frontage improvements (curbs, gutters, sidewalks, bike paths, or pedestrian paths where sidewalks are not possible due to unlimited curb cuts
  - Public or quasi-public plazas and gathering spaces
- 2.2.b. Require that new development and redevelopment projects conform to and contribute to adopted streetscape plans.
- 2.2.c. Amend the City’s Street Encroachment Policy and Zoning Ordinance as necessary to allow the establishment of desired outdoor uses within public rights-of-way.

**GOAL 2.3**  
Reduce land use conflicts in the Old Town district.

*Policies*

- 2.3.1 The City shall work with the Granite Rock Company to insure that a modernization of their concrete batch plant is designed to be compatible in site plan and construction, with the land use theme for Old Town.
- 2.3.2 Encourage the establishment of “live/work” units and artisan uses, particularly as a transitional use between residential clusters and commercial and light manufacturing uses.



*Granite Rock's crushing plant*

- 2.3.3 The former Monterey Sand Company site (Robinette site) should be converted to a mixed-use project including a housing component.

*Implementation Programs*

- 2.3.a. Adopt a mixed-use zoning classification.
- 2.3.b. The Redevelopment Agency should initiate redevelopment projects, if necessary, to eliminate non-conforming heavy commercial and industrial uses.

**GOAL 2.4**

Reduce land use conflicts created by insufficient parking and loading facilities in the Old Town district.

*Policies*

- 2.4.1 Implement the comprehensive parking strategy for Old Town identified in the City's Circulation Element.
- 2.4.2 Identify appropriate locations for public parking facilities and structures.
- 2.4.3 Explore the feasibility of designating centrally located loading areas to serve multiple businesses within geographically defined portions of the Old Town district to eliminate current right-of-way obstructions created by haphazard loading and unloading activities.

*Implementation Programs*

- 2.4.a Pursue the acquisition of sites identified as appropriate for public or employee parking facilities.
- 2.4.b. Utilize parking fees, Redevelopment funds and other available sources to finance the construction of parking improvements.
- 2.4.c. Work with Old Town business owners to determine the feasibility of utilizing centrally located loading areas and identify the most suitable locations for such facilities.
- 2.4.d. If considered desirable, pursue right-of-way acquisitions to create centrally located loading facilities in the Old Town district.

**East Dunes**

Although the city contains a relatively large workforce, there is currently limited residential development in the community. The largest concentration of existing residences is located in the central portion of the East Dunes area. Other residential uses are scattered in the industrial portion of the East Dunes area and Old Town. As noted



*Desired housing type for the East Dunes area*

under the descriptions of Sand City's Planning Districts, the vacant portions of the East Dunes area, Old Town, the northern half of the North of Tioga Coastal district, and the South of Tioga district are considered to have the highest potential for future residential development. The General Plan will be used to guide this development by providing appropriate designations in these areas, encouraging the consolidation of existing substandard lots, laying the groundwork for future redevelopment activities, and providing strategies to address habitat issues and constraints.

**GOAL 2.5**

Create an attractive residential enclave in the East Dunes district consisting of one- and two-story residences with an intimate roadway and lotting pattern characteristic of the principles of the “new urbanism.” Allow planned unit developments of medium density, consistent with the East Dunes Specific Plan, which may be 3 stories in height at selected locations.

*Policies*

- 2.5.1 Development of the residential portion of the East Dunes district will be guided through the implementation of the East Dunes Specific Plan, when adopted.
- 2.5.2 All new development shall be guided by the design standards and guidelines of the adopted Specific Plan.
- 2.5.3 Lot consolidation is encouraged to facilitate desired design features and circulation patterns.
- 2.5.4 Professional office uses and other commercial facilities should be directed to the portion of the East Dunes Specific Plan Area located on the south side of Tioga Avenue.



*Attached Housing*

*Implementation Program*

- 2.5.a. Finish and adopt the East Dunes Specific Plan, currently in process. Adoption of the Specific Plan may need to await interested Redevelopment Agency master developer participation and completion of the East Dunes Habitat Conservation Plan (HCP).

**South of Tioga**

The South of Tioga district currently contains a number of older industrial buildings and some scattered commercial and residential uses. Similar to Old Town, many of the buildings have a warehouse type appearance. The district also contains a number of “paper streets” which may not provide the best circulation and access through the area. The district is located on the south side of Tioga Avenue, which functions as one of the primary streets through the city. Therefore, the district has a high degree of visibility.



*Residence adjacent to industrial uses in the South of Tioga District*

From a land use perspective, the South of Tioga district should be a key transition area between the existing “big box” commercial development to the north, future residential development in East Dunes and the mixed-use development being proposed in Old Town. A commercial mixed-use development or regional commercial uses are considered desirable. Primary uses considered appropriate for this location include but are not limited to specialty commercial, regional commercial, entertainment, commercial recreation and civic oriented uses.

Because of the relatively small area involved, roughly 10 acres, redevelopment of the area should be required to occur as a singly integrated project. Consolidation of property ownership is also encouraged.

**GOAL 2.6**

Redevelop the South of Tioga district to eliminate existing urban blight conditions and attain land use transitions appropriate to the future East Dunes district residential development.

*Policies*

- 2.6.1 Redevelop the South of Tioga area with uses and site plan design that will provide an appropriate transition between regional commercial uses to the north and future residential uses in the East Dunes district.
- 26.2 The character of development in this area should blend with the design characteristics being forwarded for the East Dunes district. Public gathering places that include benches, trash receptacles, and other site amenities should also be integrated into the development design.

*Implementation Program*

- 2.6.a. The Redevelopment Agency should work with a master developer in order to redevelop the South of Tioga area in a cohesive manner and assist with appropriate business and residential relocations if necessary.



*Potential appearance of commercial uses in the South of Tioga District*

**Destination Commercial**

Most of the Destination Commercial district has already been successfully developed with both the Edgewater and Sand Dollar shopping centers. However, a small property comprised of approximately 1.15 acres is located on the north side of Tioga Avenue east of State route 1. This property is presently vacant and in a highly visible location from the Freeway.

Preferred development options for the site include a small inn that would complement planned resort development on the west side of State Route 1, professional offices, or studio uses. Other issues of concern relative to entrances into this portion of Sand

City include the appearance of the Fremont Boulevard/State Route 1 interchange as the primary entrance into both Seaside and Sand City.

**GOAL 2.7**

Encourage the development of uses in the Destination Commercial district that will complement existing shopping center development and enhance the appearance of physical or visual entrances into the area.

*Policies*

- 2.7.1 Work with the City of Seaside to beautify the Fremont Boulevard/Route 1 interchange entrance into Seaside/Sand City
- 2.7.2 Encourage the development of a small inn, professional offices, or studio uses on the vacant site located at the Tioga Avenue/State Route 1 overcrossing. Mini-storage use may also be acceptable at this location; however, it is not the preferred use.
- 2.7.3 Encourage the Sand Dollar Shopping Center to “retrofit” building designs to be more consistent with the Edgewater Center and improve site landscaping at both centers.

**North of Tioga Coastal**

Geographically, Sand City serves as the northern “gateway” to the Monterey Peninsula. However, historic sand mining activities and regional garbage dump operations have detracted from the visual appearance of the community’s coastal resources. With the closing of the dump site in the mid-1950’s and the gradual elimination of sand mining activities, an opportunity has been created to transform the character of Sand City’s coast line from a degraded looking area to one which appeals to visitors and residents.

Careful evaluation will be necessary to ensure that proposed coastal development projects are designed in a manner that protects and enhances views of Monterey Bay and incorporates access features as prescribed by the certified Local Coastal Program.



*Potential resort development for the North of Tioga Coastal District*

Coastal restoration and enhancement activities, along with selective development of high-end visitor serving commercial/residential uses and open space facilities, are expected to improve significantly the visual appearance of the “gateway” and help Sand City join other surrounding communities as a popular destination for tourists. In addition, the mixed uses and activities planned in the Old Town area will benefit from increased tourism within the City, thereby strengthening the overall economy.

### **South of Tioga Coastal**

The South of Tioga Coastal district is largely undeveloped except for the Monterey Regional Water Pollution Control Agency’s (MRWPCA) Seaside Wastewater Pumping Station at the site of the former Seaside Wastewater Treatment Plant, and contains potential for the highest concentration of sensitive habitat and/or habitat restoration areas in the Coastal Zone. Future plans include the development of a state park along Monterey Bay.

Although limited residential development is identified on the Land Use Diagram, Figure 2-3, public acquisition of all properties to Tioga Avenue is actively being pursued by both the Monterey Peninsula Regional Park District (MPRPD) and the California Department of Parks and Recreation (CDPR). These facilities will provide passive recreation and educational opportunities for residents and visitors to the community. The public acquisition program is sanctioned by the 1996 MOU described in this element.

The City will also continue to participate in the community’s coastal habitat conservation planning through completion to its ultimate approval by the U.S. Fish and Wildlife Service (USFWS).



*Signs should be used to highlight the City's natural resources.*

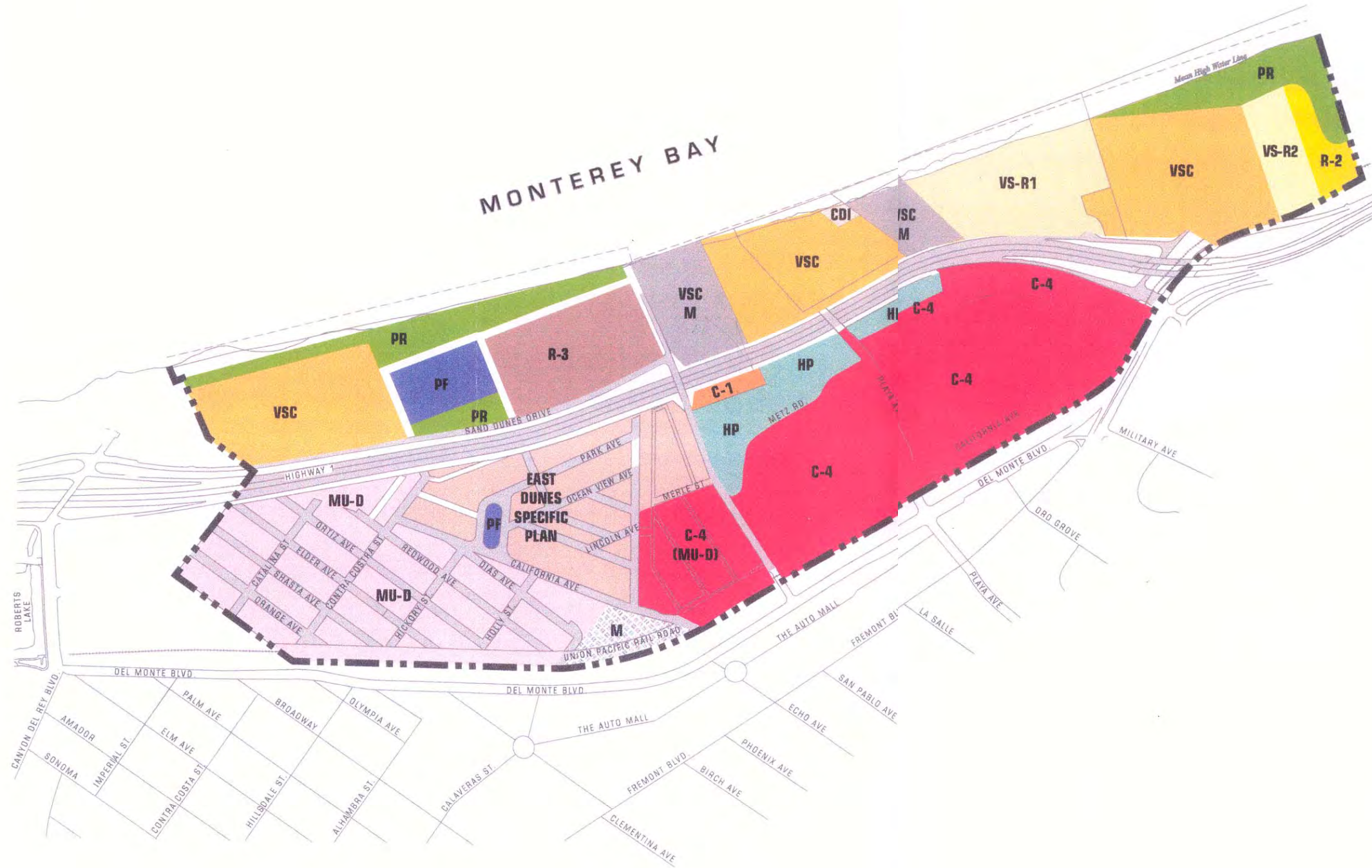
### *Fort Ord Reuse*

Another catalyst for development in the region and redevelopment in Sand City is the planned reuse of the former Fort Ord military base. Following notification of the base’s closure in 1993 the Fort Ord Reuse Authority (FOR A) was established as the administering agency to oversee and coordinate reuse of the site. Participating governmental agencies include the County of Monterey and affected local cities. A Reuse Plan was prepared and adopted in 1997 to allow for a variety of land uses and facilitate redevelopment of land in the former base. New land uses include California State University-Monterey Bay and other educational facilities, residential, commercial, and industrial uses, public facilities and public park and open space land. The northern boundary of Sand City’s North of Tioga Coastal district is immediately adjacent to the Fort Ord Reuse Plan Area. A state park is planned on the coastal side of State Route 1 Directly north of Sand City.

According to information contained in *Appendix B – Business and Operation Plan for the Fort Ord Reuse Plan*, AMBAG forecasts a net gain of 88,000 jobs in the region between 1995 and 2015 of which approximately 90 percent, or 79,000 jobs, were expected to be captured by Monterey County. Assuming successful redevelopment of Fort Ord, planners estimated that the Monterey Peninsula had the potential to capture between 25 and 35 percent of the projected county employment growth, or between 20,000 and 25,000 jobs by the year 2015. Although AMBAG’s 1997 employment forecasts, presented earlier in this chapter, are slightly lower, a significant increase in jobs and employed residents is still anticipated.

SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 2-3  
GENERAL PLAN LAND USE DIAGRAM



**LEGEND:**

City Limits

**Coastal Land Use Classifications**

- Residential Medium Density (R-2)
- Residential High Density (R-3)
- Visitor Serving Residential Light Density (VS-R1)
- Visitor Serving Residential Medium Density (VS-R2)
- East Dunes Specific Plan (Proposed)
- Visitor Serving Commercial (VSC)
- Light Commercial (C-1)
- Heavy Commercial (C-2)
- Coastal Dependent Industrial (CDI)
- Industrial Manufacturing (M)
- Industrial Park (IP)
- Public Recreation (PR)
- Public Facilities (PF)
- Habitat Reserve (HP)

**Non-Coastal Land Use Classifications**

- East Dunes Specific Plan
- Regional Commercial (C-4)
- Mixed Use Development (MU-D)
- Public Facilities (PF)
- Habitat Preserve (HP)

PMC



Figure 2-3, page 2 of 2



One issue of major concern noted by potential employers is the limited stock of attractive and affordable housing in the region. Since Sand City is located so close to the Fort Ord Reuse area, it is likely that development of attractive moderately priced housing in the community would be absorbed quickly based upon the projected regional market demand of 1,900 units annually between 1997 and 2010 and 2,800 units annually between 2011 and 2015.

The Fort Ord Reuse Business and Operation Plan also notes a significant demand for the following types of land uses:

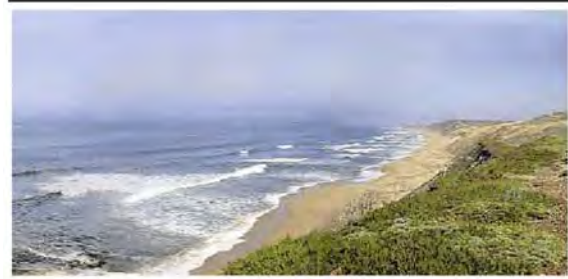
- Light Industrial space
- Office and Research Development space
- Regional, Outlet and Tourist Oriented Specialty Retail
- Regional Entertainment uses
- Hotel and Resort development with conference facilities

Sand City has already been extremely successful in its efforts to attract regional destination commercial uses and the community's LCP supports the development of high quality resort facilities in the North of Tioga Coastal district. The City's desire to transition development patters in the Old Town district from heavy industrial to mixed use including light-industrial, commercial, and well-planned residential uses is also consistent with projected land use demands for the region.

*Coastal MOU*

In April 1996, the City of Sand City and the Sand City Redevelopment Agency entered into a Memorandum of Understanding (MOU) with the California Department of Parks and Recreation (CDPR) and the Monterey Peninsula Regional Park District (MPRPD) regarding the community's coastal land uses. Both the CDPR and the MPRPD own a significant number of properties along Sand City's coastline. The Redevelopment Agency also owns two parcels of land and the entire area is located in the Project Area of the Redevelopment Agency's Redevelopment Plan.

The MOU recognizes that the Sand City Coastline is an integral part of the Monterey Bay State Seashore and that it possesses important recreational, trail linkage, open space and natural resource values, and visitor serving potential.



*Sand City's coastline is an integral part of the Monterey Bay State Seashore*

The document also notes that appropriate development in the Sand City Coastline area will generate a steady revenue stream for assisting the redevelopment of the Project Area and will provide one source of funds for public access facilities, dune restoration, and long-term operation and management of public lands along the Sand City Coastline.

The MOU is intended to facilitate cooperation among the involved agencies to accomplish mutually beneficial objectives including:

- Preservation of ocean views from State Route 1
- Restoration of sand dunes and other associated dune vegetation and habitat
- Creation and preservation of a north/south habitat corridor for endangered and threatened species.
- Creation of a continuous north/south public pedestrian and bicycle trail lining Fort Ord and Monterey Peninsula
- Provision of appropriate open space and beach and dune access
- Identification of an ongoing source of revenue to develop access facilities, restore dune lands and maintain and operate public lands
- Development of appropriate public and private land uses in Sand City's Coastline, including but not limited to visitor serving commercial and residential

**GOAL 2.8**

Encourage the development of a wide variety of housing types in Sand City to increase the resident population and create a more balanced community.

*Policy*

- 2.8.1 Allow a variety of creative housing types including but not limited to:
- standard single family and zero lot line residences
  - mixed-use residential with features such as first floor garages or covered parking facilities and residences constructed above commercial businesses
  - small multi-family structures in clusters of 3- to 4-units per building
  - larger multi-family structures designed to blend with single family developments
  - live work units in conjunction with commercial or industrial uses

**GOAL 2.9**

Enhance the community's appearance and sense of identity in the greater Monterey Bay Region.

*Policies*

- 2.9.1 Maintain design review controls through the use of design review zoning regulations on all significant development and redevelopment in town.
- 2.9.2 Prohibit the development of structures with large bland walls which face a public right-of-way or other public viewing area.
- 2.9.2 Encourage building designs that evoke a coastal resort or coastal industrial architectural theme and provide treatment that includes building design articulation and variation.
- 2.9.4 Require the screening of outdoor storage areas with building materials compatible with overall building design and landscaping wherever feasible.
- 2.9.5 Develop and install streetscape improvements with all new development, particularly along the following primary streets: California Avenue, Tioga Avenue, Sand Dunes Drive, Contra Costa Street and Catalina Street.

*Implementation Program*

- 2.9.a. Develop design guidelines for use by the Design Review Committee which address site plan, architectural and landscape standards for residential, commercial and light industrial development and redevelopment in town.
- 2.9.b. Develop a comprehensive streetscape program for primary streets in Sand City, including but not limited to: California Avenue, Tioga Avenue, Sand Dunes Drive, Contra Costa Street and Catalina Street. The Streetscape program should at a minimum address:
- undergrounding of utilities
  - lighting
  - landscape treatments, including extensive tree plantings
  - directional signage to attractions and major shopping areas
  - frontage improvements (curbs, gutters, bike paths, sidewalks, or pedestrian paths where sidewalks are not possible
  - decorative planting

**GOAL 2.10**

Work with the City of Seaside to eliminate blight and to beautify the common borders and entrances of both cities.

*Policies*

- 2.10.1 Formalize regular meetings between staff and officials from Sand City and Seaside in order to address issues which require mutual involvement and/or action.
- 2.10.2 Create a list of topics or issues to be presented to the legislative bodies of both cities that includes, but is not limited to:
- Redevelopment projects with access needs requiring a Del Monte Avenue frontage
  - Beautification of city entrance gateways
  - Property ownership patterns that may cross jurisdictional boundaries
- 2.10.3 Pursue development of uniform streetscape plans for border areas between Sand City and Seaside.



*Commerical Development*

## **SPECIAL LAND USE CONSIDERATIONS**

### *Mineral Resources of Statewide or Regional Significance*

Public Resources Code Section 2762(a) requires that local governments establish mineral resource management policies in their general plans if any mineral resources of statewide or regional significance are designated within their jurisdiction. No such areas have been designated in the Sand City Planning Area. In the Local Coastal Program (LCP), certified in 1982 the mining operations of the Monterey Sand Company in Sand City were determined to be “coastal dependent”, since the sand mined by these operations were classified as “specialty”. The Monterey Sand Company has since ceased operations, and the LCP will be amended to delete references to sand mining as a “coastal dependent” activity or a permitted use. Additional information regarding mineral resources is presented in the Conservation and Open Space Element.

### *Flood Prone Areas*

According to the State General Plan Guidelines, a Land Use Element should consider the location of flood-prone areas. Portions of the Planning Area subject to a 100-year flood event are identified on Flood Insurance Rate Maps (FIRM), issued by the Federal Emergency Management Agency (FEMA). As noted on the most recent FIRM (1986), the 100-year flood area in Sand City is confined mainly to the coast, with a small projection in the southwestern part of the city along Bay Avenue. No part of the city east of State Route 1 is within the 100-year flood area. A more detailed discussion of potential flood hazards and a figure depicting areas subject to 100-

year flooding are presented in the Public Safety Element of this General Plan.

### *Solid Waste Disposal Sites*

State General Plan Guidelines also require that future solid waste disposal sites be designated in the Land Use Element. There are no solid waste disposal sites designated in Sand City. Solid waste generated in the city is transported directly to the landfill in the Marina. According to an estimate by the Monterey Regional Waste Management District, the Marina Landfill has adequate capacity for projected development on the Monterey Peninsula through 2076. Solid waste issues are discussed in greater detail in the Conservation/Open Space Element of this General Plan.

### *Water Desalination Facilities*

The Sand City redevelopment Agency (FDA) may develop a 300 acre-foot/year water desalination plant in Sand City for the purposes of providing the city with a water supply to meet its present and long-term redevelopment needs. Potential locations for the facility and specific information regarding the facility’s proposed ownership and operation are described in detail in the Circulation and Public Facilities Element.

### *Schools*

The need for schools and potential school sites are also often addressed in a Land Use Element. However, because of the limited size of Sand City’s resident population, there are currently no schools located the city limits. The population necessary to support an elementary school of average size is 600 pupils. Based on local demographics, it is estimated that a population of approximately 3,000 people would be needed to support such a school. Buildout of the General Plan is anticipated to accommodate a resident population of approximately 1,300 persons. Therefore, there is no anticipated long-term need for a school site in the Sand City Planning Area.

Sand City is located in the Monterey Peninsula Unified School District (MPUSD). Children residing in the community attend Ord Terrace Elementary School (K-5), King Middle School (6-8), and Seaside High School (9-12). These Monterey Peninsula schools are presently under capacity.

**GOAL 2.11**

Consider and mitigate the impacts of new development and/or redevelopment activities on public facilities and services, whenever possible, prior to the approval of specific projects

*Policy*

2.11.1 The City will monitor the impact of development on its public services. Land use and development proposals which would overload circulation, water supply, wastewater disposal, fire, police or school systems shall not be approved in the absence of overriding considerations or project conditions of approval that mitigate this type of impact.

**THE LAND USE DIAGRAM**

The Sand City General Plan Land Use Diagram is presented on Figure 2-3. This diagram identifies the location distribution and extent of all land uses in the Planning Area. In order to maintain clarity and consistency with the City’s Local Coastal Program and Land Use Plan, described later in this chapter, Sand City’s General Plan Land Use Designations are divided into Non Coastal and Coastal categories.

**GENERAL PLAN LAND USE DESIGNATIONS**

The following section identifies all land use classifications depicted on the Land Use Diagram and describes typical land uses accommodated in each category.

**Non-Coastal Zone**

*East Dunes Specific Plan (EDSP).* This classification is applied to the central portion of the East Dunes district to indicate where development will be guided through implementation of the East Dunes Specific Plan. The specific plan will apply to all properties except those sites where Planned Unit Development (PUD) have been approved by the City.

The expectation for this portion of the city is to create an attractive, residential enclave consisting primarily of coastal style two-story residences with intimate streets and coastal-tolerant landscaping. Residences should be designed to feature bay or box style windows, front yard patios and porches. It is anticipated that a majority of the residential units will be single family, however, multiple family residential

units and/or mixed-use residential/professional office uses may also be integrated into the development design. All development types will be required to adhere to design standards and guidelines.

The specific plan area may be developed as a single comprehensive project or smaller individual projects. Lot consolidation is encouraged to facilitate desired design features and circulation layouts.



*Potential two-story housing type*

If development occurs through smaller individual projects, transitions between existing and proposed developments must be considered so that a cohesive neighborhood environment is ultimately created. Particular attention should also be given to primary entrances into the specific plan area.

Densities in the specific plan area are likely to range between 12 and 20 dwelling units per net acre with a maximum building coverage of 0.60. Building heights in the Non-Coastal portion of the specific plan will be restricted to a maximum of 36 feet.

The Non-Coastal portion of the project area could ultimately provide for approximately 211 dwelling units. Secondary units may be permitted in accordance with state law and applicable City codes. Approximately 38,800 square feet of professional office space or other commercial floor area is anticipated to be integrated into the residential neighborhood.

*Regional Commercial (C4).* This designation is intended to accommodate retail and service uses that will attract customers from within and outside the community, usually within a radius of 20 miles. Primary uses include membership warehouse clubs that are retail in nature; discount stores; department stores; retail factory outlets; large-scale sporting goods stores, home/building supply establishments; electronics; and large-scale drug stores. Other smaller retail, restaurant, service and entertainment

establishments may be considered in conjunction with a larger development. New mini storage, warehouse storage and moving van storage uses are prohibited. Projects generally include a unifying architectural theme, site plan layout and landscape design, and internal traffic circulation system. Maximum height and lot coverages are 50 feet and 0.80 respectively.

**Mixed Use Development (MU-D).** This designation is applied to areas where low impact light manufacturing and commercial uses can be intermixed with live-work units such as artist studios or galleries and residential uses. Desired uses are typically conducted wholly within a building. In instances where outdoor storage or business activities are necessary, extensive screening should be required. With the exception of sites where a Planned Unit Development (PUD) has been approved by the City for storage facilities (see Land Use Diagram), new mini storage, warehouse storage and moving van storage businesses will be considered legal non conforming uses.

Compatible uses in this designation include, but are not limited to: small scale plant nurseries; building materials supplies (wholesale or retail) with attractive store fronts and outdoor storage areas situated behind the primary building and heavily screened; workshops for artisans; galleries; high tech industries (computer component manufacturers, software design, research and development); commercial bakeries; restaurants; delis; retail bakeries; ethnic markets; coffee and specialty beverage shops; live-work units; residential units; specialty retail shops and public facilities such as water desalination plants and public parking facilities. Uses developed along the west side of California Avenue should be commercial in nature.

Stand-alone residential development projects which do not exceed 23 dwelling units per net acre may be considered on a case by case basis. Site layout and design techniques including the placement of accessory structures, fencing and landscape buffers should be used to reduce potential conflicts with adjacent non-residential development.

Land uses should be arranged with active commercial or manufacturing activities located on the ground floor and oriented toward street frontages. Live-work units should either be located within upper story spaces or behind active ground floor uses. Lot consolidation and redevelopment activities are strongly encouraged to create more usable building sites which meet the intent of this classification and

can accommodate on-site parking facilities for customers, employees and residents. Maximum height and building coverages are 45 feet and 0.80 respectively.

**Public Facilities (PF).** This designation is applied to sites occupied by public buildings, equipment and features such as libraries; city corporation yards; the Sand City Civic Center complex; public parking lots; police and other safety service facilities and utilities that have a unique public character. The general Plan does not have to be amended to accommodate new public facilities on sites that are less than one (1) acre in size located in residential, commercial, industrial, or mixed used areas. Maximum height and building coverages are 36 feet and 0.50 respectively.

**Habitat Preserve (HP).** This designation is intended to protect identified environmentally sensitive habitat areas. Activities are typically limited to those which will enhance research and educational awareness of the resource, result in habitat enhancement or involve the installation of physical protection measures.



**Coastal Zone**

The land use designations and zoning regulations pertaining to the portion of Sand City’s Coastal Zone located west of State Route 1 are not changed as a result of this General Plan Update. The City’s Local Coastal Program including land use modifications to the portion of the Coastal Zone east of State Route 1 are hereby re-adopted as a separate element of the General Plan. This 2000-2017 General Plan does, however, recognize the significance of the 1996 Memorandum of Understanding (MOU) between the California Department of Parks and Recreation, Monterey Peninsula Regional Park District, the City of Sand City and Sand City Redevelopment Agency. As a result of that Coastal Agreement, it is likely that much of Sand City’s coastline will remain in Open

Space and/or Public Recreation uses. The potential development of a water desalination plant which would reduce regional dependence on pumping from the state-restricted Carmel River Aquifer is also recognized in the General Plan as an appropriate use in the Sand City Coastal Zone as prescribed by the Local Coastal Program Element.

LCP Amendments approved to date include:

- LCP Amendment 85-01 (Resolution 85-37)
- LCP Amendment (Resolution 85-33)
- LCP Amendment 95-01 (Resolutions SC96-10 and SC96-45)
- LCP Amendment (Resolution SC 96-09) (Rescinded)
- LCP Amendment 97-01 (Resolutions SC 97-31 and SC 97-52)
- LCP Amendment 97-02 (Resolution 97-42 and SC 97-59)

The following is a descriptive summary of land use planning policy contained in the certified LCP. For a complete description, refer to the LCP.

**Visitor-Serving Commercial (VSC).** This designation is designed to provide for land uses whose primary function is to serve the needs of coastal visitors. Potential uses include: hotels, motels, vacation clubs/timeshares, accessory shops (including gift shops, travel agencies, beauty shops, health spas), food service establishments, service stations, recreation retail shops and services, campgrounds, recreational vehicle parks and other recreational facilities operated as a business and open to the general public for a fee. Vacation clubs/timeshares are defined as accommodation facilities with guest or owner stays limited to not more than 29 consecutive days, and not more than a total of 84 days each calendar year. Height restrictions are applied to minimize the visual impacts of development and ensure consistency with the Local Coastal Land Use Plan. Densities for hotel uses are limited to a maximum of 75 rooms per acre with density caps of 375 rooms in areas “A” “B” and “D” on the Local Coastal Land Use Plan Map. No hotel rooms are permitted in area “C” on the referenced map. Densities for motels are limited to a maximum of 37 rooms per acre with density caps of 229 rooms in area “A” on the Local Coastal Land Use Plan Map and 141 rooms in area “B”. Where other non-public recreational uses are allowed on a parcel, those uses may be intermixed such that the proportion of uses

relative to the specified acreage in the LCP Land Use Plan is not increased. Maximum height permitted is 36 feet.

**Visitor-Serving Residential, Low Density (VS-R1).** This designation is intended to promote visitor serving residential timeshare uses at fairly low densities, 1 to 13 units per net acre. Typical developments consist of clustered multi-family residential structures. All of the units permitted in this designation shall be established on time increments and shall be available at all times for rental or purchase on a short-term (one month or less) basis. A height restriction of 25 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan.

This designation applies to a parcel that is now a park site owned by the Regional Park District. The City will amend its LCP in the future to recognize this change in circumstance.

**Visitor-Serving Residential, Medium Density (VS-R2).** This designation is intended to promote visitor serving residential timeshare uses at moderate densities, 14 to 25 units per net acre. Typical developments consist of clustered multi-family residential structures. All of the units permitted in the designation shall be established on time increments and shall be available at all times for rental or purchase on a short term (one month or less) basis, with the following exception:

- Units may be constructed as a fee-simple, specifically to accommodate the transfer of Density Credit Program established in the Housing Element, as deemed necessary and feasible by the City of Sand City

A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan.

**Residential, Medium Density (R2).** This designation is intended to provide for a variety of residential housing types at moderate densities, 14 to 25 dwelling units per net acre. Typical uses permitted include single family dwellings, modular or mobile homes, duplexes, and public amenities such as picnic areas, wind shelters, and indoor recreational facilities. More intensive multiple-family developments are encouraged to utilize clustering techniques to the fullest extent possible. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan.

**Residential, High Density (R3).** This designation is intended to provide for a variety of residential housing types at higher densities, 25 to 35 dwelling units per net acre. Typical uses permitted include single family dwellings, modular or mobile homes, duplexes, and public amenities such as picnic areas, wind shelters, and indoor recreational facilities. Planned unit developments that encourage lot consolidation, clustered development and the provision of open space, are strongly encouraged. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.70 for one story or 0.65 for more than one story.

**East Dunes Specific Plan (EDSP).** Once an LCP amendment is completed, this overlay classification will apply to the central portion of the East Dunes district to indicate where development will be guided through implementation of the East Dunes Specific Plan. The specific plan will apply to all properties except those sites where a Plan Unit Development (PUD) has been approved by the City.

Future planning for this portion of the city is intended to create an attractive, residential enclave consisting primarily of coastal style stow-story residences with intimate streets and coastal-tolerant landscaping. It is anticipated that a majority of the residential units will be single family, however multiple family residential units and/or mixed-use residential/professional office uses may also be integrated into the development design. All development types will be required to adhere to design standards and guidelines. The specific plan area may be developed as a single comprehensive project or smaller individual projects. Lot consolidation is encouraged to facilitate desired design features and circulation layouts. If development occurs through smaller individual projects, transitions between existing and proposed developments must be considered so that a cohesive neighborhood environment is ultimately created. Particular attention should also be given to primary entrances into this neighborhood.

Densities in this portion of the specific plan area will range from 9 to 20 dwelling units per net acre with a maximum building coverage of 0.60. Building heights in the portion of the specific plan area that is located in the Coastal Zone will be limited to three stories (36 feet), consistent with the Local Coastal Land Use Plan. PUD's of higher density may also be allowed, subject to City Council approval.

The portion of the specific plan area located within the Coastal Zone is anticipated to accommodate

approximately 29 dwelling units. Secondary units may be permitted in accordance with state law and applicable city codes. Approximately 19,400 square feet of professional office space is anticipated to be integrated into the residential neighborhood.

**Light Commercial (C1).** This designation is intended to provide for small-scale retail and commercial service uses that provide a transition between the visitor serving commercial uses west of State Route 1 and destination commercial uses located in the northeast portion of the city. Preferred uses include, but are not limited to: banks, business offices, retail uses conducted entirely within a building, food stores, restaurants, fitness centers, or a small inn with overnight lodging facilities (50 units or less). Mini storage development may be considered, but is not preferred. Design and architectural plan shall consider the appearance of the proposed development from Tioga Avenue and State Route 1. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.80.

**Heavy Commercial (C2).** This designation accommodates businesses with a heavy commercial and/or wholesale character that are generally conducted within a building. Examples include wholesale businesses, storage, warehousing, repair garages for automobiles, trucks, and trailers, motor vehicle and accessory sales, lumber and building materials sales, contractor's yards, research development and testing services, hardware, plumbing, air conditioning and supplies, animal hospitals, kennels, veterinary clinics, upholstery shops, printing or lithographic shops, commercial bakeries, creameries, soft drink bottling plants, laundries, and cleaning and dyeing plants. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.80.

**Coastal Dependent Industrial (CDI).** Allows coastal dependent uses including but not limited to specialty surf zone and mining. The coastal dependent site shall have a minimum of 250 feet of ocean frontage and a minimum of 2 acres of land above the Mean High Tide line. Access to the coastal dependent land use from a public street will be assured as a condition of development (including land divisions). The Coastal Land Use Map depicts the general location of the site at the north end of the Monterey Sand Company parcel, and is intended to be representative only. A height restriction of 45 feet is applied to

minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.60. (Since sand mining operations have ceased in the city's Coastal Zone, an LCP amendment will be prepared in the future to remove this designation or it will be eliminated by virtue of a project approval for visitor-serving use allowed in the LCP).

**Manufacturing (M).** This designation is intended to provide for a wide variety of heavy industrial activities which involve manufacturing, fabrication, packaging, processing and storage. Common uses include those involved in the manufacture, processing and packing of food products, lumber and wood products, stone, clay, glass, concrete, and sand and gravel products. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.75.

Existing land uses in the northern portion of the Destination Commercial District within the Coastal Zone are currently designated as Manufacturing. However, actual land uses in this area have a regional commercial character. It is anticipated that the City will pursue an LCP amendment in the future to make land use designation within the Coastal portion of the Destination Commercial District recognize the more precise land use.

**Industrial Park (IP).** This designation provides for a compatible mix of certain commercial and industrial land uses assembled into employment centers that are attractive and functional. This designation will ultimately be removed from the General Plan and the LCP Land Use Diagrams as it is no longer applicable to actual uses that occupy the area so designated.

**Public Facilities (PF).** This designation is applied to sites occupied by public buildings, equipment, utilities, and features such as a sewage treatment pumping station, or water desalination facility that have a public purpose. The General Plan does not have to be amended to accommodate new public facilities on sites less than one (1) acre in size located in residential, commercial or industrial areas. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan. Maximum building coverage is 0.45.

**Public Recreation (PR).** This designation is intended to provide areas for public use and enjoyment of the coast and to enhance recreational opportunities along the city's shoreline. Typical uses

include public parks, picnic areas, parking areas, public vista points, habitat restoration, sandy beaches, and access ways which are publicly owned or over which access easements are to be required as a condition of development. In addition, public recreation also means public uses in development projects such as picnic areas, wind shelters, promenades or other indoor public recreational areas; other support facilities for public recreational uses, and controlled public access and/or educational programs in areas of dune restoration programs. A height restriction of 36 feet is applied to minimize visual impacts and ensure consistency with the Local Coastal Land Use Plan Maximum building coverage is 0.40.

**Habitat Preserve (HP).** This designation is intended to protect identified environmentally sensitive habitat areas. Activities are typically limited to those which will enhance research and educational awareness of the resource, result in habitat enhancement or involve the installation of physical protection measures.

Combining Districts, Special Treatment Areas, Resource Management designation, Circulation designations, densities and height restrictions are further described in the Local Coastal Program Land Use Plan and are incorporated herein by reference.

#### **LAND USE INTENSITY STANDARDS**

In addition to characterizing land use designations according to types of allowable uses, this General Plan specifies standards for population density and building intensity for the various land use designations adopted by the City. Standards of building intensity for residential uses are stated in the General Plan in terms of the allowable range of dwelling units per net acre.

Standards of population density for residential uses can be derived by multiplying the maximum number of dwelling units per gross acre by the average number of persons per household. For purposes of this General Plan, the average number of persons per household is assumed to be 2.5 for sites in the East Dunes Specific Plan Area, and 2.0 in Coastal residential areas or where mixed use development and live-work units are anticipated.

Standards of building intensity for non-residential uses are stated in terms of maximum building coverage and height limits.



## **GENERAL PLAN HOLDING CAPACITY**

**H**olding capacity is normally referred to as the number of people that could theoretically be accommodated in the Planning Area if all land were to develop to the maximum potential allowed by the land use designations of the Plan. *Buildout* is the *point in time* at which the land in the Planning Area is being used to the maximum extent allowed by the Plan. Buildout of the Planning Area to its maximum holding capacity may not occur, due to such factors as site-specific physical and environmental constraints to development, limitations on the capacity of resources, infrastructure and public services necessary to support new development, and choices made by individual property owners regarding the appropriate extent of development or redevelopment that should occur on their property. It should also be noted that buildout calculations do not reflect existing levels of development, which may or may not comply with the densities and building intensities permitted by the Plan. Still, buildout projections provide a useful means of looking at a future scenario for purposes of projecting the impacts of the Plan on the environment and evaluating infrastructure capacities necessary to support the Plan.

Table 2-4 provides estimates of the number of housing units, population, and square footage of non-residential development that could theoretically be accommodated by the General Plan, based on the designations shown on the Land Use Diagram. The estimates for commercial and industrial square footage and employment have anticipated that approximately 25% of the land area that could theoretically be developed will be occupied with parking facilities.

## **AREA AND SPECIFIC PLANS**

**A**rea and specific plans address development in particular areas of a city and generally include a set of land use specifications and implementation programs tailored to the unique characteristics of the site or area. They are not meant to supplant the general plan, but instead they are used to implement the general plan systematically in these specific areas. As indicated on the General Plan Land Use Diagram, a specific plan will be prepared to guide the design and character of future residential development in the central portion of the East Dunes district.

## **SAND CITY REDEVELOPMENT AREA**

**I**n October 1986, the Sand City Redevelopment Agency (RDA) was established. A Redevelopment Plan was adopted in 1987. The RDA was created in response to the detrimental physical, social, and economic conditions, commonly called “blight”, existing in the commercial and industrial areas of the city. The Redevelopment Agency can utilize the financial and administrative authority of the California Community Redevelopment Law necessary for the planning, development, replanning, redesign, clearance, reconstruction, or rehabilitation of the Agency’s Redevelopment Area. The Redevelopment Project Area encompasses the entire land area within the city limits. The Redevelopment Agency has sought to reverse blighting conditions in the city, mainly through capital improvement projects and regional commercial development. The projects receive funding from a variety of public and private sources. Tax increment financing is also used, which typically involves the issuance of bonds that are repaid from revenues created by the higher assessed values of the redeveloped properties.

The first project undertaken by the Redevelopment Agency was the installation of public utility and street improvements on Tioga and Playa Avenues in connection with the Sand Dollar Shopping Center development. Other projects include the following:

- Street improvements to provide adequate street width, curb, gutter and sidewalk. This includes new street segments planned in conjunction with commercial projects located in the northern portion of the Destination Commercial district
- Construction of new storm drain facilities and improvements to existing undersized drainage facilities
- Replacement of undersized or otherwise inadequate water mains in developed parts of the city
- Street improvements, including tree planting, for city streets east of State Route 1

In addition, the Redevelopment Agency owns two parcels of land along the coast within the North of Tioga Coastal district, for which visitor-serving commercial uses are envisioned, consistent with the LCP, this Land Use Element, and the 1996 Coastal MOU.

Despite these efforts, significant forms of blight persist in the city. Conditions contributing to this blight include an inefficient and obsolete lot pattern, inadequate public facilities and infrastructure, inadequate circulation and parking, incompatible land

uses, unsafe and obsolete buildings, a preponderance of vacant and underutilized properties, and some coastal properties that have been contaminated or otherwise ravaged by past industrial activities. Future redevelopment efforts must focus on incrementally addressing these issues. In 1994 public redevelopment needs were estimated to cost \$40 million.

Some land economists when evaluating urban areas like Sand City that are within a desirable and growing real estate market, utilize an indicator of development and redevelopment potential (i.e. “areas ripe for development”) known as the “improvement value to land value ration.” When the improvement value to land value is less than a ratio of 1:1, which is denoted as 1 for example, then chances are reasonable that the property will ultimately be developed to a higher use or building type to justify the value of the land and reap the full potential of what the real estate market is saying about the land value. The example below illustrates how Figure 2-4 was derived from the assessor’s rolls of 1998, which breakdown property value into its land value and building value components.

Example: A property is assessed by the County Assessor with a value of \$300,000. This value is further broken down as follows: value of improvements and buildings: \$100,000; value of land: \$200,000. This is considered a 1:2 improvement value to land value ration or a ratio of 1/2, indicating that the property is likely in the future to be completely redeveloped or significantly remodeled to add additional value to the building improvements already on it.

As indicated above, Figure 2-4 identifies potential areas considered “Ripe for Development/Redevelopment” within the southeast portion of Sand City.

The Sand City Redevelopment Agency Five Year Implementation Plan proposes further infrastructure improvements and commercial development, particularly in the South of Tioga District. In addition, the Implementation Plan calls for a Five Year Housing Development Program to provide affordable housing in the city.

**GOAL 2.12**  
Support the efforts of the Sand City Redevelopment Agency to upgrade infrastructure, provide affordable housing opportunities, and remove blight in the Sand City Redevelopment Project Area.

### *Policy*

2.12.1 Much of the land appropriate for reuse of redevelopment in Sand City should be developed in such a fashion that a variety of compatible uses could be established on the same site. In larger mixed used project site areas (in excess of 25,000 square feet), residential uses should be required where feasible.

### *Implementation Programs*

2.12.a. The City will exercise its redevelopment powers to implement the policies of the General Plan including the acquisition of land for reuse, the funding of public improvement projects such as streets and parks, and provision of financial assistance to developers and homeowners, as deemed necessary.

2.12b. The City will identify large properties or property groups, such as the McDonald and Robinette sites or land within the South of Tioga District, with high development potential and, where warranted, participate in their development through Redevelopment Agency powers such as land assembly, planning and financing and the selection of a master developer.

## **LOCAL COASTAL PROGRAM AND LCP LAND USE PLAN**

California is fortunate to have a vast amount of coastal resources. Due to concerns regarding the proper management and protection of the state’s coastal resources, a ballot initiative known as Proposition 20 was approved in November 1972 to ensure that those issues were properly addressed.

The result was the adoption of the California Coastal Act, which was designed to “...protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources” (Public Resourced Code Section 30001.5). The act applies to the “coastal zone” which can generally be described as a strip along the entire California coast “...extending seaward to the state’s out limit of jurisdiction, including all offshore islands, and extending inland generally 1,000 yards from the mean high tide line of the sea” (Public Resources Code Section 30103). The only portion of the California coast not included in the zone is the area of jurisdiction of the San

SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 2-4  
POTENTIAL AREAS "RIPE" FOR DEVELOPMENT/  
REDEVELOPMENT IN "OLD TOWN"

**LEGEND:**

-  Parcels with Improvement Value to Land Value Ratios of Less Than (<) 1
-  Parcels with Improvement Value to Land Value Ratios Equal to (=) 0
-  Location of Potentially Incompatible Land Uses



PMC

Source: Sand City Planning Dept. / PMC



Figure 2-4 page 2 of 2

Francisco Bay Conservation and Development Commission. The California Coastal Act created a permanent California Coastal Commission and six temporary regional commissions, which were later dissolved in 1981.

The Act's policies are implemented through cooperative action between the California Coastal Commission and local governments. This intended cooperation is demonstrated by provisions which allow the bulk of the authority granted to the State to be transferred to local governments through the adoption and certification of a "Local Coastal Program" (LCP). The LCP consists of land use plans, zoning ordinances, zoning district maps and other implementing actions which address the coastal issues and concerns unique to the jurisdiction and the statewide policies of the Coastal Act. The LCP must be certified by the California Coastal Commission after its adoption by the local government entity. LCP adoption and certification also transfers permit authority, except in limited cases, to the local government. The current LCP for Sand City was adopted by the City Council and certified by the California Coastal Commission in 1984. However, based on a 1990 Coastal Commission periodic review of the City's LCP modified policy was supported by Sand City in the form of the 1996 Memorandum of Understanding, Cooperation between the City and state and regional park agencies will continue, resulting in improved coastal access, preservation of ocean views, restoration and enhancement of dune habitat, provision of open space, identification of ongoing funding sources to develop and maintain public facilities, and accommodations for appropriate visitor serving commercial and residential development along the Sand City Coastline.

*Sand City's Coastal Zone*

There are approximately 1.5 miles of ocean frontage in Sand City. As illustrated in Figure 2-5 and the General Plan Land Use Diagram, the bulk of Sand City's Coastal Zone Area includes all that portion of Sand City west of State Route 1, as well as a strip of land 200 feet in width bordering the east side of State Route 1, measured from the highway's eastern most right-of-way. The remaining portion of the Coastal Zone encompasses the Union Pacific Railroad right-of-way and a parallel strip of land 100 feet in width which is immediately adjacent to the western side of the railroad right-of-way and runs the entire length of the city.

*Relationship to the General Plan*

As a result of the California Coastal Act, lands in the city limits are divided into two broad categories: 1) those lands in the Coastal Zone, and 2) those lands outside the Coastal Zone. Policies governing land use in the Coastal Zone are subject to standards different from those affecting areas outside the Coastal Zone. These standards are described in detail in the Sand City LCP, Land Use and Implementation Plans, and incorporated herein by reference. They should also be combined with the policies of the 1996 Coastal MOU.

**LAND USE AND ZONING COMPATIBILITY**

One of the most familiar methods of implementing General Plan land use policy and designations is through the Zoning Ordinance. Although separate from the General Plan, it is essential that the zoning districts utilized to implement General Plan land use designations are consistent with the intent of each General Plan designation. The following table identifies each Non-Coastal and Coastal Land Use Designation in the left column. Zoning districts considered compatible with each corresponding designation are shown in the right column. Because of the specific nature of zoning regulations, more than one zoning district may be compatible with a single land use designation.

<b>General Plan Land Use Designation</b>	<b>Compatible Zoning Districts</b>
<b>Non-Coastal</b>	
East Dunes Specific Plan (EDSP)	EDSP*
Regional Commercial (C4)	C-4
Mixed Use District (MU)	MU*
Public Facility	PF*
Habitat Preserve (HP)	OS* EDSP*
<b>Coastal</b>	
Residential Medium Density (R-1)	CZ R-1
Residential High Density (R-2)	CZ R-2
Visitor Serving Commercial (VSC)	CZ VSC
Visitor Serving Commercial, Low Density (VS R-1)	CZ VS R-1
Visitor Serving Commercial, Medium Density (VS R-2)	CZ VS R-2
East Dunes Specific Plan (EDSP)	CZ EDSP*
Light Commercial (C-1)	CZ C-1
Heavy Commercial (C-2)	CZ C-2
Public Facility (PF)	PF
Public Recreation (PR)	CZ PR
Habitat Preserve (HP)	CZ HP
*District to be adopted.	

*Table 2-5 General Plan and Zoning Compatibility*

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Land Use Designations	Gross Acres	Net Acres	Max. Density (du/ net acre)	Typ. Density (du /net acre)	Est. Dwelling Units	Max. Non-Res. Bldg. Cov.	Typical Non-Res. Bldg. Cov.	Max. Height (feet)	Typical Height (feet)	Estimated Comm./Ind. Sq. Footage <sup>5</sup>	Est. Typ. Pop.	Est. Typ Employees
<b>NON COASTAL</b>												
East Dunes Specific Plan (EDSP)	15.50	12.40	18.00	18.00	211.00	0.60	0.60	36	36	38,811.96	528	86 <sup>6</sup>
Regional Commercial (C4)	44.00	35.20	--	--	--	0.80	0.80	50	50	949,987.20	--	1,267 <sup>7</sup>
Mixed Use Development (MU-D) <sup>1</sup>	53.40	42.72	20.00	20.00	214.00	0.80	0.80	45	45	3,140,240.40	428	5970 <sup>8</sup>
Public Facility (PF)	0.60	0.48	--	--	--	0.50	0.50	36	36	7,840.80	--	17 <sup>6</sup>
Habitat Preserve (HP)	3.50	2.80	--	--	--	--	--	--	--	--	--	--
<b>Subtotal (Non-Coastal)</b>	<b>117.00</b>	<b>94.00</b>	<b>--</b>	<b>--</b>	<b>425.00</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>4,136,880.36</b>	<b>956</b>	<b>7,340</b>
<b>COASTAL</b>												
Visitor Serving Residential, Low Density (VS R1) <sup>2</sup>	13.30	10.64	--	--	--	--	--	25	--	--	--	--
Residential Medium Density (R2) <sup>4</sup>	3.50	2.80	MBS	MBS	133.00	--	--	36	--	--	266	--
Residential High Density (R3)	13.35	10.68	--	--	--	0.65/ 0.70	--	36	--	--	--	--
Visitor Service Residential, Medium Density (VS-R2)	4.00	3.20	MBS	MBS	45.00 <sup>A</sup>	--	--	36	--	--	--	--
East Dune Specific Plan (EDSP) <sup>4</sup>	8.30	6.64	20.00	9.00	29.00	0.60	0.60	36	36	19,405.96	73	43 <sup>6</sup>
Light Commercial (C-1)	2.75	2.20	--	--	--	NS	0.80	36	36	172,497.60	--	383 <sup>6</sup>
Heavy Commercial (C-2)	4.95	3.96	--	--	--	NS	0.80	36	36	310,495.68	--	690 <sup>6</sup>
Visitor Serving Commercial (VSC)	32.80	26.24	--	--	--	0.60	0.60	36	36	1,543,069.44 <sup>B</sup>	--	154 <sup>9</sup>
Visitor Serving Commercial-Manufacturing (VSC/M)	12.00	9.60	--	--	--	0.60	0.60	45	45	705,672.00	--	70 <sup>9</sup>
Visitor Serving Commercial/Coastal Dependent Industrial (VSC/CDI)	13.75	11.00	--	--	--	0.60	0.60	45	45	808,582.50	--	80 <sup>9</sup>

Land Use Designations	Gross Acres	Net Acres	Max. Density (du/ net acre)	Typ. Density (du /net acre)	Est. Dwelling Units	Max. Non-Res. Bldg. Cov.	Typical Non-Res. Bldg. Cov.	Max. Height (feet)	Typical Height (feet)	Estimated Comm./Ind. Sq. Footage <sup>5</sup>	Est. Typ. Pop.	Est. Typ Employees
Manufacturing (M)	14.10	11.28	--	--	--	NS	0.75	36	36	829,164.60	--	1,508 <sup>8</sup>
Public Facilities (PF)	13.70	10.96	--	--	--	NS	0.45	36	36	167,612.00	--	17 <sup>9</sup>
Public Recreation (PR)	19.40	19.40	--	--	--	0.40	0.00	36	36	0.00	--	--
Habitat Preserve (HP)	3.65	3.65	--	--	--	--	--	--	--	--	--	--
<b>Subtotal (Coastal)</b>	160.0	132.0	--	--	162.0	--	--	--	--	5,082,813.60	339	2,945
Route 1 Corridor	30.00	--	--	--	0.00	--	--	--	--	0.00	0	0
<b>TOTALS</b>	306.55	226.0	--	--	587.0	--	--	--	--	9,219,693.96	1,295	10,285

Table 2-4 General Plan Holding Capacity

Notes:

- 1 For purposes of determining holding capacity and focusing business attraction activities, a target mix of 45% light manufacturing/light industrial; 30% commercial services/retail; and 25% residential/live-work units have been established for the MU-D designation. This target is considered a general guideline and not a mandatory requirement.
  - 2 The Regional Park District has purchased this site. No development is anticipated.
  - 3 This property is currently being acquired by Regional and State Recreation agencies. Avoidance or mitigation for sensitive habitat and extensive grading would be required to facilitate development. Therefore, the City does not anticipate development at this location.
  - 4 Approximately 50% of the EDSP acreage within the Coastal Zone will not be developed with residences because of the need for a minimum 75-foot setback along the portion that is adjacent to State Route 1.
  - 5 Estimates assume that approximately 25% of the net acreage for each commercial and industrial designation will be occupied by parking facilities.
  - 6 Estimate based on 1 employee per 450 square feet of building area.
  - 7 Estimate based on 1 employee per 750 square feet of building area.
  - 8 Estimate based on 1 employee per 550 square feet of building area.
  - 9 Estimate based on 1 employee per 10,000 square feet of building area.
- A These units consist of rental condominiums that are associated with the Monterey Bay Shores project.
- B Square footage estimate includes a 217-room hotel and 100 time-share units associated with the Monterey Bay Shores project. Potential visitor commercial serving uses on other sites have also been incorporated.

MBS= Monterey Bay Shores

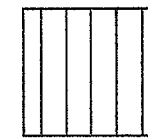
NS=Not Specified in Zoning Ordinance



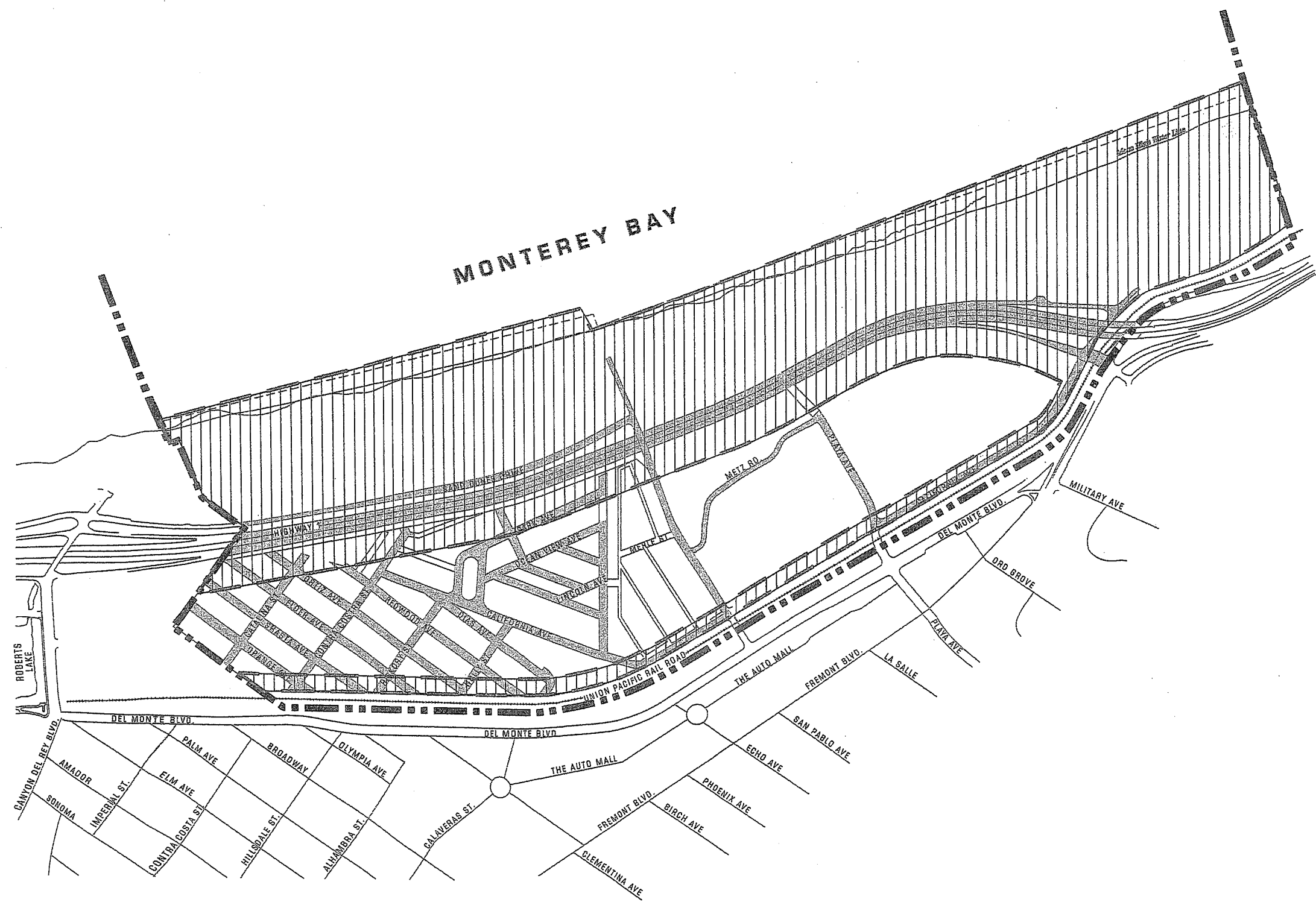
SAND CITY  
GENERAL PLAN  
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FIGURE 2-5  
SAND CITY COASTAL ZONE

LEGEND:



Area within Coastal Zone



Source: Sand City LPC

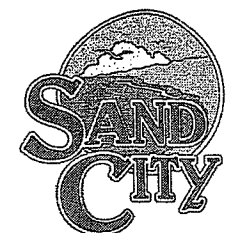
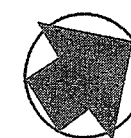


Figure 2-5 page 2 of 2

# Circulation and Public Facilities

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## INTRODUCTION

Circulation in General Plan terminology is commonly understood to mean transportation. Transportation is indeed a key issue in planning for development. A city is both defined and constrained by the network of highways, roads, railroad facilities and transit services that move its residents and goods in, through and out of the community. However, the circulation of energy and materials necessary to sustain the normal functioning of the community is also important. This includes the supply of water and electricity and the collection and removal of sewage and other wastes. Another issue is the circulation of information, since people and businesses are demanding greater access to more information in a shorter period of time. Therefore, this element focuses on both transportation features and public facilities and services.



*State Route 1 in Sand City*

A comprehensive, well planned, and efficiently functioning circulation system is essential to support Sand City's economic development activities, vitality, redevelopment, and long-term growth. The Circulation Element provides the necessary framework to guide the growth and development of the community's transportation and infrastructure systems. It integrates land use and transportation planning by ensuring that all existing and future developments have adequate circulation and infrastructure, and by promoting land use that places fewer demands on circulation systems, such as mixed-use development. This element also emphasizes the regional nature of transportation facilities and the need for interagency coordination.

A major objective of the Circulation Element is to provide more coastal, or "west side", pedestrian and vehicular linkages to the east side of the city. The increased linkages would alleviate some of the community separation caused by the freeway, so that the entire city can function as a whole.

Pursuant to Government Code Section 65302(b), a general plan is required to include:

*A Circulation Element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities all correlated with the Land Use Element of the plan.*

According to the State of California General Plan Guidelines, the Circulation Element is not intended to be simply a transportation plan. It is actually an infrastructure plan that concerns itself with the circulation of people, goods, energy, water, sewage, storm drainage and communications. This element has been prepared in compliance with all mandatory requirements.

Specific topics addressed include:

- Streets and Highways
- Regional Transportation Planning and Congestion Management
- Transit Services and Facilities
- Parking
- Bicycle Routes
- Pedestrian Facilities
- Rail Service and Facilities
- Airport Facilities
- Water Supply, Treatment and Distribution
- Sewage Collection and Treatment
- Storm Drainage Facilities
- Solid Waste Collection and Disposal
- Electricity and Natural Gas

- Communication Systems
- City Administration Facilities

### **STREETS AND HIGHWAYS**

Streets are probably the most noticeable and widely utilized transportation feature within any urban community. The streets and roadways within Sand City have been classified into four categories, based upon their main function:

- Freeway – mobility with limited access at interchanges devoted exclusively to regional through traffic movement.
- Arterial – a street that serves through traffic. There are no arterials within the city. The nearest arterial is Del Monte Avenue just east of the Sand City city limits in the City of Seaside.
- Collector Street – carries traffic within an area to arterials and provides access to adjacent properties; balances mobility and access.
- Local Street – provides access to adjacent properties only; limited traffic movement function.

These classifications have been applied on the Circulation Diagram (Figure 3-1), which identifies the circulation system necessary to support buildout of the General Plan. The Diagram also notes the general locations where new street or the extensions of existing streets are planned.



*State Route 1*

The only freeway in Sand City is State Route 1, a north-south route that follows the California coast from Mendocino County in the north to Orange County in the south. State Route 1 links Sand City to Monterey, Big Sur and Santa Cruz. The portion of the highway within the city limits is currently a four-to six-lane divided freeway. There are no interchanges wholly within the city. The California

Avenue/Fremont Boulevard interchange is located partially within the city at its northernmost limits. Access to the city is also available from the State Route 218 (Canyon Del Rey) interchange in Seaside. The *State Route 1 Corridor Study*, conducted by the Association of Monterey Bay Area Governments (AMBAG) in 1990, recommended the widening of State Route 1 to six lanes from State Highway 68 to Fremont Boulevard, which would include the Sand City segment. The study also recommended the modification of the Fremont Boulevard interchange at Sand Dunes Drive. The widening of State Route 1 was incorporated into the proposed Year 2015 roadway network for the Fort Ord area. However, both aforementioned projects are currently unfunded, meaning that they are not funded in the State Transportation Improvement Program (STIP) or in the Action Element of the Monterey County Regional Transportation Plan (RTP) at this time.

Information contained within the June 1999 Draft Project Study Report (PSR), prepared by Sand City for State Route 1, provides additional detail regarding proposed improvements. According to the Draft PSR, it is proposed to widen and upgrade 5.35 kilometers (3.3 miles) of State Route 1 and to plan for local street improvements in the City of Seaside from the State Route 1/State Route 218 separation at Canyon Del Rey Boulevard to the Fort Ord main entrance at Light Fighter Drive. The intent of the project is to relieve existing and future traffic congestion and to improve traffic safety and vehicular access to and from State Route 1. The Draft PSR was prepared by Sand City to satisfy the requirements of a cooperative agreement between CalTrans and the City of Sand City regarding State Route 1 encroachment permit conditions for the Edgewater Shopping Center at the intersection of California Avenue and State Route 1. Implementation of the PSR is specified within the document.

The PSR project team conducted an extensive alternative project evaluation, which resulted in the identification of two viable alternatives for consideration. They were Alternative 1 – the “no-build” alternative, and Alternative 2 – also known as the “recommended alternative,” which involves the construction of a new diamond-type interchange near the mid-point between Fremont Boulevard and Light Fighter Drive in the former Fort Ord site, widening of State Route 1 to a six-lane highway facility, and improvement of local streets in the vicinity of the Fremont Boulevard interchange.

Phasing of projects improvements was also evaluated based on criteria including those, which provided traffic relief, orderly construction, and served the local communities' needs. The four main components of the preferred alternative improvements have been ranked in terms of priority for construction as follows:

- Phase 1: Construct new Monterey Road/State Route 1 diamond interchange, located north of the existing Fremont Boulevard interchange. Estimated cost - \$12.9 million (1999 dollars).
- Phase 2: Construct local circulation improvements.
  - Priority 2A*-Improve California Avenue from the northbound offramp to the proposed Monterey Bay Shores project site. Estimated cost - \$0.7 million.
  - Priority 2B*-Improve Monterey Road-Fremont Boulevard connection to Del Monte. Estimate cost - \$2.4 million.
  - Priority 2C*-Improve the California Avenue and Fremont Boulevard intersection at the Union Pacific Railroad crossing. Estimated cost - \$.0 million.
  - Priority 2D*-Widen the northbound onramp to two lanes with a Fremont Boulevard connection. Estimated cost - \$3.4 million.
- Phase 3: Improve southbound onramp and restripe California Avenue for a double left turn lane. Estimated cost - \$1.5 million.
- Phase 4: Widen State Route 1 to six-lane facility with 3 thru lanes in each direction from the northbound onramp/exit ramp of State Route 218 (Canyon Del Rey Boulevard) to the northbound exit ramp of the Fort Ord main entrance (Light Fighter Drive interchange). Estimated cost - \$10.0 million.

As of the date of this publication, the PSR has not been approved by CalTrans.

Before construction proceeds, a project report detailing the construction of the selected alternative, and Environmental Impact Report (EIR), and Environmental Impact Statement (EIS), and a Transportation Management Plan (TMP) will need to be prepared to address traffic impacts from staged construction, detours, and specific traffic handling concerns during construction of the project. Specific funding for the full project has not been identified at this time. However, financing strategies for the

improvements could include the SB45 State Transportation Improvement Program (STIP), State gas tax funds, Federal T-21 funds, developer fees, Regional traffic impact fees, State and local grants, and benefit assessment districts.

Sand City is served by State Route 1 and a network of arterial and collector streets. The following are the primary roadway segments and classifications currently serving Sand City.



*State Route 1 provides only limited access*

State Freeways and Highways: State Route 1 is a regional and inter-regional freeway. It is a 4-lane facility in the city, increasing to a 6-lane facility at the northern city limits. State Route 218 (Canyon Del Rey Boulevard) is located in the City of Seaside and functions as both a regional and local facility connecting State Route 1 to areas inland.

Arterials: There are no designated arterial streets in Sand City; however, the following facilities located in the City of Seaside provide access to Sand City. Del Monte Boulevard is a 4-lane arterial extending from Fremont Avenue on the north through the City of Seaside connecting to the City of Monterey to the south. The intersections at Fremont Avenue, Playa Avenue, and Tioga Avenue in the vicinity of Sand City are signalized. Fremont Avenue is a 4-lane facility through the City of Seaside, connecting to State Route 1 and State Route 218 and continuing south into the City of Monterey.

Collectors: California Avenue is a 2-lane collector extending from Contra Costa Street at the south end and continuing north to the Fremont Avenue/State Route 1 interchange. A portion of this route currently passes through the parking lot of the Sand Dollar Shopping Center. Tioga Avenue is a 2-lane collector running from the beach to Del Monte Boulevard over State Route 1.



*Playa Avenue*

Sand Dunes Drive is a 2-lane collector running parallel to and west of State Route 1 from Humbolt Avenue/State Route 218 at the south end to Tioga Avenue. A short segment is also located at the Fremont Avenue/State Route 1 interchange. Playa Avenue is a 2-lane collector extending from the Sand Dollar Shopping Center in Sand City past Fremont Avenue to Grand Street in the City of Seaside. Contra Costa Street is a 2-lane collector extending from Del Monte Boulevard to California Street.

Recent improvements to Tioga and Playa Avenues, in conjunction with adjacent commercial development, have brought these streets to excellent condition. Contra Costa Street was also recently improved, including the installation of street tree planting in “bulb-outs” along the curbs. California Avenue is in fairly good condition, but a section adjacent to the Union Pacific right-of-way is not fully improved to urban standards, including curb, gutter and sidewalk. Most of the local streets, which are concentrated within the “Old Town” area, are in fair to poor condition, with random sections not fully improved to urban standards. Sections of several streets have been resurfaced, along with other right-of-way improvements.

Sand City has several undeveloped “paper streets”, especially in the East Dunes area, that are frequently utilized by fronting businesses for storage or other private uses. The abandonment of unnecessary paper streets and the development of a comprehensive circulation plan for the East Dunes district will be

key components of the specific plan that will be prepared to facilitate residential development within that district.

Minor modification to the existing circulation system within the Old Town district are also recommended. These include the creation of a cul-de-sac or other street termination improvement at the intersection of Hickory Street and Diaz Avenue to create a more residentially compatible neighborhood at that location and extension of Ortiz Avenue to form a connection between Ortiz and Orange Avenues. The resulting connection will provide improved vehicular access within the project area.

#### *Sand Dune Drive*

Within Sand City, Sand Dunes Drive functions as a two-lane north-south collector street on the west side of State Route 1 between Humbolt Street near the southern boundary of the city limits and Tioga Avenue, providing access along the east side of the South of Tioga Coastal district. There is a short segment of Sand Dunes Drive in the Fremont Boulevard interchange area which extends south from California Avenue along the alignment of the southbound onramp. The extension of Sand Dunes Drive from the north side of Tioga Avenue to the Fremont Street/State Route 1 interchange was originally envisioned by the City. However, current plans indicate that the Sand Dunes Drive extension will be limited to incorporating it into the circulation plans of coastal development on the “Sterling” and “McDonald” sites, and then terminated.

#### *Connections Between Old Town and the Destination Commercial District*

One of the biggest transportation constraints within the eastern half of the city is the lack of through streets connecting the Destination Commercial district to the South of Tioga and Old Town districts. The extension of California Avenue along the east side of the Sand Dollar Shopping Center is considered the most feasible option to provide the desired connection. The existing Metz Road will continue to serve as a service road for the Sand Dollar Shopping Center. It also provides a bicycle trail link and serves as a pedestrian link to the coast via Playa Avenue.






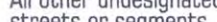


#### *Improved Coastal Linkages*

Sand City has the benefit of a lengthy coastal frontage (1.5 miles) within its city limits. However, there is currently extremely limited pedestrian and

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FIGURE 3-1  
CIRCULATION DIAGRAM

LEGEND:

-  Proposed Cul-de-Sac
  -  Proposed 2-Lane Streets
  -  Proposed Pedestrian Crossing
  -  Facility to be Removed
  -  Collectors (Major)
  -  Collectors (Minor)
  -  Freeway
  -  Highway 1 (Proposed 6 Lanes)
- All other undesignated streets or segments.

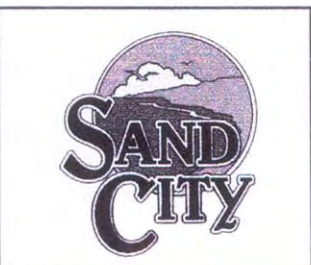
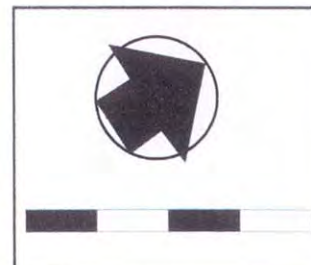
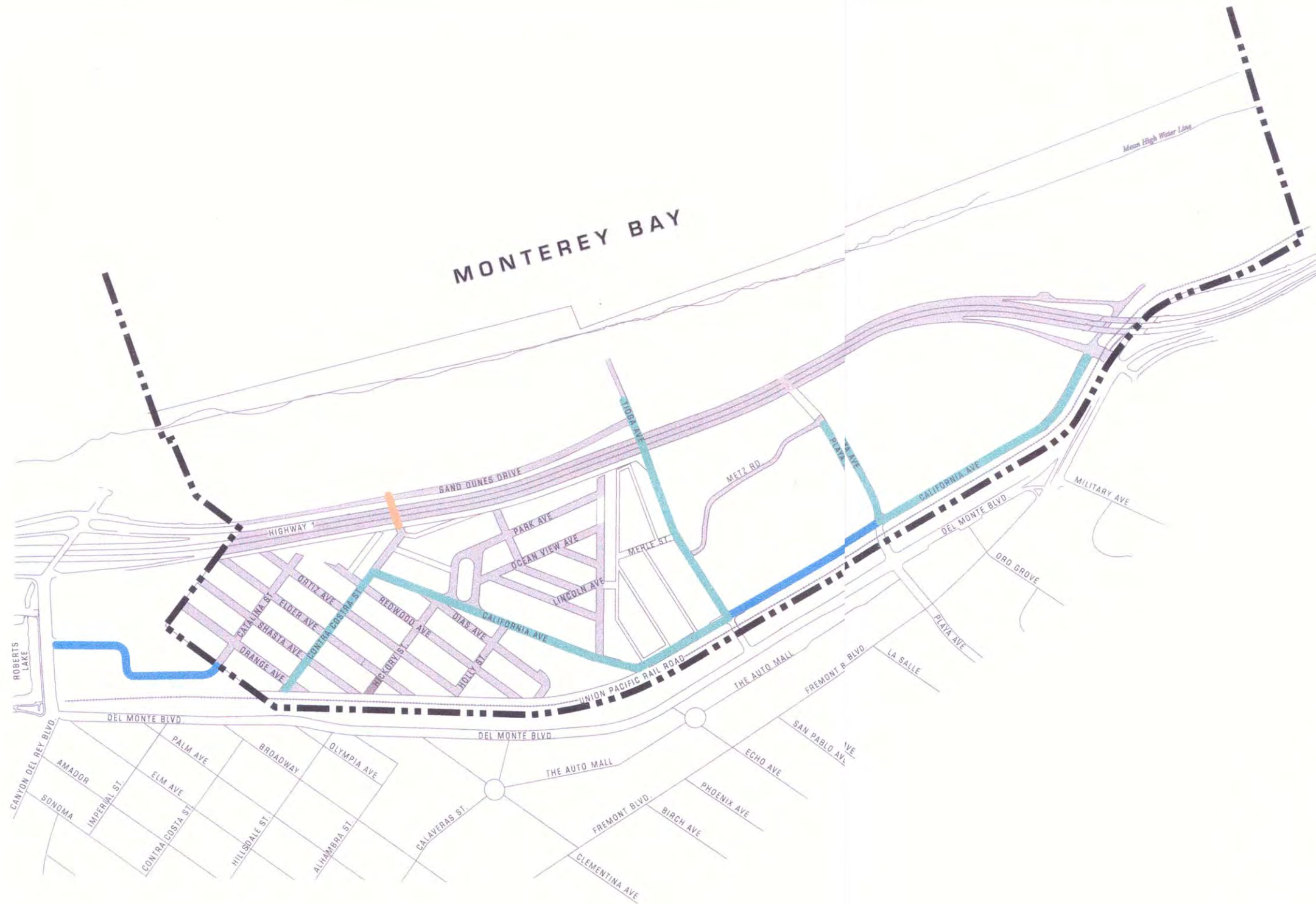


Figure 3-2 page 2 of 2



vehicular access between the current terminus of Playa Avenue.

Tioga Avenue currently provides the only direct motor vehicle access between the eastern portion of the city and coastal areas via an overpass which crosses State Route 1. An existing freeway undercrossing is located west of the current terminus of Playa Avenue. However, the extension of Playa Avenue will be necessary to complete the connection.

In order to create a more inviting atmosphere and encourage expanded use of these connection, increased pedestrian pathways with significant landscaping and amenities such as benches, lights and trash receptacles need to be added. These enhanced connections could also add considerable value and Redevelopment Agency tax increment to nearby residential and commercial properties.

As described within the Land Use element, attractive family-oriented residential development is envisioned within the East Dunes district and in the old Town district as it is transformed from a heavy industrial to a light manufacturing/commercial/residential mixed-use character. It is also anticipated that much of the South of Tioga Coastal district will be developed with habitat restoration and/or state park facilities. The development of pedestrian, bicycle and/or vehicular linkages between the East Dunes, Old Town and South of Tioga Coastal districts is considered an essential urban design component that will complement desired land use transitions and



*Entrance*

redevelopment being fostered within the southeast portion of the city.

### *Opportunities for New Entrances Into Sand City*

Primary entrances into the portion of Sand City located east of State Route 1 are currently limited to Contra Costa Street, Playa Avenue and Tioga Avenue. As part of future “borderland” discussions with the City of Seaside, the City may explore the feasibility of improving the existing south entrance into Sand City from Canyon Del Rey Road through the K-Mart shopping center in Seaside. The existing parking aisle, although curvilinear, is well situated to provide a main entrance connecting to Catalina Avenue. Significant capital improvement funding would be required to fully landscape this entrance, but the project would provide benefits to both communities by beautifying the existing commercial center parking lot and providing an attractive new entrance into Sand City.

In addition to the new entrance proposed above, Figure 3-2 identifies the location of gateway treatments and landscaped areas that have or will be constructed at major entrance points into the city.

### *Truck Routes*

There are no designated truck routes within Sand City. Commercial trucks utilize the city streets that most conveniently take them to their destinations.



*Route 1, because it is a major roadway in the Monterey Peninsula, is used frequently by truck traffic.*

### *Level of Service Definitions*

Traffic conditions on roads and streets within the city limits are characterized by Level of Service (LOS). LOS is a method of describing existing and/or projected driving conditions. LOS can be expressed as a quantitative measure and as a qualitative experience. The quantitative description focuses on how long drivers may have to wait to get through an intersection or the speed at which they can travel on a

street. Traffic engineers use quantitative measures of LOS to help them design or reconstruct a street or intersection. The quantitative measure focuses on how drivers perceive their driving experience. Perception of traffic conditions is often influenced by expectation. People expect and occasionally accept heavy traffic, but not a continuous network of delays and not throughout the day. They also expect and tolerate more traffic delay in high-activity areas, such as a lively downtown, than they will accept on neighborhood streets.

As noted in Table 3-1, each LOS is assigned a letter ranging from A to F. At LOS A, vehicles experience a wait at intersections of less than five seconds and are unrestricted in speed along arterials. At LOS F, the opposite situation occurs – traffic experiences delays of more than 60 seconds at intersections and movement on arterials is “stop-and-go.” The quantitative measure of LOS can be roughly equated with drivers’ perception of driving conditions. Drivers may experience LOS A through D as “free flowing” to “easily understandable delay.” Conditions of LOS E and F are usually less acceptable.

Quantitative measures of LOS are useful aids to understanding the community and helping identify potential problems with street design and impacts of land use. However, LOS ranges are theoretical. When used as a factor in determining land use capacity, they must be tempered by judgment and interpretation. Minor adjustments in signal timing, turning-land provision, points of access from adjoining property and other modifications can improve the actual operation of the intersection. Given all the variables, intersections often work better than the LOS would predict. In such cases, more detailed evaluation of driving behavior and intersection design are needed.

Vehicular traffic volumes are most often expressed in terms of average daily traffic, or ADT, which is the average number of daily vehicles passing a given point on a roadway each day. In evaluating roadway operational conditions, “Level of Service” (LOS) A through F are applied, with LOS A indicating very good operating conditions and LOS F indicating poor conditions (more complete definitions of level of service are contained on page 3-10)

In the policy section of the Sand City General Plan, LOS D has been established as the minimum desirable level of service standard for non-freeway roadway segments located within the community. A significant impact on transportation and circulation would occur if buildout in accordance with the land

uses recommended by the General Plan would result in the reduction of a level of service below that threshold.

The existing traffic conditions were evaluated to develop a base line or beginning point for understanding the street and highway network and evaluating future traffic impacts. This analysis was completed for all state highways, selected arterials and collector streets. The analysis focused on three specific issues: street capacity, classified system pattern, and connectivity. The evaluation of street capacity was the central focus of the analysis. A street or highway’s capacity is affected by a number of factors. The number of lanes, the location and spacing of intersections, the type of traffic control devices used (Stop signs, traffic signals, etc.), the traffic signal timing plan, the use of on-street parking, the percentage of trucks and the number and location of adjacent driveways all have an effect on the carrying capacity of a particular segment of street or highway.

Existing (1998) ADT volumes for the street network serving the planning area were obtained from traffic count data collected by ATE in June of 1998 and the California State Department of Transportation (CalTrans).<sup>1</sup> The A.M. and P.M. Peak Hour Volumes are illustrated on Table 2. The ADT volumes are illustrated on Figure 3 and the analysis procedures described in the introduction to this section, the levels of service were determined for the study area street segments. Table 1 displays the ADT volumes and corresponding levels of service for the study area street segments serving the Sand City planning area.

The data presented in Table 1 indicate that the segment of State Route 1 north of State Route 218 operates at LOS D. (This segment is the subject of a Project Study Report). The level of service along the state facility is due to regional traffic and therefore is a regional congestion issue to be addressed in the Monterey County Regional Transportation Plan. The balance of the study street segments operate at LOS A.

---

<sup>1</sup> 1998 Traffic Volumes on California State Highways; CalTrans, June 1999.

<b>Level of Service Descriptions</b>		
<b>Service Level Category</b>	<b>Description of Traffic Conditions</b>	
	<b>Signalized Intersections</b> (Average Length of Wait <sup>1</sup> )	<b>Arterials</b> (Average Speed <sup>2</sup> )
LOS A (Free Flowing)	Most vehicles do not have to stop. On the average, each driver waits less than 5 seconds to get through intersection.	Vehicles can maneuver completely unimpeded and without restrictions on speed caused by other cars and delays at intersections.
LOS B (Minimal Delays)	Some vehicles have to stop, although waits are not bothersome. Average wait at intersections is 5 to 15 seconds.	Drivers feel somewhat restricted within traffic stream and slightly delayed at intersections. Average speed is about 70 percent of free flow.
LOS C (Acceptable Delays)	Significant number of vehicles have to stop because of steady, high traffic volume. Still, many pass through without stopping. On the average, vehicles have to wait 15 to 25 seconds to get through intersection.	Traffic still stable, but drivers may feel restricted in their ability to change lanes. They begin to feel the tension of traffic. Delays at intersections contribute to lower average speeds – about 50 percent of free flow.
LOS D (Tolerable Delays)	Many vehicles have to stop. Drivers are aware of heavier traffic. Cars may have to wait through more than one red light. Queues begin to form, often on more than one approach. On the average, vehicle wait is 25 to 40 seconds.	High traffic volumes and delays at intersections reduce average travel speeds to 40 percent of free flow. Drivers are aware of slower pace of traffic.
LOS E (Significant Delays)	Cars may have to wait through more than one red light. Long queues form, sometimes on several approaches. Average waits of 40 to 60 seconds.	High traffic volume and many signalized intersections with long queues reduce average travel speed to one-third of free flow.
LOS F (Excessive Delays)	Intersection is jammed. Many cars have to wait through more than one red light, or more than 60 seconds. Traffic may back up into “up-stream” intersections. Generally caused by obstruction or irregular occurrence (e.g., signal preemption for a train). This condition often viewed as “gridlock”.	Travel is “stop and go” – one-third or one-fourth of free flow. Usually caused by a “down-stream” obstruction, such as lanes reduced from 4 to 3, a stalled car, or signal preemption for a train.
<p>1 “Average Wait” is a measure of traffic conditions at intersections. It is an estimate of the average delay for all vehicles entering the intersection in a defined period of time (e.g., the evening peak hour). It is expressed as a range rather than a single value. Some drivers will actually wait more or less time than indicated by the range.</p> <p>2 “Average speed” is a measure of traffic conditions on arterials. It is based on the total time it takes to travel a certain distance, including the time spent waiting at intersections. It is determined more by traffic volume and conditions at intersections than by the legal speed limit.</p>		



Table 3-1. Traffic Levels of Service for Signalized Intersections and Streets

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SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 3-2  
GATEWAY SIGNS LOCATION MAP

LEGEND:

-  Large Gateway Signs
-  Small Gateway Signs

PMC

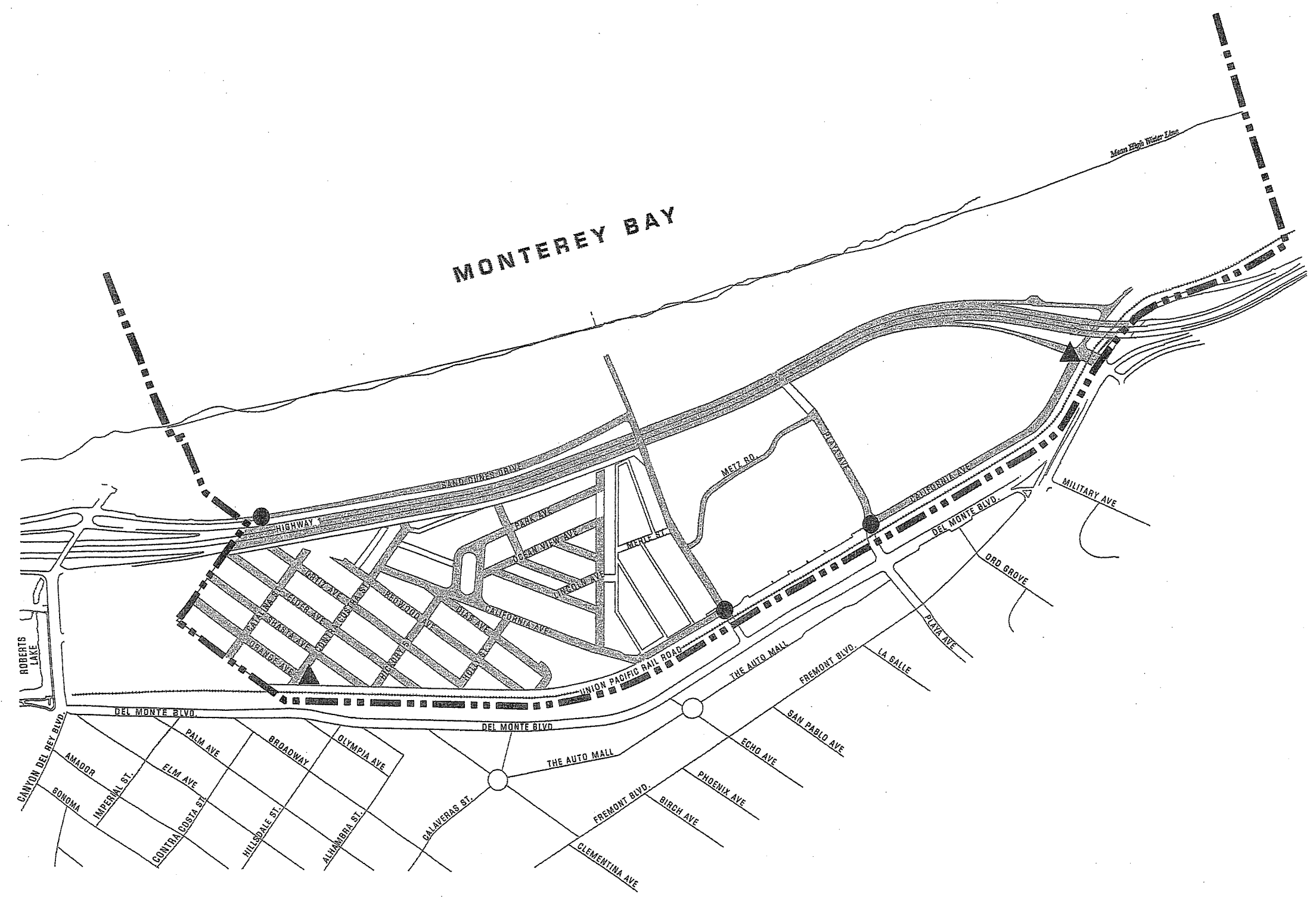
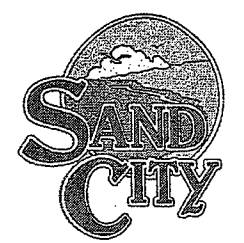
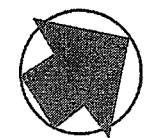


Figure 3-2 page 2 of 2

**Table 1  
Existing Sand City Roadway Levels of Service**

<b>Roadway Segment</b>	<b>Roadway Classification</b>	<b>Capacity (ADT)</b>	<b>Existing ADT</b>	<b>Existing LOS</b>
State Route 1, north of State Route 218	4- to 6-Lane Freeway	80,000	70,000	LOS D
California St., north of Playa Ave.	2-Lane Collector	18,000	6,600	LOS A
California St., north of Tioga Ave.	2-Lane Collector	18,000	8,800	LOS A
California St., south of Tioga Ave.	2-Lane Collector	18,000	2,700	LOS A
Sand Dunes Dr., south of Tioga Ave.	2-Lane Collector	18,000	3,700	LOS A
Contra Costa St., south of California St.	2-Lane Collector	18,000	4,400	LOS A
Playa Ave., west of California St.	2-Lane Collector	18,000	10,000	LOS A
Tioga Ave., west of Metz Rd.	2-Lane Collector	18,000	3,200	LOS A
Tioga Ave., east of Metz Rd.	2-Lane Collector	18,000	2,800	LOS A

Source: Associated Transportation Engineers, *Traffic Counts*, June 1998.

California Department of Transportation, *1998 Traffic Volumes on California State Highways*, June 1999.

*Existing Intersection Operations*

There is one traffic signal in Sand City. It is located at the State Route 1 northbound off-ramp-Monterey Road/California Avenue intersection. The rest of the intersections within Sand City are Stop sign controlled. There are a number of signalized intersections that serve Sand City that are in the City of Seaside. Intersections are locations where traffic flows become restricted, especially during peak travel periods. The level of service grading system previously discussed for roadway operations is also used in rating intersection operations (with LOS A

indicating very good conditions and LOS indicating poor conditions). Table 2 lists the existing A.M. and P.M. Peak Hour level of service for the intersections in the Sand City study area.

There are four intersections which operate at LOS' less than the desired LOS D during one or both peak hour periods. They are Fremont Boulevard/Del Monte Boulevard/Military Avenue, Playa Avenue/Metz Road, Playa Avenue/California Avenue and Playa Avenue/Fremont Boulevard. The balance of the intersections within the city operate at LOS C or better.

**Table 2  
Existing Intersection Levels of Service within Sand City**

<b>Intersection</b>	<b>A.M. Peak Hour Level of Service</b>	<b>P.M. Peak Hour Level of Service</b>
State Route 1/California Ave.	LOS C	LOS B
State Route 1/Fremont Blvd.	LOS C	LOS C
Fremont Blvd./Del Monte Blvd./Military Ave.		
Playa Ave./California Ave.		
Playa Ave./Del Monte Blvd.	LOS B	LOS B
Playa Ave./Fremont Blvd.	LOS C	
Tioga Ave./Sand Dunes Dr.		
Tioga Ave./Metz Rd.		
Tioga Ave./California St.		
Tioga Ave./Del Monte Blvd.	LOS B	LOS B
Contra Costa St./California St.		LOS B
Contra Costa St./Del Monte Blvd.	LOS B	LOS B

Source: Associated Transportation Engineers, August 1997.

### *Existing Street Pattern*

State Route 1 and State Route 218 provide for intra-city as well as some intrastate travel. Sand City's access to State Route 1 is via the interchanges at Canyon Del Rey Boulevard (State Route 218) and the Ord interchange (California Avenue-Fremont Boulevard). State Route 1 and the Union Pacific Railroad tracks have created a disjointed street pattern within the community. The Union Pacific Railroad track-at-grade crossings have caused traffic to concentrate at the intersections of Del Monte Boulevard/Tioga Avenue and Del Monte Boulevard/Playa Avenue.

Traffic entering Sand City from the south and east is limited to Contra Costa Street, Tioga Avenue and Playa Avenue via Del Monte Boulevard. California Avenue serves as a gateway for traffic entering from the north. Throughout Sand City, there are limited east/west connections to the ocean front area. This will place additional future trips on Tioga Avenue and Canyon Del Rey Boulevard. These streets will have to handle all the westbound traffic wishing to access western Sand City.

One of the connectivity issues associated with the existing city street system is the fact that a section of California Avenue between Tioga Avenue and Playa Avenue runs through the Sand Dollar Shopping Center. This discontinuity in this collector causes traffic wishing to travel north or south to go through the Sand Dollar Shopping Center or to use either Metz Road or Del Monte Boulevard.

Another issue is that there is no convenient route from Catalina Street area to Canyon Del Rey Boulevard. There is a route that has some potential for solving this issue by routing an extension of Catalina Street through the K-Mart parking area in Seaside.

This circulation element is being planned for the horizon years of 2015 – 2020. While the direction and pace that the city will grow between the present time and 2020 is unclear, it is useful to make an estimate of population and employment growth to the horizon year for traffic generation and other planning purposes. The forecast can also help to establish the program of public improvements that will be needed in the future.

This section of the circulation element describes the scenario used in developing the circulation element. Land use, population and employment forecasts have

been developed for this scenario and traffic projections were made. The product of this technical analysis is an estimate of the LOS for the streets and intersections for the land use included in the General Plan. Based on this estimate, future street and highway improvements needed to maintain the City's desired level of service on the streets and at the intersections was made.

### *Land Use, Population and Employment*

The socio-economic data base for the planning horizon was provided by PMC and City staff based on the current General Plan. The population and employment estimates were assigned to zones based on the designations identified in the Sand City General Plan. Infilling of vacant land and increased densities within the existing urban core were analyzed. These assignments were based on the best available information on future development patterns.

The traffic projections for the proposed General Plan Update were based on developing General Plan policy as directed by the City Council, the population projection of approximately 1,295, and an employment projection of approximately 11,454. Trip generation estimates for the land uses within the proposed General Plan Update area were estimated based on land use data provided by the City. The data included the buildout capacity of the residential and commercial land uses outlined. The traffic effects of the General Plan Update were compared to the effects of the buildout based on the current Sand City General Plan. Standard traffic generation rates contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual<sup>2</sup> were applied to these land uses to derive trip generation estimates. The resulting trip generation estimates for the current and proposed General Plan scenarios are shown in Table 3.

The data presented in Table 3 indicate that the proposed General Plan Update will reduce the potential traffic by 232,269 ADT, 5,737 A.M., and 20,336 P.M. peak hour trips. The proposed General Plan would generate approximately 399,149 ADT, 9,754 A.M. peak hour trips and 34,799 P.M. peak hour trips. Therefore the proposed General Plan Update will reduce the traffic effects on Sand City's and Seaside's circulation systems when compared with the effects of the current General Plan.

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<sup>2</sup> Trip Generation Manual; Institute of Transportation Engineers, 6<sup>th</sup> Edition.



**Table 3  
Proposed Sand City General Plan – Trip Generation**

New Land Use	Trip Generation		
	ADT	A.M. Peak Hour	P.M. Peak Hour
<u>Proposed General Plan Update</u>			
<b>Residential:</b> Dwelling Units (587 dwellings)	3,440	258	317
<b>Non-Residential:</b> Commercial/Industrial (9,220,000 sq. ft.)	395,709	9,496	34,482
Proposed General Plan-Trip Generation	399,149	9,754	34,799
<u>Current General Plan</u>			
<b>Residential:</b> Multi-Family (649 dwellings)	6,211	487	655
<b>Non-Residential:</b> Commercial/Industrial (14,567,000 sq. ft.)	625,207	15,004	54,480
Current General Plan-Trip Generation	631,418	15,491	55,135
Net Trip Generation	-232,269	-5,737	-20,336

*General Plan Traffic Volumes – with State Route 1 Project Study Report Projects*

The PSR Project encompasses State Route 1 from Canyon Del Rey Boulevard (State Route 218) to the Fort Ord main entrance. The analysis addressed the traffic projections on State Route 1 and at the Ord interchange. The recommended project includes the extending of three lanes in each direction from north of the Ord interchange to south of Canyon Del Rey Boulevard, the construction of a new interchange approximately midway between the Ord interchange and the Fort Ord main entrance, and the modification of the Ord interchange, Fremont Boulevard and Del Monte Avenue by closing Del Monte Avenue at Fremont Street, changing the Monterey Road connection to Fremont Boulevard from the present

location to a point near Military Avenue and the elimination of the northbound left-turn from Fremont Boulevard to Monterey Road. The general configuration of the local street layout in the vicinity of the Ord interchange is illustrated on Figure 7.

The average daily traffic volume forecasts and the roadway levels of service for the locations affected by the PSR Project were calculated. The volumes projected in the PSR traffic section along with the General Plan buildout were utilized in the development of the traffic projections for this scenario. The results of this analysis are presented in Table 4. Table 5 illustrates the A.M., P.M. and ADT buildout traffic volumes for the area affected by the PSR Project.

**Table 4  
Proposed Sand City General Plan Buildout Roadway LOS with PSR**

<b>Roadway Segment</b>	<b>Classification</b>	<b>Capacity</b>	<b>ADT</b>	<b>LOS</b>
State Route 1, north of State Route 218	6-Lane Freeway	120,000	100,000	C
California St., north of Playa Ave.	2-Lane Collector	18,000	9,800	A
California St., north of Tioga Ave.	2-Lane Collector	18,000	12,300	B
California St., south of Tioga Ave.	2-Lane Collector	18,000	3,800	A
Sand Dunes Dr., south of Tioga Ave.	2-Lane Collector	18,000	5,200	A
Contra Costa St., south of California St.	2-Lane Collector	18,000	6,100	A
Playa Ave., west of California St.	2-Lane Collector	18,000	14,000	C
Tioga Ave., west of Metz Rd.	2-Lane Collector	18,000	4,400	A
Tioga Ave., east of Metz Rd.	2-Lane Collector	18,000	3,900	A

*Intersections*

The affect of the PSR Project on the local street system was evaluated using the forecasted 2020 traffic volumes illustrated in Tables 4 and 5. The intersection levels of service were calculated assuming the improvements that would be needed to attain the desired LOS for the General Plan without the PSR Project.

As shown in Table 5, the Playa Avenue/Del Monte Avenue, Playa Avenue/California Avenue, Playa Avenue/Fremont Boulevard, and California Avenue/Edgewater Center Drive intersections are forecast to operate at less than LOS D during one or both peak hour periods.

**Table 5  
Proposed Sand City General Plan Buildout Intersection LOS with PSR Here.**

<b>Intersection</b>	<b>A.M. Peak Hour Level of Service</b>	<b>P.M. Peak Hour Level of Service</b>
State Route 1/California Ave.	C	B
State Route 1/Fremont Blvd.	A	A
Playa Ave./California Ave.	A	E
Playa Ave./Del Monte Blvd.	F	F
Playa Ave./Fremont Blvd.	F	F
California Ave./Edgewater Center Dr.	B	F

**GOAL 3.1**

Enhance and maintain the street and highway system within Sand City to promote the safe and efficient movement of vehicles throughout the city.

*Policies*

- 3.1.1 Maintain a minimum level of service of LOS D for all non-freeway streets within the city during peak hours, or as indicated within the Congestion Management Plan of the Transportation Agency of Monterey County (TAMC).
- 3.1.2 Streets that experience or are forecasted to experience a level of service worse than LOS D shall have priority for improvements.
- 3.1.3 Coordinate with TAMC to ensure that improvements to State Route 1 and the local transportation system recommended in the *Final Project Study Report for the Route 1 Corridor from Highway 218 to the Fort Ord Main Entrance*, are placed within the Regional Transportation Plan (RTP) and the State Transportation Improvement Program (STIP).
- 3.1.4 Plan for and develop a better connection between Old Town, South of Tioga and Destination Commercial districts.
- 3.1.5 Pursue the development of a new vehicular and/or pedestrian linkage between the Old Town and South of Tioga Coastal districts, as well as pedestrian and aesthetic enhancements to existing coastal linkages at the Tioga Avenue overcrossing and Playa Avenue underpass.
- 3.1.6 Review all “paper streets” as a prelude to use or abandonment. Decisions to construct or abandon “paper streets” shall be consistent with the land use plan.
- 3.1.7 Work with the City of Seaside and affected property owners to facilitate the improvement of the existing southern entrance into Sand City from Canyon Del Rey Road if feasible.
- 3.1.8 Ensure that all regional truck routes affecting Sand City are well-signed and maintained.

*Implementation Programs*

- 3.1.a Update the Capital Improvement Program to prioritize, schedule, and identify funding for improvements proposed within the Circulation Diagram.
- 3.1.b Consider implementation of alternative and innovative transportation financing methods, such as transportation impact fees, parking revenues, transient occupancy taxes, assessment districts, and other funding sources. Use of the City’s building development fee shall continue.

**GOAL 3.2**

Ensure that the development and maintenance of the street system in Sand City is consistent with the land use policy and other community goals.

*Policies*

- 3.2.1 Coordinate land use planning with transportation planning to mitigate the traffic impacts of new development.
- 3.2.2 Incorporate aesthetic considerations and landscaping as part of facility design. Where major road improvements are constructed, landscaping should be included to reduce negative visual and environmental effects.
- 3.2.3 Require that future street construction within the East Dunes district conforms to the land use policy and design standards contained in the specific plan for that area.
- 3.2.4 Where opportunities exist within the Old Town district, the City will attempt, on a case-by-case basis, usually in conjunction with a larger capital improvement project, to include public spaces for pedestrians, employees and shoppers to rest and gather for informal social contact.
- 3.2.5 All streets, pedestrian paths and bike paths should be part of a fully-connected system of interesting routes to all city destinations. The design of these routes should encourage pedestrian and bicycle use and should be defined by landscaping and energy-efficient lighting.

**REGIONAL TRANSPORTATION PLANNING AND CONGESTION MANAGEMENT**

Regional planning is a key element in dealing with traffic congestion and air pollution that results from vehicle commuting. The Transportation Agency for Monterey County (TAMC) is responsible for coordination with local agencies within the County and preparation of the Monterey County Regional Transportation Plan (RTP) which includes the Monterey County Congestion Management Plan (CMP)

The purpose of the Regional Transportation Plan is to provide policy guidance, plans, and programs for the next twenty years to attain a balanced comprehensive, multimodal transportation system in Monterey County. The congestion Management Plan is a seven-year short-range action element that discusses programs being implemented to reduce traffic congestion including transportation demand management programs.

The Association of Monterey Bay Area Governments (AMBAG) is a voluntary association and council of governments formed by the cities and counties within Monterey and Santa Cruz Counties. AMBAG shares responsibility for regional air quality planning within the Monterey Bay Unified Air Pollution Control District and is also responsible for the preparation and updating of land use and socioeconomic forecasts. Additional responsibilities include the development and maintenance of the AMBAG and Peninsula Transportation Analysis Model regional land use and travel demand forecasting models. AMBAG as the designated Metropolitan Planning Organization (MPO), must prepare and periodically update a long range transportation plan, known as the Metropolitan Transportation Plan (MTP) for the Monterey metropolitan region. The MTP is the principal federal planning document for the roadways, transit, multimodal and intermodal facilities and services that together constitute the Monterey Bay region’s transportation system. In order for transportation agencies within the AMBAG region to receive federal capital or operating assistance, their programs and projects must be part of the metropolitan planning process.

**GOAL 3.3**  
Promote interagency and regional coordination with regard to transportation planning and participate in the planning process.

*Policies*

- 3.3.1 Participate in multi-jurisdictional efforts to plan, upgrade and expand the regional road network.
- 3.3.2 Encourage the Transportation Agency for Monterey County to work with the AMBAG and the Monterey Bay Unified Air Pollution Control District to ensure consistency of data bases and modeling for transportation and air quality planning.
- 3.3.3 Support the completion of projects listed in local and regional transportation plans.

**GOAL 3.4**  
Reduce traffic congestion by the integrated use of alternative transportation modes and encourage use of same.

*Policies*

- 3.4.1 Provide for a balance of land uses including housing and job-creating uses within the community to reduce trips and trip lengths and to encourage alternative transportation modes.
- 3.4.2 Pursue public transit, ride sharing, carpooling, bicycle and pedestrian access, park-and-ride facilities and other transportation demand management strategies as preferred alternatives over transportation construction projects where feasible. Bicycle and pedestrian facilities should be provided as part of construction of, or improvements to, all major roadways where feasible.
- 3.4.3 Design new recreational and visitor-oriented development to encourage visitor use of alternative modes of transportation.

**TRANSIT SERVICES AND FACILITIES**

Bus service in the Sand City area is provided by Monterey-Salinas Transit (MST). MST operates 58 buses that run on 28 routes throughout northern Monterey County. Cities on the Monterey Peninsula served by MST include Carmel, Del Rey Oaks, Marina, Monterey, Pacific Grove and Seaside as well as Sand City. Two of MST’s routes make stops at the Edgewater Shopping Center. In 1998, the City of Sand City contributed \$79,000 to MST to ensure

continued service to the shopping centers. However, no other bus service to Sand City is provided by MST. Service levels within the MST system as a whole are not anticipated to increase due to a shortage of new operating funds. Until a new source of local transportation funds is obtained, no major service expansions are envisioned.



*Bus stop at City Hall*

In Monterey County, the RIDES program is the supplier of public para-transit services for persons with disabilities or the elderly. RIDES provides transportation on an appointment basis for people unable to ride MST. RIDES functions as the complementary provider of MST para-transit service, thus meeting the requirements of the Americans with Disabilities Act (ADA).

Intercity bus service is also provided in Monterey County by Greyhound Bus Lines. Greyhound operates on several routes in the county, including State Route 1. Greyhound provides daily service from Monterey. It also serves Fort Ord and makes “flag” stops in Marina and Seaside. No direct service is provided to Sand City.

As Sand City continues to grow, it may be beneficial to consider the development of a park and ride facility within the city. The California Avenue/Union Pacific right-of-way at Tioga Avenue provides an excellent opportunity for a 60-plus-space parking lot. Such a facility would create additional parking opportunities for employees of Old Town.

**GOAL 3.5**

Promote the use of transit at an equitable cost and para-transit services in Sand City.

*Policies*

3.5.1 Continue to work with Monterey-Salinas Transit to ensure that adequate access to

transit service is provided within the city at a reasonable cost.

3.5.2 Explore feasibility of developing a park and ride facility at California Avenue and the Union Pacific Railroad right-of-way south of Tioga Avenue.

*Implementation Programs*

3.5.a. Provide reasonable funding, that acknowledges the City’s small size, to Monterey-Salinas Transit to ensure that transit service remains available within Sand City.

3.5.b. Consider the need for additional transit stops and related facilities in conjunction with new development or redevelopment projects on California Avenue.

3.5.c. Work with Monterey-Salinas Transit or other appropriate entities to determine the desirability and potential funding sources for construction of a park and ride facility within Sand City.

**PARKING**

Because of the high percentage of commercial and industrial uses within the City, parking is an issue of growing concern. In response to this concern, the City prepared a study entitled *The City of Sand City Parking and Urban Design Study* in 1997 to address parking issues within the southeast portion of town.

As discussed in the 1997 study, the majority of existing businesses and residences within the Old Town district were developed prior to the adoption of the City’s parking code. As a result, many businesses either lack sufficient on-site parking facilities for their needs, or the location and arrangement of the parking is substandard. Because of these conditions, vehicles are typically double-parked in the right-of-ways, affecting access to many residences and loading dock areas. This leads to the creation of traffic hazards and contributes to the disorderly appearance of the streetscape in these areas.



*Attractive On-street Parking*

The absence of sidewalks and extensive curb cuts also contribute to parking conflicts and, in some areas, result in portions of the travel lanes of public rights-of-way being utilized as parking and storage areas for businesses. Undeveloped “paper streets” located throughout the East Dunes area are also frequently utilized by fronting businesses for storage or other private use.

Parking availability is a key issue to resolve in the achievement of land use goals set for Old Town and the East Dunes. The *City of Sand City Parking and Urban Design Study* recommends a variety of short- and long-term actions programs designed to:

- Address current illegal parking and loading practices.
- Enhance and intensify current parking enforcement efforts.
- Improve awareness of acceptable times and locations for various types of permitted parking through increased signage.
- Direct modifications to current City codes to ensure that new development or reuse activities comply with desired parking and streetscape requirements.
- Direct implementation of General Plan land use and Zoning Ordinance modifications to facilitate a broader mix of land uses within the Old Town and East Dunes area.
- Support the development of additional off-street parking facilities on vacant or underutilized parcels.
- Encourage the completion of necessary road and streetscape improvements within existing substandard roadways.

**GOAL 3.6**

Improve the appearance and safety of streets within the southeast portion of the city through the implementation of a comprehensive parking plan.

*Policies*

- 3.6.1 Require that all new development (not necessarily redevelopment) provide adequate on-site parking facilities to accommodate projected parking demand.
- 3.6.2 Require the incorporation of new on-site parking facilities, the development of temporary or permanent parking facilities on nearby vacant/underutilized property, or the payment of parking “in lieu” fees toward the development of public parking facilities when land use intensification is proposed on existing sites with inadequate parking.
- 3.6.3 Plan and facilitate the development of public parking lots and/or structures within the southeast portion of the city by identifying appropriate locations for such facilities and pursuing their acquisition and development.
- 3.6.4 Consider and include the incorporation of on-street parking improvements (i.e. curbs, pavement markings, signage, etc.) as appropriate within City and/or developer initiated street improvement projects.
- 3.6.5 Consider the establishment of “Neighborhood Parking Zones” which are oriented toward specific geographical areas and short-term parking alternatives for existing businesses.
- 3.6.6 Develop and maintain effective enforcement strategies for City adopted parking regulations.

*Implementation Programs*

- 3.6.a. Amend the Zoning Code or Ordinance as necessary to incorporate appropriate on-site parking requirements to meet contemporary parking demands generated by potential land uses.
- 3.6.b. Establish “in lieu” parking fees for proposed public parking facilities. These fees would be applied in instances where land use

intensification is proposed on a developed parcel and existing parking facilities are not adequate to meet projected parking demands and the development of additional on-site parking is not feasible.

3.6.c. Consider the option for neighborhood parking permit zones within the community. Conduct a public workshop to discuss permit program options and to solicit preferences of community residents and businesses. Program variables include:

1. Hours and days during which parking restrictions apply.
2. Amount of time a non-permit vehicle may be parked in a permit zone.
3. The number of permits to be granted to residents and businesses.

3.6.d. Consider an ordinance which authorizes the City to establish “Neighborhood Parking Zones” subject to the following provisions:

1. A public meeting process shall be required prior to the establishment of a Permit Zone.
2. Require approval by more than 50% of affected residents, property owners, and business people attending the hearing prior to establishing the Permit Zone.
3. Parking allocations shall be tailored to the needs of each individual Permit Zone area.

3.6.e. When appropriate, work with business owners to develop employee parking areas on vacant parcels to reduce on-street parking congestion. Require the following implementation measures for temporary and/or permanent off-site employee parking areas:

1. Require that agreements be established between involved property owners when off-site vacant or underutilized land is used to develop private parking facilities.
2. Design lots to include designated ingress and egress points, and include signs stating that the lots are for employee (permit) parking only.

3. Require that parking facilities on vacant or underutilized sites shall be accompanied by irrigation and fast growing tree plantings and vegetative screening.

4.



*Landscaping can make parking lots an attractive feature of a project*

3.6.f. Modify parking enforcement procedures as follows:

1. Coordinate with the Police Chief to identify enforcement priorities.
2. Install signage to identify adopted parking regulations.
3. Send notices out to businesses documenting parking regulations and enforcement procedures.
4. Issue warning notices during an initial public education period.

3.6.g. Clearly designate the following parking and vehicular restrictions through signage, pavement striping and pavement symbols:

1. “Customer Parking” and “Employee Parking”
2. “Loading Zones” and “No Loading Zones”
3. “30 Minute Limit”

3.6.h. Amend City parking regulations, if necessary, to address specifically the placement of shipping/storage containers, inoperative vehicles and commercial vehicles within public rights-of-way.

3.6.i. Coordinate with the Police Chief in enforcing the new regulations, including

working with offending businesses to identify options/solutions.

**GOAL 3.7**

Encourage the use of bicycling as an alternative mode of transportation.

**BICYCLE ROUTES**



*Coastal Bicycle Path*

**B**ikeways are typically classified according to the following design standards established by Caltrans:

- **Class I – Bicycle Paths.** Bike paths that are separated from vehicle traffic, pedestrians and transit, and are primarily for the use of bicyclists.
- **Class II – Bicycle Lanes.** Bike lanes that provide cyclists exclusive to semi-exclusive use of the roadway, sharing facilities with motor vehicles and pedestrians. Bike lanes have identification signage, pavement stencils, striping and minimum width requirements.
- **Class III – Bicycle Routes.** Bike routes that are shared facilities, usually with motor vehicles, on streets where bicycle use is secondary. Bicycle Route signs are required to be placed periodically along the route and at changes of direction.

In addition to the standard bike facility classifications, the *Monterey County General Bikeways Plan* recommends a new design called a Modified Class III Bicycle Route. This design is a compromise between a Class II and a Class III bikeway, providing a shoulder stripe and a bike route sign.

The City has constructed a bicycle path along its coastline that connects Marina and the former Fort Ord to the Monterey Peninsula. This facility is part of a regional bike path extending from Castroville to Carmel. The Monterey County Regional Transportation Plan (RTP) identified the former gap on the Coastal Trail between Marina and Seaside as one of the most significant gaps in the regional bikeway system in Monterey County. Class II and III bicycle routes within the City include Metz Road, Playa Avenue, California Avenue, Contra Costa Street, and Tioga Avenue. Figure 3-3 depicts the existing and proposed bikeway system in Sand City.

*Policies*

- 3.7.1 Facilitate the coast-side completion of the remaining segment of the coastal bicycle trail connecting Marina to the Monterey Peninsula in conjunction with project approvals in the North of Tioga Coastal district.
- 3.7.2 Include bicycle and pedestrian facilities within any new connection between the southeast portion of the city and the South of Tioga Coastal district or improvement projects involving the Tioga Avenue overpass and Playa Avenue undercrossing.

*Implementation Programs*

- 3.7.a. Make improvements to roads, signs, and traffic signals as needed to improve bicycle travel and safety.
- 3.7.b. Require the installation of bicycle parking facilities in conjunction with major new commercial and industrial development or redevelopment projects.

**PEDESTRIAN FACILITIES**

**A**ccording to the 1993 Monterey County Regional Transportation Plan prepared by the TAMC, walking to work was the third most popular way of



*Walking on the boardwalk*

commuting in Monterey County, after driving alone and carpooling. For all trips, including recreational, walking is an even more popular way to travel. Walking also composes part of the intermediary trips between other transportation modes. The TAMC Bicycle and Pedestrian Facilities Advisory Committee reviews pedestrian issues.










Pedestrian projects are eligible for funding from the Transportation Development Act's 2% Bicycle and Pedestrian Fund. Part of the impetus for pedestrian

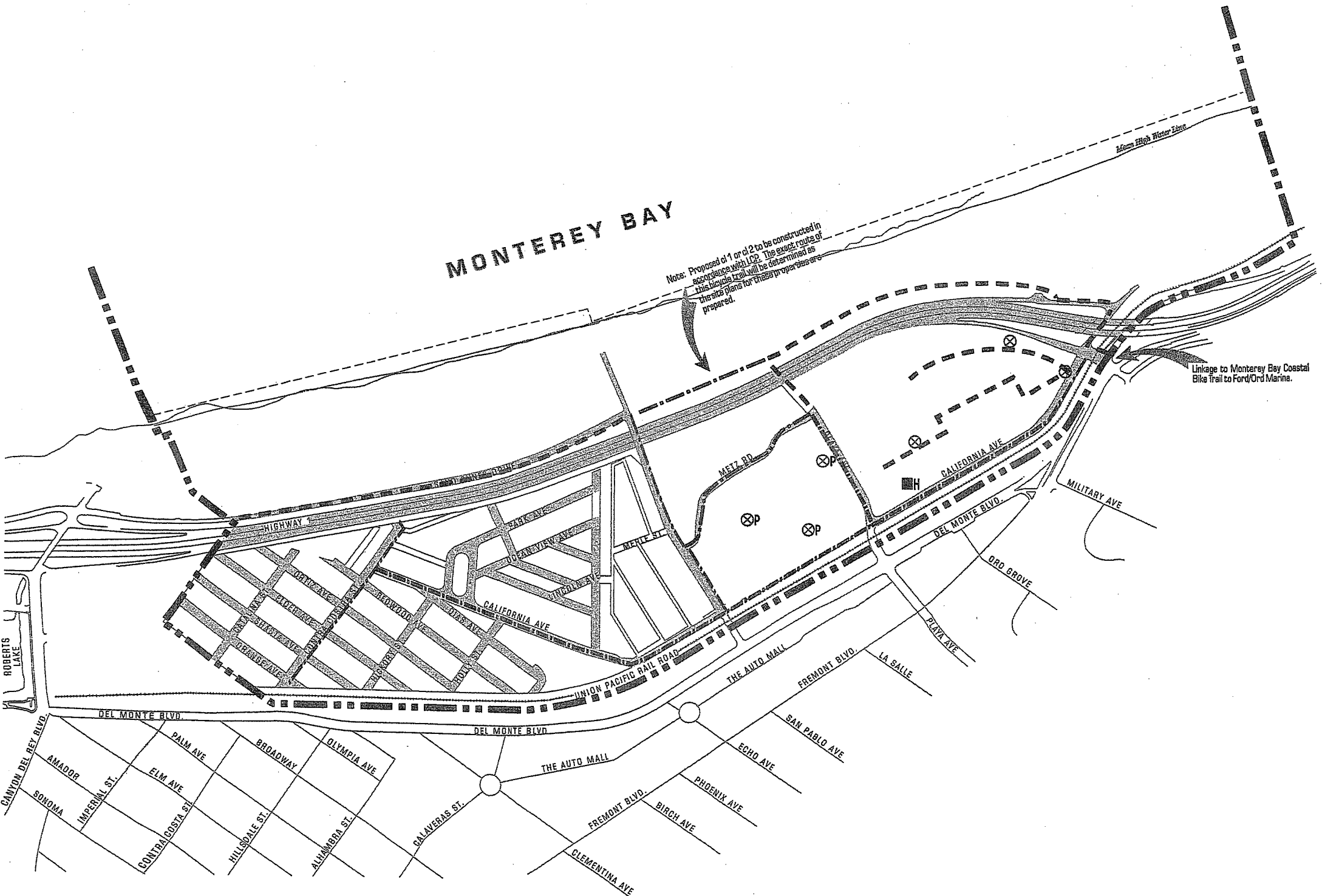


SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 3-3  
BIKEWAYS

LEGEND:

-  City Limits
-  Class I (Proposed)
-  Class I (Existing)
-  Class II (Bike Lane)
-  Class III (Bike Route)
-  Bike Racks
-  Proposed Bike Racks
-  Transit Stops
-  H Transit Hub



PMC

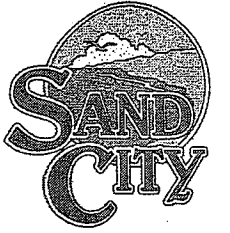
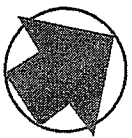


Figure 3-3 page 2 of 2

projects is the Americans with Disabilities Act (ADA), which requires access to public transportation systems for disabled people equal to the service available to non-disabled people. In compliance with ADA, sidewalks and pathways accommodating pedestrians are being modified to provide for disabled person accessibility.

Given its compact size and the concentration of most of its exciting development, Sand City is well suited for pedestrian travel. Efforts to transform the character of the Old Town district will involve the creation of pedestrian-friendly streets. Specific strategies related to streetscape improvements throughout the city are discussed in further detail within the Land Use Element.

Vista Del Mar is a deteriorating street located within the South of Tioga Coastal district. This road is not likely to be re-established as a vehicular route in the future because of planned habitat restoration activities. However, a pedestrian promenade may be considered appropriate. Such an opportunity should be evaluated as part of the habitat conservation program that is being developed for the coastline.

**GOAL 3.8**

Maximize opportunities to incorporate attractive pedestrian oriented features throughout Sand City.

*Policies*

3.8.1 Integrate pedestrian facilities in all road improvement and construction projects; where feasible.

3.8.2 Consider the appropriateness and feasibility of converting portions of Vista Del Mar to a pedestrian promenade.

**RAIL SERVICES AND FACILITIES**

There is currently no direct passenger rail service to Sand City or to the Monterey Peninsula. The nearest passenger service is AMTRAK and its “Coast Starlight” line, a north-south route that runs from Vancouver, British Columbia to San Diego. The “Coast Starlight” train stops at a station in Salinas once daily in each direction. MST bus lines connect the Monterey Peninsula to the Salinas AMTRAK depot. AMTRAK, along with Caltrans, also provides bus service from the Monterey Transit Plaza stations in the San Francisco Bay area on the “Capitol” and “San Joaquin” lines.

A branch of the Union Pacific Railroad, called the “Monterey Branch”, extends from Castroville to Sand City and Seaside. This single-track branch, 19.6 miles in length, historically ran to Monterey’s Cannery Row. However, the track now terminates just east of Canyon Del Rey within Seaside. A maximum train speed of only 20 mph is possible because of deteriorating track conditions. In December 1999, the Union Pacific Railroad Company filed a notice to initiate abandonment proceedings for the Monterey Branch line, as it has had no active usage for the past ten years.



*Railroad service in Sand City*

The railroad right-of-way stretches from the end of the track at Contra Costa Street in Monterey, a distance of about 2.5 miles. Much of this right-of-way contains the regional recreational trail, which stretches from Canyon Del Rey in Seaside to Camino El Estero in Monterey. The original tracks were left in place when the trail was constructed and are generally covered over by the asphalt trail and adjacent landscaping.

There has been continued interest in reestablishing passenger rail service between the Monterey Peninsula and the San Francisco Bay Area. Such service would both alleviate traffic congestion and provide long distance commuter service. A study conducted by Caltrans in 1993 explored three options for extending rail service to the Peninsula, including utilization of the existing Union Pacific line. A study prepared for TAMC in 1997 evaluated the condition of the right-of-way from Seaside to Monterey and identified needed improvements for extending passenger service to Monterey. The proposed line includes a rail station at Canyon Del Rey in Seaside and a terminus in Monterey, possibly at Fisherman’s Wharf. In December 1997, TAMC voted to designate service from San Francisco to Seaside via the Monterey Branch line as the new inter-city passenger rail service with which to begin in Monterey County.

This rail service could be started in several years, provided TAMC acquires the right-of-way from Union Pacific. While no stops would be made in Sand City itself, the city limits are very close to the proposed Seaside station. The Seaside station would provide an excellent opportunity for shuttle service to the anticipated Sand City coastal resorts.

The existing rail line also presents an opportunity to create a recreational trail in Sand City within the existing railroad right-of-way. Proposed rail service is likely to entail a maximum of 2 trains per day. According to discussions with the TAMC, a recreational trail could be installed within the 100-foot wide right-of-way. The trail would need to be at least 15 feet away from the track and include a secure but attractive fence. A trail approximately 12 feet wide on the Sand City side with fencing and native landscaping is envisioned. The trail would also have the benefit of connecting the regional bicycle path to the train station that is proposed within Seaside.

**GOAL 3.9**  
Encourage the reestablishment of railroad service both as an alternative mode of transportation and as a stimulus to tourism.

*Policies*

- 3.9.1 Actively participate in the re-establishment of railroad service from San Francisco to Seaside, as proposed by the TAMC.
- 3.9.2 Pursue development of a recreational trail within the existing rail corridor through Sand City.
- 3.9.3 Extend Sand City shuttle service to the Seaside train depot as soon as resort development has been established.

*Implementation Program*

- 3.9.a Work with the Union Pacific Railroad and TAMC to facilitate the installation of the recreational trail envisioned by the City.

**AIRPORT FACILITIES**

There are no airports within Sand City. The nearest airport is the Monterey Peninsula Airport (MPA) located 1.5 miles southeast of Sand City. MPA has two runways, with the longest one at 7,600 feet. There is also a control tower and instrument landing capability. The 515-acre airport is a major regional airport, with commercial freight and

passenger traffic and general aviation service. In 1993, five commercial airlines served MPA, carrying over 468,000 passengers and shipping approximately 105 tons of airfreight. Sand City is not within the defined clear zones or extended clear zones of the MPA. Clear zones are defined zones of safety concern based on runway approaches and takeoffs.

Another nearby airport is the Marina Municipal Airport, formerly the Fritzsche Army Airfield on the Fort Ord Military Reservation. This airport did not accommodate any of the larger military aircraft needed to support operations at Fort Ord; thus, such aircraft used the Monterey Peninsula Airport. Fritzsche Army Airfield was conveyed to the City of Marina in 1995.

**PUBLIC FACILITIES**

The remaining portion of this chapter will focus on public facilities that are essential to Sand City's economic development activities, vitality, redevelopment and long-term growth.

**WATER SUPPLY, TREATMENT AND DISTRIBUTION**

Sand City, along with all of the other cities located on the Monterey Peninsula and some adjacent parts of Monterey County, is a member of the



Monterey Peninsula Water Management District (MPWMD). The MPWMD is responsible for issuing water service permits for development located within the District's boundaries. Water supplied to the MPWMD is obtained from the Los Padres and San Clemente Reservoirs located on the Carmel River and

from wells in the Carmel Valley and Seaside aquifers. Domestic water service is provided by the California American Water Company (Cal-Am), which operates and maintains the water system within the District.

In 1995, the California Water Resources Control Board (CWRCB) made a determination that Cal-Am had legal water rights to 3,376 acre-feet of water from the Carmel Valley aquifer (river). The determination was made that Cal-Am was taking

10,730 acre-feet from the Carmel River without the legal water rights. CWRCB Decision 95-10, with subsequent modifications, requires that any new sources of water entering the Cal-Am system be dedicated to replacing the 10,730 acre-feet being used by Cal-Am without legal water rights.

Due to the shortage of water on the Monterey Peninsula, the availability of water for new development is limited. This condition will continue until a long-term source of water is developed for the region or desalination plants are constructed. As of 2001, Sand City had essentially allocated all of its presently available water supply to specific development parcels.

To increase water supplies for planned future development, the City has initiated a program to investigate ways to augment its limited water supply. The primary option the Redevelopment Agency is investigating is the possibility of constructing a reverse osmosis desalination plant within the City limits. The plant could initially produce 300 acre-feet of potable water per year and would be expandable to 450 acre-feet of annual capacity.

Sand City would be the principal owner of the desalination facility in what is envisioned as a public-private partnership involving the City, the desalination plant manufacturer and possibly a primary contractor. The City may contract with a private company to operate the plant. Due to the requirements of Decision 95-10 to reduce the Cal-Am deficiency of 10,730 acre-feet, the CWRCB requires that any new water entering the Cal-Am system be applied to reducing the deficit. Therefore, any water produced by the Sand City desalination facility must be delivered through a system not owned by Cal-Am. It is Sand City's intention to separate its water treatment, distribution and storage facilities from the Cal-Am system. This may require Sand City to construct the water treatment facility, distribution system, piping to all new areas of development in Sand City, storage facilities for daily water use and fire protection system (1,000,000 gallons). It may also require the acquisition of the Cal-Am distribution facilities within Sand City.

The City has selected several possible locations for the water desalination facility, as shown in Figure 3-4, and it is evaluating the economics of the project. It has conducted meetings with MPWMD and the California Water Resources Control Board (CWRCB) to discuss the concept. Should the project prove to be economically viable, detailed plans and

the necessary environmental documentation will be prepared.

The two primary purposes of the water distribution system within Sand City are to provide fire protection and a domestic water supply. According to the City's 1990 Facilities Plan, the water system constructed within Old Town was installed many years ago, often with substandard piping size. In recent years, sections of the inadequate water lines have been replaced with 8 inch and larger water lines. The Sand Dollar Commercial Center within the City's Destination Commercial District has water mains ranging from 8 to 16 inches in diameter. These lines were required to provide the high fire flows necessary to ensure adequate fire protection within the shopping center area. The 16-inch main along Playa Avenue has also been designed to provide service to the Edgewater Shopping Center. This main also provides a link through the Sand Dollar Commercial Center of a water distribution system that will eventually serve the North of Tioga Coastal district.

Development of the East Dunes area will require a looped water system with connections to the system in California Avenue via Sylvan Avenue and to Tioga Avenue via the future alignment of Merle Street. This system will require a grid of 8-inch water mains in the East Dunes area connecting between California Avenue and Tioga Avenue and a new 12-inch main in California Avenue. The Master Water Plan and Capital Improvement Program includes the eventual extension of a 12-inch main through the Old Town area.


Water lines serving the Old Town area includes a combination of 4 and 6-inch lines. The East Dunes area is served by 6- and 8-inch lines located in Sylvan Avenue, Park Avenue, Fell Street, and Ocean View Avenue, which connect to a 4-inch line in California Avenue. There is a short section of a 2-inch water line on Park Avenue which is scheduled to be replaced in the future. As the 4-inch lines are replaced, the line capacities will improve, resulting in better fire protection in the Old Town area. An 8-inch line is located within Tioga Avenue that connects with the 12-inch trunk line serving the Sand Dollar Commercial Center. Both the City and Cal-Am require that all new water lines be 8 inches in size or larger, depending upon the local usage and fire protection requirements. Portions of the new water distribution facilities may be included as part of the City's water supply project.

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SAND CITY  
GENERAL PLAN  
2002 - 2017

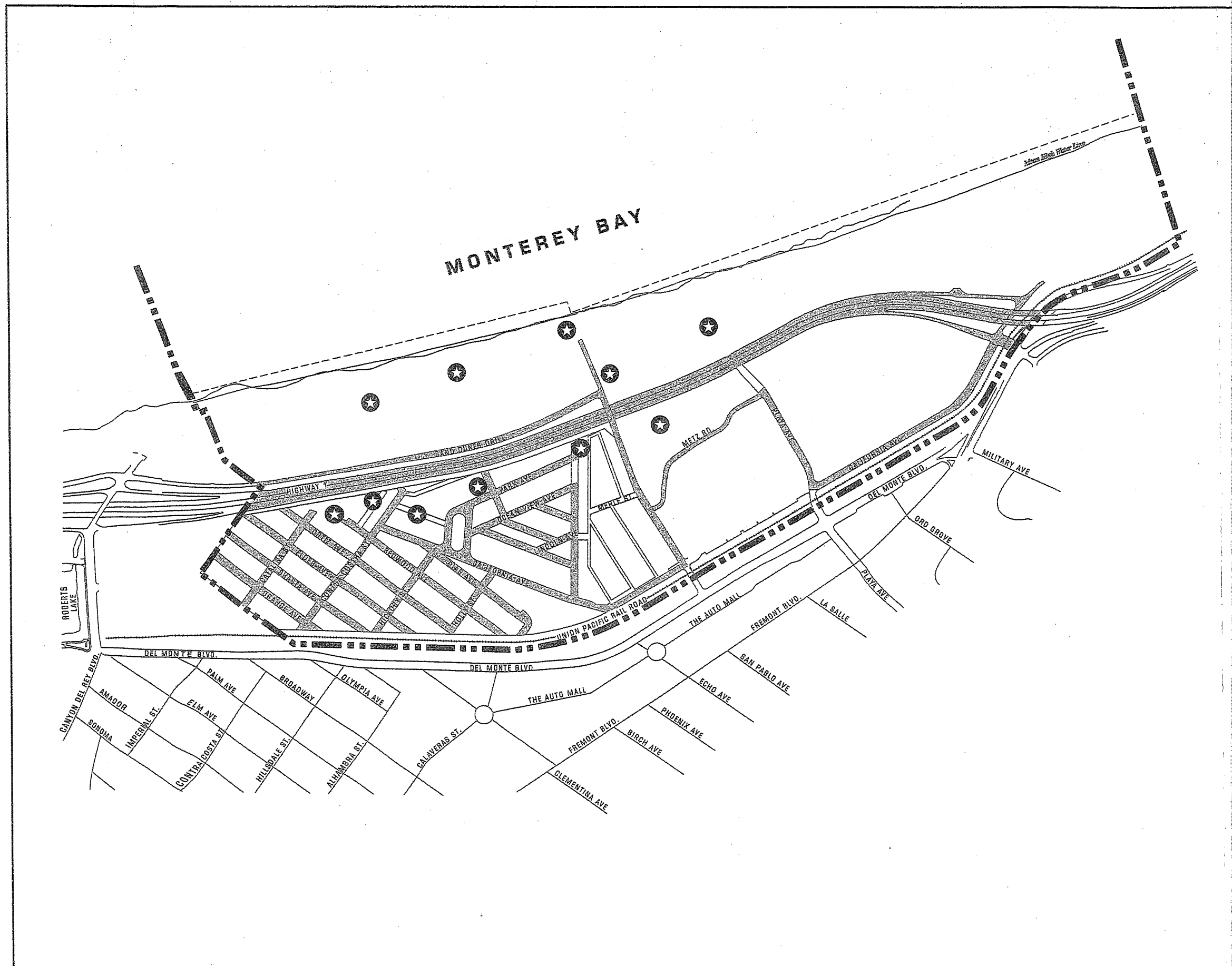
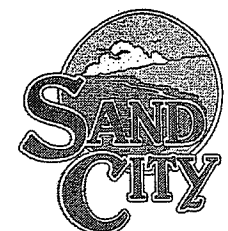
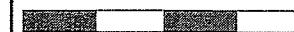
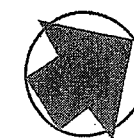
FIGURE 3-4  
POTENTIAL DESALINATION FACILITIES

**LEGEND:**

-  Potential Site for Intake or Disposal Wells and/or the Treatment Plant for Desalination

PMC

Source: C & D Engineering



**Figure 3-4 page 2 of 2**



## SEWAGE COLLECTION AND TREATMENT

Wastewater collection and treatment is provided to Sand City by the Monterey Regional Water Pollution Control Agency (MRWPCA) and the Seaside County Sanitation District (SCSD). The MRWPCA operates the Regional Sewage Treatment Plant in Marina. The SCSD maintains the collection lines and pumping stations that deliver sewage from Sand City and Seaside to MRWPCA's Seaside pumping station, located west of State Route 1 on Bay Street.

The regional treatment plant serves the communities of Pacific Grove, Monterey, Seaside, Del Rey Oaks, Sand City, Moss Landing, Castroville, Salinas and



*Pumping station on Bay Street*

Fort Ord. Currently, the treatment plant is processing slightly under 20 million gallons per day (MGD). The plant has a total treatment capacity of 30 MGD, however, the current Use Permit issued by Monterey County limits the capacity to 25 MGD.

There is no sewer service west of the freeway or in undeveloped portions of the East Dunes area. The SCSD's Master Plan and the City's 1990 Facilities Plan of the Public Works Master Plan identify the improvements that would be required to provide sewer services to the other parts of the City and recommend improvements designed to correct existing deficiencies within the system, including an incomplete system of collection lines and limited capacities within some existing lines.

The SCSD's June 1989 and June 1992 Master Plan Reports identified the need for a relief sewer line, which would parallel the SCSD trunk sewer line through Old Town along Ortiz and Contra Costa Avenues and John Street. The relief lines would primarily provide additional capacity to serve new development and flows from the City of Seaside. Sand City's 1990 Facilities Plan also includes cost estimates to provide and/or improve sewer service in each district of the City. Based on 1999 construction costs, sanitary system improvement costs for the Old Town district are estimated at \$220,000, and the costs for the East Dunes area are estimated at \$175,000. It is anticipated that the costs of remaining system improvements would be included as part of future

development costs, with all or a significant portion being the responsibility of project developers.

The Facilities Plan also recommends that a cost sharing program be resolved with the City of Seaside for expenses related to the relief sewers that serve the Seaside tributary area, since the majority of the increased flows and pipe size requirements are directly related to flows originating outside the City of Sand City.

## STORM DRAINAGE FACILITIES

The existing storm drain system is limited to a portion of the Old Town district with 12- and 24-inch lines located west of Contra Costa Avenue and a 90-inch line located in Ortiz Avenue and John Street. The 90-inch storm drain line crosses under State Route 1 to an outfall to Monterey Bay. The 90-inch storm drain extends into the City of Seaside and primarily serves a large tributary area within that community. It is estimated that over 95 percent of the flow through this line is from the Seaside tributary area.

There are no storm drain lines within the East Dunes area, except for the line that begins at the corner of California and Tioga Avenues and extends along Tioga Avenue across the Sand Dollar Commercial Center to the interceptor tanks for the percolation system in Playa Avenue. Most of the storm water in the East Dunes area is presently handled by on-site percolation. The Edgewater Center is served by a series of percolation systems, similar in design to the Playa Avenue system, that meet National Pollutant Discharge Elimination System (NPDES) standards.

The 1990 Facilities Plan of the Public Works Master Plan indicates that drainage improvements are needed throughout Sand City, with the exception of newer developments in the eastern portion of the city. The majority of immediate necessary improvements are in the Old Town district, including additional catch basins, manholes, collection mains, and new curbs and gutters to channel runoff into the collection system. The installation of storm drainage lines or on-site percolation facilities will also be necessary in the East Dunes area. These facilities will be required concurrent with new development.

### **GOAL 3.10**

Improve and maintain public utility systems to adequately serve existing and future development.

*Policies*

- 3.10.1 Pursue development of a water desalination plant or other systems capable of enhancing the City's water supply.
- 3.10.2 Require that the construction of roadway, water, sewer and storm drainage improvements be staged in areas where major new development is anticipated to minimize disruption to new road surfaces.
- 3.10.2 Develop a program to monitor, repair and upgrade the City's water, storm drain and sewer lines. All improvements to the existing lines necessitated by new development shall have committed financing before the project may proceed.

**SOLID WASTE COLLECTION AND DISPOSAL**

Sand City is within the jurisdiction of the Monterey Regional Waste Management District (MRWMD). Solid waste collection is provided by the USA Waste Management Company. Waste is transported directly from Sand City to the Marina Landfill, which is operated by the MRWMD and serves western Monterey County. MRWMD estimates that the landfill has adequate capacity for projected development on the Monterey Peninsula through 2076.

In 1989, the state legislature passed Assembly Bill (AB) 939, also known as the California Integrated Waste Management Act. AB 939 requires cities and counties to reduce the volume of waste sent to landfills by 25 percent by the year 1995, and 50 percent by the year 2000. Cities and counties are also required to prepare a Source Reduction and Recycling Element (SRRE) that identifies how they will meet the waste reduction goals. In compliance with AB 939, Monterey County and all incorporated areas within, including Sand City, adopted a multi-jurisdictional SRRE in 1995.

In 1990, Sand City generated 613 tons of waste, of which only 57 tons were diverted from disposal. As established in the SRRE, Sand City intended to divert 28.2% or 1,786 tons of its waste by 1995, and it plans to divert 56.1% or 5,118 tons of its waste by 2000. According to representatives from the MRWMD, the City generated 4,468 tons of waste in 1998 and diverted 37% or 2,815 tons of its waste stream.

Additional programs designed to increase the amount of materials diverted from the City's waste stream are described further within the Conservation and Open Space Element under the topic of Source Reduction and Recycling.

**ELECTRICITY AND NATURAL GAS**

Gas and electric service has historically been provided to Sand City by the Pacific Gas and Electric Company (PG&E). However, in 1998 California began to implement deregulation of the electric utility industry in order to foster more competitive energy prices for consumers. Although many electric and gas distribution are likely to continue to be owned by PG&E, both residential and non-residential customers will have the option of choosing from a number of service providers. Since California is in the process of transitioning to the deregulated system, the long-term benefits and impacts of this program are not currently known.

The primary issue related to electric utility facilities within Sand City is the presence of overhead utility lines. These facilities, while necessary, severely affect the overall appearance of the community. The City's 1990 Facilities Plan of the Public Works Master Plan recommends that the formation of an Underground Utility District be considered for the southeast portion of the city, and that a program be initiated incrementally to underground existing overhead lines in that area. Potential sources of funding include assessment districts, developers fees, redevelopment funds and Rule 20A funds.



*Overhead power lines extend through many parts of Sand City*

Each year under Rule 20A of the Public Utilities Code, PG&E allocates an underground conversion budget to communities based 50% on the number of PG&E's overhead served electric meters and 50% on the total electric meters within each community. Using a community's Rule 20A allocation, PG&E

will underground its facilities along certain thoroughfares and on certain lands where the governing body has:

- Worked with PG&E and the other utility companies to define an undergrounding project that extends for at least one block or 600 feet on both sides of the street and meets the criteria set forth in Rule 20A.
- Notified affected property owners and held public hearings.
- Adopted a resolution creating an underground district to assure that all overhead communication and electric facilities, including services, are placed underground.

In 1998 the City of Sand City's Rule 20A annual allocation was \$5,994. These funds must be applied for in order to be received. A community's annual underground conversion allocations may be carried forward year-to-year from the 1990 base until sufficient funds accrue to complete a project. The total amount potentially available to Sand City as of 1998 was \$81,790. A community may also choose to "borrow" up to 3 years of their present annual allocation, which in Sand City's case would result in approximately \$18,000, and add it to the total amount available, if a specific project required more funding. Under the "borrowing option", the City would then go for 3 years without an annual allocation. Although Sand City is eligible for the funds mentioned above, the amounts are minimal, and substantial additional financing with RDA assistance will be required to complete underground conversion projects of any size.

In order to qualify for the Rule 20A funds a project must be found in the "interest of the general public" by meeting at least one of the following criteria:

- Involve a street or road with a high volume of public traffic.
- Avoid or eliminate an unusually heavy concentration of overhead lines.
- Benefit a civic or public recreation area or area of unusual scenic interest.

In some instances when a community has not accrued allocations in an amount sufficient to complete a high priority conversion project while other, non-utility sources of project funding are in short supply, a city may be able to arrange for a transfer of uncommitted allocations from the county in which the city is located. Such transfers will be completed by PG&E

only after the donor county's board of supervisors has enacted a resolution approving the transfer. Allocation transfers are considered permanent and cannot be repaid by the receiving city. Cities are prohibited from transferring allocations to other cities.

In addition, under Pacific Bell Rule 32 Section A.1, Pacific Bell will, at its expense, underground its facilities along certain thoroughfares and on certain lands at the same time and to the extent that the electric utility company converts its facilities. Under these programs, both Pacific Bell and PG&E require that any necessary rights-of-way be obtained without cost to the utility companies.

Regardless of the proposed method of financing, the elimination of overhead utility lines would make a substantial aesthetic improvement within the community and should continue to be pursued. Equally important to this effort is the prevention of any new overhead utility lines. In order to ensure no new overhead lines are installed, the Public Works Master Plan recommends that all proposed new construction in Old Town, East Dunes and other areas of the city be required to include provisions for underground construction of the utilities.

**GOAL 3.11**

Encourage the conformance of utility systems to community design standards while retaining their essential functions.

*Policies*

- 3.11.1 Require that new utilities or necessary extensions for new development and redevelopment projects be installed underground.
- 3.11.2 Pursue a variety of financing options to accomplish undergrounding of existing overhead utility lines in developed areas of the city.

*Implementation Programs*

- 3.11.a. Retain the Underground Utility District throughout the City.
- 3.11.b. Plan and prioritize the systematic underground conversion of existing overhead utilities in conjunction with the development of comprehensive plans for

street improvements described within the Land Use Element.

- 3.11.c. Design undergrounding projects in a manner that will provide for maximum use of Rule 20A and Rule 32A funds.
- 3.11.d. Pursue transfers of uncommitted county Rule 20A allocations as appropriate.

### **COMMUNICATION SYSTEMS**

Telephone service lines within Sand City are provided by Pacific Bell and also located on overhead lines. Cable TV service is provided by AT&T, which provides service to most of the Monterey Peninsula.

#### **GOAL 3.12**

Promote adequate levels of utility services provided by private companies and ensure that these are constructed to minimize negative impacts.

#### *Policies*

- 3.12.1 Communicate the City's major development and redevelopment plans with utility companies and coordinate the planning and extension of all utility facilities.
- 3.12.2 Promote technological improvements and upgrading of utility services throughout the community.

### **CITY ADMINISTRATION FACILITIES**

The City's administrative and police protection functions are currently conducted from the City Hall complex located at 1 Sylvan Park Avenue in the



*City Hall*

Old Town district. In recent years there has been discussion regarding the potential relocation and expansion of City Hall. The

most feasible option may be in the portion of the Destination Commercial district located south of Tioga Avenue. The intent of such a move would be to create a more comprehensive "civic center" to better serve the needs of the citizens of Sand City.

#### **GOAL 3.13**

Provide a civic oriented focal point within the community.

#### *Policy*

- 3.13.1 Consider development of a civic center to accommodate most administrative, governmental and cultural requirements of the community. The complex should include compatible activities of a non-governmental nature as well, such as professional office uses and public parking, so that it becomes a major activity center and focal point.

#### *Implementation Program*

- 3.13.a. Explore the desirability and potential funding options for the development of a new civic center complex.

# Housing Element Summary and Status Report

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## INTRODUCTION

California Government Code Section 65302(c) requires the inclusion of a housing element in a general plan. As set forth in Government Code Section 65583, the housing element is to consist of the following:

- An assessment of housing needs and an inventory of resources and constraints to meet those needs
- A statement of the community's goals, quantified objectives and policies relative to the maintenance, improvement and development of housing
- A program which sets forth a schedule of actions that the local government is undertaking, or intends to undertake, to implement the policies and achieve the goals and objectives of the housing element

The current Housing Element for Sand City was certified by the state Department of Housing and Community Development (HCD) in 1991. Normally,



*Sand City residence*

state law requires revisions to the housing element at least once every five years. However, due to the statewide economic recession (1990-95), the state legislature has from time to time extended the effective date of all housing elements. Under Government Code Section 65588(e)(3), local governments within the jurisdiction of the Association of the Monterey Bay Area Governments (AMBAG), of which Sand City is a part, have until December 2002 to revise their housing elements. Given this extension, the Housing Element will be revised following the comprehensive update of its General Plan. This chapter instead presents a summary of the goals, policies and

implementation programs of the Housing Element, the full text of which is available under separate cover.

The numbering format in the current Housing Element is different from that in the General Plan. For consistency, the goals, policies and implementation programs presented in this chapter are enumerated in the same format as those in other elements of the General Plan. To facilitate cross-referencing between this document and the full Housing Element, each item is followed by its Housing Element reference number in parentheses.

Included in the outline of housing programs listed in the current Housing Element is the status of implementation for each program. This summary also notes where current programs no longer coincide with City land use policies. Over the next two years, the City should strive to meet as many programs as possible so that the new Housing Element can also be certified by HCD. HCD certification is a prerequisite to most state funding assistance offered through the Community Development Block Grant (CDBG) program. The infrastructure constraint of the lack of water will also be recognized by HCD in its review of the new element.

## GOALS, POLICIES AND IMPLEMENTATION PROGRAMS

### **GOAL 4.1**

To designate areas in Sand City suitable for residential development. (*Goal 4.2.1*)

#### *Policies*

- 4.1.1 Designate various sites in Sand City for the construction of housing units based on new housing needs as well as environmental and coastal resources. (*Policy A*)
- 4.1.2 Ensure the provision of public services for future housing units. (*Policy B*)

*Implementation Programs*

- 4.1.a. Construction of housing units on any portion of either the East Dunes site or the South of Tioga site shall be limited to areas which are not subject to environmental and coastal resource constraints as identified in the East Dunes Habitat Conservation Plan (HCP) once it is adopted by Sand City. *(Program 1)*

2000 Status. The construction of new housing units within the East Dunes has been limited due to the lack of water and the difficulty in completing and implementing the East Dunes HCP. A redevelopment project and master developer will likely be necessary to coordinate the various property interests to make this happen.

The “South of Tioga” properties located west of State Route 1 are within an area of the coastal Memorandum of Understanding (MOU) that is slated for open space and habitat preserve. The City’s coastal HCP will deal with the issue of open space acquisition in this area. It is currently proposed that the revenues from at least two coastal resorts will provide funding to address this issue adequately. The Coastal Commission has informed the City, in its 1990 Periodic Review of the Local Coastal Program, that this kind of preservation effort is required in order to meet the requirements of the Coastal Act. It is a situation beyond the City’s control and a policy that should be recognized by the state HCD.

Recommended Actions. The City should strive to complete its water project prior to the end of this housing element cycle so that additional housing can be built in the East Dunes. Additionally, any water credits available in the East Dunes should be used, in part, to provide more housing. Initiation of the South of Tioga/East Dunes redevelopment project prior to June 2001 is recommended.

- 4.1.b. Sand City shall evaluate and coordinate all opportunities for providing public services to new housing units, including, but not limited to, formation of assessment districts, federal and state grants, joint powers agreements, and issuance of special bonds. *(Program 2)*

2000 Status. The City is currently implementing this program. One of the specific purposes of the City’s water project is to implement this program. The City will also work on establishing a redevelopment project in the East Dunes/South of Tioga area which may require tax allocation bonding.

Recommended Actions. Continue with the \$50,000 water feasibility study and apply for economic development grants from state and federal agencies in order to implement a water desalination project for Sand City.

Initiate a request for qualifications and owner participation notification to begin the South of Tioga/East Dunes redevelopment process.

- 4.1.c. Sand City shall complete the Sand City Master Facilities Plan and implement a capital improvement program in order to improve the provision of public services to existing and future housing units continually. *(Program 3)*

2000 Status. The Public Work Department has been working on the Master Facilities Plan and is awaiting completion of the new General Plan update to include any new facilities recommended therein. The Master Facilities Plan should be completed by June, 2000.

Recommended Actions. The City Council should adopt the General Plan update by the end of this year. The Master Facilities Plan will then be completed shortly thereafter. The Council should also continue budgeting significant revenues into the capital improvement budget to improve streets, drainage and water lines within the Old Town area.

- 4.1.d. Sand City shall continue to set aside a portion of the 20 percent tax increment revenues for public-service infrastructure improvements and right-of-way improvements, as identified in the 1987 Sand City Redevelopment Plan. *(Program 4)*

2000 Status. The Redevelopment Agency’s housing set-aside fund has a current balance of approximately \$323,000. This money will be used, in part, to continue the payments on the Robinette parcel owned by the RDA, currently slated for housing

development along with other uses. Funding from this source could also be used to assist with public infrastructure improvements needed in the Old Town area, provided that these improvements directly benefit the provision of housing.

Recommended Actions. No additional action needed. The City will continue to monitor this fund and use money appropriately related to the provision of affordable housing. Because housing costs are so high, it is probably better to continue to allow this fund to grow in order to provide enough subsidy for a substantially-sized housing project.

- 4.1.e. Sand City shall prepare and utilize a standardized format for evaluating immediate and long-range public service capacities and costs resulting from new housing units in order to assure the ability to provide and maintain necessary public services to new housing units. *(Program 5)*

2000 Status. Engineering standards used by the City Engineer evaluate current and projected water and sewer line capacities necessary for Sand City buildout, including its ultimate housing stock. In addition, the future water project will be sized to accommodate an appropriate level of water supply necessary to assist with General Plan buildout, based on policies of the updated document.

Recommended Actions. As part of the new water project, the City Council should allocate enough water based on certain categories of land use, including housing production, and size the system, recognizing the existing water users served (approximately 130 acre-feet annually), future needs based on the 1996 MOU, and existing water credits that may become available.

**GOAL 4.2**  
To provide housing opportunities and affordable housing for Sand City's work force. *(Goal 4.2.2)*

*Policies*

- 4.2.1 Encourage the construction of new housing units which meet the needs of persons in the work force of Sand City in order to create a

better balance of workers and residents. *(Policy C)*

- 4.2.2 Encourage the construction of new housing units that provide a choice in housing type, density, cost, and tenure to meet the housing needs of all segments of the work force, regardless of race, sex, marital status, age, ethnic background, physical condition, or family size. *(Policy D)*
- 4.2.3 Encourage a balance of existing ownership housing with future rental housing units in Sand City by maintaining existing single-family housing units. *(Policy E)*

*Implementation Programs*

- 4.2.b. Sand City shall strive to construct 350 new housing units by June 30, 2001. The distribution of units by income shall conform as close as is feasible with that designated in the 1990 Regional Housing Needs Plan. *(Program 7)*

2000 Status. Table 4 of the Housing Element subdivides the 350 new units total by income group as follows:

Very Low Income:	81 units
Low Income:	55 units
Moderate Income:	144 units
Above Moderate:	70 units

Generally, units developed in the low and very-low income category are rental units. Moderate income units may be for-sale (owner-occupied) units by they generally need some kind of government subsidy also. Only the above moderate units (or market rate units) do not need any kind of government assistance to be constructed.

So far, only market rate units have been constructed since 1991 (Wilson 1, St. John), and these units have been well below the housing element goal numbers. The main reasons for this poor performance have been the *de facto* water moratorium and the inability to implement the East Dunes Habitat Conservation Plan of the Local Coastal Program.

Recommended Actions. The East Dunes/South of Tioga area remains the City's best opportunity to meet partially the housing goals and recommended income distribution of the housing element.

Therefore, the City Council should continue to make this area of town a prime area for a redevelopment project. In addition, once additional water is available via the City's water project, the Redevelopment Agency should solicit a master developer to complete a mixed-use housing/commercial project on the Robinette site.

- 4.2.c. Sand City shall review development proposals for incorporation of concepts such as planned-unit development, cluster development, lot consolidation, zero-lot-line-developments, and secondary housing units on commercial-and industrial-zoned parcels to help reduce the cost of new housing units and to provide a variety of affordable housing units. (*Program 8*)

2000 Status. The Sand City zoning ordinance already has a provision encouraging second units in commercial and industrial zones. The General Plan update will recommend a strengthening of this policy designed to include a major addition of residential units in the Old Town area, consistent with bottom floor or horizontal mixed use commercial development that is considered to be compatible with a residential environment (i.e., offices, tourist-oriented uses, restaurants, profession and business services).

Recommended Actions. The City Council should carefully review the new mixed use classification recommended for the Old Town area which would allow up to 20 housing units/net acre of development, in addition to residentially compatible commercial and light-manufacturing uses. This type of mixed use would require water, of course and first floor and/or subterranean parking and the possible establishment of parking garages at key locations.

- 4.2.d. Sand City shall conduct a survey once every two years of all households to determine the number of existing housing units by housing tenure and present the report to the City Council. It will be the City Council's responsibility to try to achieve a balance of owner and rental housing units in Sand City. (*Program 9*)

2000 Status. A housing tenure survey has not been conducted. However, the amount of new housing produced during the term of the Housing Element has not been

significant, so this type of survey is less valuable than originally intended. There is no reference on housing that states what an appropriate balance of renter and owner-occupied housing should be. The Council can set a goal, based on the assumption that all very low income and low income housing will be rental housing based on the economic realities of housing production. Given the low and very low income goals of the current housing element, this would translate into a goal of providing 39 percent rental housing and 61 percent owner-occupied housing.

Recommended Actions. A housing tenure survey should be conducted by the planning department to determine the existing tenure of housing in Sand City. In order to be effective, the survey should be conducted door-to-door, and even then a 100 percent response rate is not anticipated as some residents would consider this to be an invasion of privacy. Further Council direction on this program is recommended.

**GOAL 4.3**  
To provide equal housing opportunities for very-low-, low-, and moderate-income households.  
(*Goal 4.2.3*)

*Policy*

- 4.3.1 Encourage the construction of affordable rental and ownership housing for very-low-, low-, and moderate-income households throughout Sand City. (*Policy F*)

*Implementation Programs*

- 4.3.a. Sand City shall strive to meet its regional goal for very-low-, low-, and moderate-income housing by June 30, 2011, as determined in the 1990 Regional Housing Needs Plan, through the implementation of Policy 4.1.1 and Program a). (*Program 10*)  
  
Please refer to comments under Implementation Program (a) of Goal 4.1 for current status and recommended actions.
- 4.3.b. Sand City shall provide incentives to builders, such as density bonuses or fee waivers (where feasible), for construction of affordable housing units. (*Program 11*)



2000 Status. This is a re-statement of current requirements of state planning law. When a developer proposes an affordable housing project, a jurisdiction is required to provide certain financial or institutional (zoning) incentives in order to foster as much affordable housing as possible. To date, no developer in Sand City has proposed an affordable housing project.

Recommended Actions. No action necessary. The City will comply with state law on this issue.

4.3.c. Sand City shall allow the construction of secondary affordable rental units on lots proposed for new commercial and industrial development as well as on lots with existing residential units. Projects shall be evaluated on an individual basis, utilizing the following criteria:

- Consider allowing a waiver of development plan check and building permit fees up to \$2,500 for construction of a secondary residential unit. Require a minimum five-year residential rental period through deed restriction if a waiver of fees has been granted by Sand City. (*Program 12a*)
- Limit the amount of residential square footage in a mixed-use development to no more than 50 percent of the total commercial/industrial square footage. (*Program 12b*)
- Limit the maximum size of a secondary unit to 650 square feet. (*Program 12c*)
- Require that the residential unit be suitable for living with regard to all health and safety requirements, noise conditions of surrounding uses, etc. (*Program 12d*)
- Acknowledge the priority of commercial/industrial uses in mixed-use developments by requiring that a statement be issued to potential renters/owners advising them of potential nuisances of surrounding uses. This statement shall be provided by Sand City. (*Program 12e*)
- Require that at least two off-street parking spaces per residential unit are provided and any traffic concerns are addressed. Parking supplied for

residential units may be included in the overall parking requirement for the entire site. (*Program 12f*)

2000 Status. The Zoning Ordinance encourages second units in commercial and industrial zoning districts and some have been constructed over the last 10 years. However, to date, the Council has not recommended second units (granny flats) on residentially zoned property, although this was proposed on the St. John residential development.

State law requires jurisdictions to allow second units on residential property unless there are specific findings made that this type of development is not suitable, based on the unique circumstances of the jurisdiction.

Recommended Actions. The Council should keep an open mind on the provision of second units within the East Dunes area, provided they are well designed (set back from the roadway, above garages with adequate on-site parking). It is a way to assist owner-occupants with the mortgage payments on their property while providing rental housing within a single-family neighborhood.

4.3.d. Sand City shall amend its Zoning Ordinance to allow manufactured and mobile homes as principal permitted uses in all residential zoning districts. (*Program 13*)

2000 Status. The Zoning Ordinance allows mobile and manufactured homes as a permitted use in the R-1 zone and as conditional uses in the R-2 and R-3 zones. This should be sufficient and it is in accordance with state law. The zoning ordinance should be further amended to specify architectural standards for manufactured housing to be equivalent in quality to that of "stick-built" (woodframe, on-site developed) housing.

Recommended Actions. This program should be revised in the updated housing element to reflect the evolving housing market in Sand City. Sand City should strive for higher quality housing than that currently produced by the mobile home industry. Manufactured housing, on the other hand, is capable of meeting current architectural quality of tract housing.

- 4.3.e. Sand City shall develop an ordinance which establishes development standards for manufactured and modular housing units in order to make the construction of these low-cost housing units an option for property owners. (*Program 14*)

2000 Status. This ordinance preparation can be included in this year's planning department work program. Its purpose, however, should be to ensure that the architectural quality of manufactured housing is equivalent to that of standard production housing (see Program 13 of Housing Element).

Recommended Actions. The Council should direct staff to include this ordinance preparation in this year's planning department work program.

- 4.3.f. Sand City shall identify, help facilitate, and solicit federal and state financial assistance for the construction of rental housing units and for rent subsidies to low-and moderate-income households, as funds are available. These funds include low-interest loans, grants, and rent subsidies and are administered by the Department of Housing and Urban Development, the California Housing Finance Agency, and the Farmer's Home Administration. (*Program 15*)

2000 Status. The construction of rental housing over the past 8 years in Sand City has been constrained due to the lack of an adequate water supply. Therefore, no funding has been sought to construct such housing. Regarding rental subsidies, the only agency in Monterey County dealing with this issue is the Monterey County Housing Authority. This agency administers the federal "Section 8" housing subsidy program which is available to all qualified residents in the County, based on need and income levels. There is currently a 3-year waiting list for this kind of rental assistance.

Recommended Actions. The City and Redevelopment Agency should work with qualified developers to develop subsidized rental housing in the South of Tioga/East Dunes area as part of a master development facilitated by a redevelopment project. Significant tax credits are available to developers for developing low and very low income housing within redevelopment project areas. The City must provide 15

percent of its new housing in this category by state Community Redevelopment Law.

- 4.3.g. Sand City shall review development processing procedures to determine whether and how the process and be streamlined to help further reduce costs of new housing units. (*Program 16*)

2000 Status. Sand City has the fastest processing time of major development proposals of any jurisdiction within Monterey County. This is due, in part, to the fact that Sand City has no planning commission and all significant development review goes directly to the City Council.

Recommended Actions. This type of policy is standard language in all housing elements, but it has no relevance to the Sand City situation, except for planning matters in the coastal zone, over which the city has no control. No action is necessary; the program goal is satisfied.

- 4.3.h. Sand City shall cooperate with federal, state, and regional agencies to promote open housing choice and equal opportunity housing. Complaints regarding housing discrimination received by Sand City will be referred by the Planning Director to the California Department of Fair Employment and Housing. (*Program 17*)

2000 Status. There have been no complaints registered regarding any discriminatory housing practices in Sand City since the adoption of the housing element.

Recommended Actions. This is standard language in most housing elements. This policy will continue with the new housing element. No action is necessary.

- 4.3.i. Sand City shall require, when feasible, all new residential developments (including those in the coastal zone) to provide low-and moderate-income housing. All residential projects proposed will be evaluated on an individual project basis to determine the feasibility of providing low-and moderate-income housing units. (*Program 18*)

2000 Status. The only two residential projects of significant size to be processed from 1991 to date have been the St. John residential planned unit development and the Monterey Bay Shores housing component. Regarding the St. John development, this involved land that was already subdivided

and the City had little control to require low and moderate-income housing. Regarding the Monterey Bay Shores project, rather than providing the developer with a density bonus or other affordable housing incentive that is difficult, if not impossible, to achieve within the coastal zone, the City required an \$850,000 housing in-lieu fee to be used for future housing on the Robinette site.

Recommended Actions. As part of the future East Dunes/South of Tioga redevelopment project, the City should require that at least 15 percent of the housing be affordable to low and moderate income families. This percentage is a requirement of the Community Redevelopment Law.

- 4.3.j. Sand City shall, if feasible, utilize 20 percent tax increment funds to preserve affordable housing units. Specific uses of the funds could include the weather stripping of affordable units or the installation of wheelchair ramps in affordable housing units occupied by elderly persons. *(Program 19)*

2000 Status. Sand City established this program in 1991 and 1992 and expended over \$50,000 of its housing set-aside funds for eligible projects.

Recommended Actions. This program was implemented and completed. No action is necessary. Future rehabilitation of existing housing units should be evaluated in light of proposed land use being advocated in the general plan and potentially higher density residential development.

**GOAL 4.4**  
To provide equal housing opportunities for special housing needs groups. *(Goal 4.2.4)*

*Policies*

- 4.4.1 Encourage new residential development to meet the special housing needs of elderly person. *(Policy G)*
- 4.4.2 Participate in a regional effort to provide emergency shelter for homeless individuals, families, elderly, veterans, and the mentally and physically disabled. *(Policy H)*

*Implementation Programs*

- 4.4.a. Sand City shall pursue the use of public and private funds such as the Senior Citizens Shared Housing Program (SCHSP) for senior housing projects. *(Program 20)*

2000 Status. The SCSHP program links single seniors together in an effort to share housing and housing expenses. Its services are available to all jurisdictions within Monterey County. The Sand City planning department will refer needy seniors to this program, if and when seniors notify our offices of such a need.

Recommended Actions. No action is necessary. However, in a future city newsletter, the City Council should mention this service in case city seniors want this kind of assistance.

- 4.4.b. Sand City shall strive to increase the number of manufactured and mobile homes from 13 to 30 units by June 30, 2001. *(Program 21)*

2000 Status. The number of mobile homes within the City has actually decreased since 1991 due to redevelopment of properties within Old Town and East Dunes. However, the City was very accommodating in its North of Playa redevelopment project by allowing the relocation of the Meadows mobile home to a redeveloped property in Old Town.

Recommended Actions. The Housing Element update should eliminate this program as it is no longer consistent with the current land use policy direction of the City.

- 4.4.c. Sand City shall submit an appointee to the Monterey County Commission on Homelessness. The members of the commission ultimately will be appointed by the Board of Supervisors to oversee the implementation of the Monterey County Homeless Services Plan. *(Program 22)*

2000 Status. The Board of Supervisors has established the commission and made the appointments. No member of the Sand City community has been appointed. Recommendation from the Homeless Services Plan should be forthcoming within a year. City staff has been meeting with their consultants. Currently, the only homeless day-care services on the Monterey

Peninsula are provided within Sand City at the Salvation Army center.

Recommended Action. No action is necessary. The City is doing its fair share of homeless assistance by approving the use permit for the Salvation Army.

**GOAL 4.5**

To assure that Sand City's housing stock is maintained and upgraded to meet necessary health and safety requirements. (Goal 4.2.5)

*Policies*

- 4.5.1 Rehabilitate, to the extent feasible, all substandard housing units in Sand City. (Policy I)
- 4.5.2 Enhance the livability of existing housing units by assuring that all housing units provide a healthy and safe environment for their inhabitants. (Policy J)
- 4.5.3 Remove and replace housing units which are beyond repair or which have become either economically or functionally obsolete. (Policy K)
- 4.5.4 Ensure that existing housing units proposed for demolition as a result of new commercial and industrial development are relocated and rehabilitated if feasible. (Policy L)

*Implementation Programs*

- 4.5.a. Sand City shall strive to rehabilitate six housing units annually, resulting in the rehabilitation of 30 housing units by June 30, 2001. Sand City shall establish housing rehabilitation as its top priority for the utilization of its 20 percent tax increment set-aside funds. (Program 23)

2000 Status. Since 1991, at least 16 housing units (10 on Ortiz, upper floor mixed use; 5 on Shasta, and 1 on Dias) have been rehabilitated by private actions, without the City's assistance. Some rehabilitation also occurred as part of the 1991-92 housing grant program mentioned under Program 19.

Recommended Actions. This program should be significantly modified with the update of the 2001 Housing Element. Housing rehabilitation should be evaluated in terms of the future development direction of the City. Rehabilitating significantly

dilapidated housing in areas to be redeveloped may be counter-productive to the redevelopment goals of the City and the provision of maximum housing opportunities.

- 4.5.b. Sand City shall, in addition to utilizing the 20 percent set-aside funds, solicit and encourage maximum utilization of federal and state funds for low-interest loans and grants for the rehabilitation of ownership and rental housing units. (Program 24)

2000 Status. In 1994 and 1995, the City was awarded funding for housing rehabilitation under the HOME program. The City hired personnel from the County Housing Authority to administer this program, but it still proved unsuccessful based on tenant and owner reluctance to provide confidential and semi confidential information to complete eligibility requirements. Other jurisdictions have found similar procedural problems with the HOME program and its requirements may have been amended since 1995 to address these problems.

Recommended Actions. The City should continue to investigate the use of Community Development Block Grants and other sources of federal and state moneys to supplement its housing set-aside fund.

- 4.5.c. Sand City shall provide housing for persons or families displaced as a result of the implementation of the 1987 Sand City Redevelopment Plan. Such housing shall be suitable to the needs of such displaced persons or families and must be decent, safe, sanitary, and otherwise a standard housing unit. (Program 25)

2000 Status. The only residence affected by Sand City redevelopment projects to date has been the Meadows mobile home that was successfully relocated to a new location, also within Sand City. State law requires that replacement housing be provided for displaced families at affordable rents. This replacement housing can also be outside of the redevelopment project area. Sand City adopted relocation guidelines, consistent with state and federal law, in 1995.

Recommended Actions. This policy is poorly worded and needs amendment to be consistent with the relocation requirements of the state Community Redevelopment Law. Sand City will continue to adhere to

state requirements for relocation assistance, when applicable.

- 4.5.d. Sand City shall require replacement of housing units demolished in the coastal zone. (Program 26)

2000 Status. To date, no housing units within the coastal zone have been demolished. This requirement is taken directly from coastal regulations.

Recommended Actions. The City will continue to comply with state law on this issue.

- 4.5.e. Sand City shall require existing housing units that are proposed for demolition because of commercial and industrial development to be relocated if housing conditions are satisfactory and access and public services can be provided at the relocated area. (Program 27)

2000 Status. The policy was implemented as part of the North of Playa redevelopment project with the successful relocation of the Meadows mobile home to a new location within Old Town.

Recommended Actions. This program should be amended as part of the new Housing Element, as relocating housing units, given the condition of the existing housing stock, is not the most efficient or cost-effective method of providing new housing opportunity.

**GOAL 4.6**  
To encourage energy and water conservation measures in existing and new housing. (Goal 4.2.6)

*Policies*

- 4.6.1 Regulate the use of land to minimize energy consumption and maximize the efficiency of energy consumed. (Policy M)
- 4.6.2 Minimize the consumption of water by existing and new housing units, and pursue methods for providing Sand City with its own water source for domestic uses. (Policy N)

*Implementation Programs*

- 4.6.a. Sand City shall establish a program requiring purchasers of existing homes to

attain an energy audit and home weatherization prior to occupancy of the home. In addition, builders of new homes shall provide proof of inspection of new housing units for proper energy conservation features. (Program 28)

2000 Status. New homes are required to meet Title 25 energy conservation measures required from the California administrative code. All new housing in Sand City has been inspected prior to the issuance of a certificate of occupancy to insure compliance.

Regarding the requirement for an energy audit for existing homes, this program has not been instituted. It would require the cooperation of the real estate community, and no other community within Monterey County has such a requirement.

Recommended Actions. This policy should be amended as part of the new Housing Element to eliminate the energy audit requirement. Instead, the City should consider a grant program allowing insulation improvements to needy residents without charge.

- 4.6.b. During development and architectural review phases of housing development projects, require, when feasible, the configuration of lots to take advantage of optimum lot and building orientation and the use of solar energy systems. (Program 29)

2000 Status. This program is being considered as part of all development review within the city. It is one factor in site design that is taken into account, as well as the need to maximize ocean views whenever feasible.

Recommended Actions. No action is necessary.

- 4.6.c. Permit new housing unit construction only when the water demand of the new housing units can be met by available water supply and when it is consistent with the adopted water supply allocation program of Sand City. (Program 30)

2000 Status. A water supply allocation program became necessary in 1997 when Sand City's water supply was beginning to run out. At that time, the city prioritized water allocation based on approved projects and the need for housing. As of this date,

the existing water reserve is available primarily for new housing.

Recommended Actions. No action is necessary.

- 4.6.d. Require all new housing units to utilize water conservation fixtures, as specified by the Sand City Water Conservation Ordinance. (*Program 31*)

2000 Status. This ordinance has been supplanted by Water District regulations requiring specific water conservation devices in all new homes. The new homes constructed in Sand City comply with these regulations.

Recommended Actions. No action is necessary.

- 4.6.e. To ensure that the demands of new housing construction do not exceed Sand City's allocation, utilize water-use data from the Monterey Peninsula Water Management District to project the water use of future housing units in Sand City. (*Program 32*)

2000 Status. The Sand City planning department utilizes the Water District's water charts to project potential water demand for all types of development, including housing.

Recommended Actions. The City is in compliance with this program; no action is necessary.

- 4.6.f. Conduct additional testing to identify water wells in Sand City which could supply water for housing units to be constructed by June 30, 2001. (*Program 33*)

2000 Status. Substantial well testing for quality and quantity has been implemented on the Monterey Bay Shores development site, which includes a housing component. The results of this testing will be the subject of an application for a water distribution permit with the Water District.

Recommended Actions. No action is necessary. This program is being implemented. However, water wells may be limited in the future as the Seaside groundwater basin is approaching safe yield capacity.

- 4.6.g. Research the cost and feasibility associated with the construction of a reverse osmosis

system which could supply water to Sand City for domestic purposes. (*Program 34*)

2000 Status. In the fiscal year 1999-2000 budget, the Council has allocated up to \$50,000 for such a study. It appears likely that the construction of a Sand City desalination plant will be the primary way to accommodate additional housing development at least for the next 10 years, until an area-wide solution is implemented. (The area-wide solution has taken over 20 years to develop, and its implementation is still questionable).

Recommended Actions. The City should continue with the approved study and apply for economic development grants to construct the appropriately sized desalination plant. Environmental review of the ultimate design of the plant should begin before year's end.

# Conservation and Open Space

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## INTRODUCTION

This General Plan chapter combines two state-mandated elements, Conservation and Open Space. California Government Code Section 6530(a) permits the combining of elements. All the issues that are required to be addressed in an individual element must be discussed in the combined element. In accordance with Government Code Section



*Sand City's beaches are a major scenic and natural resource*

65560(a), an Open Space Element is required to address a variety of specific types of open space. These include open space for the preservation of natural resource, open space for the managed production of resources, and open space for outdoor recreation. The Conservation Element is intended to address the conservation, development and use of natural resources, including water, forest, soils, rivers and mineral deposits.

Sand City's Conservation and Open Space Element addresses a full range of important environmental issues which have a direct impact on the community. Environmental resources and amenities are a key component in the quality of life in a city. The health and well-being of Sand City's citizens is maintained and enhanced by clean air and water. Scenic areas foster community pride and make a community more attractive to visitors and businesses. Recycling wastes and conserving energy reduces demands on finite natural resources. The protection of plant and wildlife communities helps avoid significant disruptions of the ecological cycles by maintaining biodiversity.

These environmental resources, however, are also sensitive to changes created by land use and development decisions. Economic development is necessary for a community's long term well being. At the same time, development needs to occur with as minimal an impact on the natural environment as possible. The policies and implementation programs that are presented within this Element have been designed to embody a balanced approach to future development and resource protection.

Sand City's Conservation and Open Space Element has been prepared in conformance with all mandatory requirements of state law. Specific topics addressed include:

- Water Supply and Quality
- Soils
- Coastal Erosion
- Biological Resources
- Harbors and Fisheries
- Scenic Resources
- Archaeological, Historic and Cultural Resources
- Air Quality
- Mineral Resources
- Energy Resources and Conservation
- Source Reduction and Recycling
- Park and Recreation Facilities
- Public Access
- Open Space for Public Safety
- Conservation of Natural Resources within the Coastal Zone

## WATER SUPPLY AND QUALITY

The major water resources around Sand City are Monterey Bay immediately to the west, Roberts Lake one-quarter mile southeast, and local groundwater. Water is supplied to Sand City by California-American Water Company, from groundwater resources within the Carmel River aquifer and the Seaside aquifer. The majority of the water for Sand City is recovered from the Seaside

aquifer, which is characterized by a high mineral content.

Sand City, along with most cities located on the Monterey Peninsula and some adjacent parts of Monterey County, is a member of the Monterey Peninsula Water Management District (MPWMD). The MPWMD is responsible for issuing water service permits for development located within the District's boundaries. Water supplied to the MPWMD is obtained from the Los Padres and San Clemente Reservoirs located on the Carmel River and from wells in Carmel Valley and Seaside. The California American Water Company operates and maintains the water system within the District.

Due to the critical shortage of water on the Monterey Peninsula, the availability of water for new development is limited. This condition will continue until a long-term source of water is developed for the region or the City of Sand City develops a desalination facility as its own water supply. As of 2001, Sand City has allocated essentially all of its available water to specific development parcels.

The MPWMD has implemented a water conservation retrofit program. Each property within the District that transfers title, changes type of use or adds a bathroom is required to replace old, high-water-use fixtures with ultra low-flow toilets (1.6 gallons per flush) and 2.5 gallons per minute shower heads.

**GOAL 5.1**  
Maintain the quality of water resources in Sand City and prevent their contamination.

*Policy*

5.1.1 The City supports efforts of the various public agencies responsible for maintaining and improving water quality in Sand City.

**GOAL 5.2**  
Encourage and promote water conservation.

*Policies*

5.2.1 The City supports MPWMD efforts to encourage water conservation.

5.2.2 The City requires new development to incorporate water conservation features, in accordance with MPWMD guidelines.

**SOILS**

Sand City is underlain by dune sand, which is composed of sedimentary materials of the recent Quaternary geological period. It is thought that the dune sand deposits are as much as 300 feet deep in some places. These dunes are classified as recent (less than 3,000 years old), Flandrian (3,000-10,000 years old) and Pre-Flandrian (over 10,000 years old). The area around Sand City consists of Flandrian dunes and the youngest of the pre-Flandrian dunes. The Flandrian dunes take the form of a narrow strip next to Monterey Bay, superimposed on the pre-Flandrian material. The recent dunes are a coastal shoreline fringe of a limited extent. The recent and Flandrian dunes have little or no soil cover.



*Sand dunes at the sea coast*

Sand City has three distinct soil types within its jurisdictional boundaries, as identified in Figure 5-1. They are:

1. Coastal Beaches (Cm)
2. Dune Land (Df)
3. Baywood Sand (BbC)

All three soil types are sandy soils. None of these soils are suited for agriculture or pasture. The Coastal Beach soils are generally under water during high tides and exposed at low tides. They have a high erosion hazard because of wind and wave action.





The Dune Land soils are wind-deposited quartz and feldspars that form mounds or small hills 20-300 feet high. Some of these dunes are partially stabilized by coastal or inland vegetation. Vegetation can be iceplant, bush lupine, small coastal brush and a few other flowering and non-flowering plants and grasses. These soils have no value for farming, but they do have aesthetic qualities, and they can be stabilized

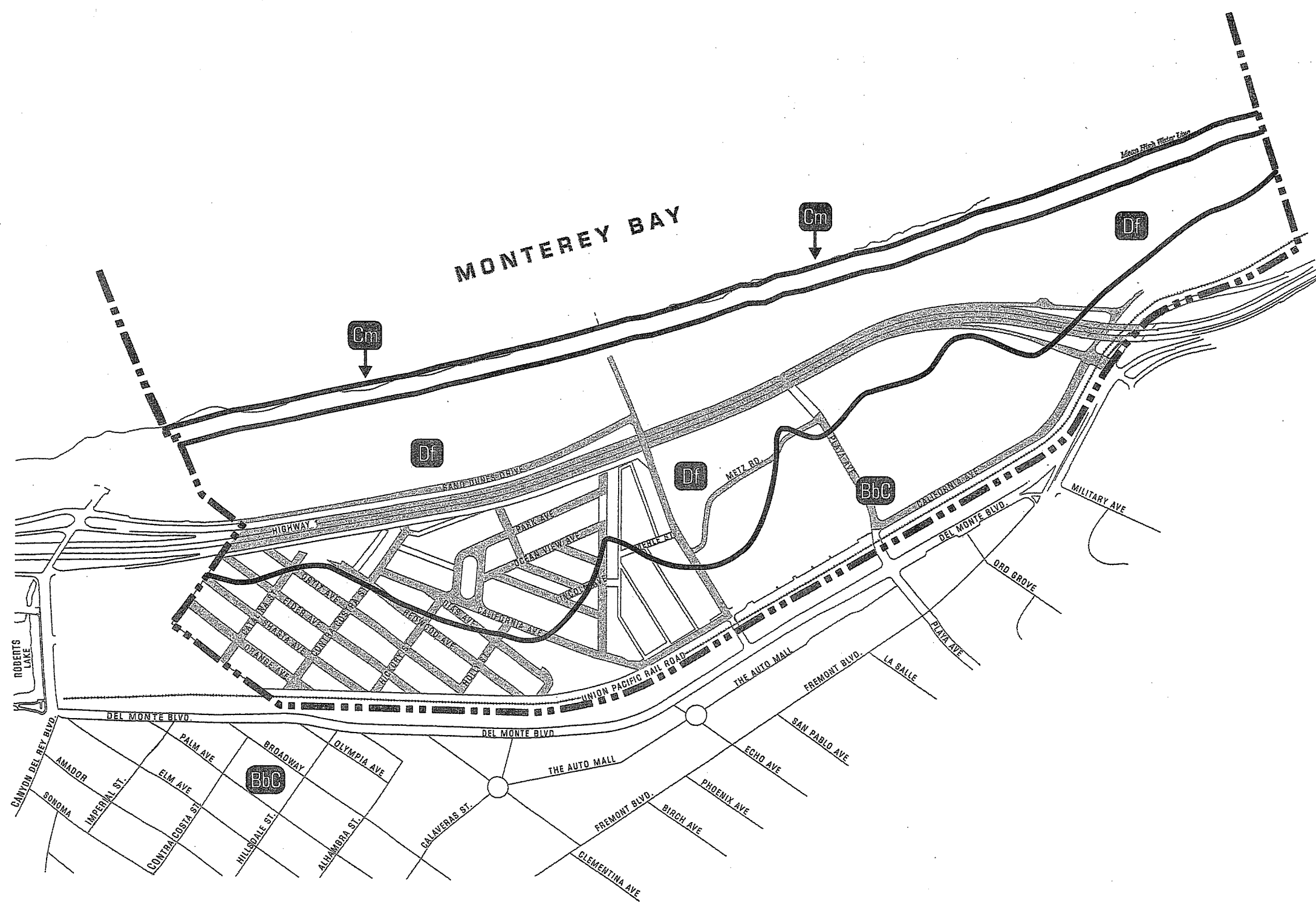


SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 5-1  
SOILS

LEGEND:

-  Coastal Beaches
-  Dune Sand
-  Baywood Sand
-  City Limits



PMC

Source: Soil Conservation Service

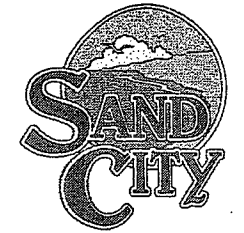
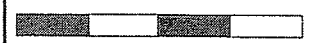
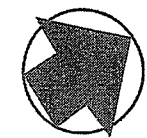


Figure 5-1 page 2 of 2

and built upon in most cases. The surface layer is a very gravelly sand loam. Erosion hazard is moderate to high.

The Baywood Sand soils are gently sloping, stabilized dunes. Vegetation, usually iceplant, covers the majority of these dunes and stabilizes them. The erosion hazard tends to be slight to moderate. However, if the vegetative cover is removed, these soils will be subject to severe wind and water erosion.

### **COASTAL EROSION**

Long-term erosion of the coastline has generally occurred along Monterey Bay over the past 60 years. A study of the Sand City coastline, conducted in 1989 by Moffatt & Nichol Engineers, revealed that erosion has occurred at the rate of 3-6 feet per year from 1949 to 1988. The greatest long-term erosion occurred between 1949 and the 1970s, when the rate was about 7.5-8 feet per year. Since the late 1970s, the erosion rate has apparently slowed to 0-4.5 feet per year. Most of this erosion typically occurs along the cliffs and bluffs as a result of major storms. Past sand mining operations may have contributed as well, although the impacts of such operations are uncertain and may have been less significant than natural forces.

Based on an analysis of historical data and of sediment transport, Moffatt & Nichol calculated the shoreline position 50,75, and 100 years into the future. In 1995, Moffatt & Nichol updated its calculations for the area north of Tioga Avenue. The future shoreline positions have been used to develop setback lines for development along the coastline as depicted in Figure 5.2. The City has adopted the Moffatt & Nichol study and the Coastal Commission endorsed it as part of its approval of the Sterling development in 1994.



*Former sand mining operation*

Over the twenty years preceding adoption of the LCP, efforts have been made to protect the coastal bluffs and dunes in Sand City. Three areas of seawalls exist in the City. The seawalls are not actual walls but protective structures consisting of riprap and liquid concrete poured into the voids of the structures to bind them together. Some dunes north of Tioga Avenue are armored with rubble and Concrete blocks. This armoring was apparently adequate to mitigate dune erosion after the 1994-95 storms. The Coastal Act permits the construction of seawalls and other similar devices to serve coastal-dependent uses and to protect existing structures or public beaches in danger from erosion. However, it does not allow the construction of these protective devices for new development.

#### **GOAL 5.3**

Avoid adverse impacts of coastal erosion on development.

#### *Policy*

- 5.3.1 The City shall not permit development within the 50-year erosion setback line, as established in the Moffatt & Nichol methodology.

### **BIOLOGICAL RESOURCES**

#### **Vegetation**

Vegetation in the undeveloped areas of Sand City consists of scattered native and non-native plant species. Within the Sand City Planning Area, five biotic communities have been identified, each with their own predominant vegetation:

1. *Coastal Strand* – Found along the coast, it consists mainly of bare sand below the mean high water mark elevation. A few pioneer plant species exist, with scattered pockets of sea rocket and beach bur.
2. *Pioneer Dune Vegetation* – This community contains scattered clusters of native and non-native pioneer species, including verbena, beach bur, sea rocket, beach evening primrose, silver rose lupine, ripgut brome and common sow thistle.
3. *Coastal Scrub* – This community is typically dominated by mock heather, beach sagewort or buckwheat. Other native species include California coffeeberry, poison oak and sandmat. Coastal Scrub, along with the Maritime

Chaparral community, is considered by the state to be a Sensitive Plant Community.

4. *Maritime Chaparral* – This community is dominated primarily by manzanita, particularly the shaggy-bark manzanita and sandmat manzanita. However, plant species from both Maritime Chaparral and Coastal Scrub community are often found together in “transitional” communities.
5. *Rudereal/Disturbed* – Plant species in this community establish themselves in disturbed areas. Species found in such areas include red-stemmed filagree, wild radish, common groundsel, bur clover and stock.



*Sensitive habitat areas protect dune species*

Other native plant species found in the Planning Area include chemise and California poppy. There is also a significant amount of iceplant, a non-native exotic weed that has been planted along roadways throughout California as a bank stabilizer. Iceplant has significantly degraded habitat values by out-competing buckwheat and other native coastal plants.

Biological studies conducted for various environmental documents have identified five special status plant species within the Planning Area. A “special status species” is one designated under state or federal law or regulation as endangered or threatened or is considered by the scientific community to be rare enough to have such a listing.

The five species are:

- Monterey Bay gilia (*Gilia tenuiflora* spp. *arenaira*), listed as “endangered” on the federal list and “threatened” on the state list.



*Monterey Baygilia*

- Monterey spine flower (*Chorizanthe robusta* var. *pungens*), listed as “threatened” on the federal list. This species is found in rudereal/disturbed communities.



*Spineflower*

- Coast wallflower (*Erysimum ammophilum*), designated a Species of Concern by the U.S. Fish and Wildlife Service (USFWS) and a federal Candidate 2 species (meaning additional information is needed to determine if species should be listed). It is found in the Coastal Scrub community.

- Monterey ceanothus (*Ceanothus cuneatus* var. *rigidus*), a federal Candidate 2 species. It is found east of State Route 1 in scattered locations.



*Ceanothus*

- Sandmat manzanita (*Arctostaphylos uva-ursi* ssp. *pumila*), a federal Candidate 2 species. Part of the



*Sandmat manzanita*

Maritime Chaparral community, it is also found in scattered locations east of State Route 1.

In addition, another species, Michael’s rein orchid (*Piperia michaelii*), is a California Native Plant Society (CNPS) list 4 species. It does not, however, have state or federal status. Other potentially occurring special status plant species include Yadon’s piperia, robust spineflower, Yadon’s wallflower, Seaside bird’s beak, Tidestrom’s lupine and Eastwood’s goldenbush.

### Wildlife

Most of the wildlife in the Planning Area consists of small rodents, reptiles and birds. Rodents include the

California ground squirrel, pocket gopher, Norway rat and house mouse. Reptile species include the northern alligator lizard and western fence lizard. Songbirds such as killdeer, white crowned sparrow and Brewer's blackbird have habitat in the Planning Area, and several migratory species use the area as well. Other animals known to exist in Sand City include black tailed jackrabbits, deer mice and feral cats.

Biological studies conducted for various environmental documents have identified four special status animal species which may be present within the Planning Area. These species are:

- Smith's blue butterfly (*Euphilotes enoptes smithi*), listed as "endangered" on the federal list. It is found in coastal dune areas where buckwheat exists.



*Smith's Blue butterfly*

- Western snowy plover (*Charadrius alexandrinus*), federally listed as "threatened" and a state Species of Special Concern. It is a small shorebird typically found along the beach above the high tide limit. Nest sites for the plover have been found along the coast north of Tioga Avenue.



*Snowy plover*

- Coast horned lizard (*Phrynosoma coronatum*), a state Species of Special Concern. It is found in sandy areas with a sparse shrub cover. One lizard was found in the stabilized dunes south of Tioga Avenue.



*Coast horned lizard*

- California burrowing owl (*Speotyto cunicularia*), a state Species of Special Concern. The availability of rodent burrows or similar shelter for roosting or nesting is an essential component of its habitat. One burrowing owl was observed in the coastal dune scrub restoration area of the Edgewater Shopping Center.



*California burrowing owl*

Another species, the globose dune beetle (*Coelus globosus*), may have habitat along the coast, although none have been observed within Sand City. The globose dune beetle has been designated a Species of Concern by the USFWS.

The California black legless lizard (*Anniella purchra nigra*), formerly a state Species of Special Concern and a Candidate 1 species for the federal list, has also been observed with Sand City. However, this species was not listed due to the recent discovery of significant populations in the region. The historic range of the black legless lizard extends along the coastal sand dunes from the Salinas River to the Carmel River.

### Habitat Preservation and Restoration

Within Sand City, habitat conservation areas have been established in conjunction with development projects in the Destination Commercial district. As part of the Sand Dollar Center project, a 7.6 area dune restoration and habitat preservation program was undertaken by the developers as a City permitting requirement. The program, in which USGWS and the California Department of Fish and Game (CDFG) participated, provides habitat for several species of concern, including Smith's blue butterfly and Monterey Bay gilia. This program has resulted in the successful introduction of buckwheat (host plant for Smith's blue butterfly), Monterey spineflower, Monterey ceanothus, coast wallflower, sandmat manzanita and Monterey Bay gilia, as well as the black legless lizard.

As mitigation for impacts resulting from development of the Edgewater Shopping Center, a dune restoration and habitat preservation area of 4.6 acres has been created off-site on the east side of State Route 1. The development of a Coastal Habitat Conservation Plan (HCP) for the Western snowy plover habitat.

Significant habitat for the Smith's Blue butterfly and concentrations for the Monterey Bay gilia have been identified within the central portion of the East Dunes district. A draft HCP has been prepared for this area.

**GOAL 5.4**

Manage and conserve the City's biological resources, including the ecosystem of Monterey Bay.

*Policies*

- 5.4.1 Wildlife habitat outside the building envelopes of the 1996 MOU along the Bay shoreline should be preserved and enhanced.
- 5.4.2 Public access should be controlled to allow regeneration of native vegetation and restoration of wildlife habitat.
- 5.4.3 The City will continue to pursue the development of a "Citywide Coast Habitat Conservation Plan," in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), to conserve or restore necessary habitat for special status species while permitting development within limited areas of the coast.
- 5.4.4 Where possible, link habitat protection areas either directly or by open space areas to ensure adequate habitat space and corridors for wildlife, as well as provide an open space network for the City.

*Implementation Program*

5.4.a The City shall complete preparation of a Habitat Conservation Plan for the East Dunes area and the Coastal area.

**HARBORS AND FISHERIES**

California Government Code Section 65302(s) states that two of the issues to be discussed in the Conservation Element are harbors and fisheries. Sand City does not have any harbors or commercial fisheries along its shoreline. The only extraction of fish within the Sand City Planning Area is from surf fishing or offshore boat fishing. Both types of fishing are recreational, not commercial.

**SCENIC RESOURCES**

The California Coastal Act states that "The scenic and visual qualities of coastal areas shall be

considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views, to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas."

In Sand City's LCP, the city's viewshed is identified as consisting of coastal views and views of the Monterey Peninsula from State Route 1. In addition, views of Monterey Bay and portions of Sand City can be seen from other areas on the Monterey Peninsula. Protection and restoration of existing coastal views from Sand City and improvements to the visual appearance of developed areas within the City are important components of the community's efforts to attract visitors and improve Sand City's regional image.



*View of Monterey*

As noted above, views of Monterey Bay and the Monterey Peninsula can be seen while traveling along State Route 1 through the city. These views are broken and obstructed by dunes and, to a lesser extent, by remnants of past land uses which are no longer active. However, important view corridors do exist at several locations.

Figure 5-4 depicts view corridors and vista points identified in the LCP within the Coastal Zone west of State Route 1. The LCP also enumerates a number of policies designed to protect views. One of them is to prohibit development within certain corridors. Another policy is to impose certain conditions upon development so as not to obstruct views, such as maximum height limitations. Further details are

available in Chapter 5 of the Sand City LCP, which is incorporated by reference.

**GOAL 5.5**

Maintain scenic views from view corridors and vista points identified in the LCP.

*Policy*

5.5.1 The City shall implement the policies for maintaining visual resources set forth in the City's LCP.

Since most visitors to the Monterey Peninsula develop their impression of Sand City while traveling along State Route 1, it is important that development on both sides of the highway be designed in a manner that creates both a positive and inviting image of the community.

**GOAL 5.6**

Maintain scenic views from view corridors and vista points identified in the LCP.

*Policy*

5.6.1 Require that new development west of State Route 1 be designed in a manner that integrates proposed structures and project features with the natural dune environment.

5.6.2 Ensure through the design review process that all new development and/or redevelopment projects which are visible from State Route 1 are designed in a manner which creates a positive image of the community, worthy of its Peninsula gateway location.

5.6.3 Maintain the view protection policies of Sand City's Local Coastal Program (LCP).

**ARCHAEOLOGICAL, HISTORIC AND CULTURAL RESOURCES**

A preliminary archaeological survey prepared for Sand City indicated that there is one potential area of archaeological sensitivity – the southwestern coastal portion of the city (Figure 5-5) on lands owned by the California Department of Parks and Recreation. This area has potential archaeological significance because of the existence of a recorded resource. It is possible that buried prehistoric resources may be found elsewhere within the city, although currently there is insufficient data to predict any locations. However, there is no reason to believe that any extensive archaeological resources will be located. Any resources that may be found are likely to be small, such as temporary occupation areas in the dunes, specific resource gathering or processing areas, and relatively isolated burial sites.

Sand City contains no historic resources of any significance. The city has been in existence a relatively short time, incorporating in 1960. Before that, the community hosted primarily industrial buildings and activities, none of which were historically significant. No know cultural resources exist within the Planning Area.

**GOAL 5.7**

Protect archeological and cultural resources of significant historic, scientific, educational and cultural value, if identified in the future.

*Policies*

5.7.1 The City will require that the development of such sites be monitored during construction. Significant artifacts will be protected and removed.

5.7.2 The City will monitor yearly cultural investigations recorded with the Northwest Clearinghouse at Sonoma State University.



*Panoramic view of Sand City's coastline*

## AIR QUALITY

Sand City is located in the North Central Coast Air Basin (NCCAB), which encompasses the counties of Monterey, Santa Cruz and San Benito. Within the NCCAB, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) regulates air quality. Responsibilities for planning the attainment and maintenance of federal and state air quality standards in NCCAB are jointly shared by MBUAPCD and the Association of Monterey Bay Area Governments (AMBAG).

Pollutants of particular concern in the NCCAB are ozone and particulate matter less than 10 microns (PM<sub>10</sub>). Federal and state standards have been established for both pollutants. California's standards are more stringent than federal standards. The NCCAB recorded no violations of federal ozone standards since 1990, and was designated a Federal Maintenance Area for ozone in March 1997. However, the air basin has exceeded state ozone standards, though the number of violations have gone down over the 1987-1997 time period. Under the California Clean Air Act, as amended in 1992, the MBUAPCD is classified as a "moderate" ozone nonattainment area. State standards for PM<sub>10</sub> are also exceeded regularly within the MBUAPCD; thus, the district is classified as a nonattainment area for PM<sub>10</sub>. The main contributor of ozone is on- and off-road motor vehicles, with stationary source fuel combustion, solvents and cleaners as other significant sources. PM<sub>10</sub> comes from natural sources such as sea spray and forest fires and from man-made sources such as fuel combustion and industrial processes. An analysis by the state's Air Resources Board (ARB) indicated that for 1994 and 1995 half of the district's exceedances were due to the transport of emissions from the San Francisco Bay Area.

In 1991, the MBUAPCD prepared an Air Quality Management Plan that addresses meeting the California Ambient Air Quality Standards for ozone. The plan contains an emission inventory of ozone sources and forecasts of emission rates. It also describes measures to reduce emissions and how these measures will be implemented. The plan was updated in 1997 to revise the emission inventories and forecasts, incorporate new methodologies for calculation emissions, and bring Transportation Control Measures (TCMs) that reduce vehicle emissions into compliance with new state law. Attainment of state PM<sub>10</sub> standards is addressed in the "1996 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region."

The Monterey Bay region is generally affected by four major sources of air pollutant emissions including motor vehicles, industry, agriculture, and construction. The principal factors that affect air quality in the vicinity of Sand City are a) the "sink effect", climatic subsidence, temperature inversions and low wind speeds; b) vehicle travel; and c) mobile and stationary pollutants generated by local urban activities. Based on a review of the closest monitoring sites, Sand City is in a non-attainment district for zone and PM<sub>10</sub>, although the State and Federal Standards for ozone have not been exceeded for the past three years.

PM<sub>10</sub> refers to particulate matter less than 10 microns in diameter that can be inhaled. Common sources include demolition and construction activities, agriculture, traffic, and localized sources such as fireplaces. State and Federal standards for PM<sub>10</sub> concentrations have only been exceeded one time at the closest monitoring station; however, the district remains in non-attainment status.

### **GOAL 5.8**

Minimize public health hazards due to air pollution and reduce the generation of air pollutants.

#### *Policies*

- 5.8.4 The City shall support the MBUAPC in its development of improved ambient air quality monitoring capabilities and the establishment of appropriate standards and rules to address the air quality impacts of new development.
- 5.8.4 The City shall continue to work with the MBUAPC and ARB in incorporating local and regional clean air plans into City planning activities.
- 5.8.3 The City shall strive to submit development proposals to MBUAPC for review prior to consideration by the decision make body.
- 5.8.4 The City shall continue to work with local, regional and state agencies in reviewing new development projects for conformity with local, state and federal air quality regulations including the Monterey County Congestion Management Program (CMP).
- 5.8.5 The City shall implement planned street and highway, transit, and bikeway improvements (as may be specified in the Transportation



Impact Assessment) as necessary to relieve congestion and reduce vehicular idling.

5.8.6 The City shall encourage the use of alternative forms of transportation by incorporating public transit, bicycle and pedestrian modes in County planning processes and by requiring new development to provide adequate pedestrian and bicycle facilities.

## MINERAL RESOURCES

Sand mining occurred in the past within the Sand City Planning Area. However, sand mining operations have ceased, and there are no other mineral extraction operations at this time. No mineral areas of statewide or regionwide significance have been identified within the Planning Area by the California Department of Conservation, Division of Mines and Geology (DMG). However, *Special Report 146 Part IV: Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area*, published in 1987, does identify the known or inferred mineral potential of lands within the city.



*Granite Rock's crushing plant*

The purpose of this report is to ensure that the mineral potential of land is recognized before land use decisions are made that could preclude future mining.

Land classifications utilized in the referenced DMG report are presented in the form of Mineral Resource Zones (MRZs). The guidelines for establishing the MRZs which apply within Sand City are as follows:

MRZ-2a Areas containing discovered mineral deposits that are either measured or indicated reserves as determined by evidence such as drilling records, sample

analysis, surface exposure and mine information.

MRZ-2b Areas where geologic information indicates significant inferred resources based on their lateral extension from proven deposits. Further exploration could result in upgrading these areas to MRZ-2a.

As noted in Figure 5-6, all of Sand City west of State Route 1 and a portion of the East Dunes district have been classified as MRZ-2a for sand deposits. The remaining portion of the city is classified as MRZ-2b for the same material.

Although the presence of these resources is known and documented, sand mining operations are considered incompatible with other existing and/or planned development including state and regional park facilities, future resort development, and the establishment of housing within the North of Tioga Coastal and East Dunes districts. Sand mining operations would also conflict with other community goals such as improving the overall appearance of the city, reducing/eliminating land use conflicts and restoring/enhancing coastal habitat. Therefore, Sand City has adopted a policy of not allowing the re-establishment of any mining within the city limits. As an economic incentive, the LCP also specifically encourages the redevelopment of previously mined coastal sites by allowing significant resort development opportunities.

## ENERGY RESOURCES AND CONSERVATION

Electricity and natural gas is provided to Sand City by Pacific Gas & Electric Company (PG&E) and Duke Energy. Further details on these services are given in the Circulation Element of this General Plan. Continued development of Sand City will increase the demand for these energy resources. The State of California currently requires that energy-saving measures be applied to new dwellings through the Uniform Building Code. Sand City currently requires all buildings to conform with the energy conservation requirements of California Administration Code Title 25.

### **GOAL 5.9**

Encourage the use of alternative energy sources and promote energy efficiency and conservation as a means of minimizing the use of non-renewable energy.

*Policies*

- 5.9.1 The City supports and implements programs providing alternatives to conventional private vehicles, such as the Sand City electric bus shuttle service.
- 5.9.2 The City will promote energy conservation and the use of renewable energy resources.
- 5.9.3 The City will encourage site and building design that incorporates energy conservation measures and takes advantage of passive heating opportunities. Such design features include, but are not limited to, concentration of southern-facing windows and skylights, avoidance of north-facing windows, orientation of streets in an east-west alignment to encourage southern exposure of buildings, and construction of attached dwellings which promote energy efficiency.

**SOURCE REDUCTION AND RECYCLING**

In 1989, the state legislature passed Assembly Bill (AB) 939, also known as the California Integrated Waste Management Act. This legislation was a response to the decreasing availability of landfill space. AB939 requires cities and counties to reduce the volume of waste sent to landfills by 25 percent by the year 1995, and 50 percent by the year 2000. Cities and counties are required to prepare a Source Reduction and Recycling Element (SRRE) that identifies how they will meet the waste reduction goals. In compliance with AM939, Monterey County and all incorporated areas within, including Sand City, adopted a multi-jurisdictional SRRE in 1995.

In 1990, Sand City generated 613 tons of waste, of which only 57 tons were diverted from disposal. As established in the SRRE, Sand City’s goals was to divert 28.2% or 1,786 tons of its waste by 1995, and its goal is to divert 56.1% or 5,118 tons of its waste by 2000. The 1995 objective was to have been achieved mainly by more recycling, but also by source reduction programs such as yard waste collection and government procurement policies. In 1998, San City diverted 37% of its waste. In 1999, the City entered into a “good faith” agreement with the Integrated Waste Management Board to increase its waste diversion efforts. In 2000, the City attained a waste diversion rate of 48%.

Several programs that deal with solid waster are planned, or in the operation, in Sand City. In 1991, the City began a curbside recycling program under a cooperative arrangement with Carmel Marina Waste

Management Corporation (now USA Waste Management), the company that handles the city’s solid waste. The City has one drop-off recycling center but no buy-back centers. Several private enterprises operating in the Sand City area also contribute to waste reduction: food banks, thrift stores and charitable collections, tire recapping, xeriscaping, non-franchise recycling and tree recycling/mulching.

If determined feasible, USA Waste Management is scheduled to begin a yard waste curbside collection program for commercial businesses in Sand City. Similar programs for residential yard waste collection may be initiated as more housing units are constructed with the city. USA Waste Management is also planning to work with large vendors who currently handle their own compacting equipment for cardboard wastes to more accurately track the City’s diversion credits for those materials.

**GOAL 5.10**  
Reduce the amount of waste generated in the city that goes to the Marina landfill.

*Policies*

- 5.10.1 The City shall strive to meet the objectives set forth in the Source Reduction and Recycling Element.
- 5.10.2 The City shall encourage reuse and recycling activities by private citizens, businesses and organizations.

**PARK AND RECREATION FACILITIES**

Sand City currently has one city park within its city limits – Calabrese Park adjacent to City Hall. This Park has picnic and playground facilities in a naturalized dune environment. Many California



*Calabrese Park*

cities have adopted the standard of providing 3-5 acres of neighborhood and community parks for every 1,000 residents. By this standard, Sand City falls short of providing for the park needs of its 261 residents. However, with the availability of beach area, Sand City has adequate recreational space. Further development of the city, particularly residential development, may lead to an increased need for park area. Some public recreational space may be provided in the future redevelopment of the Robinette property.

The California Department of Parks and Recreation and the Monterey Peninsula Regional Park District (MPRPD) are in the process of an extensive planning effort to develop a new state park along portions of the Monterey Bay coastline. The parks are intended to include public access to coastal properties and beach, day use, dune restoration and habitat preservation and enhancement. The Department of Parks and Recreation owns almost a majority of small lots on the Sand City coastline south of Fell Street, while MPRPD owns 180 vacant small lots on the coastline south of Tioga Avenue and has a deed of trust on the former dumpsite. In April 1996, Sand City, along with the Department of Parks and Recreation, MPRPD and the Sand City Redevelopment Agency, signed a Memorandum of Understanding (MOU) concerning land use on the Sand City coastline. The MOU allows for certain development to occur on the Sand City coastline north of Tioga Avenue while permitting the continued acquisition of land on the coast for the proposed state park.

**GOAL 5.11**  
Ensure adequate park sites for future growth in the city.

*Policies*

- 5.11.1 Small parks and open space areas to serve individual neighborhoods should be developed as opportunities arise. Passive recreational areas for employment centers should also be addressed.
- 5.11.2 Parks should be designed for low maintenance. Drought-resistant shrubs and trees should be encouraged in passive recreational areas.
- 5.11.3 Parks shall be designed to give individuals a sense of security and well-being and should invite use and allow surveillance by surrounding residents of businesses.

**GOAL 5.12**  
Provide recreational opportunities for city residents, employees, and for visitors to the community.

*Policies*

- 5.12.1 The City supports the development of a railroad right-of-way linear park if feasible, by participating in its detailed planning and urging early financing for its development.
- 5.12.2 The Land Use Plan illustrates the proposed recreation and open space plan. The open space system should provide for:
  - Increased pedestrian accessibility to the Monterey Bay shoreline, except in ecologically sensitive areas
  - Local pedestrian and bicycle connections between parks and residential areas
  - Increased recreational opportunities in older residential areas
  - An integrated open space systems so that all residents may reach the major open space areas easily and safely

*Implementation Programs*

- 5.12.a The City will contribute an earmarked percentage of future transient occupancy tax (TOT) revenues toward the preservation of westside habitat and the development of passive recreational opportunities and coastal access on the shoreline and dunes, west of State Route 1.
- 5.12.b The City shall observe the provisions of the 1996 Memorandum of Understanding, which include agreement that the acquisition and disposition of land in the South of Tioga Coastal area for park purposes is consistent with the City's General Plan and LCP.
- 5.12.c Should the City determine that the need exists, the City may adopt an in-lieu fee to finance any needed new park and recreation facilities.

## **PUBLIC ACCESS**

One of the key provisions of the Coastal Act is to maximize public access to and along the coast. Specifically, Public Resources Code Section 30500(a) requires that jurisdictions include a public access component in their LCPs.



*Coastline in Sand City*

The Coastal Commission has defined three forms of public access:

1. Vertical access – access from the first public roadway to the shoreline
2. Lateral access – public access and use along the shoreline
3. Blufftop access – access for public viewing of the shoreline along bluffs, rather than along the shoreline where no beach area exists

Only one form of public vertical access exists within Sand City – the Bay Avenue right-of-way, which allows access from a public right-of-way to the beach. Lateral access is physically unrestricted from the city’s southern limits to the seawall, lateral access continues, but it may not be available during times of high tide. Blufftop access exists at the bluffs at the old landfill site. In addition, visual access is utilized at the end of Bay and Tioga Avenues, along Vista Del Mar Street (which may be converted to a pedestrian promenade or habitat), and along the bluffs at the old landfill site where people walk to and along the coast. Also, a major new addition to visual access is provided via the 1998 coastal bike route.

The level of use of accessways in Sand City appears to have been minimal, due to the lack of developed facilities and the availability of other accessways within the region. The Sand City LCP contains policies designed to improve public access to the

coast. Among the policies requiring future shorefront developments to provide access by dedication of easements or in-lieu fees, minimum standards for developed public accessways, and cooperation with landowners and public agencies in developing and managing public accessways.

The following list identifies the primary criteria used to determine the exact locations where access ways are developed:

- Minimize alteration of natural land forms
- Conform to existing contours
- Blend in with the visual character of the setting
- Prevent unwarranted hazards to land and public safety
- Minimize conflicts with adjacent or nearby established uses and wide enough to permit placement of a trail and/or fence and a landscape buffer
- Prevent misuse of sensitive coastal resource areas

Access opportunities are anticipated to increase with the development of planned state and regional park facilities and expanded use of the bike path. Efforts are being made to facilitate the development of a state park in the coastline area south of Tioga Avenue. North of Tioga, the MPRPD has received two grants which completed reconfiguration of the old landfill site, including the provision of public access facilities and open space. The Sand City LCP designates a portion of the former Lonestar mining site at the north end of the North of Tioga Coastal district along the coastline for public recreation.

### **GOAL 5.13**

Maintain and improve public access to the Sand City coastline.

#### *Policy*

- 5.13.1 The City shall implement all policies to improve public access to the coastline that are set forth in the City’s Local Coastal Program and 1996 MOU.

## **OPEN SPACE FOR PUBLIC SAFETY**

Government Code Section 65560(b)(4) states that among open space land to be discussed in the open space element is “Open space for public health

and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.” The City has adopted an erosion setback line, as shown in Figure 5-2, to prevent development in coastal areas subject to erosion. Thus, coastal land beyond the setback line is considered open space for public health and safety. Areas identified by the Federal Emergency Management Agency (FEMA) as subject to a 100-year flood are discussed within the Public Safety and Noise Element.

### **CONSERVATION OF NATURAL RESOURCES WITHIN THE COASTAL ZONE**

The Sand City Coastal Zone contains sand dunes that are part of the Monterey Sand Dune complex that has been characterized by the state as a unique resource. Generally, dunes provide aesthetic amenities, erosion protection from wind and storms when stabilized by vegetation, and can display examples of native vegetation within a fragile ecological community. Sand City’s Coastal Zone has two distinct dune areas: west of State Route 1 and east of State Route 1. The dunes west of the highway have been severely disturbed, with little plant life other than non-native invasive species. The dune area east of State Route 1 is more ecologically diverse, with five identified locations of remnants of the Coastal Strand ecological community or ecotones between Coastal Strand and inland communities. These locations provide areas of habitat for native species and some rare and endangered species such as wallflower, Monterey ceanothus, sandmat manzanita and Smith’s blue butterfly.

The Coastal Act requires protection of habitat values within environmentally sensitive areas. This means not only protection of rare and endangered plants, but also protection and/or enhancement of the dune coastal strand community within the environmentally sensitive habitat area. Generalized locations of sensitive areas have been identified. Unless a more comprehensive habitat conservation strategy is prepared and adopted, future developments within these areas will be subject to site-specific review to determine exact locations of habitats and to incorporate mitigation measures to minimize habitat impacts. Although no new development has taken place within the Sand City west side Coastal Zone, a few projects on the east side of the city have had to

provide habitat protection areas, most notably the Sand Dollar and Edgewater Shopping Centers.

Future development west of State Route 1 should consider dune management programs as part of the development. Dune management programs can take the form of stabilization and/or restoration. Restoration means that the dunes are restored to their native plant condition. Restoration is a long-range process requiring rigid control of human access to be effective. Nevertheless, some land west of State Route 1 provides opportunities for dune restoration, mainly the land owned by the California Department of Parks and Recreation. Dune stabilization and restoration has also been proposed in association with future development north of Tioga Avenue. Further information on policies that conserve natural resources in the Coastal Zone are in the Sand City LCP, incorporated by reference.

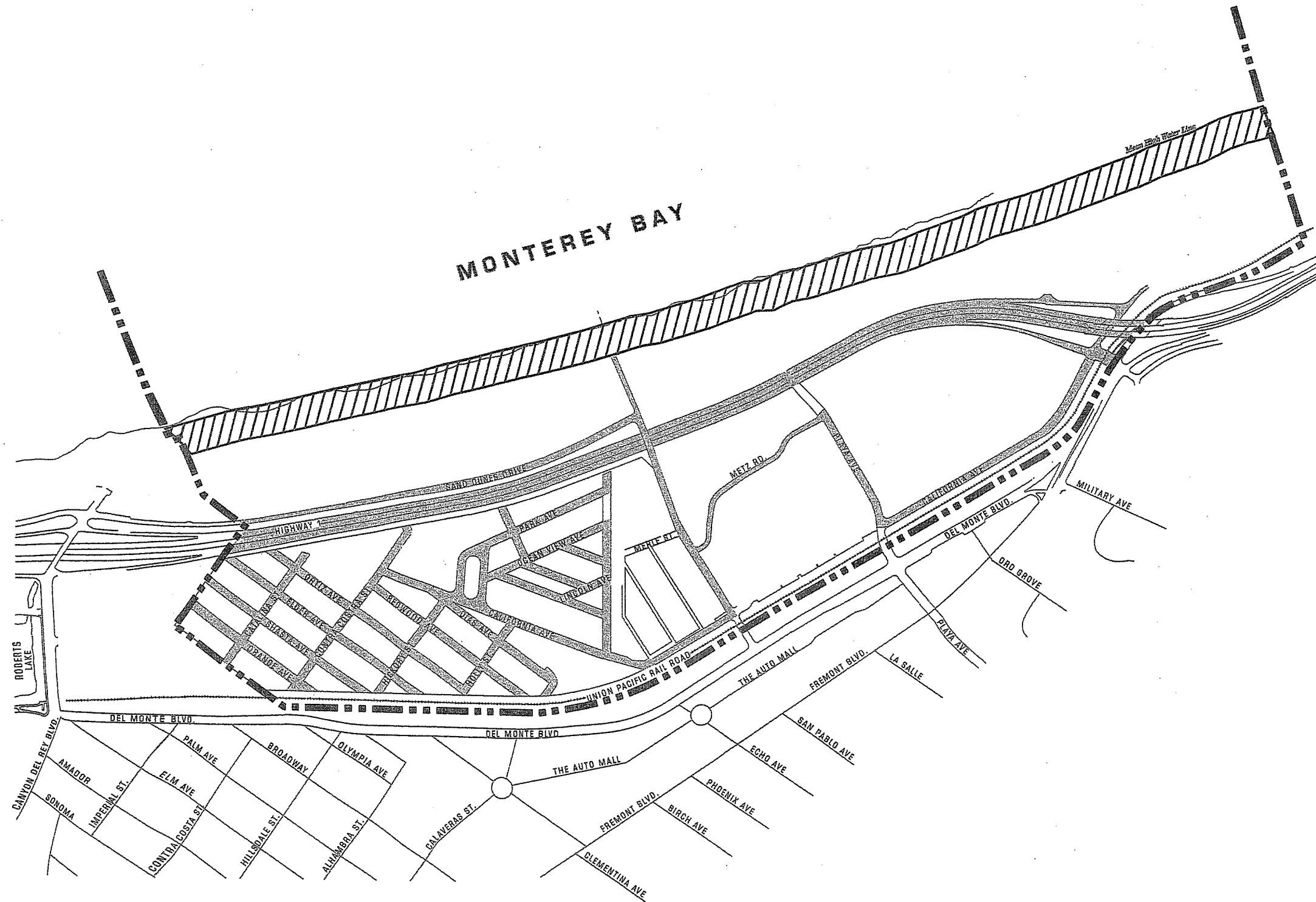
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SAND CITY  
GENERAL PLAN  
2002 - 2017

FIGURE 5-2  
SHORELINE EROSION PROTECTION

LEGEND:

 Minimum Development Setback  
(178' from Mean High Water Line)



PMC

Source:  
Moffat & Nichol Engineers (1989)

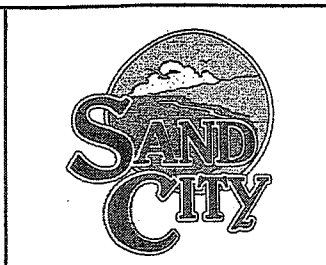
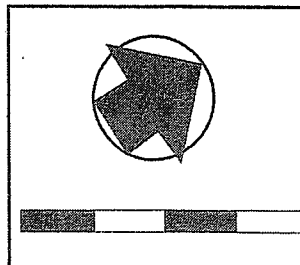





Figure 5-2 page 2 of 2



SAND CITY  
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FIGURE 5-4  
ARCHAEOLOGICAL SENSITIVITY

LEGEND:

-  Mean High Water Line
-  City Limits
-  Area of High Archaeological Sensitivity

PMC

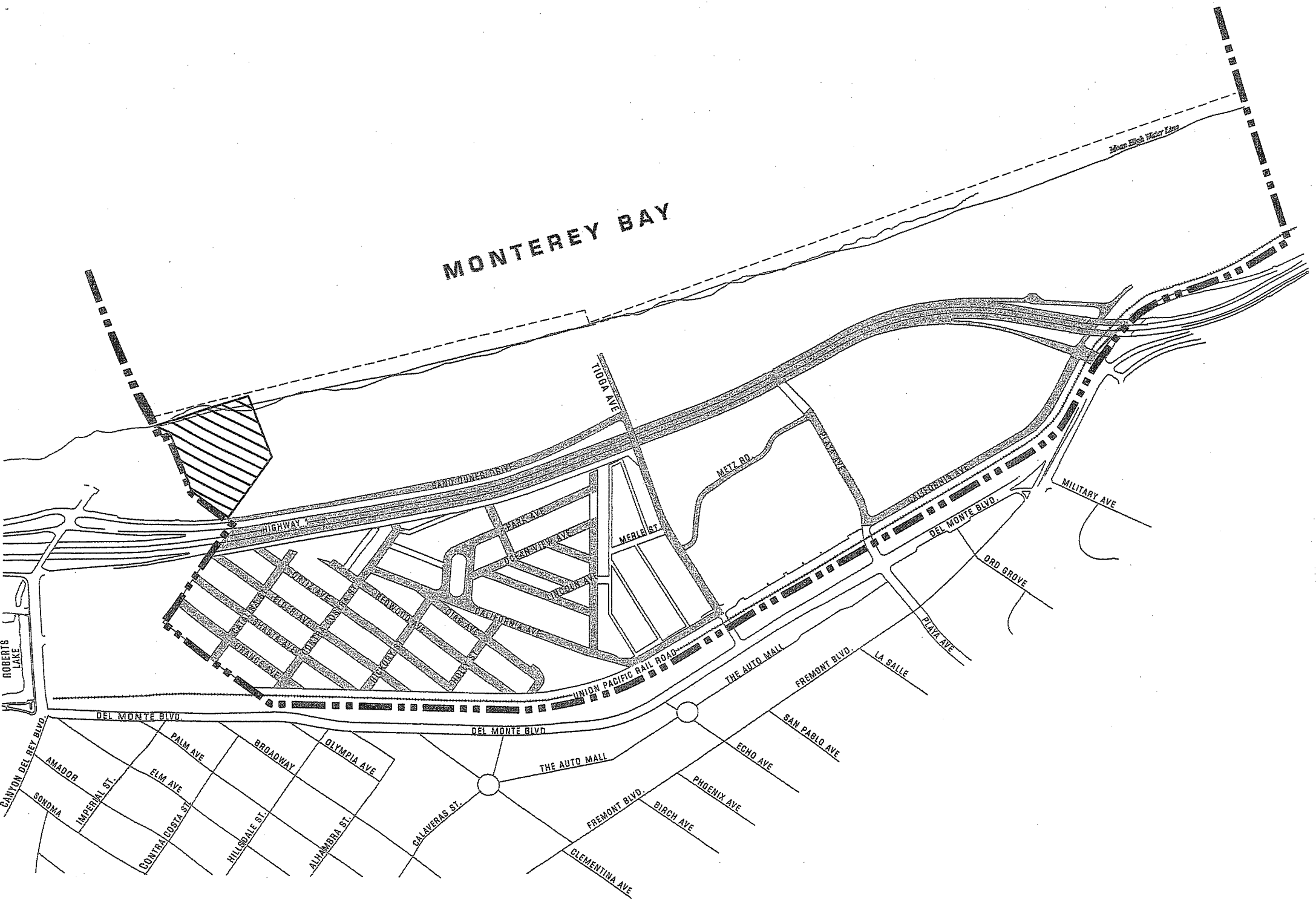
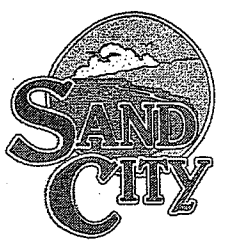
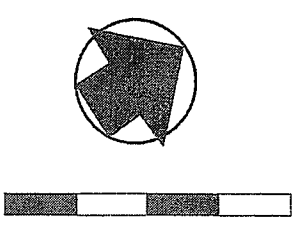


Figure 5-4 page 2 of 2

SAND CITY  
GENERAL PLAN  
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FIGURE 5-5  
MINERAL RESOURCE ZONE

**LEGEND:**

- MRZ-2(a) Areas containing discovered mineral deposits that are either measured or indicated reserves as determined by evidence such as drilling records, sample analysis, surface exposure and mine information.
- MRZ-2(b) Areas where geologic information indicates significant inferred resources based on their lateral extension from proven deposits. Further exploration could result in upgrading these areas to MRZ-2(a).

PMC

Source:  
California Division of Mines and Geology

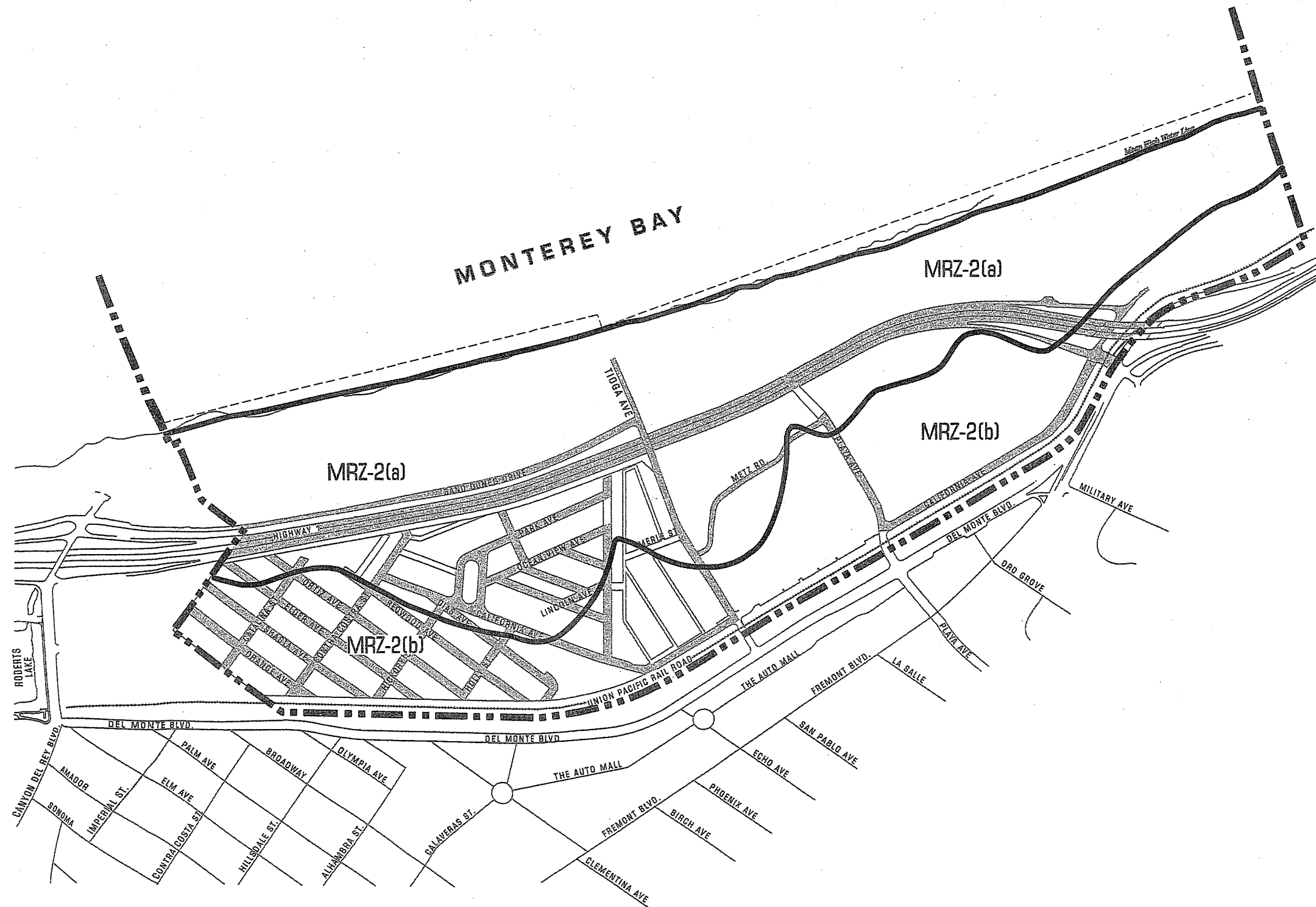
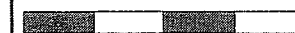
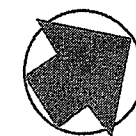


Figure 5-5 page 2 of 2

# Public Safety and Noise

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## INTRODUCTION

Safety hazards can occur as either the result of the actions of nature or the works of people. The intent of a Safety Element is to document potential hazards that must be considered when planning the location, type and density of development throughout the Planning Area. A major objective is to reduce potential loss of life, injuries, and property damage.

California Government Code Section 65302(g) requires the inclusion of a Safety Element within a community's General Plan to ensure "... the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence and other hazards known to the legislative body; flooding; and wild land and urban fires." The Safety Element is also required to address evacuation routes, peak load water-supply requirements, and minimum widths and clearances around structures as those items relate to identified fire and geologic hazards. Maps of known seismic and other geologic hazards are another mandatory component of the element. Government Code 65302(f) also requires a city or county's General Plan to include a Noise Element that identifies and appraises noise problems in the community. The primary purpose of the Noise Element is to protect citizens from exposure to excessive noise levels. Therefore, the Noise Element must include implementation measures and possible solutions designed to protect the community from existing and foreseeable noise problems.

In accordance with Government Code Section 65301(a) Sand City has chosen to place all issues related to the health, safety and well-being of its citizens within one element, except for air and water quality which are discussed in the Conservation/Open Space Element. Sand City's Public Safety and Noise Element has been prepared in compliance with state law and addresses all mandatory components of both the Safety and Noise Elements. Specific topics addressed include:

- Seismic and Geologic Hazards
- Storms and Winds

- Flooding
- Fire Hazards and Protection
- Crime Prevention
- Airport Related Hazards
- Emergency Preparedness and Response
- Hazardous Materials
- Critical, Sensitive and High Occupancy Facilities
- Evacuation Routes
- Characteristics of Noise
- Community Noise Survey
- Transportation Noise Sources
- Stationary Noise Sources

## SEISMIC AND GEOLOGIC HAZARDS

As described in the Conservation and Open Space Element, soils within the Sand City area consist of dune sands derived from sedimentary materials that were deposited between 3,000 and 30,000 years ago. The following section discusses other aspects of the local geology and associated safety issues.

### **Earthquakes and Associated Hazards**

Sand City, as well as the surrounding region, is located in a seismically active area. According to the most recent version of the Uniform Building Code, Sand City is located within a Seismic Zone 4.



*Seismograph*

Major fault zones that occur in the vicinity of Sand City include the Monterey Bay Fault Zone immediately west of Sand City in the Monterey Bay, the San Andreas Fault Zone approximately 20 miles to the northeast, and the Palo-Colorado-San Gregorio Fault Zone located approximately 12 miles to the west. These zones are all considered to be seismically

active and capable of generating major earthquake activity. In addition, two concealed faults, which are part of the Monterey Bay Fault Zone, have been inferred to be underneath Sand City itself. According to information provided by the State Geologist's Office in 1998, these faults, known as the Seaside and Ord Terrace faults, were last evaluated by the state in 1984. No surface faulting was found at that time on either fault. These faults are considered to be "Pre-Quaternary" which means no movement has occurred in the last 1.6 million years, therefore, they are not subject to Alquist-Priolo special study requirements (i.e., they are not considered to be potentially active). The location of regional fault systems and their activity is present in Figure 6-1. Seismic features within Sand City are depicted in Figure 6-2.

Due to the presence of the faults and fault zones mentioned above, several potential primary and secondary earthquake effects could impact Sand City. Primary effects of seismic activity typically include surface rupture and ground shaking. Secondary effects include liquefaction, ground lurching, lateral spreading and tsunamis. Ground shaking and liquefaction are considered the most likely hazards to occur in Sand City. All of the primary and secondary effects listed above are described in more detail within the following paragraphs.

#### *Surface Rupture*

Surface rupture consists of a break or crack in the ground's surface generated by seismic activity, usually in close proximity to a fault. Since the State Geologist's Office has determined that the faults located beneath Sand City are "pre-Quaternary" the likelihood of surface rupture occurring within the city is extremely remote.

#### *Ground Shaking*

Based on the number of active fault zones within the vicinity of Sand City, it is likely that the community will experience strong seismically-induced ground shaking in the future. Fault movement causing ground shaking is the most significant hazard to man-made structures and could cause widespread damage. However, no serious damage occurred within Sand City during the most recent large scale seismic event in the region, known as the 1989 Loma Prieta earthquake, which registered 7.1 on the Richter Scale.

Nevertheless, each seismic event is unique and the ground motion created by seismic waves is not constant, since it is directly related to the type of

material and surface topography through which the waves pass. Studies confirm that ground shaking can be more severe and last longer in thick alluvial sediments and thick aeolian (wind blown) sand deposits than in areas of solid rock. Data provided by the California Division of Mines and Geology indicates that the Peak Ground Acceleration (PGA) for commercial and residential structures in Sand City is 0.42g. Compliance with the seismic safety requirements of the Uniform Building Code is essential to ensure that damage created by ground shaking is minimized.

#### *Lateral Spreading*

Lateral spreading is a secondary result of severe shaking and includes the actual horizontal movement of unconfined alluvium toward lower areas. During the 1906 earthquake, lateral spreading occurred between what is now Seaside and the Naval Postgraduate School when the railroad tracks settled nearly four feet and the rails were twisted. (T.L. Yound and S.N. Hoose)

#### *Lurch Cracking*

Near surface cracks in alluvium can occur as a result of severe ground shaking. Lurch cracking can also disrupt foundations and contribute to landslides on slopes. During the 1906 earthquake, the ground in areas between Castroville and Monterey is said to have opened and shut and mud to have spurting from the fissures. (T.L. Yound and S.N. Hoose)

#### *Liquefaction*




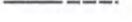



Liquefaction is the complete loss of supportive strength of water-saturated sediment when subjected to ground shaking. This is known to occur most often in uniform sandy sediments with high water tables. When saturated sand deposits are shaken, any redistribution which increases the compaction must displace the surrounding water. Since water does not compress, it flows between the moving sand grains, preventing the normal friction of grain content. The whole mass is able to flow; and, like quicksand, any structure which was once supported sinks into a fluid mass. Liquefaction can occur below the surface affecting upper levels and can also cause landslides, even on very shallow one- to two-degree slopes.

The liquefaction susceptibility of various locations within Sand City is presented in Figure 6-4. As indicated in the figure, liquefaction susceptibility is greatest within the dune formations closest to the ocean, although the actual hazard rating is moderate.

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FIGURE 6-1  
REGIONAL FAULT ACTIVITY MAP

**LEGEND:**

-  Holocene Fault  
(Displacement during past 10,000 years)
-  Late Quaternary Fault  
(Displacement during past 700,000 years)
-  Quaternary Fault  
(Age undifferentiated - most faults show displacement during past 1.6 million years)
-  Pre-Quaternary Fault  
(Displacement older than 1.6 million years or fault without recognized Quaternary displacement not necessarily inactive)
-  Reverse Fault
-  Bar and Ball on Downthrown side
-  Fault segment associated with significant linear trend of accurately located epicenters (0.20 and greater)

PMC

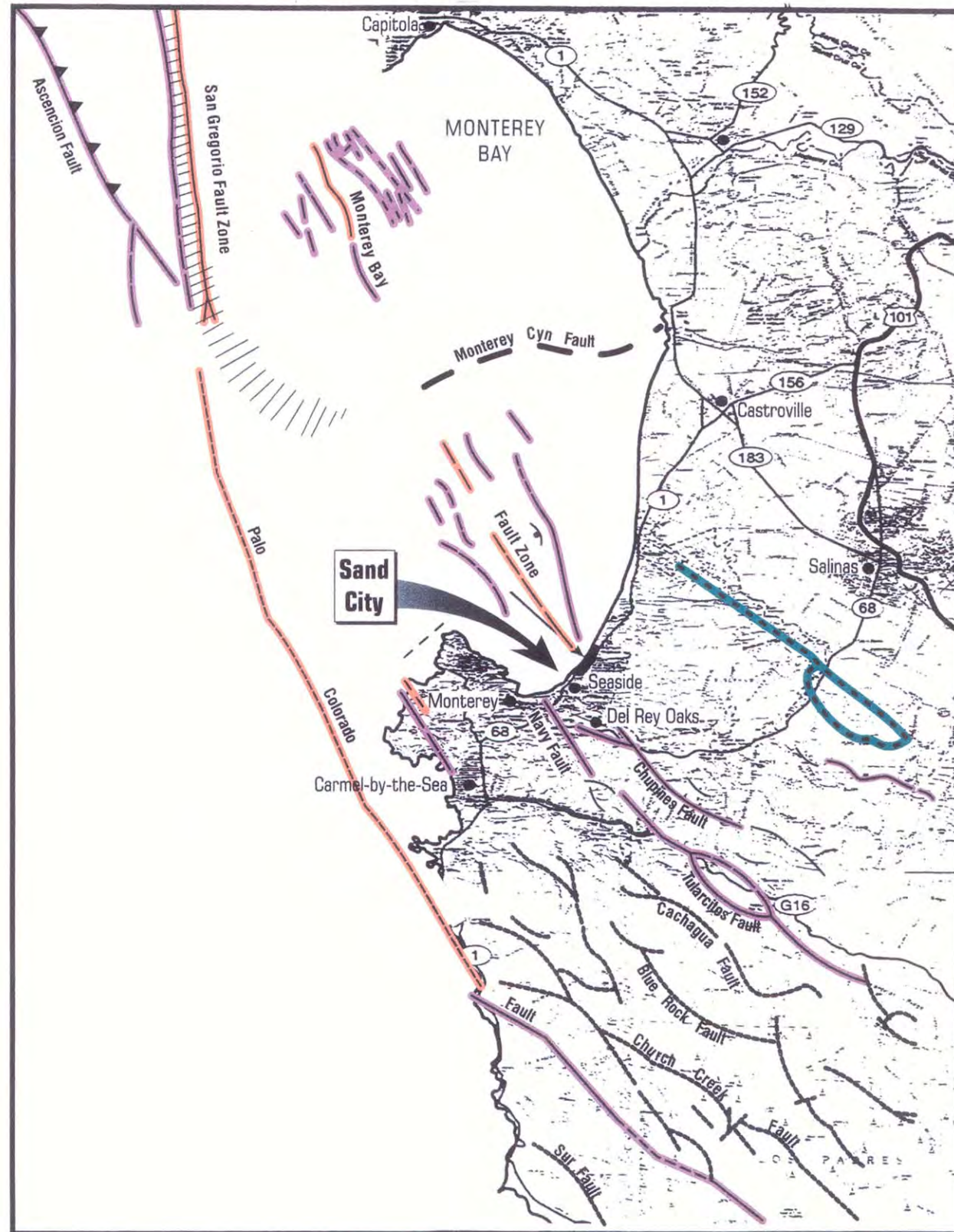




Figure 6-1 page 2 of 2



SAND CITY  
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FIGURE 6-2  
SEISMIC FEATURES WITHIN SAND CITY

LEGEND:

-  Generalized Location of Concealed Pre-Quaternary Fault (inactive)
-  City Limits

Ord Terrace Fault

Seaside Fault

PMC

Source: USGS (Dupre 1990)

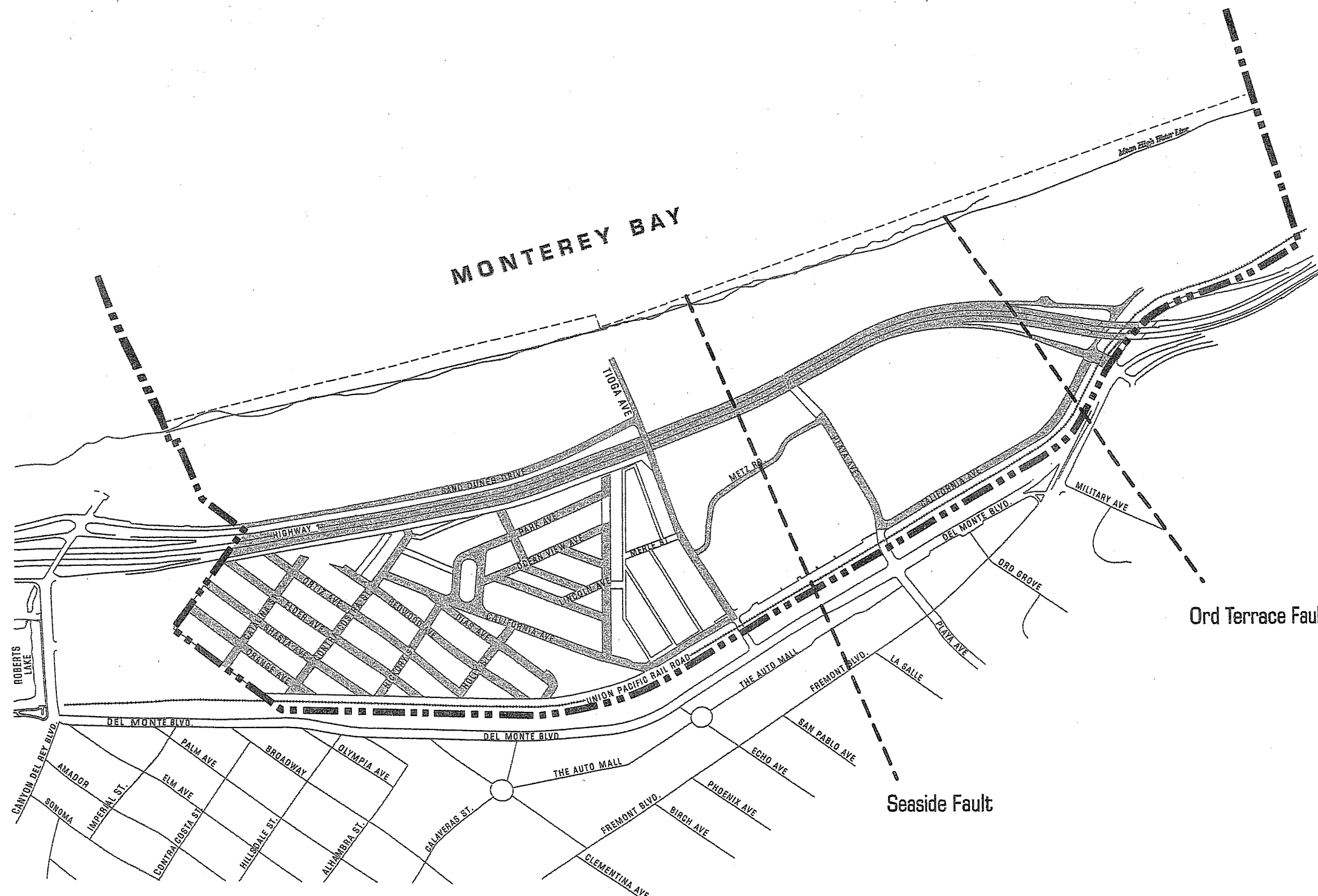
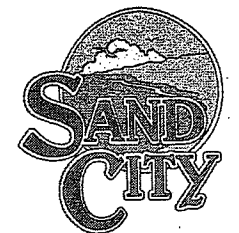
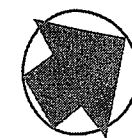


Figure 6-2 page 2 of 2

SAND CITY  
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FIGURE 6-3  
EVACUATION ROUTES AND CRITICAL STRUCTURES

LEGEND:

- ..... Potential Evacuation Route
- ▣ Critical Structure
- - - - - City Limits
- +++++ Union Pacific Rail Road

PMC

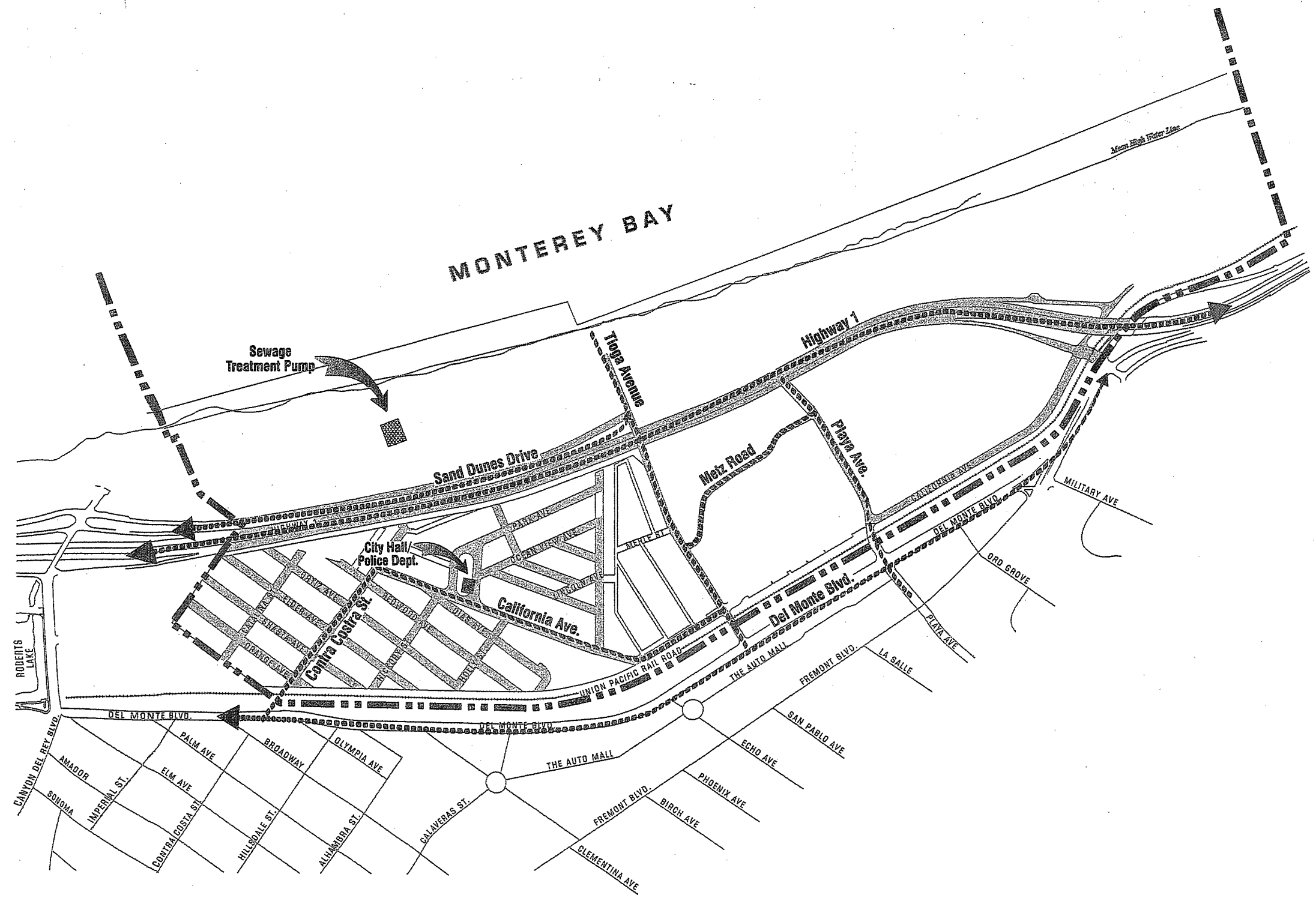
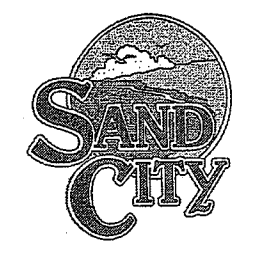
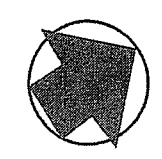
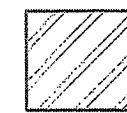


Figure 6-3 page 2 of 2

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FIGURE 6-4  
LIQUEFACTION SUSCEPTIBILITY

LEGEND:



Moderate



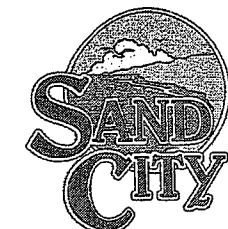
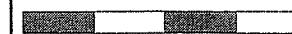
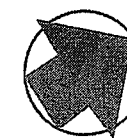
Moderate to Low



Low

PMC

Source: USGS (Dupre)



MONTEREY BAY

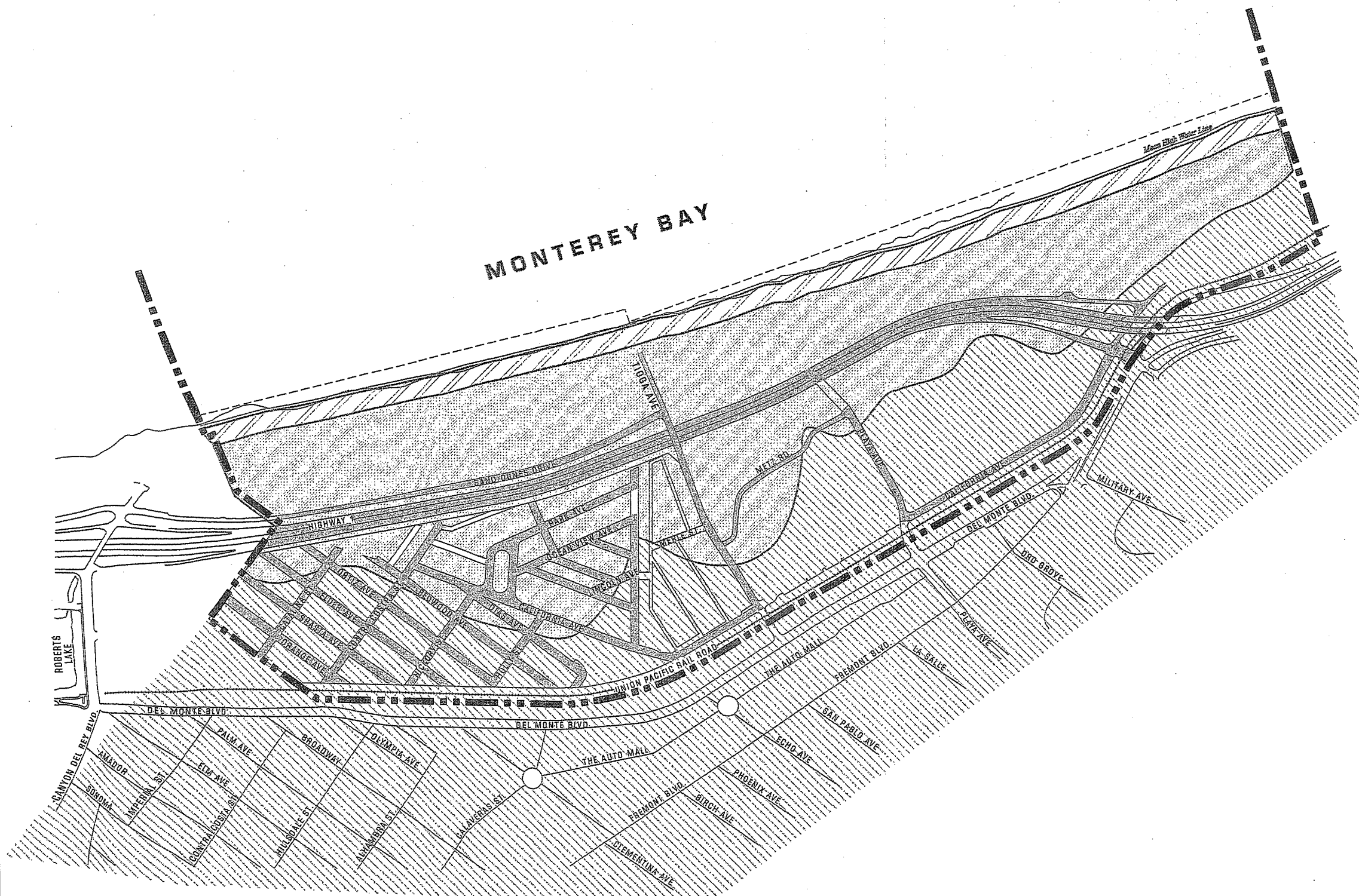


Figure 6-4 page 2 of 2

Liquefaction susceptibility generally decreases as you proceed further inland. Since the potential for liquefaction to occur is not only based upon the type of soil, but also the distance to ground water, Standard Penetration Tests and bore holes should be required for all projects. Special Publication 117-Guidelines for Evaluating and Mitigating Seismic Hazards (1997), prepared by the California Division of Mines and Geology, has been incorporated into the technical appendix for the General Plan and identifies specific requirements.

### *Landslides*

Landslides could be initiated by ground shaking resulting from an earthquake of severe magnitude in Sand City or nearby. The most likely place for landslides to occur in the city is the coastal bluff area north of Tioga Avenue. Erosion setbacks established by the City through adoption of the 1998 Moffat-Nichol Study sufficiently mitigates this potential hazard.

### *Tsunamis*

Because Sand City lies along the Pacific Coast, it may be subject to tsunami (tidal wave) hazards. A tsunami, also known as a seismic sea wave, is typically generated by an earthquake or some other force causing displacement of the ocean bottom. Projections of distant source tsunamis indicate that the 100- and 500-year events would have a run-up of 6 feet and 11.5 feet, respectively. It should be noted that although local-source tsunamis may also affect the area, no precise run-up hazard has been determined for these events. In view of the potential impacts resulting from tsunamis, these hazards should be evaluated when considering development plans along the coast and in the lowest lying portions of the city. In any case, the basic properties of a tsunami should be understood.

1. A tsunami is not a single wave but a series of waves, and the first wave is not necessarily the largest.
2. The swift currents generated by receding or incoming waves are an additional hazard that can damage moored boats and marinas.
3. Immediately before a tsunami (or after the first wave), water may withdraw from the coast, exposing large areas of the shore.

Figure 6-5 presents a Tsunami Hazard Map that illustrates the location of such hazards along the Monterey Peninsula coastline.

## **GOAL 6.1**

Reduce the potential for injury, loss of life, and property damage resulting from seismic activity.

### *Policies*

- 6.1.1 All new buildings and structures shall conform to the latest seismic safety standards of the Uniform Building Code.
- 6.1.2 Before permitting development or redevelopment, the City shall require the preparation of a soils engineering and/or geotechnical analysis of the site. This analysis shall conform to the requirements outlined in Special Publication 117, address potential hazards and suggest appropriate mitigation measures.
- 6.1.3 Encourage owners of existing structures which do not conform to current seismic safety standards to upgrade their facilities.

### *Implementation Programs*

- 6.1.a. The City shall adopt the most recent version of the Uniform Building Code to implement policies 6.1.1 and 6.1.2.

## **STORMS AND WIND**

According to Monterey Peninsula Airport records, winds in excess of 20 knots (23 miles per hour) occur on the average of about three hours per year in the Seaside/Sand City/Monterey area. Ocean wave damage to this portion of Monterey Bay is rare. Rainstorms have caused localized flooding in Sand City, mainly due to an inadequate storm drainage system. This issue is discussed in the section on flooding later in this element.

Sand City is also vulnerable to dune migration resulting from the erosional force of both wind and water. Periodically, dune migration over State Route 1, the Coastal Bike Path, and Sand Dunes Drive, as well as other minor roads in Sand City, occurs. The sand dune formations in Sand City are illustrated in Figure 6-6. Sand problems on State Route 1 are handled by Caltrans, while the City Public Works Department maintains roads, bike paths, and streets within the city limits.

The windstorms which occurred during the spring of 1999 were extremely strong and continuous. This resulted in damage caused by the drifting sand along the Sand City section of the Monterey Bay Regional

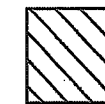
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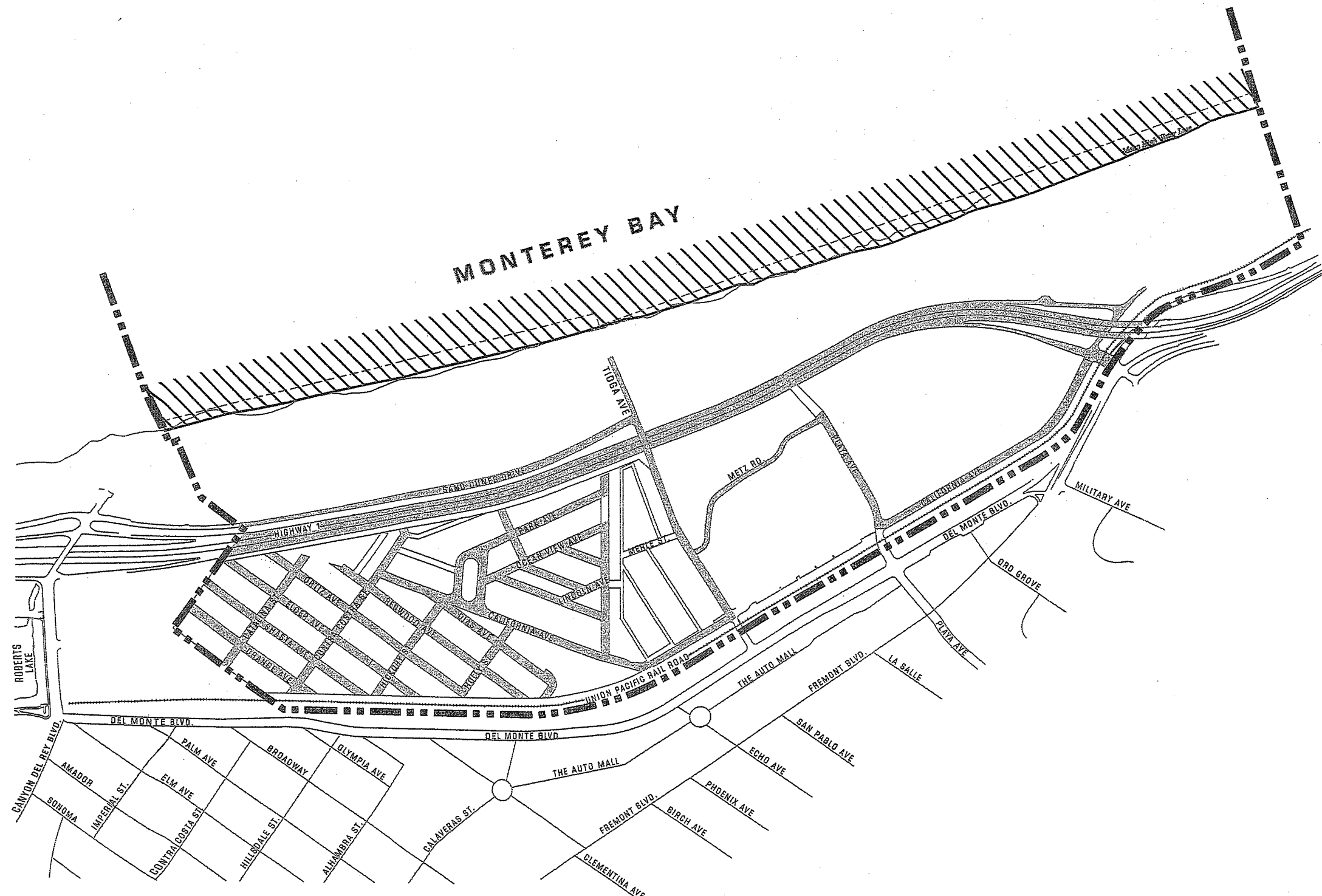
FIGURE 6-5  
TSUNAMI HAZARD ZONE

LEGEND:



Tsunami Hazard Area

Note: Hazard area incorporates entire city coastline. Shoreline and/or inland damage extent depends upon the size of tsunami.



PMC

Source: State of California  
Resources Agency (1972)

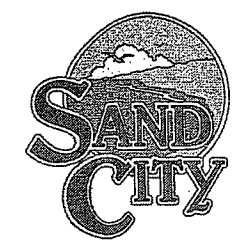
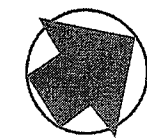


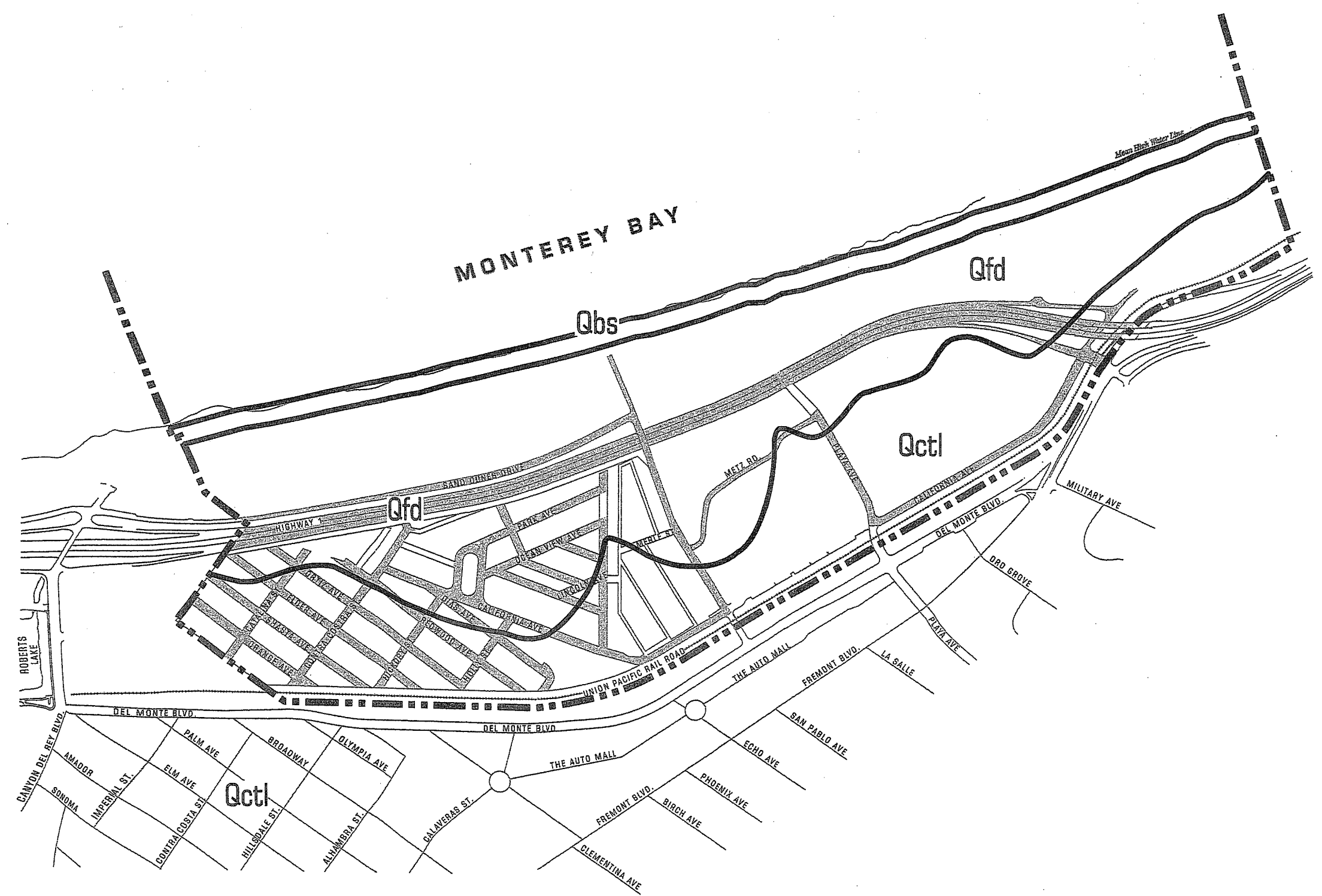
Figure 6-5 page 2 of 2

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FIGURE 6-6  
SAND DUNE FORMATIONS

**LEGEND:**

- Qbs Beach Sand Deposits
- Qfd Flandrian Dune Deposits
- Qct1 Coastal Terrace Deposits



PMC

Source: USGS (Dupre)

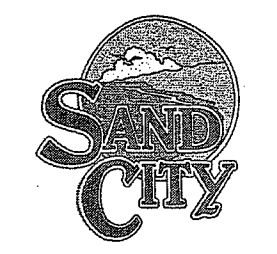
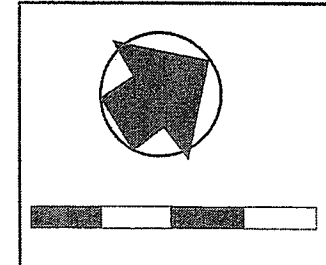


Figure 6-6 page 2 of 2

Bicycle Trail. Remediation methods will be coordinated with the State Park and Recreation District staff with regard to the placement of drift fencing, straw plugs and planting. The source of the sand is the open barren area between Sand Dunes Drive and the shoreline.

As described within the Conservation and Open Space Element, a study of the Sand City coastline, conducted in 1989 by Moffatt & Nichol Engineers, revealed that erosion of the coastline had occurred at the rate of 3 to 6 feet per year from 1949 to 1988. Development setbacks depicted in Figure 5-2 have been adopted and implemented as a result of the study. No significant erosion of the coastline has occurred since coastal sand mining operations have ceased.

The U.S. Army Corps of Engineers Coastal Research Center and the California Department of Navigation and Ocean Development operate a cooperative program to study shoreline erosion. The California Department of Navigation and Ocean Development has found the Monterey Bay shoreline in this area to be receding eastward over a period of 39 years. This finding was confirmed by the referenced 1989 study prepared for the Sand City area. While the erosional force of the Pacific Ocean is the primary cause, severe storms that come into the Monterey Bay area also contribute to coastal erosion. A more detailed discussion of coastal erosion is located in the Conservation and Open Space Element.

## **FLOODING**

Floods become catastrophic when people or structures occupy the flood plain of a major drainage area. The 13.4 square mile Canyon Del Rey Basin bordering Sand City to the south is the largest drainage basin within the Monterey Peninsula. The Monterey County Flood Control and Water Conservation District has classified this basin as having inadequate drainage to handle historical and future floods. However, most of Sand City is not in a flood hazard area as determined by the 1986 Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA). As shown in Figure 6-7, the FIRM map indicates that the only area within Sand City subject to a 100-year flood is a small section of land north of Bay Avenue and west of State Route 1. The California Department of Parks and Recreation and the Monterey Regional Park District have acquired much of this property and are incorporating the area into future state park facilities. Any permanent structures

developed in the area would have to utilize appropriate flood protection measures.

Although most of Sand City is outside of any designated flood zone, during times of wet weather water can be seen ponding in roadways. Minor flooding of private properties has also occurred. In most cases, these problems can be attributed to an inadequate storm drainage system. Among the deficiencies are an insufficient amount of catch basins and storm drains, a lack of street improvements (curbs and gutters) needed to properly channel runoff into the collection system, and inadequate cross slopes on many of the existing streets. The 1990 Public Works Master Plan proposes several improvements to the drainage system, principally in the Old Town area where most of the problems exist. More information on the storm drainage system can be found in the Circulation Element.

California Government Code 65302(h) also requires a discussion of hazards that could occur as a result of dam failure. Sand City is not located within the projected inundation area of any existing dam. Future proposals to increase water supplies in the region may involve dam construction. Potential regional impacts and hazards associated with those structures would be evaluated by not only the project proponent, but all affected jurisdictions.

### **GOAL 6.2**

Protect the lives and property of residents and visitors from flood hazards.

#### *Policy*

- 6.2.1 Avoid the development of permanent structures within the 100-year flood zone. In instances where development is necessary within this zone, require that the facility be designed so that the finished floor elevation of the structure is at least 1 foot above the established 100-year flood elevation or that any non-habitable structure be appropriately flood-proofed.

### **GOAL 6.3**

Reduce potential flooding caused by runoff that exceeds the capacity of storm drainage facilities.

*Policy*

- 6.3.1 The City, through its development review process, shall ensure that all new development includes improvements to accommodate anticipated stormwater runoff.

**FIRE HAZARDS AND PROTECTION**

There are no forested areas within Sand City, therefore, the primary fire hazard is structural. Fire hazards are assessed in terms of structure size, occupancy, type of use, and distance from the fire protection facility. Fire protection of the large warehouses and manufacturing areas are of particular concern because of the types of materials that may be stored or utilized there. Many residential, commercial and industrial structures within the city could also be subject to fire hazards related to electrical shorts, industrial accidents, arson or negligence. These risks are generally the greatest in older structures constructed before contemporary building, zoning and fire code requirements were enacted. Current building and fire code requirements and zoning setbacks are used to reduce the potential for fire spreading from structure to another in newly urbanized areas. State and local requirements regarding hazardous materials use and storage also help reduce the potential for explosions to occur during a fire related event.

Fire protection within Sand City is provided by the Monterey Fire Department through a contractual agreement with the city. The closest station is Station #3 located at Montecito and Dela Vina, in Monterey, approximately 2 miles from the center of Sand City. This station is staffed with three full-time personnel and one engine. Additional personnel and equipment are available from other stations depending upon the size and characteristics of the emergency. The current response time from Station #3 is five to seven minutes, which is considered to be acceptable. Sand City currently has an Insurance Service Office (ISO) rating of 3 on a scale of 1 to 9, with 1 being the best rating. This rating is dependent upon items such as the proximity of fire hydrants, size of water lines and distance to the fire protection agency.

Buildout of the General Plan will require the expansion of fire protection services. The contract between Sand City and the Monterey Fire Department allows for adjustments for required expansion of service. Since development will occur incrementally over time, the fire protection service contract can be gradually adjusted accordingly.

Extensions of water mains and the installation of fire hydrants and automatic fire sprinkler systems will be required as appropriate in conjunction with new development in accordance with requirements and policies of the Monterey Fire Department in effect at the time building permits are issued.

Because of the high level of service and flexibility provided through the contractual arrangement between Sand City and the Monterey Fire Department, Sand City has no plans or identified need to develop its own Fire Department. Due to the close proximity of Station #3, and the corresponding response times provided, it is not anticipated that a new fire station will be needed within the city limits.



The primary issue affecting the adequacy of fire protection in Sand City is the presence of undersized water lines south of Tioga Avenue. These antiquated lines are responsible for the low water pressure and inadequate flows (volumes) experienced in several locations. The City requires that all new water mains be 8-inches in size. Looping water lines is also required as necessary to improve flows within the system. However, some 4- and 6-inch lines still exist within the Old Town district. The East Dunes district contains a combination of 6- and 8-inch water lines. To achieve adequate flows throughout the city a number of smaller lines have already been replaced. Others are scheduled to be replaced or gridded in the near future. The City will continue this process until adequate fire flows can be provided throughout the community. As part of the water system improvement program, a 12-inch main is to be installed from Tioga Avenue to Holly Street as part of the USA Storage project. This 12-inch main is to be extended to Contra Costa Avenue as part of the Master Water System Plan. This construction will be included with future street improvements.

Water supplies within the region are limited. Therefore, demands on water supply are carefully monitored and controlled through an allocation process administered by Monterey Peninsula Water Management District (MPWMD). The MPWMD is responsible for issuing water service permits for development located within the District's boundaries. Sand City currently has a negligible water reserve for new development. However, there is ongoing consideration of the city's current water supply, together with the pursuit of new water sources

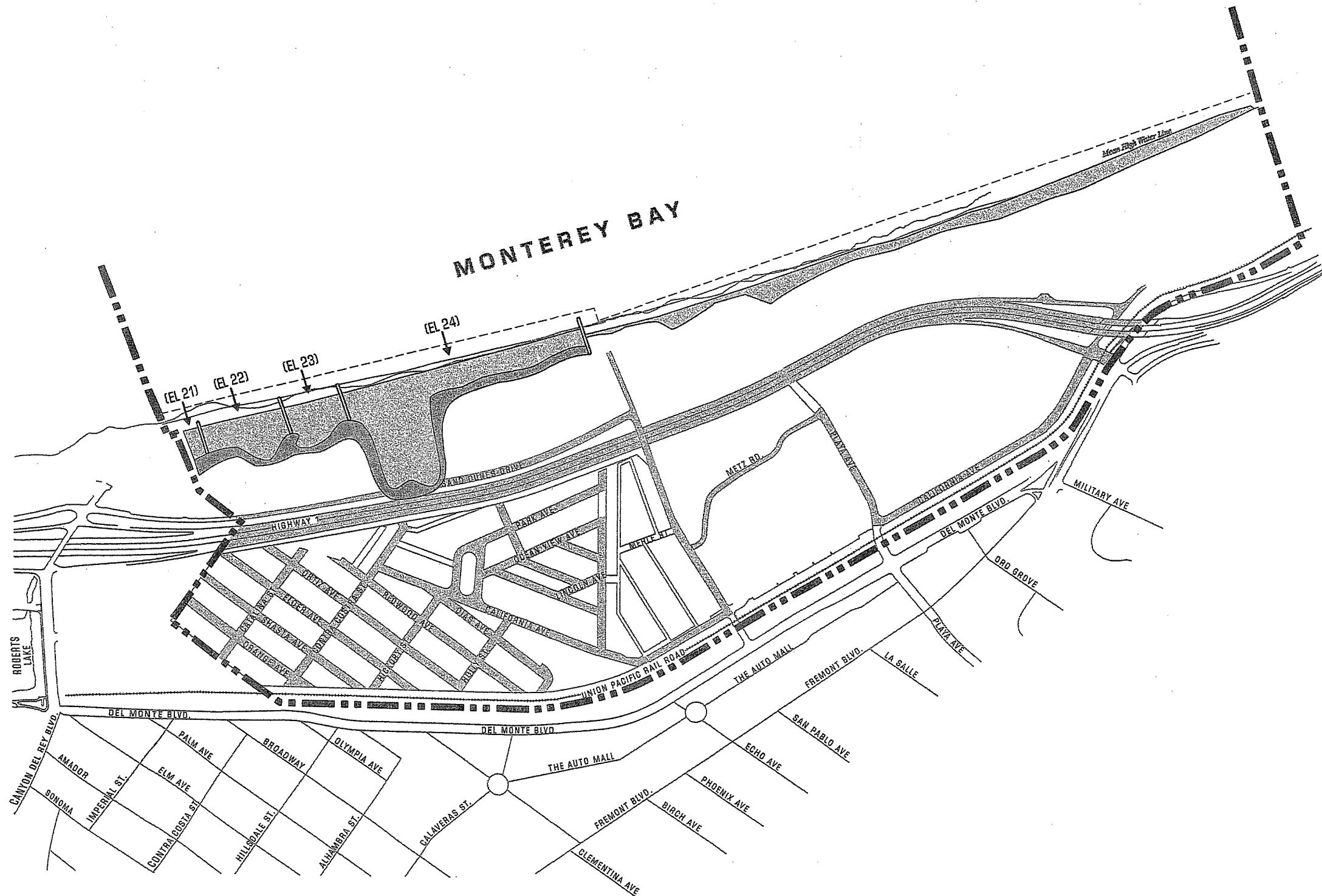
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FIGURE 6-7  
FLOOD PRONE AREAS

**LEGEND:**

-  100-Year Flood Zone
-  500-Year Flood Zone
- (EL 20) Base Flood Elevation Indicated in Feet

Note:  
The precise location of the 100-Year Flood Zone within North of Tioga Coastal District will be determined on a case-by-case basis as part of the Development Review process.



PMC

Source: FEMA (1986)

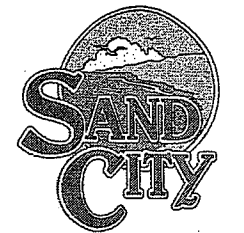
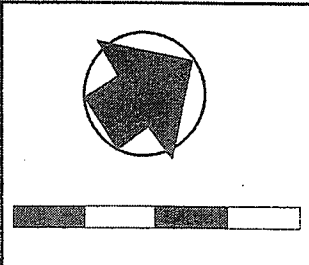


Figure 6-7 page 2 of 2



including the planned development of a desalination plant within the community and/or the use of existing wells. In any case, fire protection water is supplied by Cal-Am through their existing system.

**GOAL 6.4**  
Reduce the fire hazard risks within the City.

*Policies*

- 6.4.1 Require that all new development and redevelopment of older projects meet State and local standards for fire protection.
- 6.4.2 Encourage property owners to upgrade existing structures so that they met all current fire protection standards.

**GOAL 6.5**  
Ensure adequate fire protection for Sand City residents and structures.

*Policies*

- 6.5.1 Maintain and expand the City’s current agreement with the Monterey Fire Department as necessary to ensure that adequate levels of service are provided as new development and redevelopment activities occur.
- 6.5.2 Strive to maintain an ISO rating of 4 or better within the city.
- 6.5.3 New development shall provide water main extensions, fire hydrants and automatic fire sprinkler systems in accordance with the requirements and policies of the Monterey Fire Department in effect at the time building permits are issued.
- 6.5.4 The City shall require that all new development conform to water line requirements that ensure adequate flows for fire protection. Unless otherwise stipulated, new water mains should be a minimum of 8-inches in diameter.

*Implementation Programs*

- 6.5.a. Continue to replace all water lines less than 8-inches in diameter and install gridded water lines to improve flows for

fire protection, as funding becomes available.

- 6.5.b. Coordinate ongoing fire protection planning with the City of Monterey Fire Department.
- 6.5.c. Route development project proposals to the City of Monterey Fire Department for that agency’s review and comment.

**CRIME PREVENTION**

The Sand City Police Department provides police services within the city limits, with backup services provided by the City of Seaside and Monterey

Police Department. The Sand City Police Department currently employs a police chief, five full-time patrol



*Sand City police cruiser*

officers, and an administrative assistant. The current level of service is approximately one officer per 50 residents. Response times are three to five minutes for emergency calls and five minutes for other calls.

A significant amount of land use in Sand City is commercial and industrial, which does not specifically relate to the ratio of officers to residents. The work force (day time) population is estimated to be 5,000 with a total service population approaching 30,000 when considering the number of shoppers that frequent the regional center, translating to one officer per 1,000 workers. The existing response times for all calls is considered excellent, based on comparisons with other small communities. Buildout of the General Plan will occur incrementally over a period of years, providing the opportunity to phase expansion of the Sand City Police Department to correspond to the needs of the community.

**GOAL 6.6**  
Maintain a safe and secure environment for people and property in Sand City.

*Policies*

- 6.6.1 Strive to maintain a standard of at least one officer per 1,000 total population

(residents and estimated peak work force) within the city.

- 6.6.2 Maintain the city’s current response times of 3 to 5 minutes for emergencies and a response time of less than 10 minutes for all non-emergency calls.

**GOAL 6.7**  
Reduce the potential for criminal activity and vandalism through proper site design and land use planning

*Policy*

- 6.7.1 Encourage consideration of crime prevention features and techniques in new development and redevelopment project designs.

*Implementation Program*

- 6.7.a. Forward all new development applications to the Sand City Police Department to ensure that building and site designs consider utilization of crime prevention features and design techniques.

**AIRPORT RELATED HAZARDS**

The Monterey Peninsula Airport is located approximately 1.5 miles southeast of Sand City. Sand City is not within any of the airport’s clear zones or extended clear zones, which are defined as safety zones of concern based on runway approaches. However, the potential for aircraft accidents still exists within the community. Sand City should encourage ongoing coordination with the Monterey Peninsula Airport and/or Monterey County Airport Land Use Commission to remain informed of any changes in airport operations that might affect the boundaries of current airport safety zones.

**GOAL 6.8**  
Minimize the potential for damage resulting from aircraft accidents.

*Policy*

- 6.8.1 Maintain ongoing coordination with the Monterey Peninsula Airport and/or Monterey County Airport Land Use Commission to remain informed of any changes in airport operations that might

affect the boundaries of current airport safety zones.

**EMERGENCY RESPONSE**

Sand City is in the process of preparing a detailed Emergency Response Program. A draft version of the plan has been prepared which identifies the City Hall Council Chambers as the city’s Emergency Operations Center (EOC). The plan also identifies the general responsibilities of the organization and individual departments for protecting life and property and ensuring the well-being of the population. In addition, the City has entered into a Memorandum of Understanding (MOU) with mc to join the mc Operation Area Authority. The Standardized Emergency Management System (SEMS) is utilized for on-scene management of field operations. This system provides a standardized organizational structure and terminology/procedures which can be applied in a variety of emergency situations, particularly those which require inter-agency coordination.

**GOAL 6.9**  
Maintain and enhance the City’s emergency response capabilities and preparedness.

*Policies*

- 6.9.1 Establish and maintain an appropriate Emergency Response Program for the city.
- 6.9.2 Continue to utilize California’s Standardized Emergency Management System (SEMS) for emergency management.
- 6.9.3 Prepare residents and businesses to be as self-sufficient as possible in the event of an emergency.
- 6.9.4 Encourage the involvement of major businesses, utilities, the Red Cross and other volunteer groups or service-providers in emergency preparedness planning and training.
- 6.9.5 Periodically, but not less than annually, review emergency service equipment and shelters to ensure that they are ready for immediate operation in the event of an emergency.
- 6.9.6 Require all residents and businesses to maintain visible and clearly legible street

address numbers to shorten the response time of emergency personnel.

#### *Implementation Programs*

6.9.a. Adopt and periodically update a comprehensive Emergency Preparedness Program for the city. This document should at minimum address:

- City roles and responsibilities
- Emergency Communication procedures, policies and protocols
- Arrangements to provide emergency medical services (ambulance and paramedic)
- Response procedures for a full variety of hazards and multi-hazard emergencies
- Emergency Operation Center, staff and training
- Operational Area Interaction and participation

6.9.b. Require City staff to undergo regular disaster-preparedness training, including the staging of simulated disaster response drills. These activities should be coordinated with surrounding jurisdictions whenever possible.

6.9.c. Utilize all forms of media including print, radio, and television to educate the public regarding emergency preparedness and disaster response procedures. Stress the need for business and residents to be as self-sufficient as possible following a major disaster by maintaining their own emergency supplies (food, water, first aid materials, flashlights, fire extinguishers, battery operated radios, bedding and clothing).

#### **HAZARDOUS MATERIALS**

As noted elsewhere in the General Plan, Sand City has historically functioned as an employment and service center for the Monterey Peninsula. Major industrial and heavy commercial activities currently operating within the city include cement batch plants; food processing establishments; moving, storage, distribution and warehouse facilities; auto repair operations; large scale destination commercial uses; contractor's yards; and light manufacturing industries. It is likely that some of these activities

involve either the use, transport or storage of hazardous materials. Hazardous materials include materials that are toxic, corrosive, flammable, explosive or carcinogenic. City streets are undoubtedly used



*Numerous industrial facilities operate in Sand City*

to transport locally generated waste from the source to State Highway 1 and the regional highway system.

The Environmental Health Division of the Monterey County Health Department is the primary agency responsible for overseeing the commercial use and storage of hazardous materials within the Planning Area. Federal and state regulations also address the transport, storage, use and disposal of hazardous materials. Handlers of hazardous materials must comply with these regulations or face civil and possibly criminal penalties.

The City of Monterey Fire Department would respond to any hazardous material spill that occurred within the city and coordinate with county and state agencies as determined necessary.

A hazardous material issue which Sand City may confront is related to the cleanup of "brownfields." The Environmental Protection Agency (EPA) defines brownfields as "abandoned, idled, or under-used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination." Brownfields are logical places for redevelopment, but potential cleanup costs and liability issues have discouraged efforts to reuse these lands. In Sand City, there are several sites of former industrial operations where contamination may exist. One brownfield has been successfully cleaned-up in conjunction with the construction of the Edgewater Center.

In 1990, the state adopted the Polanco Act. Under this law, redevelopment agencies may proceed with cleanup actions and are subsequently granted a qualified immunity from liability under state or local law, provided that the cleanup is conducted in accordance with a remedial action plan approved by the Department of Toxic Substances Control (DTSC) or a Regional Water Quality Control Board. This liability immunity extends to certain persons entering in development agreements for a brownfield site, their successors in title, and persons providing them

financing. This legislation has removed one major obstacle to the reuse of these sites.

Industrial and commercial activities are not the only sources of hazardous materials. Residential households contain products with hazardous or toxic constituents. These products range from paints, solvents and used motor oil, to various pesticides and cleaners. Improper handling or disposal of the household hazardous wastes (HHW) may lead to serious consequences including but not limited to: injuries to refuse haulers, landfill workers, fire fighters or the general public from exposure; destruction of bacteria needed to break down landfill waste; or, the contamination of groundwater from leakage at a landfill.

## **NOISE**

The remaining sections of this chapter discuss the existing and projected noise environment within Sand City. The focus of the policy language is to avoid the exposure of residents, business operations, and visitors to excessive noise levels associated with both transportation and stationary sources.

### **CHARACTERISTICS OF NOISE**

The simplest definition of noise is “unwanted sound.” This definition is a subjective one, since people react differently to sounds and even react differently to the same sound. Nevertheless, certain measurements of sound have been developed that can be used as a gauge for the response of a community to noise.

Noise is an important factor in the living and work environment. It can have adverse effects on people, including sleep interference, communication interference, physiological and psychological stress, and in some cases, hearing loss. Noise decreases the enjoyment of the home environment and recreational activities. Therefore, care should be taken when locating noise-sensitive land uses within close proximity to major transportation sources or existing and planned land uses capable for generating significant volumes of noise. For purposes of this element, “noise-sensitive areas and uses” include residential areas, parks, churches, hospitals, and long-term care facilities.

### **EXISTING NOISE ENVIRONMENT**

Sand City is currently dominated by two major noise sources. These are traffic on State Highway 1 and industrial noise generated by the Granite Rock

Concrete Batch Plant. Secondary noise sources include traffic on local streets and the occasional general aviation aircraft overflight.

Noise measurements were taken in 2000 at 11 locations throughout the city. Ten locations were measured for short periods of time (5 to 10 minutes) and one location was measured for a period of 24-hours. That location is at the southeast corner of Sylvan Street and Park Avenue, approximately 300 feet from State Highway 1. The 24-hour average noise level was measured to be 60 dB. The short-term measurements were all below 60 dB except for a location at Tioga Avenue and Sand Dunes Drive, west of State Highway 1, which had a reading of 67 dB. This measurement was affected by a strong wind at the time of the measurement. A level of 60dB is considered a normally acceptable level of exterior noise for most land uses including residential.

### **FUTURE NOISE LEVELS**

Future noise levels were determined assuming build-out of the land uses allowed in the General Plan and associated buildout traffic. The resulting noise levels are projected to increase only slightly from the existing noise levels. Future noise sources continue to be traffic, State Highway 1 and the Granite Rock Concrete Batch Plant. Future traffic noise levels along the street system, including State Highway 1, were calculated based on the buildout traffic projections prepared by Associated Transportation Engineers for the General Plan Update. The traffic noise levels are projected to increase by 1 to 2 dBA. This is a minimal increase that would be generally undetectable. Therefore the buildout of the General Plan will have very little affect on the existing noise environment.

Noise projections are depicted on Table 4 of the Noise Technical Background report for the Sand City General Plan Update, prepared by Illingworth & Rodkin, Inc. dated December 12, 2000. General Plan Buildout Noise Contours are shown on Figure 1 of the same report. The 60 dB and 65 dB contours generally run parallel to the highway through the Old Town, East Dunes, and Destination Commercial districts on the east side of the highway. The batch plant results in the 60 dB and 65 dB contours radiating around it into the South of Tioga and Old Town districts. The 60 dB and 65 dB contours also run parallel to the highway on the west side with the 70dB contour running along the edge of the highway right of way on both sides. Noise sensitive development will continue to be residential uses in the East Dunes and as part of mixed-use development

in Old Town. Most of this area will be exposed to an  $L_{dn}$  of between 60 dB and 65 dB.

The State of California has adopted standards intended to reduce vehicle noise and to protect the interior noise environment of new residential structures (not including single family residences). The City of Sand City regulates noise through enforcement of State standards and implementation of the General Plan policies. Title 24 of the California Code of Regulations, the Building Standards Administrative Code, contains the State Noise Insulation Standards which specify an interior noise standard for new hotels, motels, apartments, and dwellings other than single-family residences. Such new structures must be designed to reduce outdoor noise to an interior level of no more than 45  $L_{dn}$ . The California Noise Insulation Standard also establishes standards for sound insulation in multi-family residential construction. Table 6-1 illustrates feasible noise levels for various land uses.

**GOAL 6.10**

Minimize the exposure of Sand City residents to the harmful and undesirable effects of excessive noise.

*Policies*

- 6.10.1 Utilize Table 6-1 as a general guide when considering the feasibility of a new development with respect to existing and future transportation noise levels. Noise levels should be measured from the perimeter of the outdoor activity area of each specified use.
- 6.10.2 Encourage the use of site planning and building materials/design as primary methods of noise attenuation. Recommended techniques include, but are not limited to:

Site Planning

- Using building setbacks to increase the distance between the noise source and the receiver
- Locating uses and orienting buildings that are compatible with higher noise levels adjacent to noise generators or in clusters to shield more noise-sensitive areas and uses

- Using noise-tolerant structures, such as garages or carports, to shield noise-sensitive areas
- Clustering office, commercial or multiple-family residential structures to reduce interior open space noise levels

Building Materials/Design

- Using dense building materials and tight fitting doors
- Employing multi-paned windows
- Placing unopenable windows on the side of the structure facing a major highway and entry doors on the side of the building facing away from the major roadway
- Avoiding placing balconies and patio areas facing major transportation routes, unless maintenance of ocean views are a consideration

6.10.3 Prevent new development of noise-sensitive land uses in areas exposed to existing or projected noise levels from transportation sources which exceed the levels specified in Table 6-2, unless the project design includes effective mitigation measures.

6.10.4 Consider the significance of noise level increases associated with major roadway improvement projects prior to construction. It is anticipated that roadway improvement projects will be needed to accommodate buildout of the General Plan. Therefore, existing noise-sensitive uses may be exposed to increased noise levels due to roadway improvement projects as a result of increased roadway capacity, increases in travel speeds, etc. It may not be practical to reduce increased traffic noise levels consistent with those contained in Table 6-3. Therefore, as an alternative, the following criteria may be used as a test of significance for roadway improvement projects.

- Where existing traffic noise levels are less than 60 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, roadway improvement projects which increase noise levels to 60 dB  $L_{dn}$ , will not be considered potentially significant.

Land Use Category		Community Noise Exposure L <sub>dn</sub> or CNEL, dB					
		55	60	65	70	75	80
Residential, Theaters, Meeting Halls, Churches, Auditoriums	F.	■	■	■	■	■	■
	C.F.	■	■	■	■	■	■
	G.U.	■	■	■	■	■	■
Transient Lodging, Motels, Hotels	F.	■	■	■	■	■	■
	C.F.	■	■	■	■	■	■
	G.U.	■	■	■	■	■	■
Schools, Libraries, Hospitals, Child Care, Museums	F.	■	■	■	■	■	■
	C.F.	■	■	■	■	■	■
	G.U.	■	■	■	■	■	■
Playgrounds, Neighborhood Parks, Amphitheaters	F.	■	■	■	■	■	■
	C.F.	■	■	■	■	■	■
	G.U.	■	■	■	■	■	■
Office Buildings, Businesses, Commercial and Professional	F.	■	■	■	■	■	■
	C.F.	■	■	■	■	■	■
	G.U.	■	■	■	■	■	■
Industrial, Utilities, Manufacturing, Agriculture	F.	■	■	■	■	■	■
	C.F.	■	■	■	■	■	■
	G.U.	■	■	■	■	■	■
Golf Courses, Riding Stables, Outdoor Spectator Sports	F.	■	■	■	■	■	■
	C.F.	■	■	■	■	■	■
	G.U.	■	■	■	■	■	■
F. <u>Feasible</u> – Use is acceptable. No noise mitigation measures are required. C.F. <u>Conditionally Feasible</u> – Use should be permitted only after careful study and inclusion of mitigation measures as needed to satisfy the policies of the Noise Element G.U. <u>Generally Unfeasible</u> – Development is usually not acceptable Source: 1990 California General Plan Guidelines (Appendix A), Office of Planning and Research, State of California							

Table 6-1. Land Use Compatibility Guidelines for Development

- Where existing traffic noise levels range between 60 and 65 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +3 dB  $L_{dn}$  increase in noise levels due to a roadway improvement project will be considered potentially significant.
  - Where existing traffic noise levels are greater than 65 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +1.5 dB  $L_{dn}$  increase in noise levels due to a roadway improvement project will be considered potentially significant.
- 6.10.5 Require an acoustical analysis when noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table 6-2 or the performance standards of Table 6-3, so that noise mitigation may be included in the project design.
- 6.10.6 Minimize motor vehicle noise impacts from streets and highways through proper route location and roadway design by employing the following strategies:
- Consider the impact of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.
  - Mitigate traffic volumes and vehicle speed through residential neighborhoods.
  - Work closely with Caltrans in the early stages of highway improvements and design modification to ensure that proper consideration is given to potential noise impacts on the city.
- 6.10.7 Prevent new development of noise-sensitive uses where the noise level generated by non-transportation sources (excluding ocean-related noise) will exceed the noise-level standards presented in Table 6-3, as measured immediately within the property line of the new development, unless effective noise-mitigation measures have been incorporated into the development design to achieve the standards specified in Table 6-3.
- 6.10.8 Require an acoustical analysis when proposed new nonresidential land uses, or the expansion of existing nonresidential land uses is likely to produce noise levels exceeding the performance standards of Table 6-3 immediately within the property line of existing, or planned noise-sensitive uses.
- 6.10.9 Mitigate noise created by new proposed non-transportation sources consistent with the noise-level standards of Table 6-3 as measured immediately within the property line of land designated for noise-sensitive land uses.
- 6.10.10 Encourage existing noise-sensitive uses or proposed noise-sensitive uses adjacent to vacant land designated for commercial or industrial development to incorporate site planning and building materials/design techniques in conjunction with fences, walls, landscape, or other features to mitigate existing or anticipated noise impacts.
- 6.10.11 Require that parking areas for commercial and industrial land uses be set back from adjacent residential areas to the maximum extent feasible or buffered and shielded by walls, fences, berms, and/or landscape.

#### *Implementation Programs*

- 6.10.a. Periodically update existing noise contour maps as new information about the community's noise environment becomes available to ensure accuracy in land use compatibility planning and appropriate mitigation of noise impacts.
- 6.10.b. Amend sections of the Zoning Ordinance pertaining to industrial and commercial development standards to require that proposed projects be designed in a manner that minimizes potential noise impacts on adjacent noise-sensitive uses. Modifications should include the following criteria:
- Vehicle access points should be located and oriented away from noise-sensitive uses.
  - Loading and shipping facilities should be located and oriented away from noise-sensitive uses.
  - Fences, walls, landscape, and other noise buffers and barriers should be

incorporated between potentially incompatible uses.

- Structural building materials that mitigate sound transmission should be incorporated into new commercial and industrial developments.
- Interior spaces should be configured to minimize sound amplification and transmission.
- In the interim, utilize the design review process administered by the City’s Design Review Committee to address these criteria.

6.10.c. Use the development and environmental review process to ensure that noise impacts are adequately addressed and sufficiently mitigated in accordance with the State’s Noise Insulation Standards and the policies set forth in this Element.

Land Use	Outdoor Activity Areas <sup>1</sup> L <sub>dn</sub> /CNEL, dB	Interior Spaces	
		L <sub>dn</sub> /CNE L, dB	Leq, dB <sup>2</sup>
Residential	60 <sup>3</sup>	45	--
Transient Lodging	60 <sup>3</sup>	45	--
Hospitals, Nursing Homes	60 <sup>3</sup>	45	--
Theaters, Auditoriums, Music Halls	—	—	35
Churches, Meeting Halls	60 <sup>3</sup>	—	40
Office Buildings	—	—	45
Schools, Libraries, Museums	—	—	45
Playgrounds, Parks	70	—	—
<p>1 The exterior noise-level standard shall be applied to the outdoor activity area of the receiving land use. Outdoor activity areas are normally located near or adjacent to the main structure and often occupied by porches, patios, balconies, etc.</p> <p>2 As determined for a typical worst-case hour during periods of use.</p> <p>3 Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best-available, noise-reduction measures; higher exterior noise levels may be allowed provided that practical exterior noise-level reduction measures have been implemented and that interior noise levels are in compliance with this table. Exceptions to this standard may be allowed where ocean views are to be maintained.</p> <p>4 In the case of hotel/motel facilities or other transient lodging, outdoor activity areas such as -----</p>			

*Table 6-2 Maximum Allowable Noise Exposure – Transportation Noise Sources*



Noise Level Descriptor	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly $L_{eq}$ , dB	55	45
Maximum Level, dB	75	65
<p><u>Notes:</u></p> <p>Noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings)</p> <p>Transportation noise sources are defined as traffic on public roadways, railroad line operations and aircraft in flight.</p>		

*Table 6-3 Noise Level Performance Standard for Non-transportation Noise Sources*

1. Analysis is the financial responsibility of the applicant.
2. Analysis should be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
3. Noise levels shall be documented with sufficient sampling periods and locations to adequately describe local noise conditions and noise sources.
4. Existing and projected (20 year) noise levels shall be estimated in terms of  $L_{dn}$  or CNEL and levels shall be compared to the policies of this element.
5. Mitigation shall be recommended to comply with the standards of this element, giving preference to site planning and building materials/design, rather than noise barriers.
6. Noise exposure after the prescribed mitigation measures have been implemented shall be estimated.

*Table 6-4 Guidelines for Acoustical Analysis*

# Glossary

**ADAPTIVE REUSE** – The conversion of a building from its original or most recent use to a new use.

**AFFORDABLE HOUSING** – Housing that has a housing payment, sale price or rental amount that is within the means (up to 30 percent of gross income) of a household that has a cumulative income within the middle-, moderate-, or low-income range of county-wide averages. Also known as “BMR” (Below Market Rate) housing.

**AMBAG** – Association of Monterey Bay Area Governments – a voluntary association of local governments organized under the California Joint Powers Authority for the purpose of providing regional planning services in the areas of the economy, transportation, land use, housing, air quality, and water quality.

**ARTICULATION** – Variations in the depth of the building plane to create visual interest.

**ARTISAN** – One skilled in an applied art; a craftsman.

**BATCHING (OR BATCH) PLANT** – A plant for the manufacture or mixing of concrete, cement, and concrete and cement products, including any apparatus and uses incident to such manufacturing.

**BIG BOX RETAIL** – A singular retail user who occupies no less than 75,000 square feet of gross floor area, typically requires a high parking to building area ratio and has a regional sales market.

**BLIGHT** – The lack of proper utilization or reduction of utilization of an area caused by physical or economic conditions within the area.

**BREW PUB** – An eating place that includes the brewing of beer as an accessory use.

**BROWNFIELD** – Abandoned, idled, or underused industrial and commercial facilities where expansion or redevelopment is complicated by environmental contamination.

**BUILDOUT** – That level of development characterized by full occupancy of all developable sites in accordance with the General Plan; the maximum level of development envisioned by the City’s General Plan. Buildout does not assume that each parcel is developed to include all floor area or housing units possible under zoning regulations.

**BUILT ENVIRONMENT** – The elements of the environment that are generally built or made by people as contrasted with natural processes.

**BULK and MASS** – Building surface area and height visible from a particular viewpoint.

**BUSINESS INCUBATOR** – A facility dedicated to the start-up and growth of small businesses, accomplished through management and facility support systems.

**CEQA** – California Environmental Quality Act of 1970 – a public law requiring all public agencies (state and local) to prepare and certify an environmental impact report on any project they propose to carry out which may have a significant effect on the environment.

**CHARRETTE** – A public design workshop in which designers, property owners, developers, public officials, environmentalists, citizens and other persons or groups of people work to achieve a unified project.

**COMMUNITY COMMERCIAL** – A mix of commercial land uses typically serving more than one residential neighborhood, usually a subarea of the city, with services and retail goods.

**COMPATIBLE** – Elements, in harmony with their surroundings, that retain individual identity while being perceived as part of a homogeneous whole; capable of existing together without conflict or negative effects.

**CONSERVATION** – For the goals, objectives, and policies discussed in this Plan, conservation means planned management of natural resources to prevent waste, destruction or neglect.

**DENSITY** – The numerical value obtained by dividing the total number of dwelling units in a development by the area of the lot to be developed.

**DENSITY STANDARD** – Description of the allowed density of population and building intensity for development within a given land use.

**DESIGN GUIDELINES** – General policies and implementing actions that are intended to preserve and enhance the City's unique physical layout. Through implementation, these guidelines seek to enhance the City's existing positive physical attributes.

**DESTINATION RETAIL** – Retail businesses that generate a special purpose trip and that do not necessarily benefit from a high-volume pedestrian location.

**DEVELOPMENT** – Any activity which occurs on land or water that involves the placement of any structure, the discharge or disposal of any waste material, grading, dredging, or mineral extraction. This definition includes any change in density and/or intensity of use including the subdivision of land, construction of any structure, and harvesting of major vegetation other than for agricultural purposes.

**DISTRICT** – An area of the city that has a unique character, identifiable as different from surrounding areas because of land use, density, street pattern, or architecture.

**ENDANGERED SPECIES** – A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

**GARAGE APARTMENT** – A structure above a private garage in which provision is made for one dwelling unit.

**GATEWAY** – A place where many people enter or leave the city that has the potential to distinguish the city's boundaries.

**GENERAL PLAN** – A city-council adopted, comprehensive declaration of goals, policies, and programs for the development of the city including diagrams, maps and text setting forth objectives, principles, standards and other features.

**GOAL** – A Statement of public purpose that establishes a general direction of effort on a comprehensive citywide level and indicates the end to be achieved by various actions.

**GREYWATER** – Wastewater obtained from domestic sinks and tubs, but excluding that part of the plumbing waste stream that includes human wastes.

**HOLDING CAPACITY** – The sum of existing and potential residential, commercial, and industrial development allowable in the City of Sand City under existing land use regulations.

**HOME INDUSTRY** – A commercial or light-industrial use of a scale greater than a home occupation but which is still secondary to the residential use.

**HOUSEHOLD** – All persons occupying a housing unit.

**HOUSING UNIT** – The place of permanent or usual abode, including a single family dwelling, a single unit in a two-family dwelling, multi-family and multiple-dwelling, a unit of a condominium or cooperative housing project, a non-kitchen unit, a mobile home, or any other residential unit that is considered to be real property under state law or cannot be moved without substantial damage or unreasonable cost.

**IMPLEMENTATION PROGRAM** – A structured program that outlines the implementation actions of the General Plan.

**IMPLEMENTING ACTIONS** – Specific actions or procedures that carry out the policies of the General Plan.

**INCUBATOR INDUSTRY** – An employment generating land use that establishes a new type of commercial or industrial land use and promotes the future expansion of such uses within the community.

**INFILL** – Development or redevelopment of land that has remained vacant and/or is underused as a result of the continuing urban development process.

**INFRASTRUCTURE** – Facilities and services needed to sustain industry, residential, commercial and all other land use activities, including water, sewer lines, other utilities, streets, and public facilities such as fire stations, parks, and schools.

**INTENSITY STANDARDS** – See Density Standards.

**KIOSK** – A freestanding structure upon which temporary information and/or posters, notices and announcements are posted.

**LAND USE** – The occupation or use of land for any human activity or purpose.

**LAND-BANKING** – The purchase of land by a local government for use of resale at a later date.

**LINKAGES** – Connections between similar or related land uses. Includes physical linkages such as pathways connecting local parks and design elements that provide continuity between related land uses.

**LIVE/WORK UNITS** – Buildings or spaces within buildings that are used jointly for commercial and residential purposes. These buildings are particularly popular with commercial artists and

craftsman (Artisans) who get so absorbed in their work, they usually need a place to “crash” nearby.

LOFT UNIT – A dwelling established in an existing non-residential building.

LOW INCOME HOUSEHOLD – A household whose income does not exceed 80% of the median income of the Standard Metropolitan Statistical Area (SMSA).

MAIN STREET – A neighborhood shopping area having a unique character that draws people from outside the area.

MIXED USE DESIGNATION – As defined by the General Plan, the Mixed Use designation is intended to promote higher managed areas of a complementary mix of uses at varying degrees of density and intensity.

MIXED USE DEVELOPMENT – A single building containing more than one type of land use or a single development of more than one building and use where the different types of land uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.

MODERATE INCOME HOUSEHOLD – A household whose income does not exceed 120% of the median income of the Standard Metropolitan Statistical Area (SMSA).

MODERNIZATION – The replacement and upgrading of existing facilities that increases the productive input or output, updates the technology or substantially lowers the unit cost of the operation. For the purposes of the General Plan Update, modernization also includes the upgrading of a facility to become compatible in design and operational characteristics with the future land use vision of the town.

MULTIPLE DWELLING UNITS – Duplexes, triplexes and fourplexes.

NEO-TRADITIONAL DEVELOPMENT – An approach to land use planning and urban design that promotes the building of neighborhoods with a mix of uses and housing types, architectural variety, a central public gathering place and interconnecting streets. The basic goal is integration of the activities of residents with work, shopping, recreation and transit all within walking distance.

NON-CONFORMING USE –

NON-CONFORMING USE – A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. Non conforming uses are permitted to continue subject to restrictions limiting the extent to which they may be improved. Building maintenance activities necessary to retain a sound structure are permitted. If the use ceases for a period of 6 months or longer, it may not continue according to the Sand City zoning ordinance. A land use that does not conform to existing, applicable zoning codes.

OPEN SPACE – Any parcel or area of land or water that is essentially unimproved and devoted to open space uses as defined in the General Plan or designated on a local, regional or state open space plan.

PERMITTED USE – A use that is allowed within a given zoning district. Permitted uses are defined within the City zoning ordinance.

**PLANNED UNIT DEVELOPMENT (PUD)** – A description of a proposed unified development consisting of map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development. A form of development characterized by unified site design and architecture which may include a clustering of buildings, a mix of land uses, and variations in setback, building heights, and other site design regulations as appropriate for the specific characteristics of the project.

**PLANNING DISTRICT** – One of six geographic subareas of the City of Sand City established for the purposes of the General Plan Update Program and other planning purposes. These areas include: Old town, East Dunes, South of Tioga, Destination Commercial, North of Tioga Coastal, South of Tioga Coastal.

**PUBLIC UTILITY** – A company regulated by the California Public Utilities Commission.

**RAILS TO TRAILS** – A federal act to give interested parties the opportunity to use railroad right-of-ways, which might otherwise be abandoned for recreational use.

**RARE AND ENDANGERED SPECIES** – Plant and animal species identified by the California Department of Fish and Game, the United States Fish and Wildlife Service, the Smithsonian Institute or the California Native Plant Society as rare, endangered or threatened.

**RECREATION PASSIVE** – Recreation that involves existing natural resources and has a minimal impact.

**REDEVELOPMENT** – The process of increasing the quality or intensity of land use within a given area in order to benefit the community through an improved physical and/or economic environment.

**REDEVELOPMENT AGENCY** – A local agency established for the purpose of planning, developing, re-planning, redesigning, reconstructing and/or rehabilitating all or part of a specific area.

**REMEDIATION** – The action or measures taken to lessen, clean-up, remove or mitigate the existence of hazardous materials existing on property to such standards or requirements as may be established or required by state or federal law.

**RESEARCH AND DEVELOPMENT (R&D)** – A business that engages in research, or research and development, or innovative ideas in technology-intensive fields. Examples include research and development of computer software, information systems, communication systems and video technology. Development and construction of prototypes may be associated with this use.

**RETAIL POWER CENTER** – A regional shopping center or centers with a larger than expected customer attractive power due to the strength (popularity) of their anchor tenants.

**RIGHT-OF-WAY** – A strip of land commonly allocated for transportation purposes, such as a public road, a railroad, or a utility transmission line.

**SCALE** – The relative relationship in size of buildings or other components to one another.

**SETBACK** – The minimum distance by which any building or structure must be separated from a street right-of-way or lot line.

**STREET FRONTAGE** – the Distance along which a property line of a lot adjoins a street.

**STREET FURNITURE** – Those features associated with a street that are intended to enhance the street’s physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

**STREETSCAPE** – The street environment, including sidewalks, and walkways, storefronts, landscaping and pedestrian amenities.

**TELECOMMUTING** – The relocation of work activities to a home or satellite work site to eliminate or reduce the distance traveled in a commute trip.

**USE, CONDITIONAL** – A use or occupancy of a structure or a use of land, permitted only upon issuance of a conditional use permit and subject to the limitation and conditions specified therein.

**WORKFORCE HOUSING** – Housing that is affordable to the majority of a labor force within any given area.

**ZONING DISTRICT** – A specifically delineated area on a zoning map within which regulations and requirements uniformly govern the use, placement, spacing, and size of buildings, open spaces, and other facilities.

**ZONING ORDINANCE** – The City ordinance that divides Sand City into districts and establishes regulations governing the use, placement, spacing and size of buildings, open spaces and other facilities.



SAND CITY  
GENERAL PLAN

2002-2017

VOLUME II:  
TECHNICAL APPENDICES



पुस्तक संख्या

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# Volume II

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17 August 1954  
Sullivan's Island, S.C.

17

1. *Agelaius phoeniceus* (100) 100  
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**1.0 APPENDIX A**  
**1984 CERTIFIED LCP**

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# SAND CITY LOCAL COASTAL PROGRAM

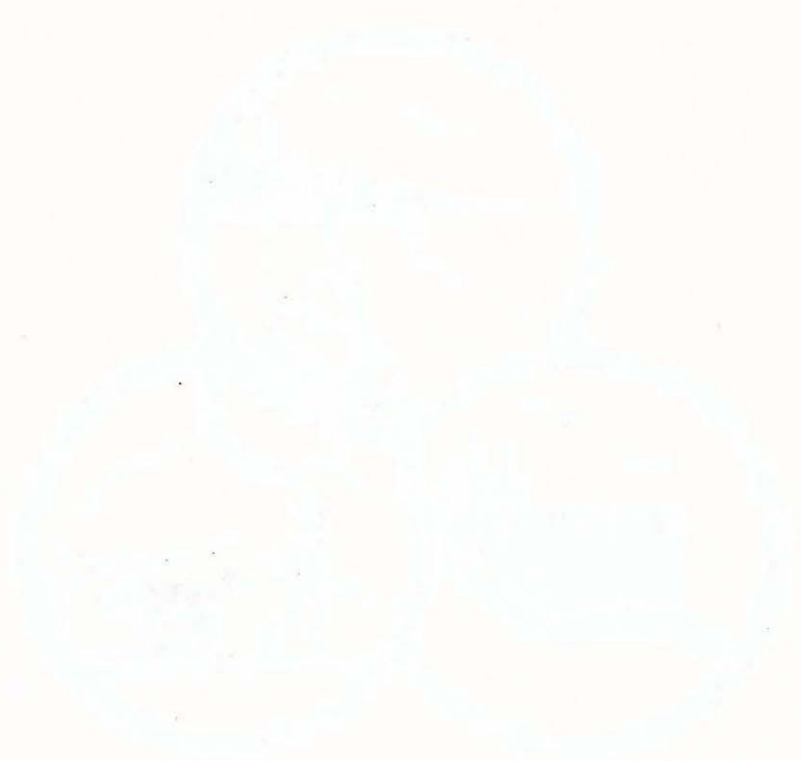


## LAND USE PLAN

CERTIFIED AS LEGALLY ADEQUATE BY  
THE CALIFORNIA COASTAL COMMISSION

ON 12/2/82

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**SAND CITY  
LOCAL COASTAL PROGRAM**

**LAND USE PLAN**

Adopted by City Resolution #3 (1982)  
on March 23, 1982

Revised by City Resolution #12 (1982)  
on September 21, 1982

Certified by California Coastal Commission  
on December 2, 1982

First Printing  
March 1984

Area South of Bay Avenue Certified by California Coastal Commission  
on April 11, 1985

Area South of Bay Avenue Adopted by City Resolution #33 (1985)  
on September 17, 1985

Second Printing  
May 1986

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Sand City Citizens Advisory Committee

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Sand City LCP  
Land Use Plan  
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## 1.0 INTRODUCTION

### 1.1 The Coastal Act and the Local Coastal Program Process

In November 1972, the people of the State of California approved a ballot initiative known as Proposition 20 which called attention to management of California's vast coastal resources. As a result, the Coastal Commission and six regional commissions were established to manage the coastal zone as a resource of statewide interest through permit control and preparation of a comprehensive Coastal Plan. The intent of the plan is "to preserve, protect, and where possible, restore the resources of the coastal zone for the enjoyment of the current and succeeding generations".

The State Legislature passed the California Coastal Act of 1976 to implement recommendations found appropriate in the Coastal Plan. The basic goals set forth in the Coastal Act are intended to:

- a) protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources;
- b) assure orderly, balanced utilization and conservation of coastal zone resources, taking into account the social and economic needs of the people of the State;
- c) maximize public access to and along the coast and maximize public recreation opportunities in the Coastal Zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners;
- d) assure priority for coastal-dependent development over other development on the coast; and
- e) encourage State and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the Coastal Zone.

A key element in the Coastal Act of 1976 is that the bulk of the authority granted to the State and regional commissions by the Act was to be transferred to local governments through adoption and certification of "Local Coastal Programs". The Local Coastal Program (LCP) includes a local government's land use plans, zoning ordinance, zoning district maps, and other implementing actions which, when taken together, meet the requirements of and implement the provisions and policies of the Coastal Act. Each LCP should reflect the coastal issues and concerns of the local jurisdiction and must be consistent with the statewide policies of the Coastal Act. Once adopted, the LCP becomes legally binding on local governments and provides a permanent program for coastal protection. LCP adoption also transfers permit authority, except in limited cases, to the local government.

The LCP is developed in three phases:

- Phase I - Identification of coastal planning issues, defined as potential conflicts between Coastal Act policies and existing conditions, plans and proposed uses. Preparation of a work program that sets forth tasks necessary to resolve issues and establishment of work schedules, budgets and grant requests.
- Phase II - Preparation of the Coastal Land Use Plan.
- Phase III - Preparation of Implementing Actions, including zoning ordinances, zoning district maps and other programs necessary to carry out the Land Use Plan and supporting policies.

This document is the Land Use Plan portion of the LCP, and is the most important component of the LCP. It designates the kinds, location, and intensity of land and water uses, and presents applicable resource protection and development policies to accomplish Coastal Act objectives.

As part of the preparation of the LCP, three technical working papers were prepared: 1) Shoreline Access and Recreation and Visitor-Serving Facilities; 2) Marine Environment and Environmentally Sensitive Habitat Areas; and 3) Development and Industrial Development. The purpose of the working papers was to provide the technical background necessary to prepare the Land Use Plan. It also provided the public with a focus for discussion of significant coastal planning issues in Sand City.

The Land Use Plan has been prepared based on the findings in the three Working Papers, meetings with citizens, public hearings and discussions with Coastal Commission staff. In addition, Coastal Commission staff presented written comments on the Working Papers, and the City issued a response paper to these comments, which also aided in the preparation of this Plan. The Plan summarizes the background data and findings of the Working Papers and response papers. The reader is referred to these papers for a more detailed discussion of the topics presented in this Plan.

With regard to the Coastal Act as the standard of approval, denial and suggested modifications for this LUP and resolution of conflicts between Coastal Act Policies, as described in Section 30007.5, the Sand City LUP is promoting the policy, which states:

The legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The legislature therefore declares that in carrying out the provisions of this division such conflicts can be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective,

overall, than specific wildlife habitat and other similar resource policies.

In preparing this LUP, Sand City encountered conflicts between Coastal Act policies as applied to the City. As a result, the policy set in Section 30007.5 of the Coastal Act was determinant in resolving these conflicts.

Implementation measures are required as part of the LCP to ensure that all local plans are in conformity with the Coastal Act. This Plan presents recommended implementation actions. However, an implementation plan which describes measures in detail and their administration will be prepared as a separate document.

The services of subcontractors were utilized in the preparation of the Working Papers and the Land Use Plan to assist in documentation and evaluation of the identified coastal issues. Geoconsultants, Inc., engineering and geology consultants located in San Jose, analyzed geologic hazards, coastline processes and impacts of sand mining. Dr. Richard Robinson of Monterey prepared an ecological survey discussing significant habitat areas. Archaeological Consulting of Castroville performed an archaeological sensitivity zone survey. Donald F.L. Wald, A.I.A., Architect and Associates, assisted with a design overview and design policies.

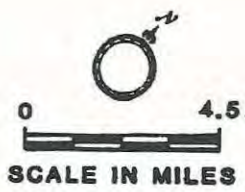
## 1.2 Public Participation

The Coastal Act requires that opportunities for public participation be made available throughout the LCP process. In Sand City, a high degree of public participation has occurred throughout the development of the LCP. A Citizens Advisory Committee has provided input at numerous meetings, and has reviewed all LCP documents. In addition, public hearings have been held throughout all stages of LCP development.

## 1.3 Sand City's Coastal Zone

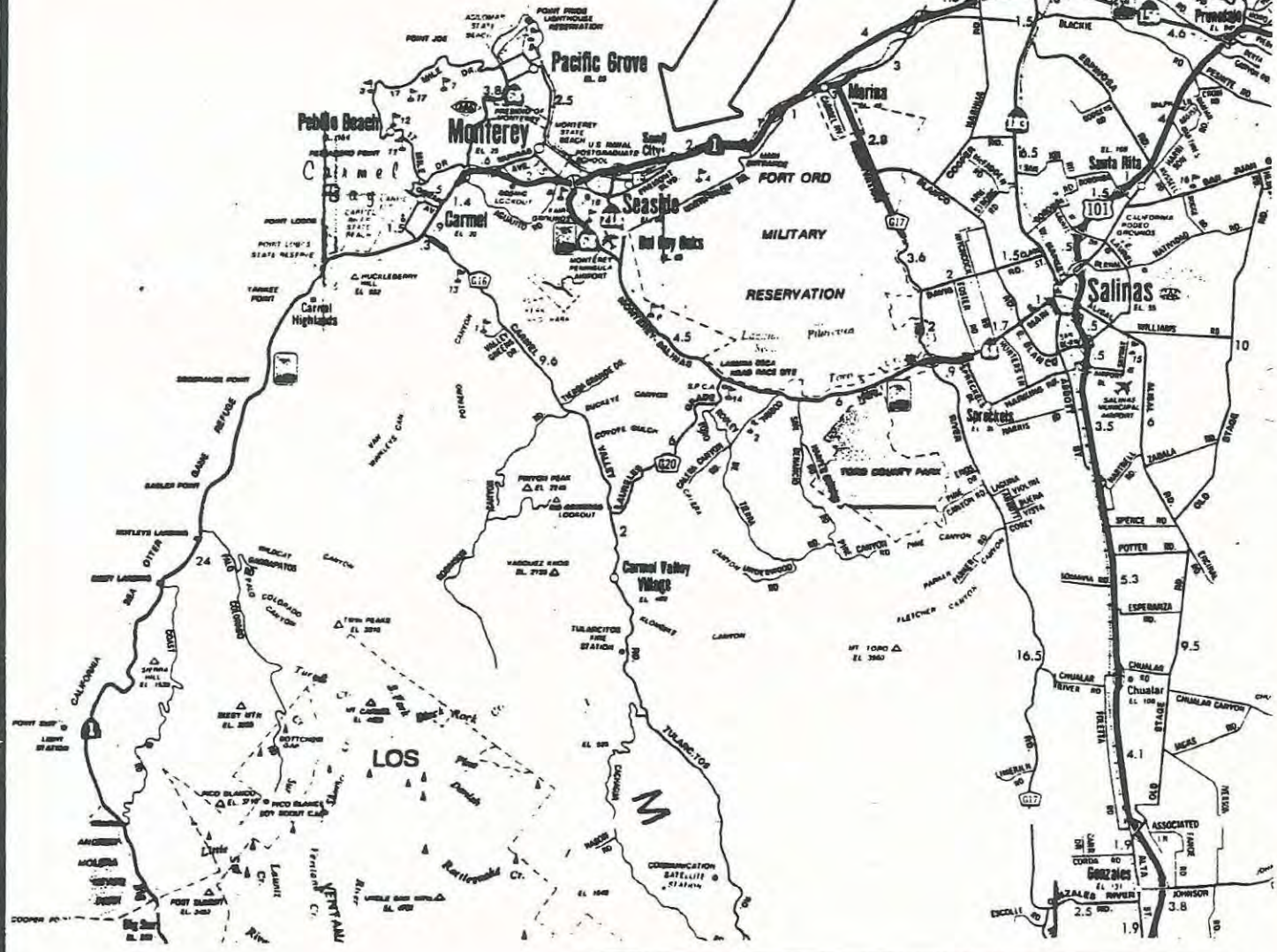
Sand City extends from the southern boundary of Fort Ord (U.S. Military Reservation) on the north, to the City of Seaside on the south, as shown on Figure 1. There are approximately 1.5 miles of ocean frontage within Sand City. The Coastal Zone area includes all that portion of Sand City west of State Highway One, as well as a strip of land 200 feet wide bordering the east side of State Highway One (measured from the highway's easternmost right-of-way). In addition, the Southern Pacific Railroad's right-of-way and 100 feet on the western side of that right-of-way are located in the Coastal Zone. The Sand City Coastal Zone Area is illustrated in Figure 2.

Sand City is characterized by disturbed dunes. Generally the dunes are stabilized east of State Highway One; however, to the west, a large amount of dune migration occurs. Elevations range from sea level to 60 feet at the southwestern portion of the City. Current land uses in the Sand City Coastal Zone have been condensed to five general categories. They are:



**SAND CITY**

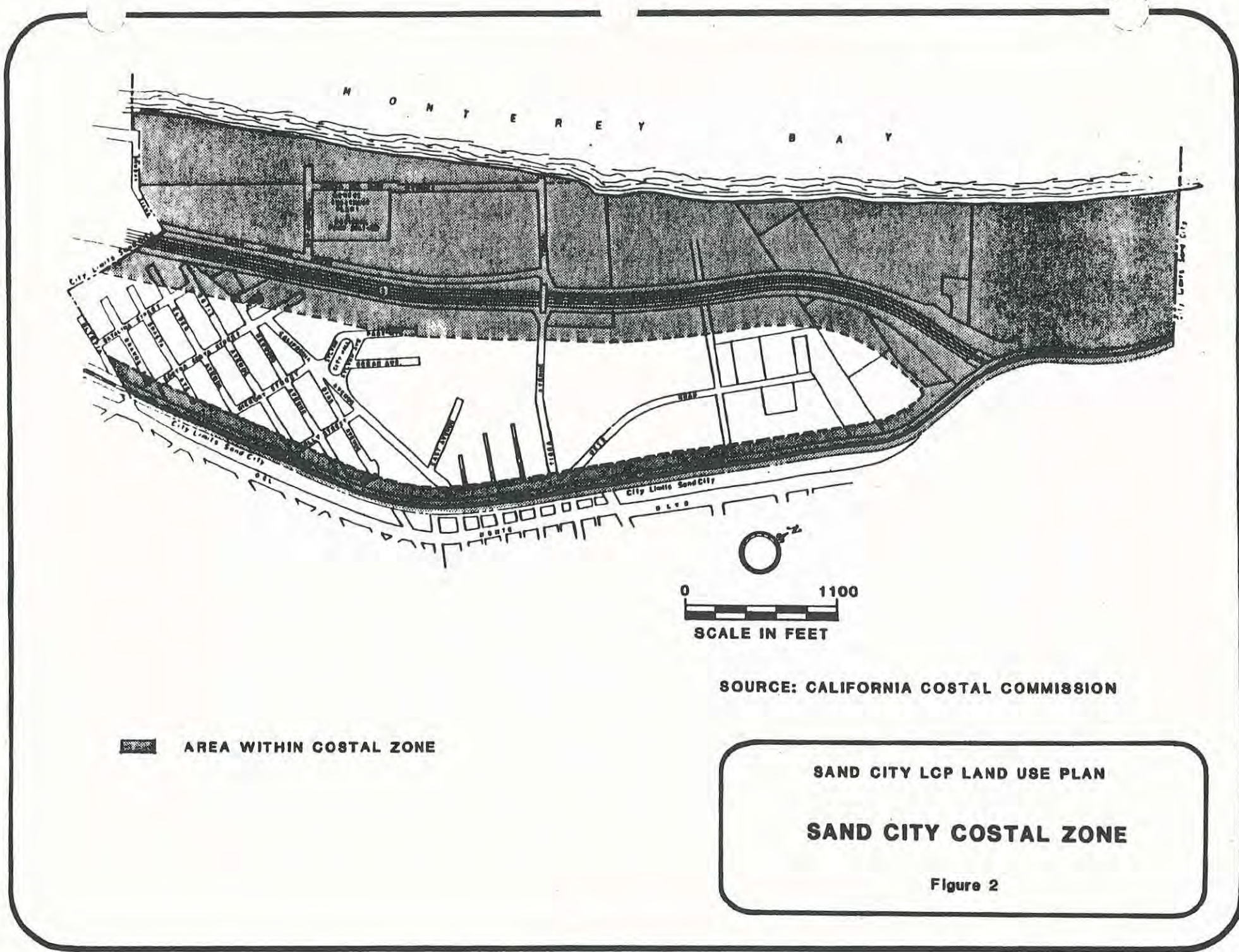
*Monterey Bay*



Source: AAA

**SAND CITY LCP LAND USE PLAN**  
**REGIONAL SETTING**

Figure 1





1. Residential;
2. Light Commercial;
3. Heavy Commercial;
4. Industrial/Manufacturing; and
5. Public Facility.

Sand City is unique and distinguished from other coastal areas due to the fact that the majority of its coastal zone lands are vacant. Yet Sand City is located within a regional area that is primarily urbanized. The portions of the City located outside of the coastal zone are characterized by industrial and heavy commercial uses which serve the Monterey Peninsula region and in some instances the State.

#### 1.4 Past and Present Planning

The City of Sand City has conducted planning matters for 17 years guided by the 1963 Sand City General Plan. Implementation of this General Plan has been through the Sand City Zoning Ordinance.

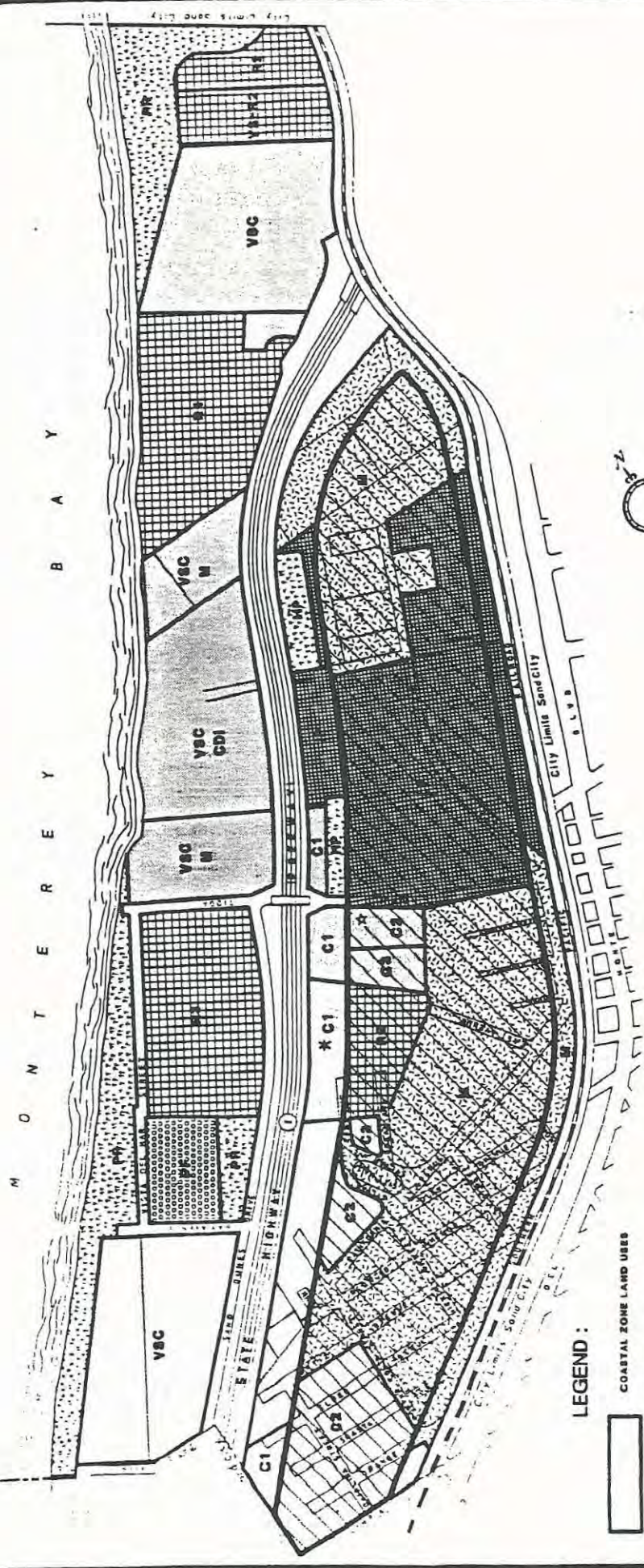
The 1963 General Plan has been superceded by a General Plan revision formally adopted on August 19, 1980. This Plan includes the nine State-mandated elements, which the original Plan did not include. The Plan identified the following land use designations, as shown in Figure 3.

- a. Low Density Residential
- b. High Density Residential
- c. Light Commercial
- d. Heavy Commercial
- e. Industrial/Manufacturing

Zoning designations in Sand City at present are generalized into five districts. They are identified as follows:

- a. C-1 (Light Commercial)
- b. C-2 (Heavy Commercial)
- c. M (Industrial/Manufacturing)
- d. R-1 (Single-Family Residential)
- e. R-4 (Multi-Family Residential)

Zoning generally is consistent with General Plan designations. Certain areas do, however, show inconsistencies with zoning. The Zoning Ordinance currently is undergoing revision in order to implement the recently adopted General Plan. The areas that are not currently in conformance with the General Plan will be rezoned upon completion of the Zoning Ordinance update. Further revisions to this Zoning Ordinance update will have to be considered upon certification of the LCP Land Use Plan.



M O N T E R E Y B A Y

**LEGEND:**

- COASTAL ZONE LAND USES
- RE RESIDENTIAL MEDIUM DENSITY
- RS RESIDENTIAL HIGH DENSITY
- VSC VISITOR SERVING COMMERCIAL
- VSC-1 VISITOR SERVING RESIDENTIAL, LOW DENSITY
- VSC-2 VISITOR SERVING RESIDENTIAL, MEDIUM DENSITY
- C1 LIGHT COMMERCIAL
- CF HEAVY COMMERCIAL
- CDI COASTAL DEPENDENT INDUSTRIAL
- M INDUSTRIAL MANUFACTURING
- IP INDUSTRIAL PARK
- PR PUBLIC RECREATION
- PF PUBLIC FACILITIES
- HP HABITAT PRESERVE
- \* C1 PROPOSED C2-RE
- NON-COASTAL ZONE LAND USES
- RH RESIDENTIAL HIGH DENSITY
- C1 LIGHT COMMERCIAL
- C2 HEAVY COMMERCIAL
- C3 NEIGHBORHOOD COMMERCIAL
- M INDUSTRIAL MANUFACTURING
- IP INDUSTRIAL PARK
- \* ALLIANCE WASTE TRANSFER STATION

- RESIDENTIAL
- COMMERCIAL
- PUBLIC RECREATION
- PUBLIC FACILITIES
- INDUSTRIAL PARK
- INDUSTRIAL MANUFACTURING

**SAND CITY LCP LAND USE PLAN**

**EXISTING GENERAL PLAN**

Figure 3

2.0 PUBLIC ACCESS COMPONENT

2.1 Coastal Act Policies

Section 30500(a)

Each local government lying, in whole or in part, within the coastal zone shall prepare a local coastal program for that portion of the coastal zone within its jurisdiction. ... Each local coastal program prepared pursuant to this chapter shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided.

Section 30210

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30212

- (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where
- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,
  - (2) adequate access exists nearby, or
  - (3) agriculture would be adversely affected.

Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

- (b) For purposes of this section, "new development" does not include
- (1) Replacement of any structure pursuant to the provisions of subdivision (g) of Section 30610,
  - (2) The demolition and reconstruction of a single-family residence; provided, that the reconstructed residence shall not exceed either the floor area, height or bulk of the former structure by more than 10 percent, and that the reconstructed residence shall be sited in the same location on the affected property as the former structure,
  - (3) Improvements to any structure which do not change the intensity of its use, which do not increase either the floor area, height, or bulk of the structure by more than 10 percent, which do not block or impede Public access, and which do not result in a seaward encroachment by the structure,
  - (4) Any repair or maintenance activity for which the commission has determined, pursuant to Section 30610, that a coastal development permit will be required unless the regional commission or the commission determines that such activity will have an adverse impact on lateral public access along the beach.

As used in this subdivision, "bulk" means total interior cubic volume as measured from the exterior surface of the structure.

- (c) Nothing in this division shall restrict public access nor shall it excuse the performance of duties and responsibilities of public agencies which are required by Section 66478.1 to 66478.14, inclusive, of the Government Code and by Section 4 of Article X of the California Constitution.

#### Section 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

#### Section 30214

- (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics,
  - (2) The capacity of the site to sustain use and at what level of intensity,
  - (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses,
  - (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.
- (b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.
- (c) In carrying out the public access policies of this article, the commission, regional commissions, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with Private organizations which would minimize management costs and encourage the use of volunteer programs.

#### Section 30251

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development, in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

#### Section 30252

The location and amount of new development should maintain and enhance public access to the coast by

- (1) facilitating the provision or extension of transit service,
- (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads,
- (3) providing non-automobile circulation within the development,
- (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation,
- (5) assuring the potential for public transit for high intensity uses such as high-rise office buildings, and by
- (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

## 2.2 Background

One of the key provisions of the Coastal Act is to maximize public access to and along the coast. This is evidenced in the Act's statement of goals, in the resource policies, and in the requirement of preparation of a public access component within the LCP.

Three forms of public access have been defined by the Coastal Commission:

1. vertical access to provide access from the first public roadway to the shoreline;
2. lateral access for public access and use along the shoreline; and
3. blufftop access to allow for public viewing of the shoreline along bluffs rather than along the shoreline where no beach area exists.

Coastal access in Sand City currently consists of one undeveloped public vertical accessway to the shoreline, several undeveloped trails utilized on private property, lateral access along the shoreline, and two primary areas used for visual access. Outside of Sand City, coastal access exists at Marina State Beach to the north, and at numerous points within the City of Monterey to the south.

The one public vertical accessway currently utilized lies within the Bay Avenue right-of-way, which runs onto a beach and is accessible from a street. It is currently undeveloped and the only improvements are two signs indicating that walking and fishing are permitted at the beach. Limited parking is available at the end of and along Bay Avenue.

In addition to the Bay Avenue accessway, people have been observed crossing private property at the end of Tioga Avenue to reach a beach to the north, along the blufftop at the old landfill site in the northern end of the City, and at other locations throughout the City to reach vacant coastal sites. The State Parks Department owns some property south of Bay Avenue along Sand Dunes Drive, which currently is undeveloped. However, the property does not front on the beach or water area. People have crossed this dune area to reach the shoreline from Sand Dunes Drive.

Lateral shoreline access along State-owned tidelands is physically unrestricted for approximately one-half mile from the City's southern boundary to the seawall at Tioga Avenue. Beyond this seawall, lateral access continues for some distance north, where a surf zone mining operation and another seawall are located. However, during times of high tide conditions, lateral access beyond the seawall at Tioga Avenue may not be available.

Visual access exists at the end of Tioga and Bay Avenues, where people park their cars to view the ocean. Visual access also is utilized along Vista Del Mar Street (which is currently closed) and along the bluffs at the old landfill site, where people walk to and along the bluffs.

The current level of use of accessways in Sand City appears to be minimal, probably due to the lack of developed facilities and the availability of other accessways within the region. However, no figures are available regarding current levels of use or demand for future access. Public facilities at accessways are minimal except for signs and limited parking at Tioga and Bay Avenues.

The cities of Marina, Monterey, Pacific Grove and Carmel are in the process of developing a regional bicycle path, portions of which will be located within the abandoned Southern Pacific railroad right-of-way. (The right-of-way of the Southern Pacific Railroad and 100 feet on the western side of that right-of-way also are located within the Coastal Zone.) A bike path currently exists from Castroville to Marina, and Marina is in the process of constructing an additional portion. A bike path extends along the coast from the southern boundary of Marina to the northern border of Sand City and Seaside, through Fort Ord property, but does not extend through either city. The cities of Monterey and Pacific Grove are in the process of negotiating with Southern Pacific to acquire the abandoned right-of-way. When fully developed, an 18-mile bike path will exist from Castroville to Carmel.

At this time, no formal planning or negotiations regarding the bicycle path have been made within Sand City. Development of a bike path within the City would provide new access opportunities, and is a crucial link in a regional bikeway. However, it does not appear to be feasible to locate a bike path within or along the railroad right-of-way because Southern Pacific continues to use the railroad in Sand City, and industrial and heavy commercial land uses currently are situated immediately adjacent to the right-of-way. Potential safety problems for bicyclers in an industrial area also present a public safety concern.

An alternative bike path location is along Vista del Mar Street and/or Sand Dunes Drive, which is in existence from Tioga Avenue south into the cities of Seaside and Monterey. There is potential to extend either Vista del Mar or Sand Dunes Drive north of Tioga in order to provide access to future developments. A bike path could be part of this frontage road, and could connect to the bike path from the Fort Ord property.

There are several factors which may restrict future coastal access, including public safety concerns, resource protection and accessway management. Public safety concerns include natural hazards and incompatible existing land uses. Hazards pose a problem due to geologic hazards relating to coastal bluff stability and erosion. The major areas of concern are the bluffs along Vista Del Mar Street, the parking area at the end of Tioga Avenue, and at the old landfill site. Erosion hazards may be present along Vista Del Mar Street, requiring structural improvements to protect this vital access structure.

Existing land uses pose limited constraints for public shoreline access with regard to public safety. Existing sand mining operations, one of which has been determined to be a coastal-dependent use, present safety issues for access resulting from surf zone dragline operations, truck traffic, and the presence of conveyor systems and cables. The sewage outfall line at Bay Avenue, which extends across the beach, may present potential safety hazards. Undeveloped paths over private property may pose safety questions to users, such as over the filled coastal bluff at Tioga Avenue.

Resource protection involves sand dune management programs. The dune areas in Sand City west of Highway One are in a severely disturbed state. They have been destroyed by human uses over a long period of time. The majority of these dunes are active, characterized by shifting sand and containing no vegetation. Where dunes are stabilized with vegetation, non-native species are dominant. These sand dune areas do not present constraints to future accessway development, unless dune stabilization or restoration programs are implemented. (See Section 4.0, Coastal Resource Management, for more discussion regarding Sand Dunes.)

Management of accessways includes issues of acquisition, development, maintenance and liability, which were discussed in Working Paper #1. Agencies which could potentially manage future accessways, in addition to the City of Sand City, include the State Department of Parks and Recreation, which owns land adjacent to Bay Avenue on the south; CalTrans, which maintains the State Highway One right-of-way through Sand City, and the State Lands Commission. Funds for acquisition, development or limited operation of accessways may be available through the State Coastal Conservancy.

## 2.3 LCP Policies

2.3.1 Require all future shorefront developments to provide public access in the following manner:



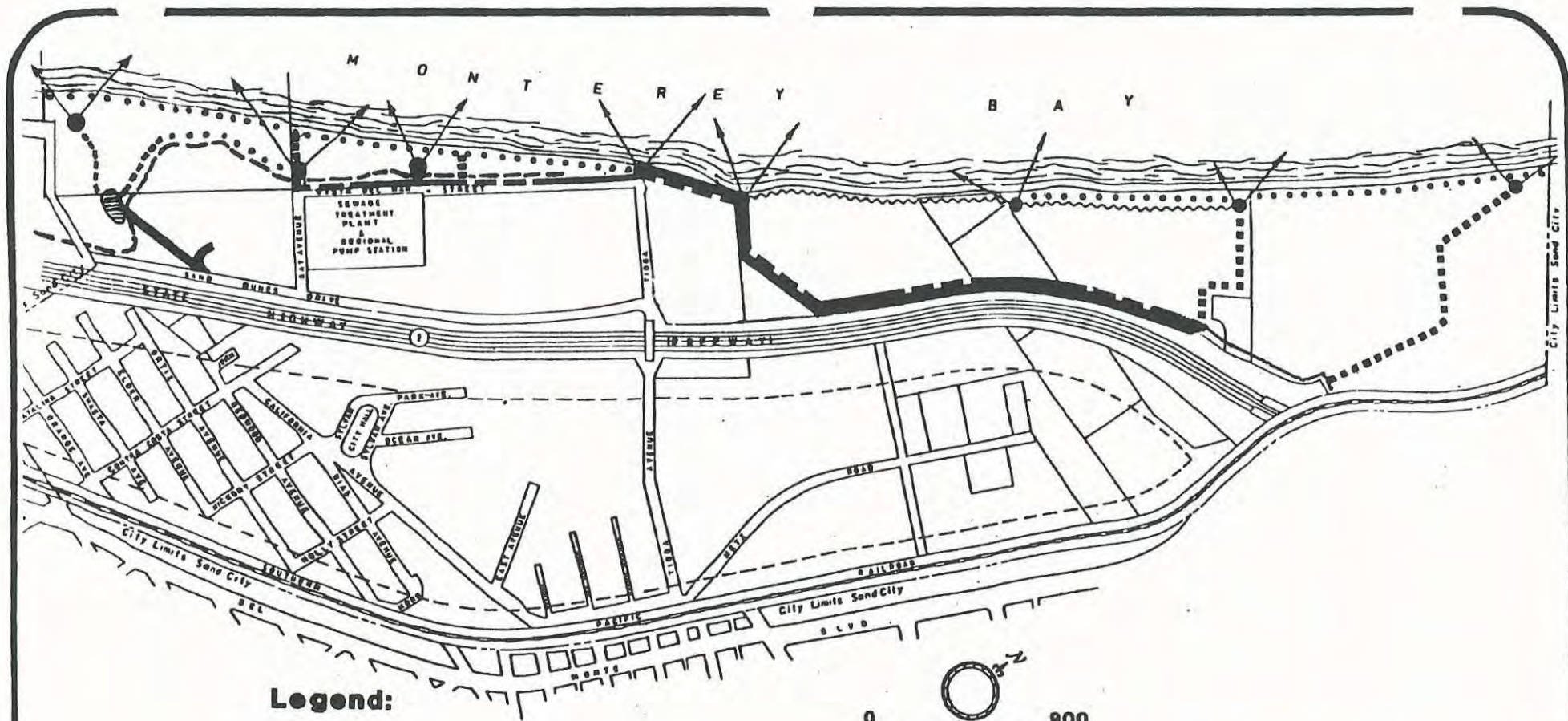
- a) where access is shown on Figure 4, dedication of a vertical and/or blufftop access easement which meets the criteria established in Policy 2.3.4;
- b) where no access is shown on Figure 4, dedication of an access easement where it is found to be consistent with the criteria of Policy 2.3.4; or
- c) where no access is shown on Figure 4, and access dedication cannot be achieved consistent with Policy 2.3.4, payment of in-lieu fees for development and maintenance of other accessways.

2.3.2 Require dedication of lateral access easements for dry sand access along sandy beaches as part of all shorefront development.





2.3.3 Developed public accessways shall at the minimum provide trash receptacles, signs and trail improvements. Vista points shall be located and designed to take full advantage of views to and across the Bay, with provisions for vehicle turnouts where accessible from a public road, signs, and trash receptacles. Developed vista points should be accessible from a public road or accessway.

2.3.4 Work with landowners and public agencies to develop and manage vertical and lateral accessways in the general locations shown on Figure 4. Future developments shall implement safe accessways and improvements as determined by the City. Site specific locations shall be developed as part of future development proposals, and according to guidelines established by the City. The following criteria shall be used to determine the exact location of accessways.

- a) Accessways should be located at intervals commensurate with the level of public use.
- b) Accessways should be sited where the least number of improvements would be required to make it usable by the public, where support facilities exist or can be provided, where public safety hazards are minimal, and where resource conflicts can be avoided or mitigated.
- c) Vertical accessways to the shoreline should be located in areas where there is sufficient beach area, and should be distributed throughout an area to prevent crowding, parking congestion, and misuse of coastal resources.
- d) Accessways and trails should be designed and sited to:



**Legend:**

-  **BLUFFTOP ACCESS**
-  **FLOATING VERTICLE ACCESS  
(GENERALIZED LOCATIONS)**
-  **LATERAL ACCESS (SANDY BEACH)**
-  **PROPOSED BICYCLE PATH  
(GENERALIZED LOCATION)**
-  **VISTA POINTS**
-  **FLOATING PLAN LINE  
(GENERALIZED LOCATIONS)**



Note: For more detail south of Bay Avenue, refer to Figure 12

**SAND CITY LCP LAND USE PLAN**

**PUBLIC ACCESS PROVISIONS**

Figure 4

- 1) minimize alteration of natural landforms, conform to existing contours, blend in with the visual character of the setting, and be consistent with the City's design standards;
  - 2) prevent unwarranted hazards to land and public safety;
  - 3) provide for privacy of adjoining residences and minimize conflicts with adjacent or nearby established uses, and be wide enough to permit placement of a trail and/or fence and a landscape buffer;
  - 4) prevent misuse of sensitive coastal resource areas; and
  - 5) be consistent with military security needs.
- e) Coastal access trails should not be located in areas of high erosion or fire hazard or in areas hazardous to public safety (including blufftop areas where bluff stability is a concern), unless the trail is designed and constructed so that it does not increase the hazard potential, or if it is required to correct abuse by existing access use.
- 2.3.5 Both existing and future surf zone dragline sand mining operations will be required to provide safe lateral public access across dragline operations without unreasonable delays. A definition of unreasonable delays must be adopted by the City and on record at City Hall for public review. All dragline operations must be sign posted to acknowledge the public's right to pass, as well as indicate a safe distance from dragline while it is in operation. Operator of dragline should have a clear view of beach area and dragline.
- 2.3.6 Future accessways shall be guided away from any dune areas that may be proposed for stabilization or restoration. Where major accessways may be available through dunes to the coast, boardwalks or other appropriate pathways shall be used to protect the vegetation stabilizing the dunes. Other access routes through the dunes shall be restricted.
- 2.3.7 Protect visual access at the general points shown on Figure 4 by requiring provision of public vista points as part of future developments in these areas. Site specific locations will be developed as part of future development proposals and according to the guidelines set forth in Policy 2.3.4.
- 2.3.8 Protect private property owners' rights and privacy by directing the public to designated accessways.

- 2.3.9 New improved accessways shall not be made available for public use until public or private agencies responsible for managing the accessway have addressed the following management concerns:
- a) identification of the types of uses to be allowed;
  - b) the need for any seasonal restrictions;
  - c) the type of improvements needed, such as signs, gates, trash receptacles, boardwalks, restrooms;
  - d) the proposed location, type and amount of parking facilities; and
  - e) identification of the number of users that can be supported.
- 2.3.10 Require new development to dedicate and improve accessways, which shall be opened to the public when such accessways are accepted by a public or private agency. An offer of access dedication shall revert to the owner after five years from development project completion (including access improvements) if it has not been accepted by an appropriate public or private agency. Accessways whose title is maintained in private ownership shall remain open to the public during daylight hours subject to a deed restriction recorded on or prior to the time of reversion of the offer of dedication.
- 2.3.11 Ensure provision of adequate parking for designated pedestrian accessways. Require provision of public parking as part of developments at a rate of 10 percent above the project's total required parking. The means for providing public parking areas will be the responsibility of State and local governmental entities and private development proposals. The following will be pursued where feasible and consistent with the Plan:
- a) utilization of State of California Parks Department Properties to provide public parking and other public services and amenities, which provide quick and easy access to beach areas;
  - b) abandonment, when appropriate, of some City paper streets, which then could be utilized for public parking strips, or traded for adjacent properties to form a more logically shaped parking lot; and
  - c) the City shall require approved development plans to include a provision for public parking on-site, or provide the property off-site, but in a convenient location to the beach areas, or be assessed an in-lieu pro-rata fee that the City could utilize for public parking and maintenance purposes.

Parking areas should be located in geologically stable areas where they would not cause or contribute to excessive erosion

or slope failure. Parking areas shall be screened from public viewpoints through landscaping, berming or other appropriate measure consistent with the Design Standards required in Section 5.3 of this Plan.

- 2.3.12 Signs which are required as part of accessways shall be designed according to design standards identified in Section 5.3.
- 2.3.13 All unimproved accessways that are made available for public use shall have signs posted to warn of any possible safety risks, in order to exempt public agencies from any liabilities associated with accessways. Areas that are closed to the public due to safety concerns and natural hazards shall be signed to prohibit access.
- 2.3.14 Implement a bicycle path as part of a regional bike path. The portion of the bike path designated where no road currently exists shall be developed as part of future development proposals along this road and/or development of the road.
- 2.3.15 The following specific access improvements are required as a part of development south of Bay Avenue:
- a) two vista points, one approximately 440 feet north of Bay Avenue and west of Vista del Mar Street, and one at the end of Ortiz Avenue. An overlook point shall be established at the end of Bay Avenue. All of these points shall be connected with vertical and lateral accessways and public parking areas. These public parking areas shall be credited toward site development public parking requirements;
  - b) a pedestrian and bicycle path connecting the south end of Vista del Mar and the three vista/overlook points with Sand Dunes Drive; and then along Sand Dunes Drive to the southern City boundary. Public parking areas should also be connected to the pedestrian accessway;
  - c) access and drainage improvements, as deemed necessary by the City, along Sand Dunes Drive, Bay Avenue and Vista del Mar Street;
  - d) vertical accessway (and stairway, if necessary) from public road to beach at the end of Bay Avenue; and
  - e) a floating plan line for Moss Street near the existing right-of-way, accessing the building envelope and public parking from Sand Dunes Drive.

## 2.4 Recommended Implementation Actions

- 2.4.1 Develop program for financing development of accessways and their improvements. Possible funding sources include the State Coastal Conservancy, U.S. Land and Water Conservation Fund, access easement in-lieu fees, and other appropriate local, state and federal agencies.
- 2.4.2 Develop design guidelines for development of accessways and improvements using Coastal Conservancy Access Standards.
- 2.4.3 Establish development review procedure for the development and implementation of public accessways as part of private developments.
- 2.4.4 Develop a program to provide public parking at designated accessways. Establish standards and possible financing sources.
- 2.4.5 Prepare a bikeway plan to guide the design, planning, development and construction of the proposed bike path and facilities, using the standards and guidelines established by the Coastal Conservancy, the California Bikeways Act, and the State Department of Transportation.
- 2.4.6 Seek funds from the Coastal Conservancy, the State Department of Transportation, and other appropriate agencies for development of a bike path.

### 3.0 RECREATION & VISITOR SERVING FACILITIES

#### 3.1 Coastal Act Policies

##### Section 30212.5

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

##### Section 30213

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

Neither the Commission nor any regional commission shall either: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel or other similar visitor serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

##### Section 30220

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

##### Section 30221

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already provided for in the area.

##### Section 30222

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

Section 30223

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30224

Increased residential boating uses of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

Section 30234

Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Section 30250(c)

- (c) Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.

Section 30252

The location and amount of new development should maintain and enhance public access to the coast by . . .

- (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.



Section 30253(5)

New development shall . . .

- (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Section 30254

New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. . . . Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

3.2 Background

Currently there are no developed recreational or visitor serving facilities within Sand City. Beach recreation is currently the primary type of recreation in the City. There is an existing beach that extends from the City's southern boundaries beyond Monterey Sand Company's seawall. However, beyond Tioga Avenue, parts of this beach area may be inundated during high tide. North of Monterey Sand Company's mining operation and seawall, there is another stretch of beach extending to the City's northern limits. However, future utilization of this beach may be constrained by the existing steep bluffs, which limit access opportunities.

The main area of beach recreation is the area between Bay and Tioga Avenue which is utilized to some degree for fishing, walking and viewing the coast and the Monterey Peninsula. Drivers commonly park their automobiles at the ends of Bay and Tioga Avenues in order to enjoy the visual resources of the Monterey Bay. The City of Sand City has posted signs indicating that walking and fishing are permitted at the end of Bay Avenue, and south from Tioga Avenue along the closed portion of Vista Del Mar Street. Off road vehicles have been observed in the dune area south of Bay Avenue, although the City has an ordinance prohibiting use of off road vehicles.

The State Department of Parks and Recreation currently owns some land within Sand City. Located south of Bay Avenue, it is an area of active sand dunes, characterized by shifting sand due to the absence of stabilizing vegetative cover. The properties in Sand City were originally acquired as part of the South Monterey Bay Dunes Project. The majority

of the land for this future park is located south of Sand City within the City of Monterey.

It was originally proposed that the state parklands in Sand City would be used for coastal access and beach recreation, with a parking lot to be located outside of the City. Because the State does not own any oceanfront property, and their lands are separated from the shoreline by privately owned property, access and beach uses could be limited. It seems appropriate that these state owned properties, at least in part, could be utilized to provide public parking (as well as open space) for beach access. A dune management program was also originally envisioned by the State for these lands. Generally, dune management programs require restrictions on public use in order to allow time for vegetation to re-establish itself. If public parking were to be provided on some of the state owned property, it would have to be coordinated with a dune management program.

At this time, the South Monterey Bay Dunes Project is not an operating state park, and there are no foreseeable plans for development of the acquired properties in the near future. The acquired sites in Sand City are interspersed with private holdings, and are likely to remain in open space, as the State has no plans to sell the land.

Currently there are no commercial or recreational fishing-boating facilities in the City. There is no commercial fishing that is established off of Sand City's coastline. Future establishment of boating facilities off of Sand City's coastline would still come under Coastal Commission jurisdiction and permit authority. However, permit authority for an inland marina (inland of the mean high tide line) would be delegated to the City. Recreational surf zone fishing along the coastline does exist, but does not require any special facilities.

It does not appear that boating facilities would be feasible in Sand City due to wind and wave conditions. However, there is not any data available to determine feasibility. Section 30224 encourages provision of new boating facilities in natural harbors, new protected water areas and in areas dredged from dry land. The option for future recreational boating facilities in Sand City should be left open, but only contingent upon geologic and other feasibility studies.

Although currently there are no developed recreational or visitor serving facilities in Sand City, existing facilities on the Monterey Peninsula were evaluated to help determine visitor demands in Sand City. It was found that visitor days spent on the Monterey Peninsula increased from 4 million days in 1965 to 8.8 million days in 1976, more than doubling in ten years. Projections made by the City of Monterey indicate that the visitor days spent on the Peninsula could reach 15.3 by 1985, nearly twice as many as in 1976. This increase can be attributed in part to improved accessibility to the Peninsula, improved facilities such as the Monterey Peninsula Conference Center, and additional cultural and sporting events.

Visitor serving and recreational uses on the Peninsula take several forms. A variety of overnight lodging facilities (i.e., hotels/motels,

campgrounds and recreational vehicle parks) are available on the Peninsula within a wide range of rates.

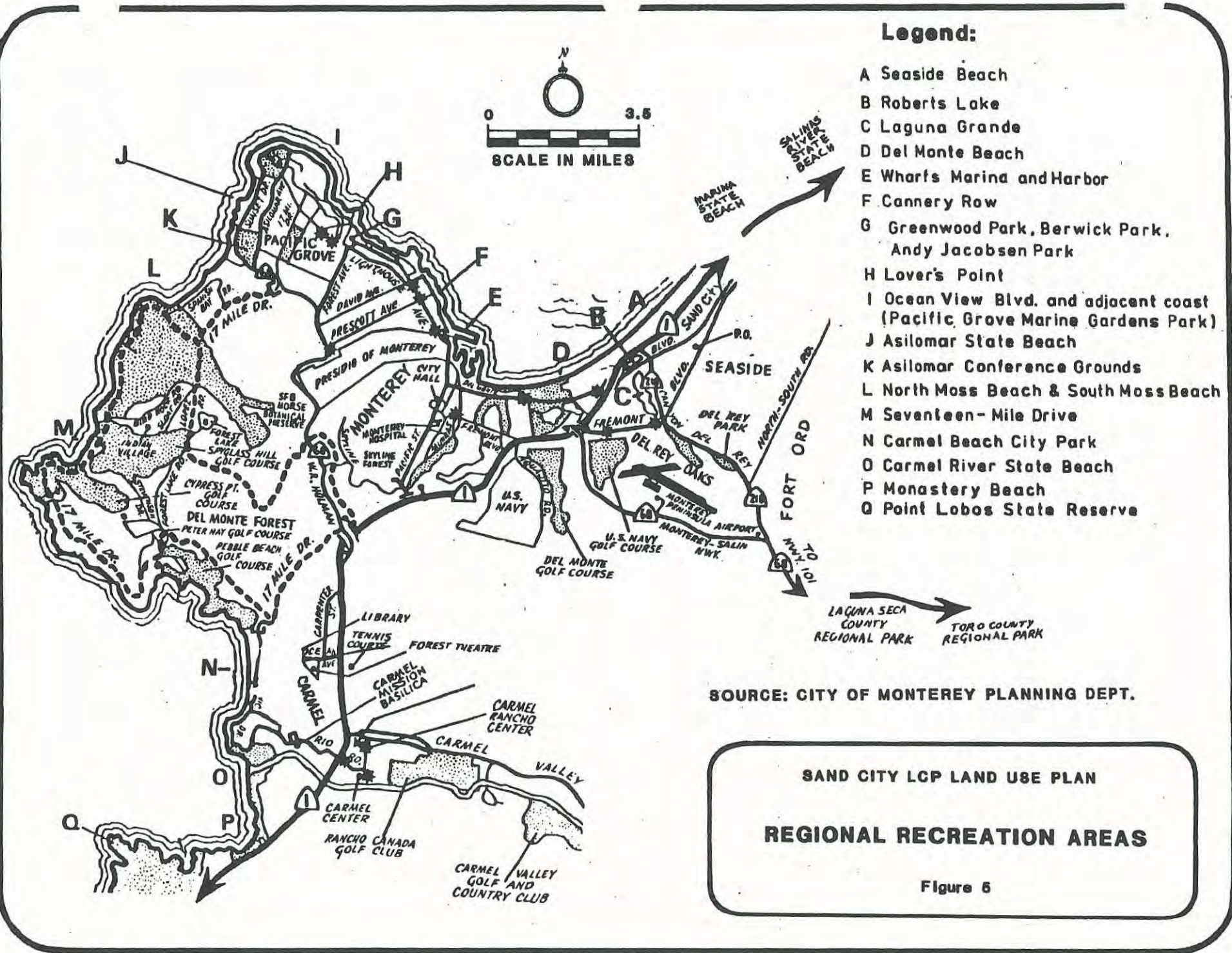
State and regional parks and beach areas provide opportunities for walking, sightseeing and general beach uses. There are numerous parks and visitor-serving attractions in the Monterey Peninsula region, which are shown in Figure 5. In the vicinity of Sand City, there are two state parks and a regional park facility (Laguna Grande), which is being developed immediately southwest of Sand City. In addition to parks, commercial recreation is available on the Peninsula, including golfing, recreational fishing, boating and scuba diving.

The main recreational uses on the Monterey Peninsula are associated with visitor-serving facilities, especially hotels and motels. Demand for this type of visitor serving facility is high and is expected to increase, according to projections made by the Associated Monterey Bay Area Governments (AMBAG). Demands for public recreational facilities appear to be lower than for visitor serving facilities. Although over a million people visit State parks annually, the majority of the Peninsula's total day visitors are sightseers, golfers, and special event visitors rather than State park visitors. The existing parks in close proximity to Sand City will help meet regional recreational demands.

The availability of land in Sand City can help meet regional visitor serving demands. Nearly half of the lands west of State Highway One are vacant. This presents many opportunities for visitor serving commercial and recreational uses.

### 3.3 LCP Policies

- 3.3.1 Visitor-serving and public recreational uses are given priority west of State Highway One, as designated on the Land Use Plan Map in Section 6.0. Development of these uses shall be consistent with the protection of natural and visual resources.
- 3.3.2 Encourage development of visitor serving facilities that provide services which meet a range of visitor needs. Provision of visitor facilities and services open to the general public, such as but not limited to state park facilities, dedication of sandy beach, and development of viewing areas and sheltered areas, is expected as part of each shorefront development project. Lower-cost visitor serving facilities such as campgrounds are encouraged.
- 3.3.3 Permitted uses in areas designated as visitor serving commercial include hotels, motels, accessory shops (including gift shops, travel agencies, beauty shops, et cetera), food service establishments, service stations, recreation retail shops and services (i.e., bike rentals), campgrounds, recreational vehicle parks and other recreational facilities operated as a business and open to the general public for a fee. Permitted uses in areas designated as public recreation include public parks, picnic areas, parking areas, sandy beaches and access-



ways which are publicly owned or over which access easements are to be required as a condition of development. In addition to areas designated public recreation on the Land Use Plan Map, public recreation also means public uses within development projects such as picnic areas, wind shelters, promenades or other indoor public recreational area uses where outdoor recreation may not be favorable; other support facilities for public recreational uses; and controlled public access and/or educational programs in areas of dune restoration programs.

- 3.3.4 Permitted timeshare residential units shall be restricted to purchase in 31-day maximum increments and to occupancy for 31-day maximum periods.
- 3.3.5 Require proposed visitor serving and recreational developments to comply with development and design standards presented in Sections 5.3 and 6.4.
- 3.3.6 Encourage the State Department of Parks and Recreation to maintain and develop State owned lands in Sand City, or to evaluate options for land exchanges or consolidation of holdings in order to develop viable recreational uses in another area more suitable for public recreation.
- 3.3.7 Encourage the State Department of Parks and Recreation to develop, or allow the development of, public parking facilities on a portion of their property holdings in Sand City.
- 3.3.8 Require all visitor serving developments to provide adequate parking for the project users, commensurate with the proposed use. The developer will have to provide an adequate number of parking spaces to suit that development, including any public uses on-site. In addition, the developer will be required to provide additional public parking at a rate of 10 percent above the project's total required parking, consistent with Policy 2.3.11.
- 3.3.9 Ensure provision of adequate public beach recreational areas for public use commensurate with future population growth and development, and compatible with existing development. Require the dedication of all sandy beach areas seaward of the toe of the dune, bluff or shoreline protection device as a condition of future development.
- 3.3.10 Provide parks and open space areas for City residents at a level commensurate with the City's population. New residential developments shall provide parks and open space areas for the residents of the development or pay in-lieu fees for resident park development elsewhere in the City.
- 3.3.11 Permit future development of a recreational boating facility only if required geologic, environmental and economic studies demonstrate its feasibility. This may need to include the provision for a newly protected water area, such as could be

provided by a breakwater or groin. The Coastal Commission will maintain jurisdiction and permit authority over all areas seaward of the mean high tide line. The City would expect that other agencies acting on such a project would ensure that construction of such structures will not adversely impact Sand City's shoreline.

3.3.12 As part of any visitor-serving commercial development approved by the City for the area south of Bay Avenue, the developer shall provide public recreational provisions including, but not limited to, the following improvements:

- a) at the end of Bay Avenue and north along Vista del Mar Street a minimum of 440 feet, or to the end of the specific plan area boundary:
  - 1) a vista point and an overlook with access provided to the beach as illustrated in the LUP Resubmittal Map;
  - 2) dune stabilization;
  - 3) pedestrian/bicycle path;
  - 4) public restrooms;
  - 5) fisherman's facilities; and
  - 6) a public parking area for 12-15 cars, which shall count toward the public parking requirements of the site development.
- b) between the Ortiz Avenue right-of-way and the new Moss Street alignment:
  - 1) construction of a public parking area for 25-30 cars and an access road to the parking area. This parking area shall count toward the public parking requirements of the site development (refer ahead to Figure 12);
  - 2) a vertical accessway (boardwalk) from public parking area to active recreation beach and vista point;
  - 3) a vista point and interpretive display(s) located in the public amenity zone (refer ahead to Figure 12);
  - 4) picnic areas (4-6) with windscreens, tables and fire rings located in the public amenity zone;
  - 5) public restrooms accessible to the parking area and picnic area;
  - 6) dune stabilization and bluff top enhancement; and
  - 7) a butterfly habitat zone with restricted or no public access.

Prior to installation of any of the above improvements, detailed plans shall be subject to review by the State Department of Parks and Recreation (if any of their property or management services are involved), the City of Seaside (south area improvements only), any park management agency with jurisdiction, and the coastal permitting authority (the City of Sand City).

### 3.4 Recommended Implementation Actions

- 3.4.1 Revise Zoning Ordinance to include visitor serving and public recreation designations.
- 3.4.2 Develop parking standards for visitor serving developments. Further standards will need to be established for public parking. (See Implementation Action 2.4.4.)
- 3.4.3 Develop a Park Dedication Ordinance to require developers of residential properties to provide on-site recreational areas for residents or to dedicate in-lieu fees for park development in another area. Standards should be developed to determine the amount of dedication commensurate with the level of development, and this should be included in the Ordinance.

#### 4.0 COASTAL RESOURCE MANAGEMENT

#### 4.1 Coastal Act Policies

##### Section 30230

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific and educational purposes.

##### Section 30231

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

##### Section 30233

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

...

(5) Incidental public service purposes, including, but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.



(7) Restoration purposes.

- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable longshore current systems.

...

#### Section 30235

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fishkills should be phased out or upgraded where feasible.

#### Section 30240

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

#### Section 30244

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

#### Section 30253

New development shall:

- (1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

- (2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

## 4.2 Background

### 4.2.1 Shoreline Sand Supply and Sand Mining

Permanent long-term erosion of the coastline has generally occurred along Monterey Bay over the past 60 years. In the past, there has been quite a bit of data generated in an attempt to calculate a sand budget for the southern Monterey Bay region. However, because various researchers have made different assumptions regarding the various factors influencing sand transport, an accurate sand budget has not been agreed upon.

Average annual erosion rates for Sand City in general, as estimated by previous researchers, range between 1.4 and 5 feet per year. Typically, it has been found that permanent coastal erosion takes place along the cliffs and bluffs as a result of major storms. There may be no erosion for many years, and then significant erosion will result. In addition, erosion rates will vary at different points along the coast due to differences in wave refraction, type of topography, and location. Thus, an average uniform erosion rate cannot be applied to Sand City's coastline.

Currently, two existing sand mining operations in Sand City utilize the surf zone and sand dunes as sources of sand. The sand mined by Monterey Sand Company is from the surf zone and is unique and classified as "specialty" due to its physical characteristics, including its range of grain size. The surf zone of southern Monterey Bay is one of few locations which produces this type of sand. As a result, Monterey Sand Company's mining operations have been determined to be "coastal dependent" by the Coastal Commission. Lone Star Industries currently mines sand on its property for use as construction grade sand, which is not considered a specialty use.

The major issues regarding surf zone sand mining are whether it contributes significantly to erosion (because it removes sand from beaches that protect bluffs) and its overall impact on longshore sand transport. Based on review of available documented studies to date, there is no conclusive evidence regarding the contribution of sand mining to coastal erosion.

Most researchers are of the opinion that sand mining probably contributes to coastal erosion, but studies conducted to date have not reliably quantified the extent of the presumed contribution to erosion and thus provide limited basis for attempting to determine whether the presumed contribution is "significant." In the absence of reliable quan-

tified documented evidence, it cannot be concluded that sand mining contributes significantly to coastal erosion.

The actual sand mining operations (bucket and drag line) apparently do not permanently damage the surf zone, because the removed sand is quickly replaced. However, in late summer and early fall, it may take several hours for the sand to be replaced. It appears that the impact of sand excavation is insignificant in comparison with the disturbance caused by common rip currents.

Determining the quantitative impacts of surf zone sand mining on coastal erosion would require an expensive, involved study because it would deal with monitoring the coastline and movement of sand over time. Several years ago, it was projected that over a period of five years such a study would cost at least \$500,000. While it was generally agreed that such a study would provide meaningful data, it was also recognized that there was no assurance that the study, or even a study over a duration as long as 20 or 30 years, would yield a conclusive result on the issue of sand mining's contribution to coastal erosion. Consequently, requiring such a study as a condition of approval of new or expanded surf zone sand mining appears to be unjustified and infeasible.

If new surf zone mining operations or expansion of existing operations are proposed in the City, data should be required in order to fully assess impacts, if any, and mitigations. Expanded operations mean a significant increase in dragline capacity through the use of multiple drag-lines. Any proposed new or expanded surf zone mining operations will require a Mining Permit. The Mining Permit will be processed according to the standards of the State Mining and Reclamation Act as well as the LUP Policies. The City will in its Implementation Program, through a mining ordinance, require that existing mining participate in a shoreline erosion monitoring program. The City cannot approve a permit if it finds that the mining has a significant adverse impact on the shoreline, as set forth in the policies. It is also noted that the Coastal Commission (and the State Lands Commission) will retain jurisdiction over mining seaward of the Mean High Water (MHW) line and the City will regulate through the Mining Permit and Coastal Permit the areas above the State's boundary. Mining either below or above the MHW line impacts shoreline erosion and therefore the City finds the following policies as being necessary to implement its LCP.

Sand dune mining has also occurred within the City. The quality of sand from dunes is not as high as that mined from the surf zone for use as specialty sands. Lone Star Industries mines dune areas on their property in the northern portion of the City, west of State Highway One. The sand dunes west of Highway One are in a disturbed condition and contain no natural habitat communities. While sand dune mining may not affect habitat areas, it removes vegetation, thereby reducing dune stability and creating conditions for blowouts. Dune mining may also impact visual resources by causing alteration or loss of a unique landform.

Several agencies regulate mining operations in the City. Permits are required from the U.S. Army Corps of Engineers and the California State

Lands Commission for surf zone mining. The State Surface Mining and Reclamation Act of 1975 requires cities and counties to prepare an ordinance to regulate surface mining operations and the preparation of reclamation plans. Pursuant to this Act, the City will require all surface mining operations to obtain a mining permit from the City. In addition, all surface mining operations must submit to the City for approval, a reclamation plan prepared on City applications as called for by the Act. The plan must identify uses of the land after reclamation and how the reclamation will be accomplished. Sand City has a draft ordinance and reclamation plan application, which has been reviewed by the State and has been determined to be in conformance with State law.

#### 4.2.2 Protective Shoreline Structures

Coastal bluffs and dunes within Sand City are subject to erosion, and efforts to protect these bluffs from erosion have been made over the past twenty years. There are three areas of existing seawalls within the City. These seawalls are actually bluff protective structures rather than an actual wall and consist of rip-rap and liquid concrete being poured into the voids of the structure to bind the structure together. There is no documented evidence that existing seawalls in Sand City have had negative effects on the local sand supply, and long-term impacts of seawalls on sand movement cannot be determined without data from a coastal monitoring study.

In the past, seawalls in Sand City have been maintained to a large extent with unconsolidated materials. This method of maintenance is not efficient for long-term bluff protection, is unsafe, may interfere with public access, and may visually degrade the shoreline area. Concerns also have been expressed regarding impacts of liquid concrete on onshore marine organisms. However, this appears to be a minimal impact.

The Coastal Act permits the construction of seawalls, groins, breakwaters, revetments, cliff retaining walls and other similar devices that alter natural shoreline processes in the following situations:

1. to serve coastal-dependent uses; and
2. to protect existing structures or public beaches in danger from erosion.

The Coastal Act prohibits the construction of protective devices for new development which would substantially alter natural landforms along cliffs and bluffs. The portions of Sand City's coastline which are not currently protected by seawalls are not in a natural condition. Most of the unprotected area consists of active shifting sands that have been severely impacted over time and are not in a natural condition. The dune area in the northern part of the City has been mined and also is not in a natural condition. There is also a bluff area that was once used as a landfill site. As a result, part of the bluff is manmade, and unconsolidated materials from this use are eroding from the bluff.

Nearly half of Sand City's coastline is undeveloped and is susceptible to coastal erosion. In the Monterey Sand Company Case (P-78-552), Com-

mission staff seemed to suggest that the threat of erosion to existing public facilities (Vista del Mar Street and the Sewage Treatment Plant) was a real possibility when they stated:

Much of the erosion occurs during major ocean storms . . . . Public beaches and dunes at Marina, Sand City, and Seaside are affected by erosion. Public works facilities at Sand City and Marina are located just inland from the retreating bluffs. Also there are some private properties which lie close to the receding shoreline, most notable the Holiday Inn within the City of Monterey's boundaries.

Protection of Sand City's shoreline from further erosion, whether developed or vacant is a critical factor in securing the long term protection of the City's existing structures, public facilities, and public health and safety. Protection of Vista del Mar Street will secure an important public access route. The existing sewage treatment plant and new regional pump station and pipeline are critical links in a regional sewage treatment program. It is apparent that the existing structures and public facilities near the City's shoreline are vital to serve the public benefit, and their long term protection must be secured. In considering future coastal developments as well as existing structures (such as Vista Del Mar Street, the sewage treatment plant, individual privately owned businesses, and State Highway One), some type of structural protective device may be necessary. The structures should be designed to eliminate or mitigate adverse impacts on local shoreline sand supply, based on findings of site specific geologic reports.

Once constructed, seawalls require periodic maintenance, including replacement of rocks that have become dislodged, or addition of rocks. Appropriate materials for maintenance of seawalls include liquid concrete, granitic rocks and sand. Methods of maintenance of existing seawalls will be in accordance with standards adopted by the City.

Construction of new seawalls is the dominant issue regarding shoreline protective measures. However, it should be mentioned that devices such as groins and breakwaters also could affect shoreline processes because they serve to trap sand upcoast and may accelerate erosion downcoast. In 1972, construction of a groin to create a public beach north of Bay Avenue to Tioga Avenue was determined feasible from an engineering standpoint. It also was found that there would be sufficient recreational demand to warrant its development. At the time, it was determined to be economically feasible, although it would not have been financially feasible for the City of Sand City. The project never was initiated.

If similar proposals were developed in the future for recreational or coastal dependent uses, there would be additional environmental factors to be considered, such as the impacts on sand transport. In addition, complete economic and engineering studies would be necessary. However, the options for this type of project should be left open, even though the costs of such a project today may be prohibitive. It should be noted that Sand City does not have jurisdiction over projects seaward of the mean high tide line.

#### 4.2.3 Natural Hazards

Several natural hazards have been identified within the Coastal Zone. These hazards have been grouped into three categories, as follows:

1. geologic hazards, including seismic hazards, fault rupture, groundshaking, liquefaction, ground lurching and lateral spreading, tsunamis and seiches, landslides and erosion;
2. flooding; and
3. fire.

Sand City, as well as the surrounding region, is located in a seismically active area. The major fault zones in the vicinity are the San Andreas (located approximately 20 miles to the northeast), the Monterey Bay fault zone (located immediately west of Sand City in the Monterey Bay), and the Hosgri-Palo Colorado-San Gregorio. These are all considered to be seismically active and capable of generating major earthquakes. In addition, there are fault traces underlying Sand City which are essentially concealed onshore traces of the Monterey Bay Fault Zone, and therefore should be considered to be active for preliminary planning purposes. These faults are buried and their locations are inferred, as shown in Figure 6. In order to assess the potential hazard to any proposed structures, these faults should be located accurately in the field, and an investigation of their degree of activity should be made.

Recognizing the seismic risk in the region, several potential earthquake hazards should be considered for impact in the Sand City area. These hazards include primary effects of fault surface rupture and ground shaking, as well as secondary effects, such as liquefaction, landsliding, ground lurching, lateral spreading, tsunamis and seiches. It is likely that the Sand City area will experience strong seismic shaking in the future. Fault movement causing ground shaking is the most significant hazard to manmade structures, which could cause widespread damage.

Investigation by Geoconsultants indicates that the liquefaction potential of sand deposits along the Monterey Coast beaches ranges between "moderate to high" and "low to moderate." The possibility that liquefaction may occur exists in Sand City, although there is not any data to identify specific locations. Liquefaction potential should be investigated as part of geologic investigation required for individual project proposals. Such investigations will determine site locations that will be subject to liquefaction and will present mitigation measures.

Because Sand City lies along the Pacific Coast, it may be subject to tsunami hazards. Tsunami, also known as seismic sea wave, is a large ocean wave generated by an earthquake or some other force causing water displacement in the ocean. Projections of distant source tsunamis indicate that the 100- and 500-year events would have a runup of 1.8 meters (6 feet) and 3.5 meters (11.5 feet), respectively. It should be noted

**LEGEND**

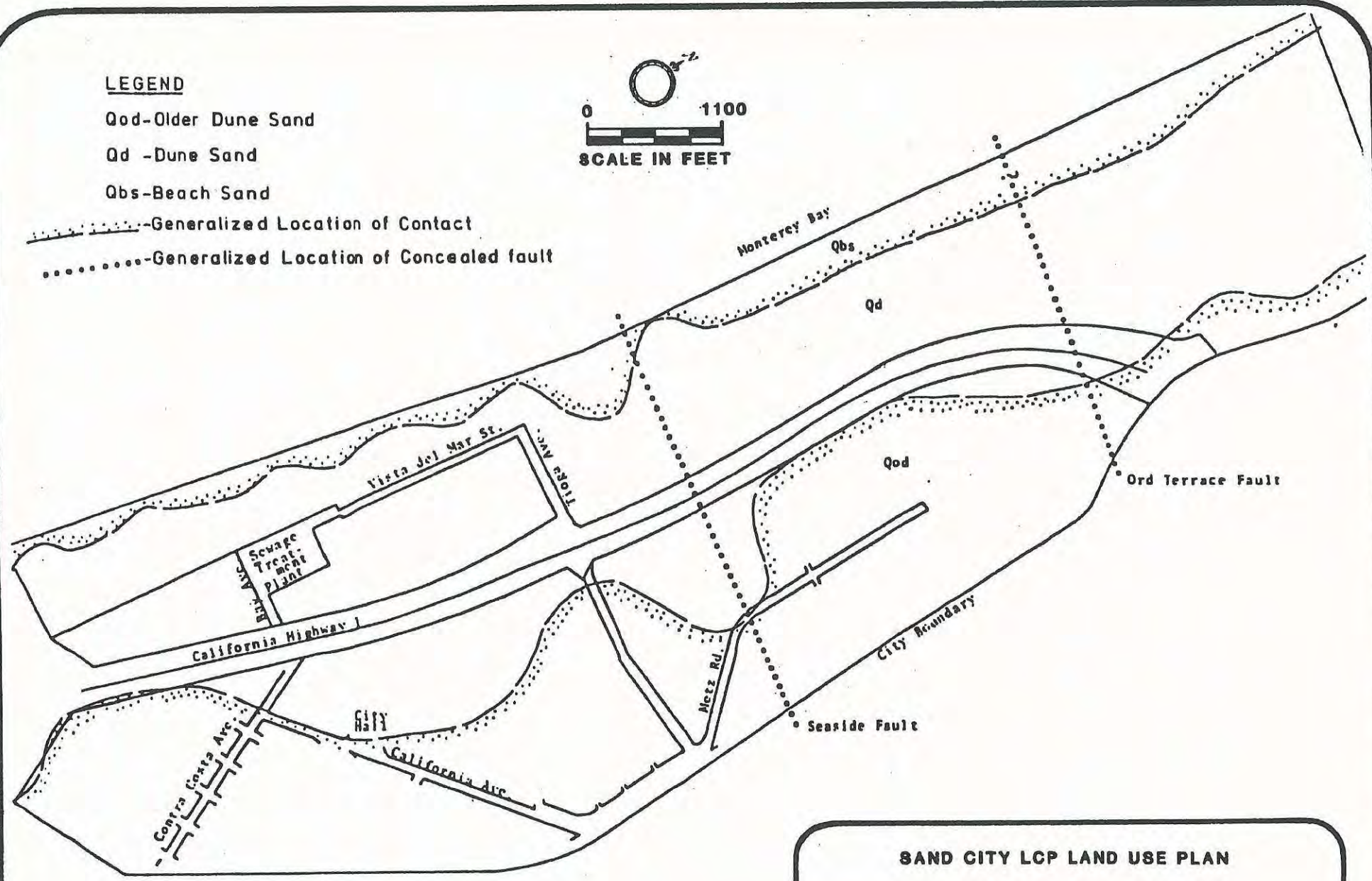
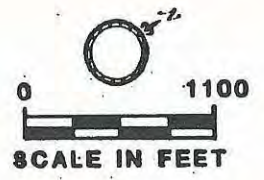
Qod-Older Dune Sand

Qd -Dune Sand

Qbs-Beach Sand

-----Generalized Location of Contact

.....Generalized Location of Concealed fault



**SAND CITY LCP LAND USE PLAN**

**LOCAL GEOLOGY**

**SOURCE: GEOCONSULTANTS INC.**

**Figure 6**

that although local-source tsunamis also may affect the area, no precise run-up hazard has been determined for these events as yet. In view of the potential hazard impacts resulting from tsunamis, these hazards should be evaluated in all future development plans for the lowest lying portions of the City.

The unconsolidated beach sands and dunes of Sand City may be considered to be unstable in that the loose sands are easily transported by wind or water. Landsliding, in the form of slumps, however, presents a potential hazard only in areas of steep bluffs.

It is generally agreed that the Monterey Bay shoreline has experienced permanent long-term coastline erosion. However, there have been substantial differences in calculations regarding an estimated average annual erosion rate. It is apparent that the relative amount of cliff retreat, with particular response to the influence of human activities, including mining and urbanization, cannot be quantified with any degree of certainty at the present time.

Floods become catastrophic only when people occupy the floodplain of a major drainage area. The 13.4 square mile Canyon Del Rey Basin bordering Sand City to the south is the largest drainage basin of the Monterey Peninsula. The Monterey County Flood Control and Water Conservation District has classified this basin as having inadequate drainage to handle historical and future floods. However, Sand City is not in a flood hazard area as determined by the Department of Housing and Urban Development Federal Flood Insurance Maps, except for the southwestern tip of the City and the potential for inundation by storm waves, tsunamis or seiches. Individual project proposals should specifically analyze and mitigate these potential hazards.

Fire hazards are assessed according to structure size and occupancy, type of use and distance from the fire protection agency. The hazard can be increased when water lines are inadequately sized and pumping capacities are below requirements.

In Sand City fire hazard problems do exist. Large warehouses and manufacturing areas create safety concerns. The type of use should be evaluated and an appropriate safety program implemented for each one of these businesses. In addition, undersized water lines should be replaced, pumping and storage capacities increased and the street circulation system improved and upgraded.

It is not expected that limited access to land on the oceanside of Highway One will influence response times. The existing fire response time is less than 5 minutes. Any new development in Sand City will be required to provide fire hydrants, access and fire prevention infrastructure as required by the Uniform Building Code.

#### 4.2.4 Sand Dunes and Environmentally Sensitive Habitats

One of the most distinctive coastal landforms in the Monterey Bay region is that of the Monterey Sand Dune complex, which extends from the Salinas River south to Canyon del Rey. The State and previous Coastal



Commission decisions have identified the Monterey Sand Dune complex as one of the largest dune complexes on the west coast, and therefore, as a whole, is characterized as a unique resource.

Generally, dunes provide aesthetic amenities, erosion protection from wind and storms when stabilized by dune vegetation, and in some areas dune habitats continue to display fine examples of native vegetation within a fragile ecological community. On a regional level, the best example of natural dune environment is at Salinas River State Beach.

Sand City's Coastal Zone has two distinct dune areas: the area west of State Highway One and the area east of State Highway One. An ecological survey performed in Sand City found that, generally, all dune areas have been highly degraded and are in a disturbed state, especially in the area west of State Highway One. As such, the City's dunes are probably the most degraded within the regional Monterey dune complex.

The remaining dune areas also comprise a large portion of the City's vacant land. As such, they are left to compete with other land uses and resource demands such as mining, recreation, potential residential/urban development, habitat areas, potential storm protection, and visual resources.

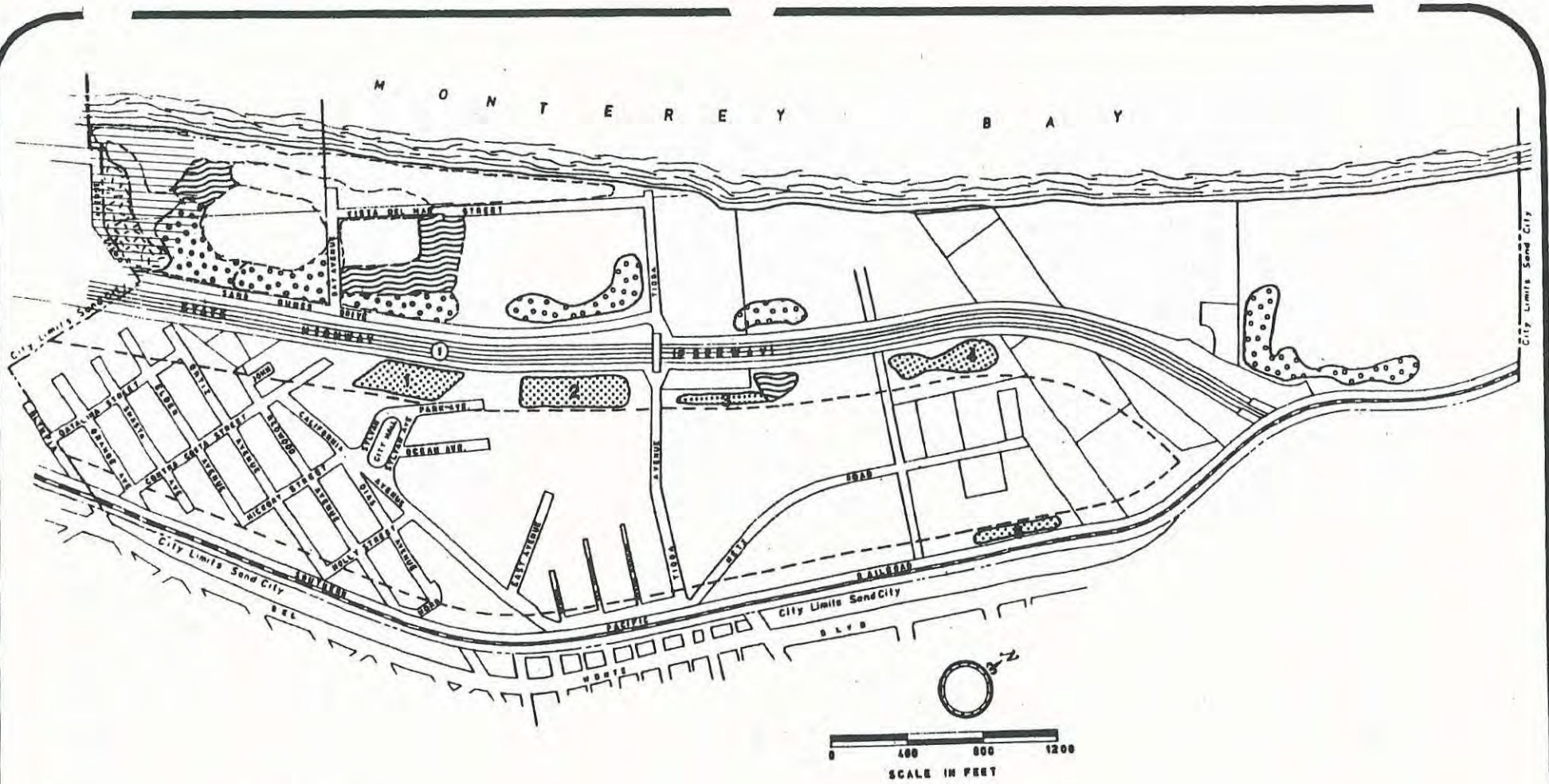
The dunes west of State Highway One are in a severely disturbed state. Due to human uses over time, the original dune landform in this area is generally absent. The majority of the dunes are active, characterized by shifting sand. Little plant life has established itself on these dunes, and where there is vegetation, it is dominated by non-native invasive vegetation. The area provides no natural habitats, although some native species are found. The dunes have other valuable qualities, however, including visual qualities and the potential for wind and erosion protection when stabilized with vegetation.

The area east of State Highway One is more diverse compared to the area west of State Highway One, having been impacted less; however, it is still a disturbed area. Within this area (east of State Highway One), there are 5 scattered locations which contain remnants of the fragile Coastal Strand community or ecotones between it and inland communities. These areas contain a variety of native species and some rare and endangered species, including the rare wallflower, the rare Monterey Ceanothus, the rare and endangered Sandmat Manzanita, and the food species, buckwheat, for the rare and endangered Smith's Blue Butterfly.




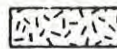

The Coastal Act defines "environmentally sensitive" habitat areas as:

any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.

Due to the presence of rare and endangered species east of State Highway One, these areas are considered environmentally sensitive habitats, even though they have been impacted over time and are in a disturbed state. These areas are shown on Figure 7 and indicate generalized locations of habitat areas. The biological survey conducted as a part of the LCP



**Legend :**

- 
**SENSITIVE HABITAT AREAS**  
 (Generalized Locations)
- 
**HABITAT RESTORATION AREAS**
- 
**DUNE STABILIZATION/RESTORATION AREAS**  
 (Within Future Development) Note: For more detail and additional land uses allowed south of Bay Avenue, refer to Figure 12
- 
**BUTTERFLY HABITAT RESTORATION ZONE**
- 
**AREA OF HIGH ARCHAEOLOGICAL SENSITIVITY**

**SAND CITY LCP LAND USE PLAN**

**COASTAL RESOURCES**

Figure 7

identified only generalized locations of potential rare and endangered species. No specific locations were identified. In many instances, only a "few" rare species were noted within a large area.

The Coastal Act requires protection of habitat values within environmentally sensitive areas. This means not only protection of rare and endangered plants, but also protection and/or enhancement of the dune coastal strand community within the environmentally sensitive habitat area. In Sand City, generalized locations of sensitive areas have been identified. Future developments within these areas will be subject to site specific review to determine exact locations of habitats and to incorporate mitigation measures to minimize habitat impacts. The entire area identified as an environmentally sensitive habitat must be protected, not just individual plants. Because these areas consist mostly of disturbed remnants of the coastal strand habitat, mitigation based on individual project proposals is the best method to minimize impacts.

Future development west of Highway One (where no environmentally sensitive habitats exist) should consider dune management programs as part of the development. Future dune management programs can take the form of stabilization and/or restoration. Dune restoration means that the dunes are restored to their native plant condition. This is a long-range, laborious process which generally cannot be applied on a large scale, and requires rigid control of human access in order to be effective. It appears that dune stabilization is a more practical process than dune restoration; however, it involves utilization of exotic species. While stabilization provides an immediate solution to the problems of active sand dunes, it often leads to long-range elimination of native plant communities. The existing State Parks property offers an opportunity for reconstruction or restoration of the native dune habitat (the portion of Area 2 owned by the State, identified in the Land Use Analysis in Appendix E).

#### 4.2.5 Marine and Water Resources

Section 30230 of the Coastal Act refers to the protection of marine resources. Currently there are two uses which may impact marine resources. One relates to use of liquid concrete for seawall maintenance. There has been concern in the past that water used to wash empty concrete trucks was being discharged into Monterey Bay. As a result, the property owner agreed to construct an on-site percolation pond in order to retain the washwater. Another concern was that liquid concrete smothers organisms found in the sand. However, this appears to be a minimal impact, which can be mitigated through regulation of seawall maintenance methods.

The other impact relates to the sewage treatment plant in Sand City. Currently the plant discharges primary treated sewage into the Monterey Bay. As part of a regional sewage treatment program, a pipeline is currently being constructed which will extend from the City of Monterey's treatment plant to a location north of Marina. It will carry the discharge from all Peninsula cities, including Sand City, and discharge into the Bay via a deep water outfall north of Marina. Discharge into

the Bay from Sand City will be eliminated upon completion of the pipeline, which is anticipated in 1982.

The Seaside Aquifer provides water for Sand City and other Peninsula areas. The general location of the aquifer, as it is presently known, is shown on Figure 8.

There has been concern in the past regarding water supply and quality in this aquifer. According to the U.S. Geological Survey (U.S.G.S.) Water Resources Inventory Report #82, the aquifer was overdrafted between 1966 and 1977. However, the aquifer is presently not in an overdrafted condition. There is a surplus of water which has been recommended to aid in the prevention of saltwater intrusion.

Saltwater intrusion has occurred within the Seaside/Sand City vicinity, in two wells monitored by the U.S.G.S. This was a localized situation, occurring in wells close to the coast, where pumpage has lowered water levels to below sea level. Well analyses in other Seaside wells do not show that seawater intrusion has occurred. A well monitoring program was recommended by the U.S.G.S. to be used as an early warning system for potential groundwater problems.

Additional new water wells in Sand City could create an overdraft which could lead to seawater intrusion; however, this cannot be substantiated. It would depend on the location and pumpage of the well, and the accuracy of available water supply data. A new well water system would not be allowed without the approval of the Monterey Peninsula Water Management District (MPWMD). The District has the authority to approve or deny any new water well system proposals. The City only has authority over new water well systems through conditioning of development proposals. Permit authority is granted to the MPWMD for new well water systems. The District would review the available water data, the proposed well water system, its use and pumpage, and evaluate potential overdraft and saltwater intrusion impacts. Review and approval through MPWMD provides adequate management of potential overdraft and saltwater intrusion impacts. In support of MPWMD's review and permit authority, the City should incorporate these requirements into City development review.

In addition, requiring quality monitoring on new wells would be enforced through the MPWMD and the County Environmental Health Department if they were to allow any new water well systems in Sand City. The MPWMD has indicated that they will embark on drilling a well in Sand City for the purpose of monitoring saltwater intrusion (quality) along the coast.

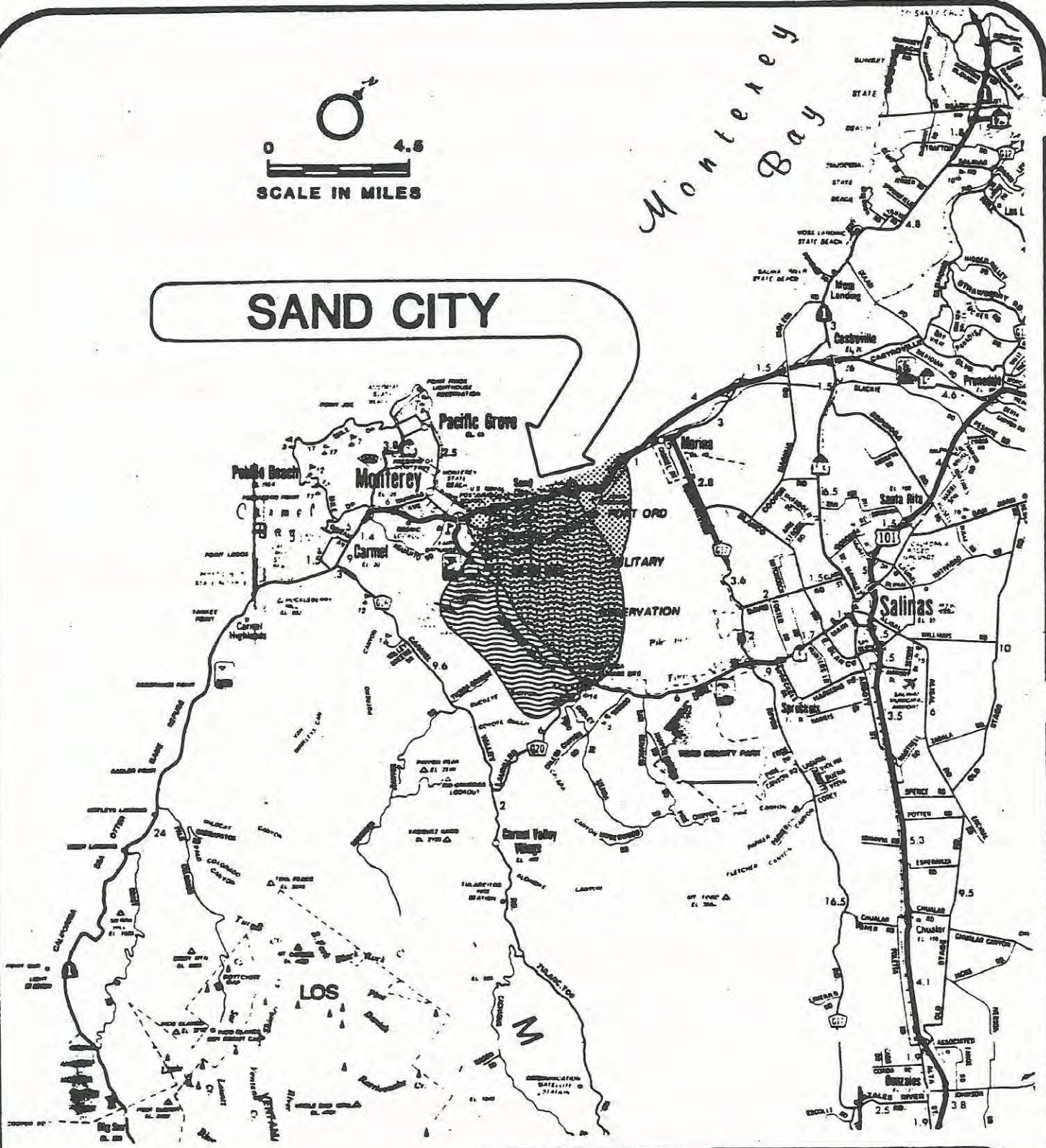
#### 4.2.6 Archaeological Resources

A preliminary archaeological survey prepared for Sand City indicated that there is one potential area of archaeological sensitivity in the southwestern coastal portion of the City, as shown on Figure 7. This area is of potential archaeological significance because there is a recorded resource in the area. It is possible that buried prehistoric resources may be found within the City, although currently there is not sufficient available data to predict any locations, nor is there reason



# SAND CITY

*Monterey Bay*



Source: AAA

**Legend:**



APPROXIMATE GROUNDWATER STORAGE BASIN



APPROXIMATE WATERSHED BOUNDARIES

**SAND CITY LCP LAND USE PLAN**

**SEASIDE AQUIFER**

Figure 8

to believe that any extensive archaeological resources will be located. Any resources that may be found should be small, such as temporary occupation areas in the dunes, specific resource gathering or processing areas, and relatively isolated burial sites. Development proposals in this area should be required to submit archaeological surveys by a qualified archaeologist to determine the presence and significance of archaeological resources, if any, and to recommend mitigations if necessary.

#### 4.3 LCP Policies

##### Shoreline Sand Supply and Sand Mining

- 4.3.1 Support the continuation of coastal-dependent sand mining operations.
- 4.3.2 New surf zone sand mining or expansion of existing surf zone sand mining shall be allowed only pursuant to approval of a Coastal Permit, Mining Permit and a Reclamation Plan. Expansion of existing surf zone mining operations means a significant increase in dragline capacity through multiple draglines, larger buckets, or change in dragline location.

The City shall also establish in its Implementation Plan a method of monitoring shoreline erosion along the Sand City coast for the purpose of analyzing future mining proposals. This method shall consist of the submission by sand mining operations, on an annual basis, of meaningful information on shoreline retreat by way of a benchmark program or other equally effective measurement.

The City shall not approve or renew a Coastal Permit for new or expanded surf zone sand mining if it finds that such new or expanded sand mining, either individually or cumulatively, will have significant adverse impacts on shoreline erosion. Such determination shall be made upon consideration of the results of the continuing shoreline erosion monitoring program, available evidence on the impact of surf zone sand mining on coastal erosion, and other relevant social, economic, environmental and technological factors.

Any Coastal Permit shall be issued subject to a condition that will permit the City to require that sand mining activity be reduced to previous levels (prior to the issuance of a Coastal Permit) or terminated (in the case of a new sand mining operation) if the continuing analysis or other available evidence on the impact of beach and surf zone sand mining on shoreline erosion shows that such operations have a significant adverse impact on shoreline erosion.

- 4.3.3 Enact an ordinance relating to surface mining and reclamation standards pursuant to the California Surface Mining and Reclamation Act of 1975 in order to regulate dune mining opera-

tions and reclamation procedures. As part of reclamation plans, require development of dune management programs within dune stabilization-restoration areas shown on the Coastal Resources Map.

- 4.3.4 Limit dune mining operations to areas which meet any of the following criteria except for areas designated as sensitive habitat, restoration or restoration/stabilization on the Coastal Resources Map:
- a) areas where previous dune mining activity has occurred;
  - b) areas where dunes are in a severely disturbed condition. Severely disturbed dunes are those without stabilizing vegetation and those which are active; and
  - c) areas which have been severely disturbed by activities related to and in support of coastal dependent sand mining.

An otherwise authorized existing dune-mining operation may continue to operate under this policy without an industrial designation as a non-conforming use.

#### Protective Shoreline Structures

- 4.3.5 Permit construction and maintenance of all shoreline protection devices (including seawalls) in situations where they are necessary to protect existing structures, coastal-dependent uses, public beaches and recreational areas, and public works. In the area south of Tioga Avenue, permit repair and expansion of a shoreline protective device only to protect Vista del Mar Street, an existing structure and major shoreline access route. Permit the construction and maintenance of new shoreline protective devices between existing shoreline protective devices north of Tioga Avenue where the geologic report has determined the technical feasibility of such construction. Permit construction of shoreline protective structures on the old landfill site if the geologic report demonstrates the necessity of such construction and if the development includes removal of all former landfill debris and garbage, in order to improve geologic stability and public health and safety. Such structures must not reduce or restrict public access, adversely affect shoreline processes, or increase erosion on adjacent properties.
- 4.3.6 If shoreline protection devices are found to be necessary, require complete geologic and engineering studies to determine the proper design appropriate to identified site conditions. The device should be designed to minimize visual intrusion.
- 4.3.7 Allow periodic maintenance of existing shoreline protection devices (including seawalls) and replacement of reinforcement with liquid concrete, granitic rocks, sand, or any material deemed appropriate from an engineering and visual standpoint.

Appropriate maintenance materials shall be in accordance with standards adopted by the City. Prohibit dumping of other unconsolidated materials onto seawalls.

#### Natural Hazards

- 4.3.8 All developments shall be sited and designed to minimize risk from geologic, flood or fire hazards.
- 4.3.9 Require preparation of geologic and soils reports for all new developments located in the coastal zone. The report should address existing and potential impacts, including ground shaking from earthquakes, direct fault offset, liquefaction, landslides, slope stability, coastal bluff and beach erosion, and storm wave and tsunami inundation. The report shall identify appropriate hazard setbacks or identify the need for shoreline protective devices to secure long-term protection of Sand City's shoreline, and shall recommend mitigation measures to minimize identified impacts. The reports shall be prepared by qualified individuals in accordance with guidelines of the California Division of Mines and Geology, the California Coastal Commission, and the City of Sand City. Geologic reports shall include the following:
- a) setback measurements that are determined from the most inland extent of wave erosion, i.e., blufftop or dune or beach scarp; if no such feature is identifiable, determine setback from the point of maximum expected design storm wave runup;
  - b) setbacks based on at least a 50-year economic life for the project;
  - c) the California Division of Mines and Geology criteria for reports, as well as the following:
    - 1) description of site topography;
    - 2) test soil borings and evaluation of suitability of the land for the proposed use;
    - 3) evaluation of historic, current and foreseeable cliff and beach erosion, utilizing available data;
    - 4) discussion of impacts of construction activity on stability of site and adjacent area;
    - 5) analysis of ground and surface water conditions, including any hydrologic changes caused by the development;
    - 6) indication of potential erodibility of site and recommended mitigation measures;



- 7) potential effects of seismic impacts resulting from a maximum credible earthquake and recommended building design factors and mitigation measures;
  - 8) evaluation of off-site impacts; and
  - 9) alternatives (including non-structural) to the project.
- 4.3.10 Encourage the clustering of developments away from potentially hazardous areas and condition project permits based upon recommendations presented in the geologic report.
- a) South of Bay Avenue, in no event shall the setback be less than 200 feet from the mean high water line. The mean high water line shall be established and adopted by the City as a part of the Implementation Plan for this area.
  - b) An active recreation beach zone and public amenity zone shall be established between the mean high water line and the building envelope (refer ahead to Figures 12 and 13). Uses allowed in the active beach and public amenity zones are described in Policy 6.4.1 of this Plan.
- 4.3.11 No development will be allowed in the tsunami runup zone, unless adequately mitigated. The tsunami run-up zone and appropriate mitigations, if necessary, will be determined by the required site-specific geological investigation.
- 4.3.12 Deny a proposed development if it is found that natural hazards cannot be mitigated as recommended in the geologic report, and approve proposed developments only if the project's density reflects consideration of the degree of the on-site hazard, as determined by available geotechnical data.
- 4.3.13 Implement building setbacks from active or potentially active fault traces of at least 50 feet for all structures. Greater setbacks may be required where it is warranted by site specific geologic conditions and as determined by the geologic report.
- 4.3.14 Require all new developments to be designed to withstand expected ground shaking during a major earthquake.
- 4.3.15 Require the developer of a parcel in an area of known geologic hazards to record a deed restriction with the County Recorder indicating the hazards on the parcel and the level of geotechnical investigations that have been conducted.
- 4.3.16 Require drainage plans for developments proposed on coastal bluffs that would result in significant runoff which could adversely affect unstable coastal bluffs or slopes.
- 4.3.17 Require all new developments to conform to minimum road design standards to ensure adequate fire protection access.

- 4.3.18 Require minimal water flow rates and fire response times for all developments in the coastal zone.

Sand Dunes and Environmentally Sensitive Habitats

- 4.3.19 Designate general areas as sensitive habitats as shown on the Coastal Resources Map (Figure 7). Where development is proposed in these areas, require field surveys by qualified biologists or agencies in order to determine exact locations of environmentally sensitive habitat areas and to recommend mitigation measures to minimize habitat impacts. Standards for biological field surveys will be set forth by the City.
- 4.3.20 Environmentally sensitive habitat areas shall be protected as follows:
- a) Habitat Areas 1 and 2 (shown on Figure 7; south of Tioga along the inland side of the freeway) are designated as habitat consolidation and preservation areas. In these small-lot areas, where a specific plan is required for future development, habitat areas shall be consolidated, enhanced, and preserved thereafter, and development shall be clustered. Any adverse impacts of such a specific development plan on native plant habitat (destruction of individual plants, elimination of natural dune area) may be mitigated, in addition to the required consolidation, off-site in designated restoration areas (see Policy 4.3.22b).
  - b) Habitat Area 3 (shown on Figure 7; north of Tioga along the freeway) is designated as a habitat preservation area. Development shall be limited to research and education, removal of iceplant, and fencing or other means of public access control.
  - c) Habitat Area 4 (shown on Figure 7; north of the Monterey Sand Company road along the freeway) is designated as a habitat preservation and enhancement area. No development shall occur except for native habitat enhancement activities, research and education, including removal of iceplant, planting of suitable native plant species, installation of temporary irrigation systems, and fencing or other means of public access control. Existing native plant communities in this area shall not be disrupted by enhancement activities.
  - d) Habitat Area 5 (shown on Figure 7; north of Tioga along the SPRR) is designated as a habitat relocation area. In this area, no development (such as grading or removal of major vegetation) shall occur unless and until the endangered species Monterey Ceanothus (C. rigidus) and Sandmat Manzanita (Arcostaphylos pumila) are both successfully established in Area 4 or another suitable area of the coastal zone (see Policy 4.3.22b).

- e) New uses proposed adjacent to locations of known environmentally sensitive habitats shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

4.3.21 Protect environmentally sensitive habitat areas by developing and implementing standards for development (including vegetation removal, excavation, grading, filling and the construction of roads and structures). Standards should include, but may not be limited to:

- a) encourage retention of open space through deed restrictions or conservation easements;
- b) restrict land disturbance and the removal of indigenous plants to the minimum amount necessary for structural improvements;
- c) require incorporation of appropriate mitigation measures such as setbacks, buffer strips, landscape plans, drainage control plans and restoration;
- d) where appropriate and feasible, allow the exchange of existing resource areas for other open space areas that would provide a more logical location for open space and that could be planted with those species found in the resource area; and
- e) require landscaping with native coastal plants in development proposals.

4.3.22 Plans for protection of environmentally sensitive habitat shall be subject to the following standards:

- a) prior to any development or specific plan approval which affects habitat areas identified on Figure 7, a qualified professional botanist shall prepare a plant survey and plan for the affected area which includes:
  - 1) description of type and location of existing native and other species;
  - 2) protection goals consistent with Policy 4.3.20;
  - 3) in habitat preservation areas: methods for controlling public access and eliminating invasive non-native species (iceplant);
  - 4) in habitat enhancement and consolidation areas: irrigation, fertilization and long-term maintenance requirements, and methods of establishing new native plants (e.g., seeding, transplanting) and eliminating iceplant;

- 5) mitigation measures for adverse impacts, such as loss of transplants to shock; and
  - 6) schedule setting forth time requirements for plant establishment, dune stabilization, access controls, etc.;
- b) Prior to approval of any development, specific plan, public works project or tentative subdivision map for these areas which may require habitat relocation or off-site restoration activities, a qualified professional botanist shall prepare a plan which, to the satisfaction of the California Department of Fish and Game, demonstrates:
- 1) the long-term suitability of the restored habitat for these species, including but not limited to wind protection, soil condition, and acre-for-acre replacement of habitat;
  - 2) the management methods needed for installation, nurturing, and permanent protection of the restored habitat, including but not limited to the method of establishment (seed, hydromulch, transplant), and access restrictions;
  - 3) the requirements for successful establishment of each species in another location, after which removal of the original plants may be possible.

Prior to the commencement of any development which affects Areas 1, 2, or 5, the rare and endangered species located in these areas shall be successfully established in the appropriate locations (see Policies 4.3.20.a and 4.3.20.d).

- c) All habitat protection plans shall include the maximum feasible planting or protection of dune buckwheat (Eriogonum parvifolium) and E. latifolium as a food source for the endangered Smith's Blue Butterfly (Shijimiaeoides enoptes smithi).
- d) All habitat protection plans shall contain an implementation and management component which provides for:
- 1) fencing, signing, or other appropriate access control measures to be installed as a condition of development (or as a condition of permits for restoration activities if no other development is proposed);
  - 2) responsibility by the developer for habitat installation, maintenance and preservation for at least five years. Permanent maintenance shall also be provided for, with reliance on public and/or private funding sources and ownership. Options for such management may be further pursued as part of the Implementation Plan, and shall include at least:

- (a) contribution of funds by developments requiring habitat preservation/enhancement/relocation measures; and
- (b) dedication of restored habitats to a public agency or private conservation organization with habitat management capabilities.

4.3.23 Require implementation of dune stabilization and/or restoration Programs as a part of new developments west of Highway One, in areas shown on Figure 7. Requirements for these programs shall include:

- a) a professional survey and habitat protection plan including relevant items set forth in Policy 4.3.22a;
- b) identification of any grading proposed for recontouring and/or dune stabilization;
- c) maximum use of native plant materials, including rare and endangered species;
- d) a maintenance program which includes:
  - 1) initiation of restoration activities prior to occupancy of new developments;
  - 2) completion of restoration activities within a five-year period, during which the owner, developer, homeowners association, an assessment district or other appropriate management agency accepts responsibility for the restoration activity;
  - 3) permanent preservation and maintenance of the restored habitat by integration with a development's general landscape program, dedication to a public agency, or other method; and
  - 4) effective restrictions for prohibiting vehicular access and managing pedestrian access to and through such areas.
- e) any restoration/stabilization plans for that area south of Bay Avenue shall be subject to review and approval of the State Department of Fish and Game and Department of Parks and Recreation. The State Department of Parks and Recreation shall only have review and approval authority if the stabilization/restoration area occurs on state park lands. Prior to issuance of a permit for development south of Bay Avenue, a field survey shall be performed by a qualified botanist and lepidopterist. If any host plants for the Smith Blue Butterfly (SBB) are found (*Eriogonum latifolium* and *Eriogonum parvifolium*), or the SBB itself, then Policies 4.3.21 and 4.3.22 shall apply and habitat preservation/mitigation shall occur subject to the review and approval of

the California Department of Fish and Game and the U.S. Fish and Wildlife Service;

- f) allowed as a part of dune stabilization/restoration programs in Area 4a south of Bay Avenue, and dune stabilization programs in Area 2 shall be the provision for concealed and/or underground land uses as described in Policy 6.1.4b and illustrated in Figure 12; and
- g) south of Fell Street (a paper street), areas designated as public amenity zones shall not be considered dune restoration/stabilization areas. Although these areas may contain dune stabilization and bluff top enhancement, and may be required by the City to concur with some or all of the dune restoration/stabilization policy criteria, they will be allowed additional uses as described in the Land Use Component of this Plan (Policy 6.4.1).

4.3.24 Designate areas especially suitable for dune habitat restoration on the Coastal Resources Map (Figure 7). These include:

- a) a triangular area of dune face, north of Tioga and inland of the freeway, which is vegetated with iceplant;
- b) the area currently used as the Seaside Sanitation District Treatment Plant, which will be retained in open space after the plant is demolished;
- c) the area between the Treatment Plant and Sand Dunes Drive, which is vegetated with iceplant;
- d) portions of Sensitive Habitat Area #4, which contain iceplant and other non-native species; and
- e) three areas west of the freeway north of Bay Avenue designated for stabilization/restoration as part of future development.

Require these areas to be maintained in open space, and prohibit grading except in conjunction with an approved habitat restoration activity, or in area (b) in conjunction with treatment plant construction, operation, or demolition, or in area (c) in conjunction with a development approved pursuant to Policy 6.4.10 (Option 2). Permit these areas to be used for restoration or enhancement of native dune plant habitats, establishment of new habitat for rare or endangered species, and in conjunction with approved development for off-site habitat mitigation.

- f) south of Bay Avenue and west of Sand Dunes Drive, require the following programs:
  - 1) dune stabilization/restoration, designated as Area 4a, and illustrated in Figure 12. This shall include the provision for underground visitor-serving land uses and

parking structures, concealed by the dune stabilization/restoration program;

- 2) dune stabilization with concealed private recreation, underground private recreational and parking uses, public access and recreation, a floating plan line and underground visitor-serving commercial uses, designated as Area 2 on Figure 12. This area shall include the provision for concealed and/or underground uses as described in Policy 6.4.1b and illustrated in Figure 12;
- 3) dune restoration designated as Area 6 on the Resubmittal Map. This area shall be restored as a native dune area with restricted public access; and
- 4) butterfly habitat restoration designated as Area 7a on Figure 12. This area shall be restored, based on the recommendations of a qualified biologist/ ecologist, to a habitat area for the rare Smith's Blue Butterfly. A full biological report shall be required by the City prior to restoration, as is required in other dune restoration areas. This report shall be made available for review and comment by the State Department of Fish and Game and the Coastal Commission.

Dune stabilization and restoration programs in these areas shall be implemented so as not to conflict with visual policies of this Plan. All dune restoration and stabilization activities south of Bay Avenue shall be consistent with Policies 4.3.23, 4.3.25, 4.3.26, and 4.3.27. Any portion of the sewage transmission line easement outside of the permitted building envelope south of Bay Avenue shall be restored (stabilized and replanted) as a condition of development approval.

- 4.3.25 Enhance coastal plant communities by requiring new developments to utilize appropriate native coastal plants in landscaping plans that are compatible with existing native species. Prohibit the use of invasive plants in landscaping schemes.
- 4.3.26 All off-road vehicles shall be prohibited on the dunes, except those necessary for emergency and to support coastal dependent uses and shall be limited to existing paths and stockpiles in order to protect dune vegetation.
- 4.3.27 Where major access routes are available or desirable through sand dunes to the coast, boardwalks or other appropriate pathways constructed of permeable materials should be provided to protect the vegetation stabilizing the dunes.

#### Marine and Water Resources

- 4.3.28 Protect marine resources for long term commercial, recreational, scientific and educational purposes.

- 4.3.29 Protect the water quality of the ocean. Sources of pollution to coastal waters shall be controlled and minimized.
- 4.3.30 Regulate seawall maintenance methods in order to prevent potential impacts to marine resources.
- 4.3.31 Require future developments which utilize private wells for water supply to complete adequate water analyses in order to prevent impacts on Cal-Am wells in the Seaside Aquifer. These analyses will be subject to the review and approval of the Monterey Peninsula Water Management District. In support of MPWMD's review and permit authority, the City should incorporate these requirements into City development review.
- 4.3.32 Encourage well monitoring programs which will provide an early warning system for potential groundwater quality problems resulting from seawater intrusion.

#### Archaeological Resources

- 4.3.33 Designate general locations as areas of archaeological sensitivity as shown on Figure 7. Where development is proposed in these areas, require a survey by a qualified archaeologist to determine the existence and significance of any on-site archaeological resources and recommend mitigation measures. If such resources are found reasonable, site-specific mitigation measures shall be required as a condition of the development permit.
- 4.4.34 Require protection, evaluation, and/or removal under supervision by a qualified archaeologist and consultation with a qualified Native American representative, archaeological resources that may be found during the construction process.

#### 4.4 Recommended Implementation Actions

- 4.4.1 Adopt Surface Mining and Reclamation Ordinance.
- 4.4.2 Develop standards and guidelines for required geologic report.
- 4.4.3 Develop standards to determine acceptable risk levels associated with geologic, flood or fire hazards.
- 4.4.4 Develop standards and guidelines for required biological surveys.
- 4.4.5 Develop standards for development within and adjacent to environmentally sensitive habitats as identified by biological surveys.



- 4.4.6 Develop landscaping guidelines for utilization of native plants.
- 4.4.7 Develop design and maintenance guidelines for dune stabilization programs.

## 5.0 COASTAL VISUAL RESOURCES

### 5.1 Coastal Act Policies

#### Section 30251

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views, to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastal Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

### 5.2 Background

#### 5.2.1 Existing Visual Resources

Sand City's coastal zone is separated by Highway One, which forms a distinguishing boundary between the City's visual resources. The area west of Highway One is characterized by shifting sands, non-native iceplant, beaches, coastal bluffs and views of Monterey Bay. The area east of Highway One is characterized as primarily industrial due to the existing land uses outside of the coastal zone.

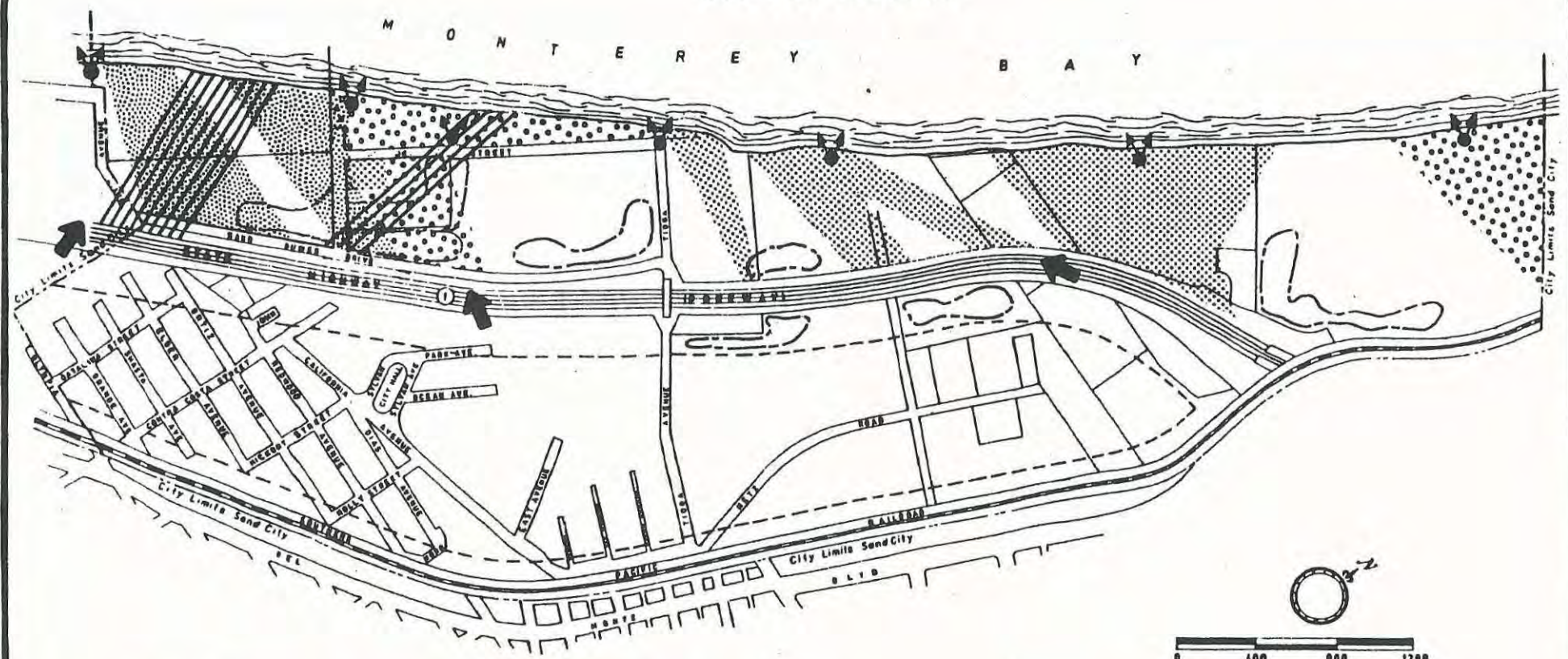
Sand City's viewshed consists of coastal views and views of the Monterey Peninsula from Highway One, Sand Dunes Drive, Tioga and Bay Avenues, and existing developed portions of Sand City and Seaside (the area east of Highway One). In addition, views of Monterey Bay and portions of Sand City can be seen from areas on the Monterey Peninsula. Generally, Sand City's coastal zone is highly visible from Highway One.








Views of Monterey Bay and Monterey Peninsula can be seen while travelling along Highway One. These views are broken and obstructed by dunes and, to a lesser extent, by existing uses. However, at several points in Sand City along Highway One, view corridors do exist.

These corridors were evaluated according to significance of views and relationship to existing dunes. As a result, view corridors and vista points requiring protection have been designated in general locations as shown on Figure 9. In some cases, where the elevation of Highway One is much greater than properties to the west of it, view corridors are established over development, so the line of sight from Highway One is not obstructed. Other corridors are generally established to be free of structures except for parking, public facilities or public recreation.

The evaluation of view corridors concluded that visual corridors could be established in various locations throughout the City, based on open views to the ocean and the Peninsula. However, many areas could not be

**SAND CITY SHORELINE**



-  **VIEW CORRIDORS mv-A/mv-B SOUTH OF BAY AVENUE**
-  **VIEW CORRIDORS sv-A/sv-B SOUTH OF BAY AVENUE**
-  **VISTA POINTS**
-  **OPEN VIEW CORRIDORS**
-  **VIEW CORRIDORS OVER DEVELOPMENT**
-  **DUNE PRESERVATION, STABILIZATION & RESTORATION AREAS**
-  **KEY COSTAL OVERVIEWS**

Note: For more detail south of Bay Avenue, refer to Figure 12

**SAND CITY LCP LAND USE PLAN**

**VISUAL RESOURCES**

Figure 9

**Generalized Views from Hwy. 1 and Vistas**

City Council of the City of Sand City

Resolution No. 3

RESOLUTION APPROVING  
THE LAND USE PLAN  
OF LOCAL COASTAL PROGRAM

WHEREAS, pursuant to Public Resources Code Section 30500, the City of Sand City is required to prepare a Local Coastal Program for that portion of the Coastal Zone lying within its jurisdiction; and

WHEREAS, during all proceedings involved in the preparation and processing of such program the City has provided maximum opportunity for the public as well as all affected persons and entities to participate; and

WHEREAS, four public hearings were held by the Council of the CITY OF SAND CITY on January 28, February 2, March 16 and March 23, 1982, at Sand City City Hall, and public comment was received and considered; and

WHEREAS, in making such determinations and formulating such policies the Council has been fully apprised of the requirements, policies and goals of the California Coastal Act of 1976 and has made such determinations and formulated such policies in full conformity with the requirements, policies and goals of that Act taking into account the particular needs and characteristics of the City of Sand City; and

WHEREAS, it is found and determined that the Land use Plan of the Local Coastal Program complies with the provisions of the California Coastal Act of 1976;

BE IT FURTHER RESOLVED that the Land Use Plan will require additional formal Sand City City Council approval after adoption by the California Coastal Commission.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAND CITY that it hereby certifies that the Land Use Plan of the Local Coastal Program,

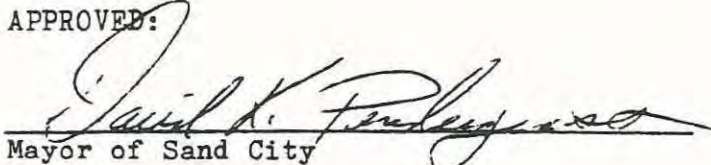
including the amendments and addendums thereto, is intended to be carried out in a manner in full conformity to the California Coastal Act of 1976 and said plan is hereby adopted.

BE IT FURTHER RESOLVED that the City Planner is directed to submit said plan to the California Coastal Commission with such additional information as is necessary for their review and approval.


PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF SAND CITY this 23rd day of March, 1982, by the following vote:

AYES:	COUNCILMEMBERS:	RITTER, LEWIS, MORRIS, MEADOWS and MAYOR PENDERGRASS.
NOES:	None	
ABSENT:	None	

APPROVED:

  
Mayor of Sand City

ATTEST:

  
Mary Ann Weems, City Clerk

1 Sylvan Park  
93955  
(408) 394-3054



*City of Sand City*

OFFICE OF

CITY COUNCIL OF THE CITY OF SAND CITY

RESOLUTION NO. 33 (1985)

Resolution Approving the April 11, 1985  
Local Coastal Program Land Use Plan Resubmittal--South of Bay Avenue--  
Action, with Modifications, by the California Coastal Commission

WHEREAS, the California Coastal Commission approved, with modifications, the Sand City Local Coastal Program (LCP) Land Use Plan on September 7, 1982, at which time the Commission separated that area south of Bay Avenue and west of State Highway One from the approval action; and

WHEREAS, further consideration of the area south of Bay Avenue was conducted by the Commission on October 13, 1982, February 10, 1983, and September 15, 1983, at which times the Commission considered and denied two separate LCP Land Use Plan resubmittal's; and

WHEREAS, the City Council of Sand City approved the City's resubmittal of the LCP Land Use Plan, south of Bay Avenue, based on the recommendation of the LCP Citizens Advisory Committee, on August 21, 1984. The citizens advisory committee held two meetings to form their recommendation and the city council held one public study session and one public hearing prior to approval of this resubmittal; and

WHEREAS, the said Land Use Plan resubmittal for the area south of Bay Avenue has been developed using all necessary and adequate studies, including, but not limited to, an Access Component, Land Use Plan map, and a Policy Plan to insure the proper implementation of all pertinent State Coastal Act Policies and in accordance with the provisions of the California Coastal Act of 1976; and

WHEREAS, the City Council of Sand City reaffirmed there August 21, 1984 action on the LCP land Use Plan, south of Bay Avenue, with policy and map modifications, on January 15, 1985. This action was initiated as a result of numerous discussions with Coastal Staff on the August 21, 1984 action by the City. The LCP Citizens Advisory Committee held one meeting on the policy and map modifications and made recommendations to the city council. The city council held one public hearing prior to the reaffirming action; and

WHEREAS, On April 11, 1985, the California Coastal Commission approved, with modifications, the city's LCP Land Use Plan resubmittal as submitted on January 15, 1985, for that area south of Bay Avenue; and

WHEREAS, the City of Sand City adopted LCP Land Plan resubmittal -- south of Bay Avenue -- policy language, as modified by the April 11, 1985 Coastal Commission action is herein incorporated by reference as Exhibit A and attached hereto; and

WHEREAS, the Coastal Commission staff report, findings, and modifications for the Land Use Plan resubmittal and the major amendment necessary to complete certification of this resubmittal are herein incorporated as Exhibit B and attached hereto; and

WHEREAS, the Coastal Act procedure chosen by the City of Sand City requires that the City Council acknowledge and approve the Commissions action within six months of that action; and

WHEREAS, the City Council of Sand City has considered the California Coastal Commissions April 11, 1985 approval, with modifications, of the LCP Land Use Plan, south of Bay Avenue, resubmittal at a duly noticed public hearing (the minutes are attached as Exhibit c)

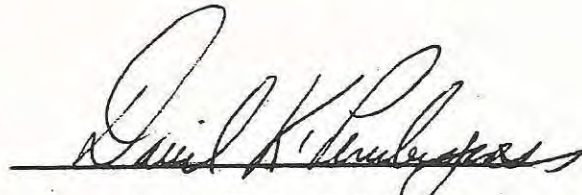
NOW THEREFORE, BE IT RESOLVED, that the City Council for the City of Sand City has considered and hereby adopted the Coastal Commission approval, with modifications, of the Land Use Plan Resubmittal -- south of Bay Avenue -- of the Local Coastal Program and transmits the approved resubmittal to the California Coastal Commission for final certification.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Sand City duly held on ~~September~~ September 17, 1985 by the following vote:

AYES: Council members: RITTER, LEWIS, MORRIS, QUESINBERRY and PENDERGRASS

NOES: NONE

ABSENT: NONE



Paul K. Pendergrass  
Mayor Of Sand City

ATTEST:



Mary Ann Weems, City Clerk

Recommended Changes to the Draft LUP and Draft Responses to  
Preliminary Coastal Commission Staff Comments,  
dated January 20, 1982

Public Access

General

No response is necessary to comments made by Coastal Staff on page 1.

Page 13, Policy 2.3.1

At the end of the first sentence, add:

. . . accepted by appropriate "public agency or private entity."

After first sentence, add new sentences:

Figure 4 presents a system of shoreline access and designates the appropriate locations for primary access. Exact locations of vertical public accessways will be determined at the time of individual development proposals.

Page 13, Policy 2.3.1

After "adequate access exists nearby," add new sentences:

Adequate access is defined as access needed to accommodate demand, without overcrowding or becoming a detriment to private property. As a condition of new development a vertical accessway shall be required if there is no dedicated access within 700 feet, adequate to accommodate the intended use, and if adverse environmental impacts and use conflicts can be mitigated.

Page 13, Policy 2.3.2

Change the last word of the policy from "properties" to "development".

Page 14-16, Policies 2.3.4 through 2.3.8

No response is necessary.

Page 16, Policy 2.3.9

In first sentence, change the word "at" to "for." After the first sentence, add new sentences:

The means for providing public parking areas will be the responsibility of State and local governmental entities and private development proposals. The following will be pursued where feasible and consistent with the Plan:



1. Utilization of State of California Parks Department Properties to provide public parking and other public services and amenities, which provide quick and easy access to beach areas;
2. Abandonment, when appropriate, of some City paper streets, which then could be utilized for public parking strips, or traded for adjacent properties to form a more logically shaped parking lot; and
3. The City shall require approved development plans to include a provision for public parking on-site, or provide the property off-site, but in a convenient location to the beach areas, or be assessed an in-lieu pro-rata fee that the City could utilize for public parking and maintenance purposes.

Page 16, Additional Policy

Add a new policy, as follows:

Both existing and future surf zone dragline sand mining operations will be required to provide safe lateral public access across dragline operations without unreasonable delays. A definition of unreasonable delays must be adopted by the City and on record at City Hall for public review. All dragline operations must be sign posted to acknowledge the public's right to pass, as well as indicate a safe distance from dragline while it is in operation. Operator of dragline should have a clear view of beach area and dragline.

Page 17, Implementation Action 2.4.2

Delete the word "Guidelines" at the end of the sentence and add "access Standards."

Page 17, Additional Implementation Action

Add a new Implementation Action after 2.4.3, as follows, and change the sequence of the numbers following:

Develop a program to provide public parking at designated accessways. Establish standards and possible financing sources.

Recreation and Visitor Serving Facilities

Page 21, Background

After the 2nd sentence in the 3rd paragraph, add new sentence:

Future establishment of boating facilities off of Sand City's coastline would still come under Coastal Commission jurisdiction and permit authority. However, permit authority for an inland marina (inland of the mean high tide line) would be delegated to the City.

Page 21, Background

In response to whether the shoreline is suitable for an inland marina, Sand City's coastline does not consist entirely of dunes and bluffs, as was stated in the Coastal Staff Comments. There is also no supporting evidence that this type of marina would not work in Sand City.

Page 21, last paragraph

The Monterey Peninsula area does offer camping and RV facilities with a variety of rates. There does not seem to be an excess of this type of use; however, according to Monterey's Visitor Sector report, there are 636 camping sites on the Monterey Peninsula, with an estimated 60% occupancy. Some examples are:

1. Veterans Memorial and Whispering Pines Park, City of Monterey (Public City Parks);
2. Laguna Seca Regional Park, County of Monterey (Public County Park);
3. Monterey Fairgrounds, City of Monterey (Public Use) -- Temporary, during activities;
4. 17-Mile Drive Village, Pacific Grove (Privately operated RV park); and
5. Marina Dunes R.V. Park, Marina (Privately owned R.V. park).

Page 22, Policy 3.3.3

Delete the phrase "health spas," and add "et cetera."

Page 24, Policy 3.3.8

At the end of the policy, delete "as well as the general public. (See also Policy 2.3.9)." Also, add:

The developer will have to provide an adequate number of parking spaces to suit that development, including any public uses on-site. However, in addition, the developer may be required to provide additional public parking not connected with that particular development, consistent with Policy 2.3.9.

Page 24, Policy 3.3.9

At end of policy, add "for public use."

Page 24, Policy 3.3.11

At the end of the policy, add the following:

The Coastal Commission will maintain jurisdiction and permit authority over all area seaward of the mean high tide line. The City would expect that other agencies acting on such a project would ensure that construction of such structures will not adversely impact Sand City's shoreline.

Page 24, Implementation Action 3.4.2

Delete "to include provision of public parking" and add:

Further standards will need to be established for public parking. (See Implementation Action 2.4.4.)

Coastal Resources Management

Page 27, Background

Previous researchers have estimated erosion rates for Sand City's coastline ranging between 1.4 and 5 feet per year. These estimates have been stated in terms of ranges and averages when actually they are episodic. Some assumptions have even been made regarding increases in an estimated erosion rate. However, seasonal erosion and accretion varies from place

to place and time to time along the coastline. Typically, it has been seen in Sand City that permanent coastal erosion takes place along the cliffs and bluffs as a result of major storms. There may be no erosion for many years, and then significant erosion may result at a particular location from one major storm. An average uniform erosion and/or accretion rate cannot be applied to Sand City's coastline, although there may be annual erosion and accretion. Therefore, due to the different erosion estimates and assumptions made by researchers, the cyclical storm patterns affecting erosion and accretion, and the uncertainty of whether aerial photos were taken before or after storms, it has not been demonstrated that a significant rate of erosion is occurring.

Page 27, Section 4.2.1, third paragraph

Add sentence to end of paragraph:

Lone Star Industries currently mines sand on its property for use as construction grade sand, which is not considered a specialty use.

Page 27, last paragraph

The consulting geologist reviewed all prior research regarding the issue of sand mining, during the preparation of the working papers. The conclusion of this review was that some assumptions have been made regarding whether or not sand mining contributes significantly to coastal erosion. However, to date there is no evidence to substantiate these assumptions.

Monterey Sand's oceanographic consultant and other researchers who reviewed aerial photos found no conclusive evidence of significant coastal erosion at sand mining sites or adjacent beaches.

In the absence of any quantified, documented evidence, it therefore cannot be conclusively determined that sand mining does or does not contribute significantly to coastal erosion in Sand City.

Page 28, paragraph 2

It is not the "long term" study discussed in this paragraph that is being recommended prior to commencement of new or expanded surf zone mining operations. A long term study such as that being recommended by Coastal staff would be too expensive and time consuming, and could discourage a viable coastal dependent use in Sand City.

Change last sentence of paragraph to read:

If new surf zone mining operations or expansion of existing operations are proposed in the City, data should be required in order to fully assess impacts, if any, and mitigations. Expanded operations mean a significant increase in dragline capacity through the use of multiple draglines. Any proposed new or expanded surf zone mining operations would need to comply with the State Mining and Reclamation Act and would require a permit from the City. The City at the time of permit approval should require a determination of the feasibility of the operation supported by finding that the activity would not significantly contribute to coastal erosion.

Page 28, paragraph 3

Reference is made to the significance of the Monterey Sand Dune Complex on page 33, Section 4.2.4. The entire dune complex, which extends from the Salinas River to Canyon del Rey, has been determined significant on the west coast; however, no reference has been identified indicating its significance in the United States. Of the entire dune complex, Sand City contains the most severely disturbed dunes. The Sand City dunes are especially low and unstable when compared with the high standing and stabilized dunes in and around the City of Marina. In addition, previous coastal Commission maps have identified the dunes in this area as shifting sands (coastal zone Map #79, "Seaside," March 1, 1977, and March 25, 1981, adopted pursuant to section 30103(b) of the California Coastal Act of 1976. At times and in certain places, these active shifting sands have created a public safety nuisance when sand has blown across Sand Dunes Drive and State Highway One).

Page 28, last paragraph of Section 4.2.1

Add the following to end of paragraph.

Pursuant to this Act, the City will require all surface mining operations to obtain a mining permit from the City. In addition, all surface mining operations must submit to the City for approval, a reclamation plan prepared on City applications as called for by the Act. The plan must identify uses of the land after reclamation and how the reclamation will be accomplished. Sand City has a draft ordinance and reclamation plan application, which has been reviewed by the State and has been determined to be in conformance with State law.

Page 28, last paragraph

At the end of the paragraph, add:

These seawalls are actually bluff protective structures rather than an actual wall and consist of rip-rap and liquid concrete being poured into the voids of the structure to bind the structure together.

Page 29, middle paragraph

It is inaccurate to state that the bluffs and beaches of Sand City are in a "natural condition." For the most part, vehicular and pedestrian traffic, seawall construction, the sewage treatment plant outfall line, the commission-approved sewer line construction, construction of State Highway 1, and the old dump site have left the bluffs and beaches in an altered state.

Page 29, second to last paragraph, first sentence

Change the word "underdeveloped" to "undeveloped"

The City of Sand City believes that shoreline protective devices may be essential for the long term protection of existing structures, public facilities and vacant lots adjacent to and in the vicinity of existing structures and public facilities. For example: protective devices for Vista del Mar Street, Tioga Avenue, the MPRWPCA sewage pipeline and pump station, State Highway One and coastal dependent uses are consistent with

the Coastal Act. The Coastal Commission has interpreted the Act in such a manner that construction of shoreline protective devices between two such existing devices is consistent with the Act.

Page 29, last paragraph

Add:

Methods of maintenance of existing seawalls will be in accordance with standards adopted by the City.

(This change should also be made on page 39, Policy 4.3.8.)

Page 30, Section 4.2.2., last paragraph

Add:

It should be noted that Sand City does not have jurisdiction over projects seaward of the mean high tide line.

Page 32, paragraph 2

Projections have been made for distant source tsunami runups for southern Monterey Bay. As stated in the Plan, these projections indicate that the 100- and 500-year events would have a run-up of 1.8 meters (6 feet) and 3.5 meters (11.5 feet), respectively. The hazard from local source tsunamis have not been determined. All future proposed projects will require determination of tsunami hazard runup zones through site specific geologic investigations.

Page 33-34

The comment that "more emphasis needs to be put on these dunes as a visual amenity" is somewhat out of context, because the section it is referring to deals with the resource value of sand dunes and environmentally sensitive habitats. The comment that Sand City's dunes represent the last remaining open spaces between Fort Ord and Monterey is somewhat misleading because the coastal area west of Highway One is primarily open space from Fort Ord to Moss Landing.

The City of Sand City feels that the best way to create a dune character is through design and landscape conditions placed on individual development proposals. Through conditioning and implementation of development proposals, the City can create an attractive image. The existing State Parks property offers an opportunity for reconstruction or restoration of the native dune habitat (the portion of Area 2 owned by the State, identified in the Land Use Evaluation).

Add the above sentence to page 34 at the end of the last paragraph before Section 4.2.5 and to the end of Policy 4.2.23.

Page 36, middle paragraph

The source of information, as stated in the Plan, is the United States Geological Survey in their recent study of the Seaside aquifer "Water Resources Inventory Report," #82, by the U.S.G.S.).

No inconsistency was intended in later paragraphs, as suggested in Coastal Staff comments. The Coastal staff comments state that "new wells in Sand City 'would' contribute to overdraft." The Plan stated that they 'could' contribute to overdraft.

Page 36, second to last paragraph, first sentence

Delete the words "contribute to" and add "create an" and delete "or" and add "which could lead to."

Page 38, Section 4.2.6

Mitigation measures for archaeological resources are presented in Policies 4.3.32 and 4.3.33. Add sentence to end of section to read:

Development proposals in this area should be required to submit archaeological surveys by a qualified archaeologist to determine the presence and significance of archaeological resources, if any, and to recommend mitigations if necessary.

Policy 4.3.1

Delete phrase "as long as they remain economically feasible."

Policy 4.3.2

Change policy to read:

Prohibit development of new surf zone mining or expansion of existing surf mining operations unless the applicant can demonstrate that such activities will not significantly contribute to coastal erosion. Expansion of existing surf zone mining operations means a significant increase in dragline capacity through the use of multiple draglines.

Policy 4.3.3

No comment is necessary.

Recommended Changes to the Draft LUP Responses to  
Preliminary Coastal Commission Staff Comments,  
dated January 25, 1982

Page 38, Policy 4.3.4

With regard to Monterey Sand Company, the Coastal Commission has no planning or permit authority outside of the coastal zone. Therefore, Monterey Sand Company's operation outside of the coastal zone cannot be regulated insofar as this Plan is concerned. The portion of their property within the coastal zone that has been identified as a potential area of environmentally sensitive habitats will be subject to LCP policies 4.3.20 through 4.3.26, which present protection measures for identified environmentally sensitive habitats. It should be noted that this area contains some rare plant species, but the consulting biologist identified only generalized potential environmentally sensitive habitat areas. Dune mining activities will be subject to the City's Surface Mining and Reclamation Ordinance, which will require approval of a reclamation plan and issuance of a permit. (See also following comments for Policies 4.3.20 and 4.3.21.)

Change Policy 4.3.4 to read:

- Limit dune mining operations to areas which meet any of the following:
- a. areas where previous dune mining activity has occurred.
  - b. where dunes are in a severely disturbed condition. Severely disturbed dunes are those without stabilizing vegetation and those which are active.
  - c. Areas which have been severely disturbed by activities related to and in support of coastal dependent sand mining.

Page 38, Policy 4.3.5

- In first sentence, delete "along the shoreline or blufftop" and add:  
in the coastal zone (unless previous site-specific geological studies on or adjacent to that property are determined to be adequate).
- In same sentence, change ". . . in order to prevent . . ." to read "so as not to contribute significantly to permanent . . ."
- In last sentence, delete ". . . California Coastal Commission."

Page 38, Policy 4.3.6

In response to Coastal staff comments regarding provision of shoreline protection devices on vacant lots only when erosion of that lot is an immediate threat to the developed adjacent lot, add the following to page 29, second to last paragraph, delete second part of first sentence, which reads "although the significance . . . determined," and add the following:

In the Monterey Sand Company Case (P-78-552), Commission staff seemed to suggest that the threat of erosion to existing public facilities (Vista del Mar Street and the Sewage Treatment Plant) was a real possibility when they stated:

Much of the erosion occurs during major ocean storms . . . . Public beaches and dunes at Marina, Sand City, and Seaside are affected by erosion. Public works facilities at Sand City and Marina are located just inland from the retreating bluffs. Also there are some private properties which lie close to the receding shoreline, most notable the Holiday Inn within the City of Monterey's boundaries.

Protection of Sand City's shoreline from further erosion, whether developed or vacant, is a critical factor in securing the long term protection of the City's existing structures, public facilities, and public health and safety. Protection of Vista del Mar Street will secure an important public access route. The existing sewage treatment plant and new regional pump station and pipeline are critical links in a regional sewage treatment program. It is apparent that the existing structures and public facilities near the City's shoreline are vital to serve the public benefit, and their long term protection must be secured.

Page 38, Policy 4.3.6

Change first word from "Regulate" to "Permit."

Delete the end of sentence, after "protection threaten . . ." and add the following:

erosion protection threaten the long term viability of developed properties, existing structures, public works facilities and vacant parcels.

Delete the second sentence and add:

Permit the construction of new shoreline protection devices between two existing shoreline protective devices.

Replace the first word, "Consider," of third sentence with "Permit."

Page 39, Policy 4.3.8

After first sentence, add:

Appropriate maintenance materials shall be in accordance with standards adopted by the City.

Page 39, Policy 4.3.9

As part of the implementation phase, risk levels will be defined as recommended in Implementation Action 4.4.3. The following will be added to the end of the policy, in accordance with State guidelines and adopted Sand City and County of Monterey guidelines:

Acceptable risk means the level of risk that the majority of citizens will accept without specific action by local government to provide protection.



Page 39, Policy 4.3.10

See material added to Background Section under Policy 4.3.6. In the third sentence, delete the words "protect structures during their economic life" and add "to secure the long term protection of Sand City's shoreline."

Page 39, Policy 4.3.12

See responses under Page 32, Paragraph 2, regarding tsunami hazards.

Delete last part of sentence ("and will be determined . . . investigation") and add:

The tsunami run-up zone and appropriate mitigations, if necessary, will be determined by the required site-specific geological investigation.

(See also response to comments for page 32, paragraph 2)

Page 40, Policies 4.3.13-16

See response for Policy 4.3.9 for definition of "acceptable risk levels."

Page 40, Policy 4.3.17

Delete the phrase "direct runoff and drainage away from or toward slopes," and add the following:

that would result in significant runoff which could adversely affect unstable coastal bluffs or slopes.

Page 40, Policy 4.3.20

Areas shown on Figure 7 do not correspond with the potential environmentally sensitive habitats mapped by the biological consultant. They differ slightly due to a drafting error, and will be corrected. The only exception is Area 3 (shown on the biologist's report), next to the Highway, which upon re-examination by the biologist, was found that only a portion of this area contains potential environmentally sensitive habitats. Therefore, a portion of this area was deleted from the biologist's original report.

Delete last part of sentence of Policy, which states ". . . in accordance with Coastal Commission guidelines."

Add the following to the Background Section, page 34, at the end of paragraph 2:

The Biological Survey conducted as a part of the LCP identified only generalized locations of potential rare and endangered species. No specific locations were identified. In many instances, only a "few" rare species were noted within a large area.

Page 40, Policy 4.3.21

Change policy to read:

Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values. Only uses dependent on these resources shall be allowed within these areas. However, if all

of the following conditions are met, any use or development shall be allowed within or adjacent to environmentally sensitive habitat areas.

- a) The area is located in close proximity to, or within or contiguous with, an existing developed area.
- b) The development is sited or designed to prevent any impact which would degrade significantly the habitat values of the environmentally sensitive habitat area or of any adjacent environmentally sensitive habitat area.
- c) The development will enhance or restore the habitat values of the environmentally sensitive habitat area in which it is located, or another environmentally sensitive habitat area within the city, or it will arrest a current process of degradation of the habitat values of the environmentally sensitive habitat area.

New uses proposed adjacent to locations of known environmentally sensitive habitats shall be sited and designed to prevent impacts which would significantly degrade such areas, and shall be compatible with the continuance of such habitat areas.

Page 40, Policy 4.3.22

The standards presented in this policy relate to specific locations of environmentally sensitive habitats. When their exact locations and significance are determined through site specific proposals and biological surveys, mitigations to protect these habitats will be implemented.

In first sentence, add the word "environmentally" after "Protect."

delete subsection "a" of this policy.

Page 41, Policy 4.3.24

Change the word "Discourage" to "Prohibit."

Page 41, Additional Policy

As discussed in previous responses, and on pages 33-34 of the LUP, the dunes west of Highway One have been highly degraded and are not in a natural condition. The majority of the dunes are active and little plant life has established itself, except for mainly non-native species. Therefore, these dunes are not a natural landform, nor are they environmentally sensitive habitats. While the dunes are part of a larger dune system, they are the most degraded and disturbed, and in and of themselves are not a "significant regional landform." As indicated in a previous response, Coastal Commission maps have also identified this area as consisting of shifting sands.

Page 42, Policy 4.3.30

Delete the fifth sentence of the sixth paragraph on Page 36 and add:

The City only has authority over new water well systems through conditioning of development proposals. Permit authority is granted to the MPWMD for new well water systems.

At the end of both this paragraph and the Policy, add:

In support of MPWMD's review and permit authority, the City should incorporate these requirements into City development review.

Page 42, Policy 4.3.32

Change end of policy (after "and to recommend protective measures, if necessary") to read:

If such resources are found, feasible site-specific mitigation measures shall be required as a condition of the development permit.

Page 42, Policy 4.3.33

After the word "supervision" add:

by a qualified archaeologist and consultation with a qualified Native American representative.

Visual Resources

Page 45, Policy 5.3.2

Visual resources in Sand City's coastal zone were mapped in the LCP Working Paper 3. Policy 5.3.6 (see following comments) requires new development to provide view corridors. Because the location and type of future development proposals are not known, exact locations of view corridors cannot be mapped. All developments will require provision of view corridors, to be determined at the time of the land use proposal.

For clarity, the majority of the design policies will be regrouped as design guidelines, as indicated below.

Page 45, Policy 5.3.2

Change policy to read:

Develop design standards for future development proposals, based on LCP policies and the following general design guidelines. These standards shall be used by the City's Design Committee to insure that new development will be sited, designed and landscaped in a manner that provides view corridors and considers protection and/or enhancement of visual resources.

Add policies 5.3.12 through 5.3.39 to this Policy, as guidelines "a" through "w", with the changes indicated below.

Page 45, Policy 5.3.4

Change first sentence to read:

Encourage restoration or enhancement, where feasible, of visually degraded areas.

Page 45, Policy 5.3.6

Delete the words "to the maximum extent feasible" and add:

consistent with City standards for view corridors. Such standards for view corridors should include varied roof or building profile lines, and visual corridors through, between and/or over buildings to the bay.

Page 45, Policy 5.3.7

This policy is not in conflict with the preceding policy; one discusses providing view corridors from Highway One in new development, and the other relates to screening of the new development (i.e., screening of the buildings and parking areas). Change policy to read:

New development should to the extent feasible, soften the visual appearance of major buildings and parking areas from view of Highway One.

Page 46, Policy 5.3.9

Delete this policy and other references to high standing dunes.

Page 46, Policy 5.3.10

Rewrite this policy as follows:

In new developments, require dune stabilization measures where feasible and where they would stabilize an unconsolidated dune, and/or reduce views of the development from Highway One.

Page 46, Policy 5.3.11

See response for Policy 6.4.9 on following pages.

Pages 46-47, Policies 5.3.12-39

Change from policies to design guidelines and add as guidelines "a" through "w" to Policy 5.3.2, with the changes noted below:

Policy 5.3.12 (a)

Change to read:

Encourage project design that is compatible to its surroundings and that enhances the overall City image. All buildings should be designed and scaled to the community character as established by new development.

Policy 5.3.13 (b)

Change to read:

Encourage mass and height variations within coastal zoning limits in order to provide view corridors and to generate "lighter," "airier" buildings. Encourage building designs that avoid overly bulky buildings that could significantly block view corridors. (See Section 6.4.5.)

Add a new section of policies after Section 6.4.4, Densities, on page 66, as follows, and renumber remaining policies.

6.4.5 Height Restrictions

In the Sand City Coastal Zone, permit a height limit of 35 feet as measured from ground level floor elevation, except for the following:

- a. Coastal dependent industrial uses will have a height limit of 75 feet, measured from ground level;
- b. Industrial/Manufacturing and Industrial Park designations will be permitted a height limit of 45 feet for new development. Existing development will be permitted a height of 75 feet from ground level, including replacement, expansion and/or improvement of existing development.
- c. Neighborhood Commercial designations will be permitted a height limit of 30 feet; and
- d. Hotel and visitor serving residential uses will be permitted variation in height to 45 feet on the ocean (Bay) side, with one-story increase inland.

6.4.6 As a part of normal City coastal permit procedures, an increase in height can be requested up to 45 feet, if any of the following conditions are met:

- a. Significant public amenities are provided on-site as defined by 50% more than the minimum requirements for accessways and viewing areas; and/or
- b. At least 75% of the structure is reserved for priority uses such as visitor-serving commercial, coastal recreational uses, and/or coastal dependent land uses.

Policy 5.3.14

Delete, as it was addressed under 5.3.12.

Policy 5.3.15

Delete.

Policy 5.3.16 (c)

Reword as follows:

Require colors compatible with the natural setting. Discourage garish colors. Encourage the use of earthtones.

Policy 5.3.19

Delete.

Policy 5.3.20 (f)

No response is necessary.

Policy 5.3.21

This is changed to a design guideline, so the language will remain the same. Delete last sentence.

Policy 5.3.22

Delete, as provisions for dune stabilization are made in Policies 4.3.4, 4.3.23-24, and 5.3.10.

Policy 5.3.23 (h)

Rewrite this policy, as follows:

As a short term solution, encourage landscaping of the existing sewage treatment facility and new pump station (for the Regional Facility) to screen it from view. If the Regional Sewer Facility is constructed, encourage the demolition of the existing Seaside Sewage Plant and screening of the remaining Regional Pump Station.

Policy 5.3.24 (i)

Add a sentence at the end, as follows:

Re-evaluate the existing paper street layout and, where feasible, abandon the rigid format of street patterns for an undulated pattern. Encourage the use of textured surfaces.

Policy 5.3.25

Delete, as it was included above.

Policy 5.3.29 (m)

Replace "Discourage" with "Prohibit."

Add the following to the end of the policy:

except for off-road vehicles necessary for emergency uses and to support coastal dependent uses.

Policy 5.3.34 (r)

This policy is simply intended to discourage parking areas on the ocean side of buildings in order to protect the ocean/beach setting. Parking would be more adequately sited underground or on the Highway One side of buildings, with appropriate berming and landscaping.

Land Use and Development

Background

Land use evaluations were prepared for all areas within Sand City's Coastal Zone, based on the criteria listed on page 59. These evaluations are available for review, as indicated in City responses to Coastal Commission staff comments to Sand City's LCP Working Papers. However, in response to current Coastal Commission comments, additional information will be provided in the LUP as indicated below, to further elaborate on these analyses. A summary of the analyses and water allocations developed as part of the LUP will be added as appendices to the plan and are included with these comments.

Page 59, Section 6.3.1

Change first paragraph to read:

As part of the LCP, a land use analysis was prepared for Sand City's coastal zone. The analysis divided the coastal zone into nineteen identifiable areas, each of which was evaluated in terms of resource and service constraints and Coastal Act policies. As a result of these evaluations, land use options and densities were analyzed in order to designate the land uses presented in this plan. Generally, the following factors were considered in these land use evaluations:

Under number 4, after the words "public access" add "and Coastal Act priority uses of."

Add the following paragraph before the second paragraph:

Appendix E presents the full land use evaluation criteria and a summary chart of the land use analysis. The chart summarizes the major findings of the analysis by area, as shown on the Map in the Appendix. As seen on the summary chart, every area was reviewed according to Coastal Act resource concerns, relationship to services and access, existing area conditions, and design capabilities. Based on this review, land use options were evaluated for each area, incorporating coastal act priority uses and evaluation of all resource and service data. The land use options that were evaluated for each area resulted in the final recommended land uses found in this Plan.

Change first sentence of second to last paragraph to read:

A primary land use constraint in Sand City is the limited availability of water.

Add the following sentence after first sentence of last paragraph:

Appendix F presents the water allocations that were developed for each area in the coastal zone as part of the total land use analysis.

Page 60

In response to comments regarding the development of densities, add the following paragraphs before Section 6.3.2:

Another service constraint which was considered in the land use analysis is the current limited capacity of the Seaside Sewage Treatment plant. As indicated in the background section, measures currently are being discussed regarding alternate methods for providing additional sewer capacity prior to the completion of the proposed regional plant in 1987. Two major alternatives considered to date for increasing capacity at the seaside plant include:

- 1) Construction of a secondary package treatment plant at the seaside treatment facility to handle projected capacities until 1987, or
- 2) The construction of a new sewer trunk line to the Monterey treatment plant to handle the same capacities described in 1, above.

All resource and service constraints were evaluated in order to establish densities. As a result, it was found that water is A primary constraint to future development. Because the limitation of water supply to the City has been defined via the City's water allocation,

it represents a quantifiable constraint that must be accounted for throughout the City. Therefore, it was a primary factor used to establish land use densities because it is the only constraint that can be translated numerically into densities. As a result of the water allocation performed as part of the land use analysis, maximum densities were established to indicate the maximum development that could occur with the City's present water allocation.

The densities presented in the Plan are allowed for gross acreages. However, implementation of other policies within the Plan could serve to prevent future development from building to the maximum density allowed. Specifically, these policies relate to investigation of natural hazards and environmentally sensitive habitats, provision of view corridors, landscaping, buffers and parking, and height restrictions. The extent of these constraints will vary, depending on the site and type of development proposal. But, they must be considered in every proposal, and as a result maximum densities may not be attained.

With regard to the Coastal Act as the standard of approval, denial and suggested modifications for this LUP and resolution of conflicts between Coastal Act Policies, as described in Section 30007.5, the Sand City LUP is promoting the policy, which states:

"The Legislature further finds and recognizes that conflicts may occur between one or more policies of the division. The legislature therefore declares that in carrying out the provisions of this division such conflicts can be resolved in a manner which on balance is the most protective of significant coastal resources. In this context, the Legislature declares that broader policies which, for example, serve to concentrate development in close proximity to urban and employment centers may be more protective, overall, than specific wildlife habitat and other similar resource policies."

In preparing this LUP, Sand City encountered conflicts between Coastal Act policies as applied to the City. As a result, the policy set in Section 30007.5 of the Coastal Act was determinant in resolving these conflicts.

The above two paragraphs regarding section 30007.5 should also be added to the Introduction, page 2, after the fourth paragraph.

With regard to this comment, add the following to Page 59, at the beginning of Section 6.3., Future Land Use and Development:

The areas identified for development in Sand City's Coastal Zone represent a great potential to provide not only the opportunity for community growth but also can act as a regional asset for the Monterey Peninsula. As one approaches the Monterey Peninsula from the north on Highway One, the change from rural rolling landscape to the urban setting of greater Monterey occurs at Sand City. The importance of this turning point is that it raises a heretofore unfulfilled potential for Sand City to be an attractive addition to the Monterey Peninsula.

One of the many objectives the Land Use Plan seeks to achieve is a major entry statement for the Monterey area. Through careful design,



thoughtful landscaping and purposeful implementation programs, the land uses proposed here can establish a sense of character and theme which can benefit the regional community.

#### "Water Allocation Summary"

As previously indicated, this Water Allocation Summary will be included in the Plan as an Appendix, and is referenced in Section 6.3.1. Policy 6.4.11 ties the water allocations to the designated land uses. Policy 6.4.4 (e) shows density limitations on hotels and motels based upon water allocations. This will also be clarified in Policy 6.4.1 (b) as indicated below. Errors in the "Water Allocation Summary" have been corrected.

#### Page 62, Policy 6.4.1.(b)

Add sentence at the end of policy to read:

The hotel/motel uses shall be consistent with hotel/motel density limits presented in Policy 6.4.4.(e). All other visitor serving commercial uses shall be limited according to the water allocation presented in Appendix F.

In response to Coastal staff comments regarding dual land designations, see response under Policy 6.4.1.

#### Designation of Public Recreation

The spirit of Sand City's LUP meets the most basic of Coastal Act Policies; that is, to allow as many people as possible, without overcrowding, to enjoy the oceanfront/beach experience. This Plan provides for rigorous public access to public recreational beach areas and provides numerous visitor-serving commercial opportunities. It must be kept in context that Sand City is the beginning of the urban Peninsula. Therefore, rural public recreational opportunities do not make sense from a land use evaluation standpoint.

The Land Use Map could be amended to designate pocket areas and thin strips of beach in front of areas 6, 7, 8, and 9. This would provide a continuous strip of public beach at low tide. Assuming public access will be provided through these areas, public recreational beaches, where feasible, should then be provided.

#### Page 62, Policy 6.4.1(a)

The City, in its land use evaluations for the LUP, considered designation of areas 6, 7, 8, 9, and 10 as coastal dependent. It was found that in the absence of any existing coastal dependent uses (other than surf zone sand mining), and with the limited potential for other coastal dependent uses, these areas were not suitable for coastal dependent designation. The potential for coastal dependent designation was assessed via the resource and topographic constraints of the parcels. Monterey Sand Company, area 7, was the only area with a coastal dependent use that was found suitable for this designation.

Page 62, Policy 6.4.1.(a)

Change policy to read:

Allow coastal dependent uses, including but not limited to specialty surf zone sand mining; allow a secondary land use designation as defined below after the coastal dependent use is shown to the City to be infeasible and the secondary use is consistent with the Coastal Act and the LUP. At that time the secondary use, visitor serving commercial, will become the use.

Policy 64, Policy 6.4.1 (f), (h) (i) and (j)

Add Zoning Ordinance references to "C-2," "C-3," "M" and "I-P" uses in Appendix C and cross reference these policies to the Appendix.

Page Policy 64, Policy 6.4.1 (i)

The existing industrial activities in areas 6 and 8 were found to show significant benefit to the community and the Peninsula region as a whole. Thus, they were dual designated industrial-visitor serving. It was also found with regard to these parcels, that in the long-term perspective, Sand City's coastline might better serve the public sector through visitor-serving type use.

In the case of the dual back-up designations on coastal industrial parcels, the secondary designation was found to be the preferred use. However, the existing industrial uses were found to provide a crucial economic benefit to the region. This makes the industrial designation a critical portion of the plan. It allows these industrial uses to continue as conforming uses, to serve the Peninsula until such a time that a higher priority use becomes more important to the region.

Delete the last sentence of the policy and add the following:

The secondary use will be allowed after it is demonstrated to the City that the industrial use is no longer important or feasible in the regional context, and that the secondary use is consistent with the Coastal Act and the LUP.

Page 65, Policy 6.4.2 (a)

After the first sentence, add the following:

These units are to be interval units, in which the purchaser acquires one or more intervals. Intervals are usually in one or two week periods.

Page 65, Policy 6.4.3 (b)

Change second to last sentence to read:

The plan line will have a flexible location across the properties shown on Figure 10.

Page 67, Policy 6.4.7

Rewrite policy as follows:

Time limitations will not be established for non-conforming uses created by this Plan. Expansion of non-conforming uses established by this Plan will not be allowed.

This policy should go unchanged with a further explanation of the City's position on this issue in the text of this Plan. Add the following text to the end of Section 6.3.1, Land Use Analysis, on page 60:

As a part of the LUP land use evaluations, lot consolidation was also considered as an option to development of existing lots in those portions of Sand City's coastal zone plotted with small lot subdivisions. The many opportunities which the City's coastal zone holds for enhancement of public benefit and economic growth are inhibited by the historic division of parts of this area into small lot subdivisions. It is a major goal of the City to reassemble, where feasible, the land within these undeveloped subdivisions to create areas of sufficient acreage to take advantage of modern planning and design techniques. To do so will allow a format in which development can be clustered, open space preserved and view corridors from Highway One provided.

To a large degree, small lot consolidation in Sand City's coastal zone has been occurring with moderate success over the past two years. For example, three property owners in Area #5 (as shown on the Land Use Analysis Map in Appendix E) who realize that planned development is advantageous have consolidated the majority of these lots. With the initiation of an assessment district to provide services and approval of the Coastal LUP for this area, private lot consolidation would be facilitated.

While mandatory lot consolidation is legally questionable, the consolidation of small lot subdivisions is encouraged. This Plan has designated densities in these areas designed to encourage lot consolidation, with the potential for planned clustered development and open space. Specific planning through planned development and strict architectural standards will aid in protecting coastal natural resources.

The City's vehicle for lot consolidation in both the private and public sectors include:

- o the City of Sand City and
- o the private property owners, as follows:

Accept the existing method of lot consolidation that has occurred to date, realizing that not all the parcels will necessarily be included in any one development proposal. However, planned development could still occur on individual or partnership terms with consolidated lots. This would probably include rearranging street patterns where feasible. The vehicle for lot consolidation, where feasible, would be the City and owners' desire for a planned development, the formation of an assessment district and approval of the LUP. The City could function as the investigative, coordinating and encouraging agency.

Add additional information in Background section, as identified below:

Page 56, Sewer Service, Second paragraph

Change first part of second sentence to read:

A MPRWPCA study is currently in the draft stage to determine . . .

Delete the third paragraph of this section and the following:

The MPRWPCA has just completed this draft study which evaluated each of the Agency's five wastewater treatment plants, including the Seaside Treatment Facility. The evaluation was conducted for three, five and ten year planning periods and makes additions to each plant, so that each plant will meet discharge requirements and serve projected growth.

Projections showing population growth in Seaside, Sand City and Del Rey Oaks were developed indicating a present population of 25,000. The 1984 population projection is 26,200, a 1986 population of 27,250 and a 1991 population of 29,600 was made. The Seaside Treatment Facility has a capacity of 2.0 million gallons per day (MGD). Anticipated effluent flows are as follows:

<u>Year</u>	<u>Sewage Flow (MGD)</u>
1981	1.9
1984	2.2
1986	2.4
1991	2.5

The above figures indicate that .3 MGD will be needed by 1984, .5 MGD by 1986, and .6 MGD by 1991.

Alternative expansion plans for the Seaside Facility were evaluated in this study. Conclusions were based on feasibility, environmental impact, performance and cost. Recommendations for the 3 and 5 year planning periods to meet the anticipated effluent flow consist of chemically-assisted primary treatment facilities at the Seaside Plant. Improvements to the chemically-assisted primary treatment facilities would be proposed for the 5 year planning period. This was the most cost effective alternative and showed the least number of adverse impacts. The 10 year options consist of secondary treatment at both Seaside and Monterey or primary treatment at Seaside with construction of a new sewer line to carry flows to Monterey. Both alternatives would require major construction. Until sewer plant capacity has been increased development priority should be given to Coastal Act priority uses of coastal dependent and visitor-serving.

Page 67

Add new policy after Policy 6.4.10, as follows, and renumber remaining policies:

Prior to the approval of any new development within the coastal zone of the City of Sand City, adequate sewage treatment facility capacity shall be demonstrated consistent with the provisions and requirements of the California Regional Water Quality Control Board. Alternatives for demonstrating additional treatment capacity may include but not be limited to:

- a) Construction of a package treatment plant at the Seaside Treatment Facility to handle all projected sewage capacities for the City's LUP land use designations, or
- b) Construction of a new sewer line to the Monterey Treatment Facility to handle the same sewage capacities described in Alternative A.

Until sewer plant capacity has been increased, development priority should be given to Coastal Act priority uses of coastal dependent and visitor serving.

Page 68, Policy 6.4.17

Add following to end of policy:  
if consistent with LUP policies.

Page 68, Policies 6.4.22-24

Delete all housing policies, since there is no longer Coastal Act jurisdiction over housing issues, and the City's Housing Element will address specific issues related to affordable housing.

Page 68, Policy 6.4.24

No response is necessary.

Page 69, Policy 6.4.30 and 31

The extension of Vista del Mar Street to the south is a critical coastal access link in Sand City and an extension of major access right-of-way in the southern portion of the coastal zone. Implementation of this right-of-way will probably allow the City to abandon some other minor rights-of-way in this area in order to provide public parking. The City has every intention of upgrading, extending and protecting Vista del Mar Street as our coastal oceanfront/beach access route. This program to improve Vista del Mar Street provides a public benefit consistent with the access portion of the Coastal Act.

Page 69, Policy 6.4.32

Delete policy from this section and transfer to Access section.

Specific Site Designations

Area E (10 on Water Chart) -- Lone Star Site

Correct typos and misprints in the entire Water Allocation Summary. Further note that in Area 10 the land use designation portion of the Water Summary, the words "beach area" should be deleted immediately after "Public Recreation."

The intent of the Public Recreation designation at this site is to provide 7 acres of both beach and upland recreational area with the actual

location of this designation to be identified with future site-specific land use planning. The parcel's beach area shall be a part of this public recreation acreage.

Add a policy to the Plan, as follows:

Access to Fort Ord Military Base must be sufficiently restricted in any site-specific land use plan for Area 10. Area 10 of this Plan borders Fort Ord on the ocean side of Highway One and must not interfere with military security to be consistent with the Coastal Act.

#### Area D (Area 11)

Public recreation was not an intended use in this area, and the error on the Water Chart will be corrected.

#### Area B (Area 8)

Coastal dependent industry was not an intended use in this area, and the error on the water chart will be corrected.

#### Areas 14 and 16 (on Water Chart)

The dunes along the Freeway referred to in this comment are located within an area of potential environmentally sensitive habitats. The areas are only general locations of these habitats. Rare and endangered species are scattered within this area, and localized environmentally sensitive habitats have not been determined. Once specific locations are known, mitigation measures will be developed to protect identified resources.

#### Area 5

The density is a necessity in order to encourage lot consolidation and potential planned development. In order to encourage lot owners to consolidate their holdings, to cluster planned development, to preserve open space and provide view corridors, the density is a critical factor in the success of this endeavor.

The Plan has accounted for water supply and eventual sewer capacity. Siting and design of development will protect the visual resources of this area. The existing unconsolidated dunes have been determined insignificant by the Plan.

The City has encouraged lot consolidation and planned development in Area 5. Please refer to inserted response to comments, Section 6.3.1, Land Use Analysis.

#### Area 1 and 2, Hicks Property

There is nothing in the Coastal Act that implies that a low intensity use at these two sites is the only way to comply with the Act. Sand City has proposed a high priority coastal use (visitor serving commercial) at a location that is suitable for the use. The use will attract people to the oceanfront, and with the public access that is proposed for the site, will encourage maximum use of this oceanfront area by both the public and those using the visitor serving accommodations.

Potential hazards from erosion and tsunamis will have to be addressed further in site specific geological investigations. Potential erosion and tsunami hazard will have to be evaluated and mitigated at the time of project proposals.

Coastal Act Section 30251 does not imply the shoreline must be clear of structures in order to protect scenic and visual qualities. What it does say is "Permitted development shall be sited and designed to protect views to and along the ocean . . ."

Trade of these properties with the State appears to be very unlikely and would almost surely result in an unequitable trade for the property owners of Areas 1 and 2. The City feels the same goals can be accomplished with what is proposed in this Plan, especially if State Parks is willing to cooperate in providing public recreation, parking opportunities and open space on their properties.

The City has reviewed the Commission's findings on the regional sewer line permit with regard to shoreline protection. The City generally disagrees with this finding for two reasons:

- 1) It is contrary to Section 30010 of the Coastal Act; and
- 2) It is an unduly conservative evaluation of shoreline processes.

Our position is that this area of the shoreline should be protected to ensure the long term protection of Vista del Mar Street, the sewage treatment facility and regional pump station and the regional pipeline.

#### Final Comment

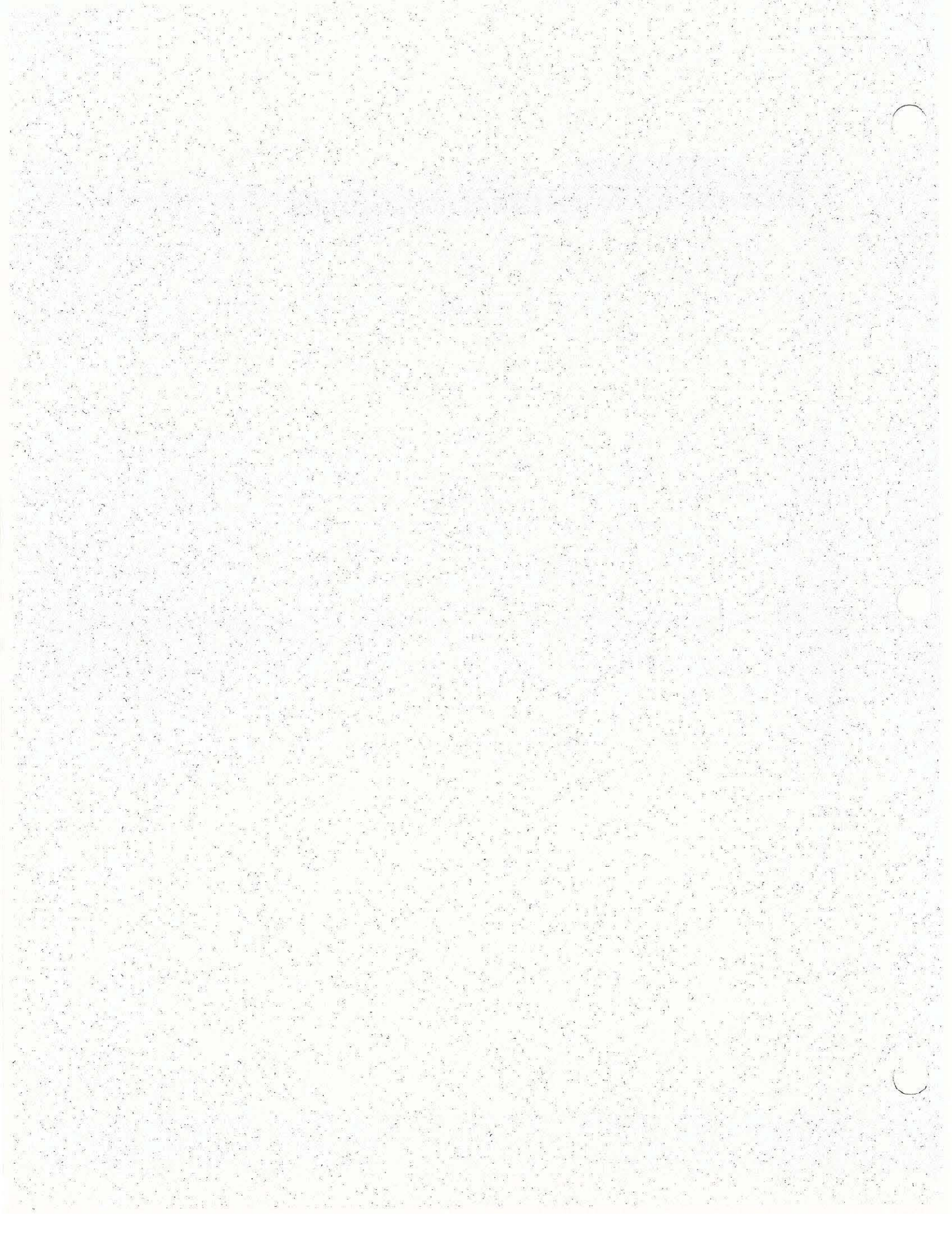
Sand City has only one suitable area for growth of the visitor serving commercial, recreational and residential type, and that is on the west side of Highway One. The east side of Highway One in Sand City has been established over the years as an industrial employment center and does not lend itself to these types of uses in any extensive fashion. Retention of the existing industrial character of this portion of the city is vital to the economic and social well-being of the region as a whole. The overall intensity of the Plan must be put into perspective. The densities shown are maximums, and these maximums will be further constrained by the policies of this Plan.

# **1.0 APPENDIX B**

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## **MIXED USE ZONING DISTRICT REGULATIONS**





## Chapter 18.16: MU-P PLANNED MIXED USE DISTRICT

### Sections:

- 18.16.010 Purpose
- 18.16.020 Principal Permitted Uses
- 18.16.030 Accessory Uses
- 18.16.040 Conditional Uses
- 18.16.050 Development Standards
- 18.16.060 Other Required Conditions

**18.16.010 Purpose.** The purpose of the MU-P district is to: (a) implement the Sand City General Plan land use policies relating to the mixed use classification illustrated on the General Plan Diagram; (b) encourage development and redevelopment of mixed residential, commercial and light-industrial uses that ensure land use compatibility; (c) encourage the creation of living wage jobs; (d) provide for the continued availability of light manufacturing and commercial businesses; (e) provide opportunities for office development where it will not unduly interfere with light manufacturing and commercial uses; (f) allow on-site ancillary retail use to maintain and enhance the economic viability of manufacturers, artists and artisans in the district; (g) allow buildings and site areas where living and working environments can be combined in an effort to reduce work commutes and provide for a more lively area of town; and (h) establish a conditional use permit procedure for all new and proposed commercial, light industrial and residential uses within the district to insure land use compatibility and real estate marketability.

**18.16.020 Principal Permitted Uses.** Principal permitted uses in the MU-P district are:

A. All legal businesses and uses existing within the MU-P district at the time of the adoption of this ordinance shall be considered permitted uses, but only on the sites they currently occupy. All businesses and uses with existing conditional use permits at the time of the adoption of this ordinance shall be allowed to continue as a use permitted by conditional use permit, and only on the site they currently occupy. Expansion of any of these uses beyond their current locations will require conditional use permit approval by the City Council and will be subject to the MU-P development standards and land use compatibility requirements.

B. Expansion of existing commercial and industrial uses on-site or substantial remodeling or renovation resulting in more than a twenty-five percent (25%) increase in floor area or building coverage shall require the issuance of a conditional use permit and will subject the entire commercial or industrial use to the current site development standards of the MU-P district.

**18.16.030**     **Accessory Uses.** Accessory uses in the MU-P district are uses and buildings that are customarily appurtenant to a permitted or conditional use.

**18.16.040**     **Conditional Uses.** Conditional uses, subject to the issuance of a conditional use permit from the City Council, are:

- A. Public or quasi-public uses;
- B. Commercial recreation
- C. Light-manufacturing
- D. Live/Work units at a density no greater than 1 unit/1875 square feet of lot area.
- E. Art/Craft Studios
- F. Laboratories, motion picture studios, photo processing
- G. Open Air Markets
- H. Brew pubs
- I. Retail Establishments
- J. Restaurants
- K. Bakeries
- L. Service Commercial
- M. Hotels, motels, inns
- N. Medical and professional offices
- O. Single-family and multi-family development at a density no greater than 1 unit/1875 square feet of lot area.
- P. Any other use the City Council finds to be consistent with the goals and policies of the Sand City General Plan and the purposes of this district.

**18.16.050**     **Area and Setback Requirements.** Area and setback requirements in the MU-P district are:

A. No parcel or lot created after January 17, 1984 shall have an area of less than 3,750 square feet; provided, however, that the minimum land area of a parcel or lot in the MU-P district created after January 17, 1984 and improved with a single-family residence shall be 1,875 square feet.

B. Minimum front yard setback: as approved by site plan review of the City Council.

C. Minimum side and rear yard setbacks: as approved by site plan review of the City Council.

**18.16.060**     **Other Required Conditions.**

A. Applicable fence height limits and other regulations as contained in Sections 18.62.050 and 18.62.060;

B. Site plan approval by the City Council is required for all construction and physical alterations in the MU-P district;

C. On-site parking and loading facilities required for all uses, as provided in Chapter 18.64;

D. Height Limitations: Maximum sixty feet (60')

E. Design Review Regulations apply.

F. A coastal development permit shall be required for all construction and physical alterations in the MU-P district where said district also falls within the coastal zone boundaries of the City. In such cases, these areas shall be shown on the zoning map as CZ-MU-P and uses within this area shall be subject to the same limitations as referenced herein.

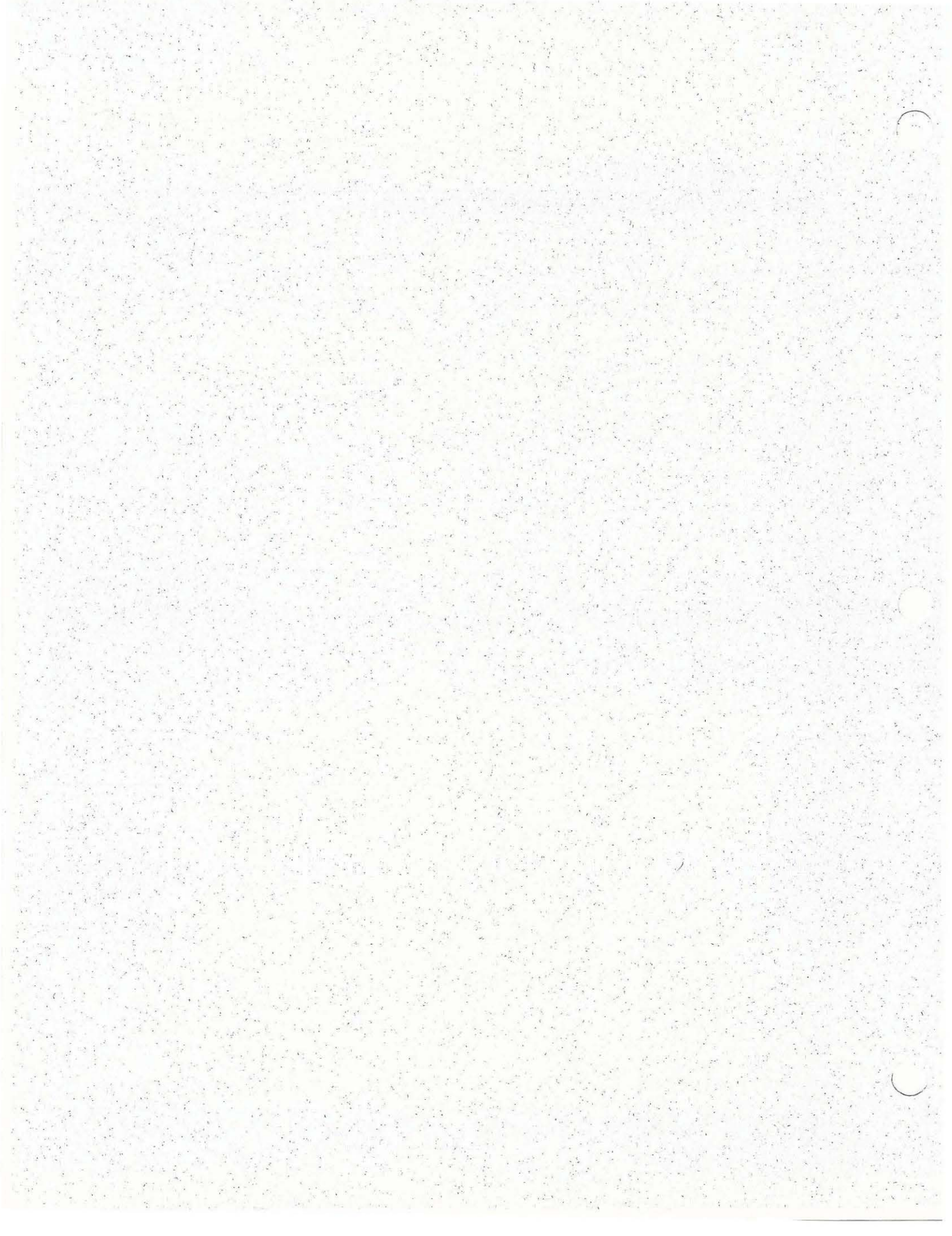
G. In order to determine if proposed new businesses and residential uses within the MU-P district are compatible with ambient conditions, the following additional submittals may be required as part of the conditional use permit, coastal development permit or site plan review process: (1) material safety data sheets; (2) fire department approval and agreement to annual inspections if hazardous materials are involved with the proposed use; and (3) an acoustical analysis by a licensed acoustical engineer. Above-standard sound proofing may be required to insure compatibility with nearby or planned residential uses.



**1.0 APPENDIX C**

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**1996 MEMORANDUM OF UNDERSTANDING**





CALIFORNIA STATE PARKS



# MEMORANDUM OF UNDERSTANDING

## REGARDING SAND CITY COASTAL LAND USE

AMONG  
CALIFORNIA DEPARTMENT OF PARKS AND RECREATION,  
MONTEREY PENINSULA REGIONAL PARK DISTRICT,  
CITY OF SAND CITY, and  
SAND CITY REDEVELOPMENT AGENCY

April 8, 1996





MEMORANDUM OF UNDERSTANDING  
REGARDING SAND CITY COASTAL LAND USE

AMONG  
CALIFORNIA DEPARTMENT OF PARKS AND RECREATION,  
MONTEREY PENINSULA REGIONAL PARK DISTRICT,  
CITY OF SAND CITY, and  
SAND CITY REDEVELOPMENT AGENCY

This Memorandum of Understanding ("MOU") is made as of April 8, 1996 by and among the California Department of Parks and Recreation acting through its Director, hereinafter referred to as the "CDPR," and the Monterey Peninsula Regional Park District hereinafter referred to as "DISTRICT", and the City of Sand City, hereinafter referred to as "CITY", and the Sand City Redevelopment Agency, hereinafter referred to as "REDEVELOPMENT AGENCY."

RECITALS

A. The geographic area subject of this agreement is generally defined as all those lands within the City of Sand City located west of State Highway 1, which is hereinafter referred to as the "Sand City Coastline."

B. CDPR owns almost a majority of small lots south of Fell Street on the Sand City Coastline, most of which are contiguous with one another.

C. DISTRICT owns 180 vacant small lots south of Tioga Avenue on the Sand City Coastline, including 62% of the small lots in the R-3 area, some of which are non-contiguous with one another.

D. DISTRICT owns a promissory note secured by a deed of trust in first priority position to a parcel of land located north of Tioga Avenue which is referred to herein as the "Dump Site". DISTRICT has obtained a \$700,000 grant from the

California Integrated Waste Management Board and a \$250,000 grant from the Monterey Regional Waste Management District for landfill reconfiguration. DISTRICT is providing \$50,000 for dune restoration. CITY has cooperated on this project and has issued Coastal Development Permit no. 96-01.

E. The Sterling parcel (hereinafter referred to as the "Sterling Site") is located immediately north of Tioga Avenue on the Sand City Coastline. The Sterling Site is in private ownership and a coastal development permit has been approved for a visitor-serving development on the Site by the CITY and the California Coastal Commission (hereinafter referred to as the "Coastal Commission").

F. REDEVELOPMENT AGENCY is the owner of two parcels of land located north of the Sterling Site which were formerly owned by the McDonald estate (hereinafter referred to as the "McDonald Coastal Site").

G. The land formerly known as the Lonestar property (hereinafter referred to as the "Lonestar Site") is located north of Tioga Avenue at the northerly end of the Sand City Coastline. The Lonestar Site is owned by Dezonias and the State Parks Foundation. A private development company presently has an option to purchase the Lonestar Site.

H. The Sand City Coastline is an integral part of the Monterey Bay State Seashore and possesses important recreational, trail linkage, open space and natural resource values.

I. DISTRICT hired H. Berry, MAI, to appraise the land area south of Tioga Avenue in November 1990. The parties

subsequently cooperated with certain owners of land located south of Fell Street and west of Vista Del Mar Street in Sand City to cause an appraisal of the land within that area (hereinafter referred to as the "Appraisal Area") prepared by Hanna & Associates.

J. Sand City is part of the urbanized area of the Monterey Peninsula. Most of the City is presently developed with light industrial and heavy commercial uses. Much of the Sand City Coastline is in private ownership.

K. Development within the Sand City Coastline area is regulated by the Local Coastal Program, most of which has been certified.

L. The City of Sand City is within the Project Area of the Redevelopment Plan of the REDEVELOPMENT AGENCY.

M. Appropriate development within the Sand City Coastline area will generate a steady revenue stream for assisting the redevelopment of the Project Area and will provide one source of funds for public access facilities, dune restoration, and long term operation and management of public lands along the Sand City Coastline.

N. In recognizing the efficiency and effectiveness of working cooperatively, the parties desire to accomplish the following mutually beneficial objectives:

- (1) Preserve ocean views from Highway 1.
- (2) Support efforts to restore sand dunes and associated dune vegetation and habitat.

- (3) Create and preserve a north/south habitat corridor for endangered and threatened species.
- (4) Support efforts to create a continuous north/south public pedestrian and bicycle trail, providing linkage to Fort Ord and the Monterey Peninsula.
- (5) Provide appropriate public open space, and beach and dune access.
- (6) Identify an ongoing source of revenue to develop access facilities, restore dune lands, and maintain and operate public lands.
- (7) Enable appropriate public and private development that is consistent with the above objectives to occur along the Sand City Coastline; including but not limited to visitor serving and residential uses.

NOW, THEREFORE, the parties hereto mutually agree as follows:

#### **AGREEMENT**

1. Appraisal Area. CDPR agrees to be the lead agency in coordinating funding and priority purchase efforts to accomplish the public acquisition of all of the privately owned parcels contained within the "Appraisal Area" identified in page one of the April 24, 1995 Appraisal (together with Addenda dated May 16, 1995 and March 7, 1996) prepared for the Park Area Appraisal Committee by John C. Hanna, MAI. In this regard, CDPR shall use

good faith efforts to obtain the required acquisition funding through the formation of partnerships with various public agencies and private donors and shall be responsible for the preparation and successful negotiation of purchase agreement(s) for land located within this area.

2. R-3 Area. REDEVELOPMENT AGENCY has entered into an Exclusive Negotiation Agreement ("ENA") with a developer concerning the R-3 area. The Agreement will expire on August 21, 1996, unless extended for an additional twelve (12) months by mutual agreement of the parties. Following expiration of the ENA, REDEVELOPMENT AGENCY agrees not to enter another exclusive negotiation agreement concerning the R-3 area for a period of three (3) years. Nothing in this MOU shall be construed to limit DISTRICT's ability to continue to buy, sell and/or trade land within the R-3 area or to negotiate with the developer identified in the current ENA.

3. McDonald Coastal Site. The parties agree to support development in the general range of 300 to 450 mixed hotel, visitor-serving residential and residential units on the McDonald Coastal Site and Sterling Site (which may be combined), which is consistent with the existing or amended Sand City LCP. The parties agree that this is a reasonable number of units in light of the amount of open space that may eventually be acquired along the Sand City Coastline and the commitment of the CITY to utilize a portion of the transient occupancy tax revenues from visitor-serving development on these sites to benefit park and open space maintenance along the Sand City Coastline. The

parties also agree that residential development is necessary on these Sites to offset the potential loss of residential sites in other areas of the Sand City Coastline to park and open space uses. DISTRICT and CDPR will have the opportunity to review and comment on future development proposal(s) for these sites.

4. Lonestar Site.

A. During the active period of the option (including any extension of said option), or in the event the option is exercised, CDPR, the DISTRICT, and the CITY agree to recognize and respect the option agreement and the option holder's right to pursue development of the Lonestar Site consistent with the Sand City LCP. During the active period of the option, CDPR and DISTRICT further agree not to acquire title to any portion of the Lonestar Site unless specifically requested to do so in writing by the option holder.

B. In the event the Lonestar Site is not acquired by the option holder, and subsequently is acquired by DISTRICT and/or CDPR, DISTRICT and/or CDPR will retain only the amount of water necessary for the planned use of the Lonestar Site; CITY shall have the right to use all excess water from the Lonestar Site necessary for development to be located on the Sterling and/or McDonald Coastal Sites. Any water that remains after the above allocations shall then be made available for recreational, habitat and other uses within the geographic area of this MOU.

5. Dump Site. CITY and DISTRICT will continue to cooperate on the long-term cleanup efforts for the Dump Site and other open space areas along the Sand City Coastline. In the event DISTRICT

acquires fee title to the Dump Site, it will give CITY a pipeline easement for a subsurface pipeline through the Dump Site to transport water from the Lonestar Site.

6. Sand City Bike Trail. DISTRICT and CDPR agree to convey all necessary permits or rights-of-way to the CITY for the construction, operation and maintenance of the Regional Bicycle Path along Sand Dunes Drive south of Tioga Avenue.

7. Street Vacation. CITY agrees to vacate street and public service easements it holds south of Tioga Avenue (except the easements or other interest the City holds for Sand Dunes Drive and Bay Avenue), in the manner prescribed by the California Streets and Highways Code, at the time such easements are no longer required to provide access to any lots located south of Tioga Avenue.

8. Sand Dunes Drive Extension. DISTRICT and CDPR acknowledge the importance of the extension of Sand Dunes Drive north of Tioga Avenue as provided in the Sand City LCP and the Sand City General Plan Circulation Element. DISTRICT and CDPR further acknowledge that the extension of Sand Dunes Drive north of Tioga Avenue would be a significant public amenity beyond mere circulation attributes. In the event DISTRICT or CDPR acquires fee title to either the Dump Site or the Lonestar Site, such owner agrees to consider the dedication of an easement over such Site for the purpose of extending Sand Dunes Drive north of Tioga Avenue.

9. Beach and Dune Restoration. DISTRICT AND CDPR will support joint efforts of dune restoration, and agree to



cooperatively explore beach replenishment options or other non-structural methods of controlling or reducing the rate of erosion along the Sand City Coastline. To enable such restoration programs, the parties agree to assist and cooperate in developing a sand banking program or stock-piling of sand at a suitable location in Sand City.

10. Park Development. DISTRICT and CDPR acknowledge that a Coastal Development Permit will be required for any development for public use in the Sand City coastal zone.

11. LCP Amendments.

A. DISTRICT and CDPR will support an application by CITY to the California Coastal Commission to certify amendments to the Sand City LCP which: (i) reconfigures on the McDonald Coastal Site and/or relocates the dune restoration area designation presently on the McDonald Coastal Site to another area along the Sand City Coastline; (ii) removes the coastal-dependent industrial land use designation from the McDonald Coastal Site; and (iii) adds visitor-serving residential and residential land use designations to the McDonald Coastal Site.

B. DISTRICT agrees to amend its application no. 93-01 for amendments to the Sand City LCP as those amendments would effect the area north of Tioga Avenue, by excluding the Sterling, McDonald Coastal and Lonestar Sites from the geographic scope of the amendments. The parties agree to support DISTRICT's application as thus amended. The parties further agree that CITY's support of such an amended application is intended to provide significant evidence to the Coastal Commission and the

residents of the Monterey Peninsula that CITY, its residents and property owners are doing more than their fair share to preserve the environment while providing residential, visitor-serving and commercial opportunities in Sand City. CITY will work with DISTRICT and CDPR to provide public access and amenities in the park and open space areas along the Sand City Coastline.

C. CITY agrees to support a future application for amendment to the Sand City LCP to extend the geographic scope of the amendments to the Sand City LCP which are subject of application no. 93-01 to the Lonestar Site at such time as the owner of that Site makes such application to the CITY and only in the event the option holder has not exercised its option.

12. Plan Consistency. CITY agrees that the acquisition and disposition of land located South of Tioga Avenue for park and open space purposes is now consistent with the Sand City Local Coastal Program and General Plan. CITY also agrees that the acquisition and disposition of land located north of Tioga Avenue, except the Sterling, McDonald Coastal and Lonestar Sites (unless the land use designation on the Lonestar Site is amended as provided in paragraph 11.C.), for park and open space uses, will be consistent with the Sand City Local Coastal Program after passage of LCP amendment 93-01 referred to in paragraph 11.B. CITY agrees to waive its application fee for any application filed by DISTRICT for a report on such consistency under Cal. Gov. Code Section 65402.

13. Settlement of Existing Litigation. CITY and REDEVELOPMENT AGENCY will withdraw from the action known as Sand

City v. MPRPD, (No. M 32072, Monterey County). CITY will file a request for dismissal with prejudice in that case within ten (10) days of the date this MOU is entered.

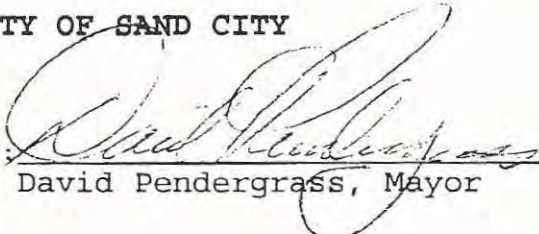
14. Avoidance of Future Litigation. DISTRICT, CITY and REDEVELOPMENT AGENCY agree to use their best efforts to avoid future litigation among themselves regarding the Sand City Coastline.

15. Protection of Property Rights. The parties recognize that land is both publicly and privately owned along the Sand City Coastline. It is not the intent of the parties to discount or devalue property rights in any form or manner by the making or implementation of this MOU. Rather, it is the intent of the parties to respect and protect property rights through fostering better cooperation and coordination between all public and private land owners.

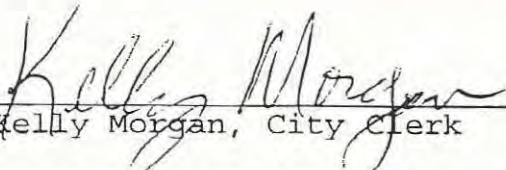
16. Headings. The headings contained in this MOU are for the convenience of the reader and shall not be interpreted as a part of this MOU.

17. Amendment. This MOU shall not be amended except by writing signed by all parties to this Agreement.

CITY OF SAND CITY

by:   
David Pendergrass, Mayor

Attest:

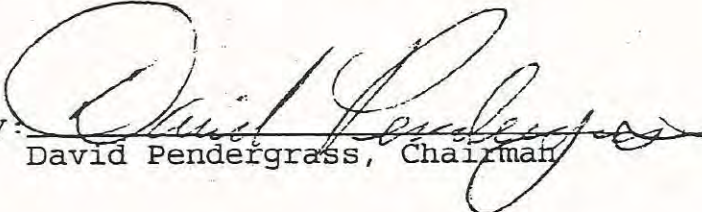
  
Kelly Morgan, City Clerk

MEMORANDUM OF UNDERSTANDING  
REGARDING SAND CITY COASTAL LAND USE

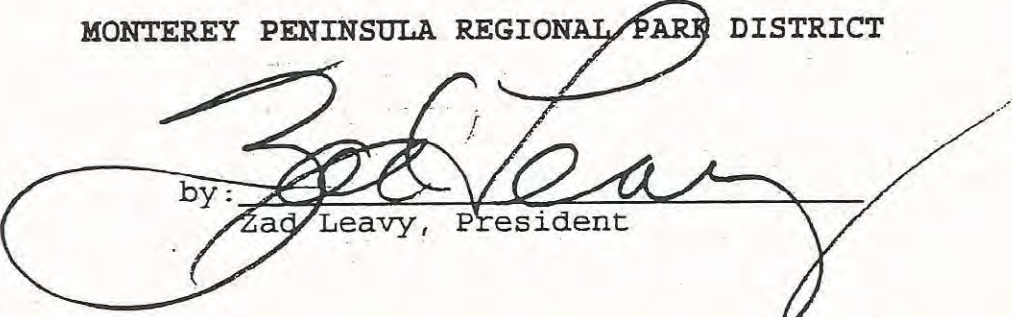
Recommended by:

  
Kelly Morgan, City Administrator

SAND CITY REDEVELOPMENT AGENCY

by:   
David Pendergrass, Chairman

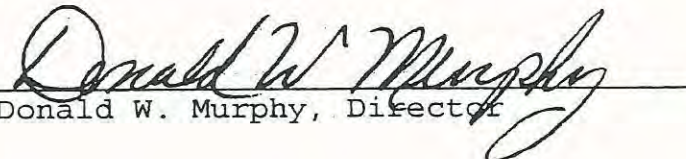
MONTEREY PENINSULA REGIONAL PARK DISTRICT

by:   
Zad Leavy, President

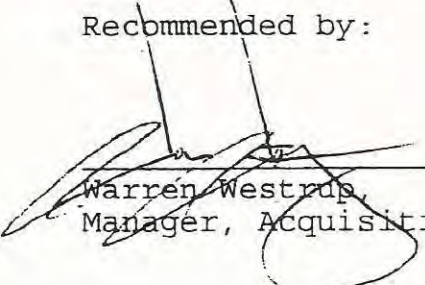
Recommended by:

  
Gary Tate, District Manager

STATE OF CALIFORNIA DEPARTMENT OF PARKS  
AND RECREATION

by:   
Donald W. Murphy, Director

Recommended by:

  
Warren Westrup,  
Manager, Acquisition Section

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### General Conditions of the Country

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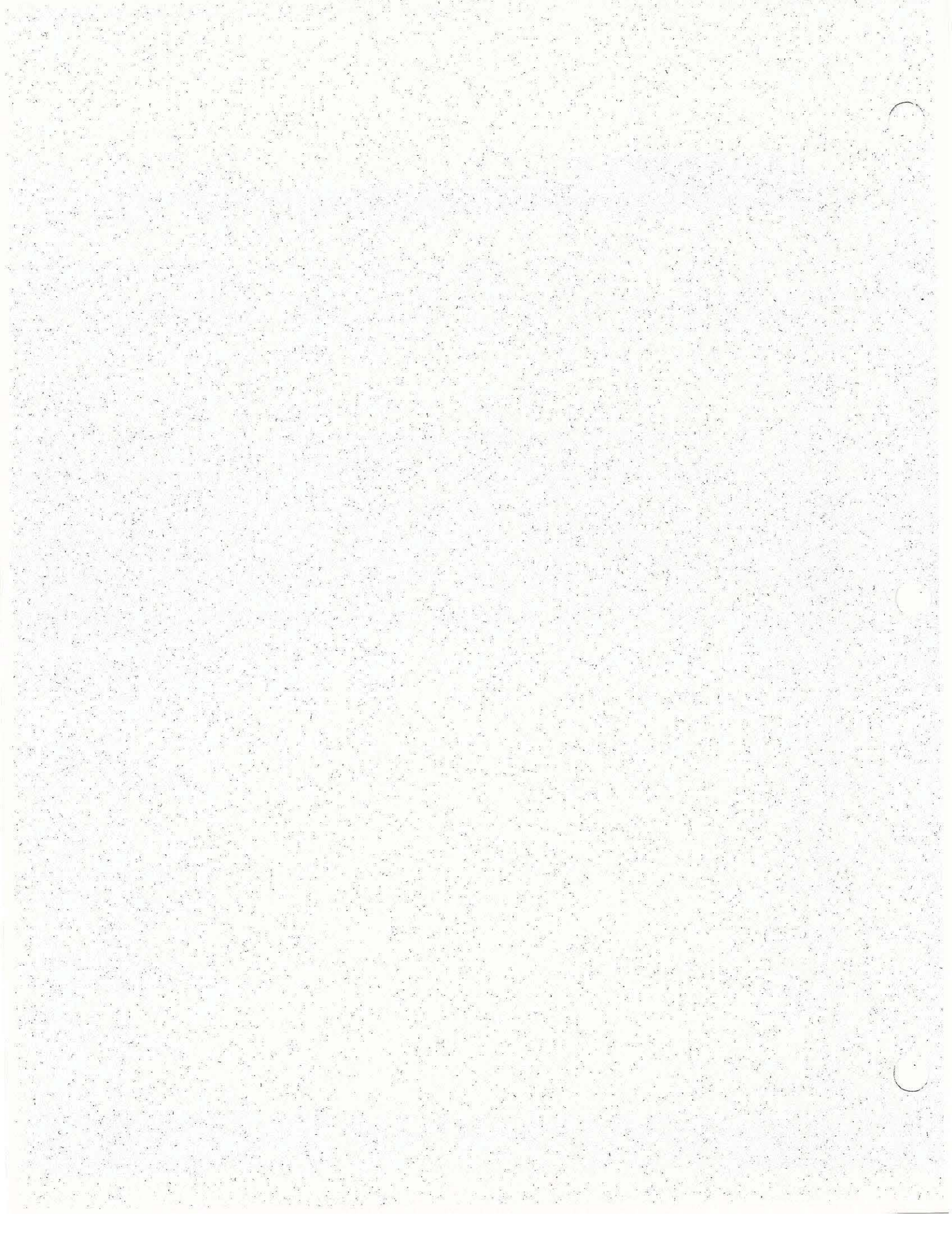
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**1.0 APPENDIX D**

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**EXPANDED ENVIRONMENTAL INITIAL STUDY**



## 1.0 INTRODUCTION

### 1.1 Introduction and Regulatory Guidance

This expanded Initial Study and Mitigated Negative Declaration (MND) has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.*, and the State CEQA Guidelines, California Code of Regulations (CCR) Section 15000 *et seq.* It analyzes the potential impacts of the General Plan Update, which will only effect land areas east of Highway One and generally outside the Coastal Zone. The City area west of Highway One is under the jurisdiction of the Certified Local Coastal Plan (LCP) and the 1996 Memorandum of Understanding (MOU) with the park agencies. Land use policies related to these two documents are not proposed to change at this time.

This Initial Study is a public document to be used by the City of Sand City to determine whether the Project, the update the City's General Plan, may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the Project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the Project is adverse or beneficial, the lead agency is required to prepare an environmental impact report (EIR), use a previously prepared EIR and supplement that EIR, or prepare a subsequent EIR to analyze the Project at hand. If the agency finds no substantial evidence that the Project or any of its aspects may cause a significant impact on the environment, a Negative Declaration (or Mitigated Negative Declaration) shall be prepared with a written statement describing the reasons why the proposed Project would not have a significant effect on the environment, and therefore, why it does not require the preparation of an EIR (State CEQA Guidelines Section 15371).

According to State CEQA Guidelines Section 15070, a Negative Declaration shall be prepared for a Project subject to CEQA when either:

- a) *The initial study shows there is no substantial evidence, in light of the whole record before the agency, that the proposed Project may have a significant effect on the environment, or*
- b) *The initial study identifies potentially significant effects, but:*
  - (1) *Revisions in the Project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and*
  - (2) *There is no substantial evidence, in light of the whole record before the agency, that the proposed Project as revised may have a significant effect on the environment.*



## 1.0 INTRODUCTION

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If revisions are adopted into the proposed Project in accordance with the State CEQA Guidelines Section 15070(b), a Mitigated Negative Declaration (MND) may be prepared. In this case and for this project, the Sand City General Plan Update contains a series of supporting environmental studies, as well as extensive goals, policies and implementation programs designed specifically to reduce the environmental impacts of development within the City over the long term. These “mitigating goals and policies”, as they are referred to throughout this Initial Study, are integral to the project description, and constitute “revisions adopted into the project”. The result is a self-mitigating General Plan, except where additional mitigation measures are warranted.

This environmental analysis has addressed the broad environmental issues relevant at this planning stage, consistent with a “programmatic” analysis typically associated with a General Plan. Detailed analysis for specific improvements, such as traffic improvements, is provided at a level of detail consistent with information that is known or reasonably projected. Development projects within the City may utilize this analysis as a “first tier” environmental document, although the City anticipates that additional project-specific analysis will be required for individual proposals, consistent with the tiering approach recognized by CEQA (Guidelines Section 15152).

Supporting studies include: the Sand City General Plan Update Traffic and Circulation Study (Associated Transportation Engineers, December 1999); Sand City General Plan Update Air Quality Impact Assessment (VRPA Technologies, November 2000) and the Sand City General Plan Noise Analysis (Illingworth & Rodkin, September 2000). These studies are attached as appendices to this document and are incorporated as part of this expanded Initial Study.

### 1.2 Lead Agency

The lead agency is the public agency with primary responsibility over a proposed Project. Where two or more public agencies would be involved with a Project, CEQA Guidelines Section 15051 provides criteria for identifying the lead agency. In accordance with CEQA Guidelines Section 15051(b)(1), “the lead agency would normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose.” In this case, the City of Sand City is clearly the lead agency for the Project considering that the General Plan Update was initiated by the City and the General Plan is a City document.

### 1.3 Document Organization

This document is divided into the following sections:

- **1.0 Introduction** - provides the regulatory background and necessity to prepare environmental review of the General Plan Update.
- **2.0 Project Description** - provides a detailed description of the proposed Project, in this case the attributes of the General Plan and a brief comparison to the existing General Plan;

- **3.0 Environmental Setting, Impacts and Mitigation Measures** - describes the environmental setting for each of the environmental subject areas, evaluates a range of impacts classified as “no impact”, “less-than significant”, “potentially significant unless mitigation incorporated”, or “potentially significant” in response to the environmental checklist, and provides mitigation measures, where appropriate, to mitigate potentially significant impacts to a less-than-significant level;
- **4.0 Determination** - provides the environmental determination for the Project;
- **5.0 Report Preparation and Consultations** - identifies a list of staff and consultants responsible for preparation of this document, and persons and agencies consulted; and
- **6.0 References** - identifies the references used in preparation of this MND.

#### **1.4 Scope of the Environmental Analysis**

As described in CEQA Guidelines Section 15125 (e), “where a proposed project is compared with an adopted plan, the analysis shall examine the existing physical conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced as well as the potential future conditions discussed in the plan.” As the City anticipated the preparation of a negative declaration, a notice of preparation was not prepared. As such, the timeframe established for “existing conditions” was when the analysis commenced, in 1999. As provided by this section of the Guidelines, the analysis within this Initial Study will also discuss potential future conditions of the existing General Plan.

All elements of the General Plan are incorporated by reference into this Initial Study for the purposes of description and analysis, pursuant to Section 15150 of the CEQA Guidelines.

### 2.0 PROJECT DESCRIPTION

#### 2.1 Project Area Location and City Features

The City of Sand City is located in Monterey County, on the shores of Monterey Bay. The City is bounded by the City of Seaside to the south and east and by the former Fort Ord military base to the north. The Sand City Planning Area is 3.16 square miles, of which 347 acres is land area. There is no available land outside the City limits to which Sand City could expand in the future. Sand City contains a coastline of approximately 1.5 miles. The project location is illustrated in **Figure 1**.

Sand City is located in an area primarily composed of dune sand, with deposits as deep as 300 feet in some places. State Highway 1 bisects the City into eastern and western districts. The section east of Highway 1 has been mostly developed, with a mixture of industrial and commercial uses and scattered residences. The western section is basically undeveloped, but it has been degraded by past sand mining and other related industrial operations. Some parcels along the coastline in the western section of the City are owned by the California Department of Parks and Recreation and by the Monterey Peninsula Regional Park District. There are plans to create a State park from these parcels in the area south of Tioga Avenue.

#### 2.2 Project Background

The Project evaluated by this expanded Initial Study is a technical and land use policy update of the General Plan of the City of Sand City. The current General Plan was adopted in 1980 with a timeframe that extended 15 to 20 years. In 1984, the General Plan was revised to incorporate the City's certified Local Coastal Program (LCP). In 1989, the General Plan was again amended to include a Regional Commercial land use category. In 1991, an update of the General Plan's Housing Element was adopted and certified by the State. However, the existing General Plan is typical of those adopted by small jurisdictions during that time frame, both in scope and in technical detail. The General Plan Update is intended to present a more contemporary vision for the City's future for the next 15-20 years.

#### 2.3 Project Purpose and Objectives

The City of Sand City chose to initiate an update of its General Plan due to changing circumstances, trends, and community values. The primary purpose of the Project is to 1) incorporate information that has changed since the General Plan was last revised; 2) generate new technical data relative to the City's physical environment; 3) incorporate modifications to the Land Use Diagram; and 4) incorporate the supporting text, goals, policies and programs needed to implement the General Plan.

Figure 1

## 2.0 PROJECT DESCRIPTION

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### 2.4 Project Characteristics

The updated General Plan will incorporate new land use designations and planning concepts, resulting in an overall decrease in potential buildout development as compared to the existing General Plan. Compared to the existing (year 2000) conditions in the City, the updated General Plan anticipates an overall increase in residential and non-residential development based on 5 to 15 years of planned growth.

The following table provides a simplified comparison of existing conditions, existing General Plan thresholds, and proposed General Plan thresholds.

**TABLE 1**  
**COMPARISON OF EXISTING AND PROPOSED GENERAL PLAN SCENARIOS**

<b>Land Use and Population</b>	<b>Existing (1980) General Plan</b>	<b>Proposed (2000) General Plan</b>	<b>Existing Conditions as of 1999</b>
Residential	649 households	587 households	84 households
Commercial/Industrial	14,567,000 sq. ft.	9, 220,000 sq. ft.	1,246,419 sq. ft.
Open Space <sup>(1)</sup>	26.55 acres	110 acres	5 acres
Population	1,364	1,295	188

(1) Includes Public Recreation and Habitat Preserve

The more significant changes to the General Plan are summarized below:

- Fewer total square feet of non-residential uses compared to the existing General Plan; and more housing planned in a mixed-use concept for the Old Town District. Fewer households are anticipated due to State and Regional Park efforts to purchase residentially zoned property within the Coastal Zone.
- Conversion of the Seismic Safety Element and its requirements into the Public Safety and Noise Element, in accordance with state law;
- Consolidation of Open Space and Conservation Elements;
- Addition of building density and development intensity standards for land use designations;
- Addition of policies and implementation programs for the Land Use Element;
- A more detailed discussion of traffic in the Circulation Element, including existing and projected levels of service (LOS) on major streets;
- A discussion of utilities and infrastructure in the Circulation Element.

The Land Use Element is viewed as the core of the General Plan. It establishes a framework of objectives, policies and implementation programs that will guide the community's physical form

## 2.0 PROJECT DESCRIPTION

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and growth. In order to plan for the community's future growth and redevelopment, the Land Use Element establishes the distribution of land uses, population densities and building intensities. The Land Use Diagram for the General Plan Update is shown in **Figure 2**. A breakdown of General Plan holding capacity, including all designations and acreage, is provided in **Table 2**.

## 2.0 PROJECT DESCRIPTION

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Figure 2

## 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

This section provides an evaluation of the potential environmental impacts of the proposed Project. As discussed previously, the analysis compares the General Plan Update against existing (1999) conditions, but also discusses the project's effects against the development potential of the existing General Plan. This comparison is provided for context, and to show the relative change in *predicted* environmental conditions over time.

There are 14 specific environmental issues evaluated in this section. The issues evaluated satisfy CEQA review requirements, and are based upon the most recent version of Initial Study checklist provided by Appendix G of the CEQA Guidelines.

For each question in the checklist, one of four conclusions is made regarding the issue and effect on the environment:

- **No Impact:** No evidence that a physical impact to the environment would occur with Project development and buildout.
- **Less-Than-Significant Impact:** The impact or change in environmental conditions would not result in a substantial and adverse change in the environment and would not trigger any significance thresholds. Many of the potential effects of the General Plan Update result in less-than-significant impacts because mitigating goals, policies, and programs are built into the General Plan and project description. Less-than-significant impacts do not require additional mitigation measures.
- **Potentially Significant Unless Mitigation Incorporated:** This class of impacts cannot be fully mitigated by the General Plan's goals, policies and programs. However, additional mitigation measures, as described, would reduce the Project related impact to a less-than-significant level.
- **Potentially Significant Impact:** An impact that may have a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the Project" (State CEQA Guidelines §15382). This impact category is applied when the occurrence or severity of the impact cannot be forecasted within reason, or where the lead agency predicts that the effect will be significant and unavoidable regardless of mitigation.



### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.1 AESTHETICS

3.1 AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

Sand City is a small municipality, approximately 3.16 square miles (347 acres of land area) in size (including the coastal area and portion of Monterey Bay), with a population of approximately 261 residents (2000 census) in 100 housing units. The City is densely developed with a majority of the land in industrial and commercial use. The City possesses an eclectic downtown area known as Old Town, which contains older industrial buildings and a growing artist community. The majority of existing structures are warehouse industrial buildings with little architectural interest. The City's western edge is bordered by 1.5 miles of shoreline on Monterey Bay and views of the Bay exist from many points within the City. In addition, the City slopes gently upward toward the east, and is visible from many areas on the Monterey Peninsula. Highway 1 through Sand City provides views of the built environment to the east, and the shoreline and sand dunes to the west.

##### B. IMPACTS AND MITIGATION MEASURES

#### CHECKLIST DISCUSSION

*3.1.a. Would the Project Have a substantial adverse affect on a scenic vista?*

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

***Less than Significant.*** Sand City contains valuable scenic vistas consisting of coastal views, and views of the Monterey Peninsula from Highway 1. Views of the Monterey Bay and portions of Sand City can also be seen from other areas on the Monterey Peninsula. The General Plan and the City's certified Local Coastal Program (LCP) identify the view corridors and vista points within the Coastal Zone west of Highway 1, and the LCP lists a number of existing policies designed to protect views.

The General Plan Land Use Element identifies the potential for new development within each Planning District, and recognizes that new development on vacant land and the redevelopment of existing areas needs to be accomplished in a manner that preserves scenic views. The General Plan could also result in beneficial impacts to visual resources, as the plan intends to enhance views of areas that are currently blighted through redevelopment and high architectural standards.

The General Plan contains extensive land use and visual resource policies designed to address the City's appearance and character, recognizing the City's location as a gateway to the Monterey Peninsula. The successful incorporation of the goals, policies and implementation programs of the General Plan related to aesthetics and visual resources, reproduced below, will result in a "self mitigating" plan and less than significant environmental impacts.

#### MITIGATING GOALS AND POLICIES

The City's Local Coastal Plan (LCP), incorporated by reference, identifies important view corridors and vista points within the coastal zone of the City. LCP policies designed to protect views include the following:

- Prohibit development within certain view corridors of the City and;
- Impose certain conditions upon development, (e.g. height limitations) so as not to obstruct views.

In addition to the policies set forth in the LCP, the City's General Plan Update incorporates goals and policies designed to enhance aesthetics and protect the scenic views, corridors and vista points which are identified in the LCP. These goals and policies include the following:

#### Land Use Goals and Policies

**Goal 2.6** Redevelop the South of Tioga district to eliminate existing urban blight conditions, accommodate specialized commercial uses, and attain land use transitions appropriate to the future East Dunes district residential development.

**Policy 2.6.3** The character of development in this area should blend with or otherwise emulate the coastal architecture and design characteristics being forwarded for the East Dunes district. Public gathering places, which include

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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benches, trash receptacles, and other site amenities should also be integrated into the development design.

**Policy 2.7.1** Work with the City of Seaside and Caltrans to beautify the Fremont Boulevard/Route 1 interchange entrance into Seaside/Sand City.

**Policy 2.7.3** Encourage the Sand Dollar Shopping Center to “retrofit” building designs to be more consistent with the Edgewater Center and improve site landscaping at both centers.

**Goal 2.9** Enhance the community’s appearance and sense of identity in the greater Monterey Bay Region.

**Policy 2.9.1** Maintain design review controls through the use of design review zoning regulations on all significant development and redevelopment in town.

**Policy 2.9.2** Prohibit the development of structures with large blank walls, which face a public right-of-way or other public viewing area.

**Policy 2.9.3** Encourage building designs that evoke a coastal resort or coastal industrial architectural theme and provide treatment that includes building design articulation and variation.

**Policy 2.9.4** Require the screening of outdoor storage areas with building materials compatible with overall building design and landscaping, wherever feasible.

**Policy 2.9.5** Develop and install streetscape improvements with all new development, particularly along the following primary streets: California Avenue, Tioga Avenue, Sand Dunes Drive, Contra Costa Street and Catalina Street.

*Imp. Program 2.9.a.* Develop design guidelines for use by the Design Review Committee, which address site plan, architectural and landscape standards for residential, commercial and light industrial development and redevelopment in town.

*Imp. Program 2.9.b.* Develop a comprehensive streetscape program for primary streets in Sand City, including but not limited to: California Avenue, Tioga Avenue, Sand Dunes Drive, Contra Costa Street and Catalina Street. The streetscape program should at minimum address:

- Undergrounding of utilities
- Lighting

### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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- Landscape treatments, including extensive tree plantings
- Directional signage to attractions and major shopping areas
- Frontage improvements (curbs, gutters, sidewalks, bike paths, or pedestrian paths where sidewalks are not possible)
- Decorative planting

**Goal 2.10** Work with the City of Seaside to eliminate blight and to beautify the common borders and entrances of both cities.

**Policy 2.10.2** Create a list of topics or issues to be presented to the legislative bodies of both cities that includes, but is not limited to:

- Redevelopment projects with access needs requiring a Del Monte Avenue frontage.
- Beautification of city entrance gateways.
- Property ownership patterns that may cross jurisdictional boundaries.

**Policy 2.10.3** Pursue development of uniform streetscape plans for border areas between Sand City and Seaside.

#### Scenic Resource Policies

**Goal 5.5** Maintain scenic views from view corridors and vista points identified in the LCP.

**Policy 5.5.1** City shall implement the policies for maintaining visual resources set forth in the City's LCP.

**Goal 5.6** Improve the appearance of Sand City as viewed by visitors traveling along Highway 1.

**Policy 5.6.1** Require that new development west of Highway 1 be designed in a manner that integrates proposed structures and project features with the dune environment.

**Policy 5.6.2** Ensure through the design review process that all new development and/or redevelopment projects which are visible from Highway 1 are designed in a manner which creates a positive image of the community, worthy of its Peninsula gateway location.

**Policy 5.6.3** The City shall review development proposals for consistency with the

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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recommendations and strategies to enhance scenic vistas and community character as identified in the Parking and Urban Design Study prepared in October 1997.

Based upon the above stated policies from the General Plan and LCP, the project will be effectively self-mitigating and result in less than significant impact with regard to scenic, visual and aesthetic resources. Existing LCP policies are not proposed to change with this General Plan Update.

***3.1.b Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?***

***Less than Significant.*** Please see above discussion regarding scenic vistas and resources. With the incorporation of General Plan goals, policies and implementation measures, the project will not have significant impacts. Highway 1 through Sand City is not a designated State Scenic Highway. The General Plan land uses proposed will not affect individual trees, rock outcroppings or historic buildings within a state scenic highway. No additional mitigation is necessary.

***3.1.c Would the project substantially degrade the existing visual character or quality of the site and its surroundings?***

***Less than Significant.*** Please see above discussions. With the incorporation of General Plan goals, policies and implementation measures, particularly with regard to design standards and community character, implementation of the General Plan will result in beneficial impacts to the visual quality of the City.

***3.1.d Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

***Less than Significant.*** See above discussions. Depending on the design of subsequent projects, development facilitated by the proposed General Plan land uses could increase light and glare that would affect day or nighttime views in the area. These would include views seen by motorists traveling on State Highway 1. Individual Projects would be subject to independent CEQA review and would also be reviewed by the City's Design Review Committee and Community Development Department to ensure that light and glare created by future development would not adversely affect day or nighttime views in the Project area. Therefore, the impact is considered to be ***less than significant.***

**3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

**3.2 AGRICULTURAL RESOURCES**

<b>3.2 AGRICULTURAL RESOURCES</b>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION/CONCLUSION/MITIGATION:**

**A. ENVIRONMENTAL SETTING**

The California Resources Agency designates the entire city as "X" on its Farmland Mapping and Monitoring Program. The "X" designation means that the land does not fit into any category that the Agency defines as valuable farmland.

**B. IMPACTS AND MITIGATION MEASURES**

**CHECKLIST DISCUSSION**

**No Impact.** Intensification of development or changes to the built environment would not impact prime, unique or important farmland. The Project would not expand the City of Sand City corporate boundaries or sphere of influence. Proposed changes to the land use designations would only affect the land within the City of Sand City boundaries, which does not include any areas in intensive agriculture production, and therefore would not change land uses in the surrounding areas. No impact to agricultural resources would occur as a result of the General Plan update in any of the checklist categories.

**MITIGATING GOALS AND POLICIES**

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

As the General Plan Update identifies no agricultural lands in the city and will have no agricultural impacts, no specific policies address this issue. No mitigation is required.

#### 3.3 AIR QUALITY

3.3 AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in significant construction-related air quality impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

Sand City is located in the North Central Coast Air Basin (NCCAB), which encompasses the counties of Monterey, Santa Cruz and San Benito. Within the NCCAB, the Monterey Bay Unified Air Pollution Control District (MBUAPCD) regulates air quality. Responsibilities for planning the attainment and maintenance of federal and state air quality standards in the NCCAB are shared jointly by MBUAPCD and the Association of Monterey Bay Area Governments (AMBAG).

The MBUAPCD operates a network of monitoring sites throughout the District. Monitoring sites in Monterey County are located at District offices east of Monterey (ozone only), Carmel Valley (ozone and PM<sub>10</sub>) and Salinas (ozone, nitrogen dioxide, carbon monoxide and PM<sub>10</sub>).

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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During the 3-year period from 1997 through 1999, no violations of the state or federal ambient air quality standards were recorded at any of the Monterey County monitoring sites. However, during that same period numerous violations of the state standards for ozone and PM<sub>10</sub> were recorded within the MBUAPCD in Santa Cruz and San Benito Counties (MBUAPCD, 2000). Thus while Sand City enjoys relatively good air quality, it should be noted that ozone is a regional air quality problem and that ozone precursors emitted within the Sand City area can impact downwind areas in the eastern portion of the Air Basin.

The main contributor of ozone is on- and off-road motor vehicles, with stationary source fuel combustion, solvents and cleaners as other significant sources. PM<sub>10</sub> comes from natural sources such as sea spray and forest fires and from man-made sources such as fuel combustion and industrial processes. An analysis by the California Air Resources Board (CARB) indicated that for 1994 and 1995, half of the district's exceedances were due to the transport of emissions from the San Francisco Bay Area.

In 1991, the MBUAPCD prepared an Air Quality Management Plan, which addresses meeting the California Ambient Air Quality Standards for ozone. The Plan contains an emission inventory of ozone sources and forecasts of emission rates. It also describes measures to reduce emissions and how these measures would be implemented. The Plan was updated in 1997 to revise the emission inventories and forecasts, incorporate new methodologies for calculating emissions, and bring Transportation Control Measures (TCMs) that reduce vehicle emissions into compliance with new state law. Attainment of state PM<sub>10</sub> standards is addressed in the "1996 Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region."

#### B. IMPACTS AND MITIGATION MEASURES

##### CHECKLIST DISCUSSION

Detailed information and modeling regarding air quality impacts is provided in the Air Quality Impact Assessment, within the Technical Appendices to this Initial Study. This discussion summarizes the information and conclusions of that assessment.

##### ***3.3.a Would the project conflict with or obstruct implementation of the applicable air quality plan?***

***Less than Significant.*** As discussed above, the Monterey Bay Unified Air Pollution Control District (Air District) is responsible for preparing and implementing the region's Air Quality Attainment Plan. Sand City fully supports the efforts of the Air District. The Air District's Air Quality Management Plan utilizes regional population and employment forecasts to determine if a particular project will conflict with or obstruct implementation of the plan. Because the project is a General Plan Update, it is anticipated that the forecasts provided by the project will be used by the Air District and AMBAG in the update of their consistency criteria.



### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

The analysis concluded that because the Project is a general plan update, the standard of significance is whether the changes to the General Plan are consistent with the amount of growth that is currently anticipated in the MBUAPCD Attainment Plan. Because the long-term population projections and land use intensities are lower with the Project compared to existing projections, the General Plan is consistent with the attainment plan, and therefore would not conflict with or obstruct the plan.

In addition to population and land use forecasts, it should be noted that the General Plan Update plans for compact development and community characteristics that are walkable, transit-oriented and that integrate residential and commercial uses. These characteristics are founded on the principles of new urbanism, which, among other benefits, can have a direct positive effect in terms of reducing mobile source emissions.

#### MITIGATING GOALS AND POLICIES

The General Plan Update incorporates goals and policies designed to minimize the potential emissions that will result as individual projects are implemented within the City. These mitigating goals and policies include:

##### Air Quality Goals and Policies

- Goal 5.8** Minimize public health hazards due to air pollution and reduce the generation of air pollutants.
- Policy 5.8.1** The City supports the efforts of MBUAPCD to reduce air pollution.
- Policy 5.8.2** The City encourages a variety of alternative modes of transportation to that of motor vehicles, since they are a primary source of air pollution within the region.
- Policy 5.8.3** The City shall continue to work with the MBUAPCD and ARB in incorporating local and regional clean air plans into City planning activities.
- Policy 5.8.4** The City shall implement planned street and highway, transit, and bikeway improvements (as may be specified in the Transportation Impact Assessment) as necessary to relieve congestion and reduce vehicular idling.
- Policy 5.8.5** The City shall encourage the use of alternative forms of transportation by identifying opportunities for public transit, bicycle and pedestrian modes in the planning and review of public and private development projects.

##### Circulation Goals and Policies

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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- Goal 3.3** Promote interagency and regional coordination with regard to transportation planning and improvements.
- Policy 3.3.1 Participate in multi-jurisdictional efforts to plan, upgrade and expand the regional road network.
- Policy 3.3.2 Encourage the Transportation Agency for Monterey County to work with the Association of Bay Area Governments and the Monterey Bay Unified Air Pollution Control District to ensure consistency of data bases and modeling for transportation and air quality planning.
- Policy 3.3.3 Support the completion of projects listed in local and regional transportation plans.
- Goal 3.4** Reduce traffic congestion by the integrated use of alternative transportation modes and programs to encourage reduction of motor vehicle use.
- Policy 3.4.1 Provide for a balance of land uses including housing and job creating uses within the community to reduce trips and trip lengths and to encourage alternative transportation modes.
- Policy 3.4.2 Pursue public transit, ride sharing, carpooling, bicycle and pedestrian access, park-and-ride facilities and other transportation demand management strategies as preferred alternatives over transportation construction projects where feasible. Bicycle and pedestrian facilities should be provided as part of construction of, or improvements to, all major roadways where feasible.
- Policy 3.4.3 Design new recreational and visitor-oriented development to encourage visitor use of alternative modes of transportation.
- Goal 3.5** Promote the use of transit at an equitable cost and para-transit services in Sand City to reduce traffic congestion.
- Policy 3.5.1 Continue to work with Monterey-Salinas Transit to ensure that adequate access to transit service is provided within the City at a reasonable cost.
- Policy 3.5.2 Explore the feasibility of developing a park and ride facility at California Avenue and the Union Pacific Railroad right-of-way south of Tioga Avenue.

*Imp. Program 3.5.a.* Provide reasonable funding, that acknowledges the City's small size, to

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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Monterey- Salinas Transit to ensure that transit service remains available within Sand City.

*Imp. Program 3.5.b.* Consider the need for additional transit stops and related facilities in conjunction with new development or redevelopment projects and on California Avenue.

*Imp. Program 3.5.c.* Work with Monterey-Salinas Transit or other appropriate entities to determine the desirability and potential funding sources for construction of a park and ride facility within Sand City.

No significant air quality impacts were identified within the General Plan air quality analysis, (See Appendix A). Air quality impacts are further ensured to be maintained within acceptable levels with the incorporation of the above stated General Plan goals, policies and implementation programs.

**3.3.b** *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?*

*Less than Significant.* See discussion and mitigating goals and policies above regarding project consistency with regional air quality forecasts. See also 3.3.c below regarding cumulative contributions. All potential air quality impacts are discussed in terms of cumulative effect, since the project is a General Plan Update and could result in a wide range of land uses implemented over a 20-year period. Given the long-term nature of the project, there will no “short term” or significant, project-specific contributions to any air quality violations.

#### MITIGATING GOALS AND POLICIES

Please see goals, policies and implementation measures under 3.3.a above.

**3.3.c** *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*

*Less than Significant.* As discussed previously, an air quality assessment was prepared by VRPA to quantify predicted emissions against current Air District emission thresholds, as well as state and federal ambient air quality standards. As stated in the Existing Setting, Monterey County (including Sand City) carries non-attainment status for ozone and PM<sub>10</sub>.

The air quality model calculated the total “worst case” regional source and mobile source emissions in terms of pounds per day and tons per year of PM<sub>10</sub> and ozone precursors. This calculation assumed that all land uses under the updated General Plan were built out and

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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operating as a single citywide “project”. When evaluated in this manner, the modeling shows that total nitrogen oxides (NOx), a precursor of ozone, would exceed the threshold of 150 pounds per day. This total emission projection, however, assumes that all General Plan land uses in the year 2020 are “new”, essentially constructed from a blank slate, with no recognition of existing land uses in place. In reality, Sand City contains a number of existing land uses that are generating emissions that will change and undergo redevelopment over time. The City cannot envision or predict a single project constructed in Sand City subsequent to the General Plan that would be large enough to violate any thresholds on its own, and the project-specific environmental review for any future projects will be required to quantify individual project impacts and emissions.

For regional pollutants such as ozone, PM<sub>10</sub>, sulfur dioxide or nitrogen dioxide, the impact of new development cannot be predicted in terms of concentrations, but is addressed in terms of changes in the regional burden of emissions. For this reason, the analysis must look at the predicted regional burden that Sand City will contribute to the cumulative air quality, rather than the concentrations of pollutants of specific land uses. As discussed in 3.3.a, the analysis concluded that because the Project is a general plan update, the standard of significance is whether or not the changes to the General Plan are consistent with the amount of growth (and cumulative emissions) that are currently anticipated in the Monterey Bay Unified Air District’s (MBUAPCD) Attainment Plan. Because the long-term population projections are lower with the Project, the General Plan is considered consistent with the attainment plan and will therefore result in a lower cumulative contribution to non-attainment pollutants than currently predicted by existing regional projections.

#### MITIGATING GOALS AND POLICIES

Please see goals, policies and implementation measures under 3.3.a above.

#### **3.3.d Would the Project result in significant construction-related air quality impacts?**

**Less than Significant.** Construction air quality impacts are usually temporary, and attributable to dust generated by equipment and vehicles. Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. The air quality analysis prepared for the General Plan demonstrates that total construction emissions resulting from General Plan buildout would be lower than previously predicted under the existing General Plan. Mitigation for construction projects in Sand City is accomplished through standard conditions of approval and best management practices such as watering and covering of exposed soils, maintaining equipment, and other common construction practices.

#### MITIGATING GOALS AND POLICIES

Please see goals, policies and implementation measures under 3.3.a above. In addition, the following policy specifically addresses construction measures.

Policy 3.8.6 All development and construction activity within the City shall be subject

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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to the best management practices and dust control measures as established by the City's standard conditions of approval.

#### **3.3.e Would the Project expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant.** Sensitive receptors, including concentrations of children, the elderly or infirm, may suffer adverse effects from exposure to localized pollutants. The primary sources of increased exposure resulting from the Project would be construction activities and increased vehicle trips over a 15 to 20 year time frame. The air quality analysis included an assessment of CO concentrations on area roadways, based on projected traffic generation. The analysis concluded that no state or federal standards would be exceeded.

Impacts to sensitive receptors are more readily analyzed in association with specific development projects, where the City is able to identify a specific receptor relative to a specific project or intersection. As a General Plan, the analysis cannot be conducted to that level of detail. Based on the results of the CO analysis, the requirement for project-specific environmental review, and the consideration of construction impacts for individual projects, impacts to sensitive receptors can be avoided and kept below any significance thresholds.

#### MITIGATING GOALS AND POLICIES

None required. Please see goals, policies and implementation measures under 3.3.a above.

#### **3.3.f Create objectionable odors affecting a substantial number of people?**

**Less than Significant.** Operation of some commercial uses allowed as a result of the Project could generate odors (e.g. restaurants and industrial uses). However, such odors are generally not considered objectionable and are located in appropriate areas. As with sensitive receptors, the individual relationships between future uses cannot be fully predicted at this time, and it is anticipated that the City can effectively mitigate or avoid such situations through project-specific environmental review and the review of individual project applications.

#### MITIGATING GOALS AND POLICIES

None required. Please see goals, policies and implementation measures under 3.3.a above.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.4 BIOLOGICAL RESOURCES

3.4 BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

Vegetation in the undeveloped areas of Sand City consists of scattered native and non-native

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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plant species. Within the Sand City Planning Area, five biotic communities have been identified including the Coastal Strand, Pioneer Dune Vegetation, Coastal Scrub, Maritime Chaparral and Rudereal or disturbed areas. Other native plant species found in the area include chemise and California poppy. There is also a significant amount of iceplant, a non-native exotic weed that has been planted along roadways throughout California as a bank stabilizer. Iceplant has significantly degraded habitat values by out-competing buckwheat and other native coastal plants.

Biological studies conducted for various environmental documents have identified five special status plant species within the Planning Area. The five species are:

- Monterey Bay gilia (*Gilia tenuiflora* spp. *arenaira*), listed as “endangered” on the federal list and “threatened” on the state list;
- Monterey spine flower (*Chorizanthe robusta* var. *pungens*), listed as “threatened” on the federal list. This species is found in rudereal/disturbed communities;
- Coast wallflower (*Erysimum ammophilum*), designated a Species of Concern by the U.S. Fish and Wildlife Service (USFWS) and a federal Candidate 2 species (meaning additional information is needed to determine if species should be listed). It is found in the Coastal Scrub community;
- Monterey ceanothus (*Ceanothus cuneatus* var. *rigidus*), a federal Candidate 2 species. It is found east of Highway 1 in scattered locations;
- Sandmat manzanita (*Arctostaphylos uva-ursi* ssp. *pumila*), a federal Candidate 2 species. Part of the Maritime Chaparral community, it is also found in scattered locations east of Highway 1; and
- One additional species, Michael’s rein orchid (*Piperia michaelii*), is a California Native Plant Society (CNPS) “list 4” species. It does not, however, have state or federal status. Other potentially occurring special status plant species include: Yadon’s piperia, robust spineflower, Yadon’s wallflower, Seaside bird’s beak, Tidestrom’s lupine and Eastwood’s goldenbush.

Most of the wildlife in the Planning Area consists of small rodents, reptiles and birds. Rodents include the California ground squirrel, pocket gopher, Norway rat and house mouse. Reptile species include the northern alligator lizard and western fence lizard. Songbirds such as killdeer, white crowned sparrow and Brewer’s blackbird have habitat in the Planning Area, and several migratory species use the area as well. Other animals known to exist in Sand City include black tailed jackrabbits, deer mice and feral cats.

Biological studies conducted for various environmental documents in the City have identified four special status animal species within the Planning Area. These species are:

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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- Smith's blue butterfly (*Euphilotes enoptes smithi*), listed as "endangered" on the federal list. It is found in coastal dune areas where buckwheat exists;
- Western snowy plover (*Charadrius alexandrinus*), federally listed as "threatened" and a state Species of Special Concern. It is a small shorebird typically found along the beach above the high tide limit. Nest sites for the plover have been found along the coast north of Tioga Avenue;
- Coast horned lizard (*Phrynosoma coronatum*), a state Species of Special Concern. It is found in sandy areas with a sparse shrub cover. One lizard was found in the stabilized dunes south of Tioga Avenue; and
- California burrowing owl (*Speotyto cunicularia*), a state Species of Special Concern. The availability of rodent burrows or similar shelter for roosting or nesting is an essential component of its habitat. One burrowing owl was observed in the coastal dune scrub restoration area of the Edgewater Shopping Center.

One additional species, the globose dune beetle (*Coelus globosus*), may have habitat along the coast, although none have been observed within Sand City. The globose dune beetle has been designated a Species of Concern by the USFWS.

The California black legless lizard (*Anniella pulchra nigra*), formerly a state Species of Special Concern and a Candidate 1 species for the federal list, has also been observed within Sand City. However, this species has no special status due to the recent discovery of significant populations in the region. The historic range of the black legless lizard extends along the coastal sand dunes from the Salinas River to the Carmel River.

#### B. IMPACTS AND MITIGATION MEASURES

##### CHECKLIST DISCUSSION

**3.4.a** *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?*

***Less than Significant with Mitigation Incorporated.*** Future development in the City, particularly within limited areas of the coastal zone, could result in the modification of habitat of special status species known to occur. Habitat conservation and restoration areas have been created in the City as mitigation for other large projects, and the City is pursuing a City-wide Coastal Habitat Conservation Plan (HCP) that would provide an acceptable mechanism for habitat mitigation. However, the HCP is not currently in place, and impacts on a project-by-project basis could occur until the HCP is adopted. However, all development proposals within the coastal side of the coastal zone are subject to the preparation of habitat protection plans as required by the LCP, which is an element of the General Plan.



### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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#### **MITIGATING GOALS AND POLICIES**

The City recognizes the need to protect these special status species, and has included the following goals, policies and implementation programs into the General Plan Update to address biological resources.

- Goal 5.4** Manage and preserve the City's biological resources, including the ecosystem of Monterey Bay.
- Policy 5.4.1** Wildlife habitat outside the building envelopes of the 1996 MOU along the Bay shoreline should be preserved and enhanced.
- Policy 5.4.2** Public access should be controlled to allow regeneration of native vegetation and restoration of wildlife habitat.
- Policy 5.4.3** With cooperation from the park agencies and USFWS, the City will continue to pursue the development of a "Citywide Habitat Conservation Plan", in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG), to conserve or restore necessary habitat for special status species while permitting development within limited areas of the coast.
- Policy 5.4.4** Where possible, link habitat protection areas either directly or by open space areas to ensure adequate habitat space and corridors for wildlife, as well as provide an open space network for the City.
- Imp. Program 5.4a.* The City will complete, or cause to be completed, the preparation of a Habitat Conservation Plan (HCP) for the East Dunes district of town.

#### **ADDITIONAL MITIGATION REQUIRED**

In addition to the above listed goals, policies and implementation programs, the following mitigation measures shall be implemented to reduce impacts to a less than significant level:

- MM 3.4.1** Applicants for new development proposals shall be responsible for costs related to determining the potential for occurrence of protected plant and wildlife species within the individual project area. Determination of the degree of field investigation required shall be made by City staff during application review.
- MM 3.4.2** If the presence of protected species is determined to be likely, the project applicant shall be responsible for all costs associated with investigating species presence, agency consultations, and preparation of any required mitigation plans. All potential habitat and species impacts shall be reduced to a less than significant level.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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Implementation of the above mentioned goals, policies, programs and mitigation measures would reduce the impacts to a less than significant level by requiring site-specific surveys and acceptable mitigation strategies for any development in sensitive areas.

**3.4.b** *Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?*

**Less than Significant with Mitigation Incorporated.** Please see discussion with 3.4a, above. All mitigating goals, policies, programs and additional mitigation measures are applicable to all sensitive natural communities in the Planning Area.

**3.4.c** *Would the Project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

**No Impact.** The Planning Area does not contain any federally protected wetland as defined within Section 404 of the Clean Water Act.

**3.4.d** *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

**Less than Significant with Mitigation Incorporated.** Please see discussion under 3.4.a. The General Plan also provides specific policy (5.4.4) to link habitat protection areas and create corridors for wildlife. The potential effect upon these resources is mitigated to a less than significant level by the goals, policies, programs and additional mitigation under 3.4.a.

**3.4.e** *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

**No impact.** The General Plan actually provides more defined policies intended to protect biological resources, and does not conflict with existing resource protection ordinances.

**3.4.f** *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

**No impact.** As discussed above, the General Plan actually provides specific policies to pursue and adopt site-specific and a coastal-wide HCP to mitigate habitat impacts in a consistent and comprehensive manner. The General Plans policies are consistent with other adopted plans, such as the habitat management plans of the Fort Ord Reuse Plan.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.5 CULTURAL RESOURCES

3.5 CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

Sand City is a relatively new community on the Monterey Peninsula, having incorporated in 1960. Heavy commercial, manufacturing and resource extraction industries dominated Sand City's early economy and provided a basis for its initial development. The City has served as the area's major manufacturing and industrial center for decades. The unique Old Town area is a surviving relic of that era.

##### B. IMPACTS AND MITIGATION MEASURES

###### CHECKLIST DISCUSSION

**3.5.a** *Will the project cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?*

**Less than Significant.** The City has been in existence a relatively short time, incorporating in 1960. Prior to incorporation, the community hosted primarily industrial activities, none of which were historically significant. No known historical resources exist within the planning area. Therefore, new development or redevelopment resulting from the General Plan would not significantly affect historic resources.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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#### MITIGATING GOALS AND POLICIES

To ensure that the impact continues to be insignificant, the General Plan Update seeks to preserve all cultural and historical resources through the adoption of the mitigating goals and policies listed below.

- Goal 5.7** Protect archaeological and cultural resources of significant historic, scientific, educational and cultural value, if identified in the future.
- Policy 5.7.1** The City will require archaeological evaluation of sites with likely archaeological resources and require that the development of such sites be monitored during construction. Significant artifacts will be protected or removed.
- Policy 5.7.2** The City will monitor yearly cultural investigations recorded with the Northwest Clearinghouse at Sonoma State University.
- Policy 5.7.3** In the event that any historic, cultural, paleontological or archaeological resources are uncovered in the course of demolition, site preparation, or construction of individual projects, all work within 20 meters of the resources shall be halted. The developer or contractor shall immediately notify the City, and the City shall consult with a qualified archaeologist to assess the significance of the find. Should the find be determined to be significant by the qualified archaeologist, then the City and the qualified archaeologist shall determine the appropriate and mitigation strategy.
- Policy 5.7.4** If human remains are discovered, all work must stop in the immediate vicinity of the find, and the County Coroner must be notified, according to Section 7050.5 of the California Health and Safety Code. If the remains are Native American, the coroner shall notify the Native American Heritage Commission, which in turn shall inform a most likely descendant. The descendant would then recommend to the landowner the most appropriate disposition of the remains.

***3.5.b Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?***

***Less than Significant.*** A preliminary archaeological survey prepared for Sand City indicated that there is one potential area of archaeological sensitivity located on the southwestern coastal portion of the City. This area has potential archaeological significance because of the existence of a recorded resource. It is possible that buried prehistoric resources may be found elsewhere within the City, although currently there is insufficient data to predict any locations and there is no evidence suggesting that there are any extensive archaeological resources. Any resources that may be found are likely to be small, such as temporary occupation areas in the dunes, specific

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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resource gathering or processing areas, and relatively isolated burial sites. Furthermore, the majority of the Planning Area is heavily disturbed and urbanized by residential and commercial parcels, and would not be expected to contain significant archaeological resources. However, the potential exists for Project construction activities to disrupt undiscovered resources below the ground surface.

#### MITIGATING GOALS AND POLICIES

Implementation of the mitigating goals and policies listed in section 3.5.a (which address both historic and archaeological resources) would ensure that potential impacts to undiscovered cultural resources would be kept to a *less than significant* level.

#### *3.5.c Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

*Less than Significant.* Please see above discussions in 3.5.a and b. No known unique paleontological resources or geologic features are known to exist in the City, with the possible exception of dune features, which have been significantly altered by past industrial and landfill activities. The land use diagram and coastal land uses will not remove or destroy these features.

#### *3.5.d Disturb any human remains, including those interred outside of formal cemeteries?*

*Less than Significant.* Please see above discussions. There is a remote possibility that burial sites exist on the southwestern portion of the City on the coastline. However, the mitigating goals and policies of the General Plan provide appropriate mitigation at a programmatic level.

**3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

**3.6 GEOLOGY AND SOILS**

<b>3.6 GEOLOGY AND SOILS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Would the project:</i>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**DISCUSSION/CONCLUSION/MITIGATION:**

**A. ENVIRONMENTAL SETTING**

### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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The City of Sand City is located within a Seismic Zone 4 of the Uniform Building Code and is in the vicinity of three major fault zones, including the Monterey Bay Fault zone immediately west of Sand City in the Monterey Bay, the San Andreas Fault Zone approximately 20 miles to the northeast, and the Palo-Colorado-San Gregorio Fault Zone located approximately 12 miles to the west. All three of these zones are considered to be seismically active, and capable of generating major earthquake activity. However, because these faults are not located underneath the City of Sand City, ground rupture, even during a major earthquake, along these fault lines would not be expected to occur within the City itself. No faults in the City are subject to Alquist Priolo special study requirements.

The city has three distinct soil types within its jurisdictional boundaries. These include Coastal Beaches, Dune Land and Baywood Sands. All three soil types are sandy soils. None of these soils are suited for agriculture or pasture. The Coastal Beach soils are generally under water during high tides and exposed at low tides. They have a high erosion hazard because of wind and wave action.

Long-term erosion of the coastline has generally occurred along Monterey Bay over the past 60 years. A Shore Erosion Study of the Sand City coastline, conducted in 1989 by Moffat & Nichol, nationally recognized coastal engineers, revealed that erosion had occurred at a rate of 3-6 feet per year from 1949 to 1988, although erosion rates have slowed in recent years. Most of this erosion typically occurs along the cliffs and bluffs as a result of major storms. Past sand mining operations may have contributed as well, although the impacts of such operations are uncertain.

Based on an analysis of historical data and of sediment transport, Moffat & Nichol calculated the shoreline position 50, 75, and 100 years into the future, and in 1995, calculations were updated for the area north of Tioga Avenue. The future shoreline positions have been used to develop setback lines for development along the coastline. The City has adopted this study and the methodology for determining building setbacks. Current shoreline surveys have indicated no erosion over the past several years.

Over the 20 years preceding adoption of the LCP, efforts have been made to protect the coastal bluffs and dunes in Sand City. Three areas of "seawalls" exist in the City. The seawalls are not actual walls, but protective structures consisting of riprap and liquid concrete poured into the voids of the structures to bind them together. Some dunes north of Tioga Avenue are armored with rubble and concrete blocks. The Coastal Act permits the construction of seawalls and other similar devices to serve coastal-dependent uses and to protect existing structures or public beaches in danger from erosion. However, it does not allow the construction of these protective devices for new development.

#### **B. IMPACTS AND MITIGATION MEASURES**

##### CHECKLIST DISCUSSION

**3.6.a** *Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*

- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

*Less than Significant.* Surface rupture consists of a break or crack in the ground's surface generated by seismic activity, usually in close proximity to a fault. According to background information prepared for the General Plan update, the likelihood of surface rupture occurring within the City along any known or inferred faults is extremely remote.

- ii) Strong seismic ground shaking?*

*Less than Significant.* Based on the number of active fault zones within the vicinity of Sand City, it is likely that the community would experience strong seismically induced ground shaking in the future. Ground shaking often causes the most widespread damage during an earthquake and is generally considered the greatest earthquake hazard. Additionally, ground shaking can be more severe and last longer in thick alluvial sediments and thick aeolian (wind blown) sand deposits than in areas of solid rock, both of which exist underneath portions of Sand City.

Lateral spreading is a secondary result of severe shaking and includes the actual horizontal movement of unconfined alluvium toward lower areas. During the 1906 earthquake, lateral spreading occurred between what is now Seaside and the Naval Postgraduate School, when railroad tracks were settled nearly four feet and the rails were twisted.

Near surface cracks in alluvium can occur as a result of severe ground shaking. Lurch cracking can also disrupt foundations and contribute to landslides on slopes. During the 1906 earthquake, the ground in areas between Castroville and Monterey is said to have opened and shut and mud to have spurted from the fissures. These impacts are considered to be less than significant with mitigating goals and policies incorporated into the General Plan.

#### MITIGATING GOALS AND POLICIES

The General Plan includes goals, policies and implementation programs in the Public Safety and Noise Elements aimed at reducing the potential for injury, loss of life, and property damage resulting from seismic activity. These include the following:

- Goal 6.1** Reduce the potential for injury, loss of life, and property damage resulting from seismic activity.
- Policy 6.1.1** All new buildings and structures shall conform to the latest seismic safety standards of the Uniform Building Code.
- Policy 6.1.2** Before permitting development or redevelopment, the City shall require



### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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the preparation of a soils engineering and/or geotechnical analysis of the site to address potential hazards and suggest appropriate mitigation measures.

Policy 6.1.3 Encourage owners of existing structures, which do not conform to current seismic safety standards to upgrade their facilities.

*Imp. Program 6.1a.* The City shall adopt the most recent version of the Uniform Building Code to implement policies 6.1.1 and 6.1.2.

*Imp. Program 6.1b.* Geotechnical reports using standard penetration tests and bore holes should be required for all new projects which consist of a building area over 10,000 square feet.

Implementation of the above General Plan goals, policies, and implementation program will ensure that the impacts from seismic activity in the city are maintained at less than significant levels.

*iii) Seismic-related ground failure, including liquefaction?*

*Less than Significant.* Liquefaction most often occurs in uniform sandy sediments with high water tables. Liquefaction can occur below the surface, affecting upper levels and can also cause landslides, even on very shallow one-to two-degree slopes. In the City of Sand City, liquefaction susceptibility is greatest within the dune formations closest to the ocean, though the actual hazard rating in the City is moderate. These effects will be mitigated, however, with implementation of the mitigating goals and policies identified above.

*iv) Landslides?*

*Less than Significant.* Landslides could be initiated by ground shaking resulting from an earthquake of severe magnitude in Sand City. The most likely place for this to occur is the coastal bluff area north of Tioga Avenue. The majority of the Planning Area rests on gently sloping ground and shallow slopes not susceptible to landslides or mudslides.

*3.6.b Would the project result in substantial soil erosion or the loss of topsoil?*

*Less than Significant.* Shoreline erosion in the Planning Area has been found to be a moderately significant issue by several studies conducted by the US Army Corps of Engineers Coastal Research Center and by the California Department of Navigation and Ocean Development. While the erosion force of the Pacific Ocean is the primary cause, severe storms that come into Monterey Bay also contribute to coastal erosion. The intent of the General Plan is to avoid additional or more severe erosion impacts that may be exacerbated by the excavation, grading and filling conducted for potential future development projects along the coast. These goals and policies are identified below.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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#### MITIGATING GOALS AND POLICIES

**Goal 5.3** Avoid adverse impacts of coastal erosion on development.

**Policy 5.3.1** The City shall not permit development within the 50-year erosion setback line, as established in the Moffat & Nichol methodology.

Development in accordance with the above goals and policies will prevent significant coastal erosion impacts by avoiding areas most susceptible to erosion.

**3.6.c** *Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?*

**Less than Significant.** See above discussions. The goals and policies of the General Plan provide sufficient mitigation to prevent or avoid geologic hazards.

**3.6.d** *Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

**No Impact.** Expansive soils are those soils with a high shrink/swell potential. No expansive soils are identified in the Planning Area. Mitigating goals and policies address all geologic hazards.

**3.6.e** *Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

**No Impact.** New development in Sand City will be connected to sanitary sewer systems.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.7 HAZARDS AND HAZARDOUS MATERIALS

3.7 HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 result in a safety hazard for people residing or working in the project area?	<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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

Hazardous Materials. As described within the Public Safety and Noise Element of the General Plan, Sand City has historically functioned as an employment and service center for the Monterey Peninsula. As such, industrial and heavy commercial activities currently operate in the City that involve the use, transport, or storage of hazardous materials. As is common in other communities, city streets are undoubtedly used to transport hazardous materials into (and wastes out of) the city. The Environmental Health Division of the Monterey County Health Department is the primary agency responsible for overseeing the commercial use and storage of hazardous materials in the city. Federal and State regulations also address the transport, storage, use, disposal and handling of such materials.

As also discussed in the Public Safety Element and Noise, Sand City may confront the issue of “brownfields”, or abandoned, idled or underused industrial and commercial facilities where expansion or redevelopment is complicated by potential environmental contamination. Sand City contains several sites that may contain such contamination.

Residential households also contain products with hazardous or toxic constituents, including paints, solvents, motor oil, pesticides and cleaners. The City and Monterey County have adopted a Household Hazardous Waste Element (HHWE) that recommends specific management program for dealing with common household hazardous wastes.

Local Airports. The Monterey Peninsula Airport is located approximately 1.5 miles southeast of Sand City, and the City is not within any of the airport’s clear zones or extended clear zones. Another nearby airfield is Marina Municipal Airport, formerly the Fritzsche Army Airfield on the former Fort Ord, which was conveyed to the City of Marina in 1995.

Emergency Response Plans. In terms of emergency response, the city is in the process of preparing a detailed Emergency Response Program. A draft version of the plan identifies the general responsibilities of local organizations and city departments for protecting life and property and ensuring the well being of the population.

Wildland (Fire) Areas. No forested areas (and therefore no potential for wildland fires) exist within the Planning Area. but the potential for structural fire damage is moderate due to the density of development within Sand City and the nature of the materials that may be stored in warehouses and industrial operations in the City.

**B. IMPACTS AND MITIGATION MEASURES**

CHECKLIST DISCUSSION

**3.7.a Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

**Less than Significant.** Continued expansion of commercial and industrial development under the General Plan, compared to existing conditions, may correspondingly increase the overall routine use, transport, storage and handling of hazardous materials in the City. However, as development occurs in the City, such development will occur in accordance to federal, State and local laws, and will benefit from the advances in building design, education, monitoring, recycling and remediation of hazardous materials. Guided by the General Plan goals, policies and programs designed to make Old Town more residential in character, hazards to the public or environmental will be minimized.

MITIGATING GOALS AND POLICIES

The Environmental Health Division of the Monterey County Health Department is the primary agency responsible for overseeing the commercial use and storage of hazardous materials within the Planning Area. Any activities that use or dispose of hazardous materials in the City would require a Conditional Use Permit, which allows the City to place conditions deemed necessary to protect public health and safety.

**Goal 6.10** Minimize the risks associated with hazardous materials to protect the residents of the City and the local environment.

**Policy 6.10.1** Require proposed development projects which produce, store, utilize or dispose of significant amounts of hazardous materials or waste to incorporate appropriate state-of-the-art project designs and building materials to protect employees and adjacent land uses. Require Material Safety Data Sheet (MSDS) Reports for all such businesses. The MSDS Reports shall be evaluated by the City's Fire Inspector.

**Policy 6.10.2** Promote the routing of vehicles carrying potentially hazardous materials along transportation corridors that reduce the risk of exposure to the public and sensitive environmental areas.

**Policy 6.10.3** Coordinate with the Environmental Health Division of the Monterey County Health Department and other appropriate agencies to monitor the status of any sites within the Planning Area determined to have soil or other contamination (i.e. "brownfields").

### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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- Policy 6.10.4            Require that soils containing toxic or hazardous substances be remediated as part of the granting of any permits for new development.
- Policy 6.10.5            Implement programs recommended in the Household Hazardous Waste Element in accordance with suggested timelines.
- Imp. Program 6.10.a*    Require applications for discretionary projects that will generate hazardous wastes or utilize hazardous materials to include detailed information regarding the types and volumes of hazardous materials that will be involved and plans for hazardous waste reduction, recycling and storage.
- Imp. Program 6.10.b*    Forward all proposed development projects which involve the manufacture, use and storage of hazardous materials to the Environmental Health Division of the Monterey County Health Division of the Monterey County Health Department. This procedure will ensure that all appropriate business and emergency plans are required any other special requirements or mitigation measures are incorporated into conditions of approval for the Project.
- Imp. Program 6.10.c*    The City shall clean up any sites identified as a brownfield through the assistance of the Sand City RDA, utilizing the liability immunity provisions of the Polanco Act.

With the incorporation of the above stated General Plan goals, policies, and implementation programs, impacts will be rendered *less than significant*.

***3.7.b*** *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

*Less than Significant.* See discussion above. This issue is adequately addressed and mitigated by General Plan goals, policies and implementation programs.

***3.7.c*** *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

*Less than Significant.* See discussion above. This issue is adequately addressed and mitigated by General Plan goals, policies and implementation programs.

***3.7.d*** *Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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*Less than Significant.* See discussion above. Issue is adequately addressed and mitigated by General Plan goals, policies and implementation programs.

**3.7.e** *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

*Less than Significant.* The City is within two miles of a public airport, but outside of clear zones and extended clear zones. However, the potential for aircraft accidents still exists in the community. Guided by the General Plan goals, policies and programs below, airport hazards will be minimized.

#### MITIGATING GOALS AND POLICIES

**Goal 6.8** Minimize the potential for damage resulting from aircraft accidents.

**Policy 6.8.1** Maintain ongoing coordination with the Monterey Peninsula Airport and/or Monterey County Airport Land Use Commission to remain informed of any changes in airport operations that might affect the boundaries of current airport safety zones.

With the incorporation of the above stated General Plan goals and policies, impacts will be rendered *less than significant*.

**3.7.f** *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

*No Impact.* The project is not in the vicinity of a private airstrip.

**3.7.g** *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

*Less than Significant.* Potential future development in accordance with the General Plan will be consistent with emergency plans in Sand City. Sand City is currently in the process of preparing a detailed Emergency Response Program, which addresses the responsibilities and emergency systems envisioned to manage and oversee the health and welfare of citizens in the event of natural and made-made emergencies. Development in the Planning Area as allowed by the General Plan is not expected to obstruct any emergency routes that are part of an emergency response plan or an emergency evacuation plan. Standard measures for maintaining emergency access and circulation would apply. The General will not interfere with these response or evacuation plans. On the contrary, the General Plan more clearly sets for the policies and programs to maintain and enhance the City's emergency response capabilities.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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#### MITIGATING GOALS, POLICIES AND PROGRAMS

##### Emergency Response

**Goal 6.9** Maintain and enhance the City's emergency response capabilities and preparedness.

**Policy 6.9.1** Establish and maintain an appropriate Emergency Response Program for the City.

**Policy 6.9.2** Continue to utilize California's Standardized Emergency System (SEMS) for emergency management.

**Policy 6.9.3** Prepare residents and businesses to be as self-sufficient as possible in the event of an emergency.

**Policy 6.9.4** Encourage the involvement of major businesses, utilities, the Red Cross and other volunteer groups or service-providers in emergency preparedness planning and training.

**Policy 6.9.5** Periodically, but not less than annually, review emergency service equipment and shelters to ensure that they are ready for immediate operation in the event of an emergency.

**Policy 6.9.6** Require all residents and businesses to maintain visible and clearly legible street address numbers to shorten the response time of emergency personnel.

***Imp. Program 6.9.a*** Adopt and periodically update a comprehensive Emergency Preparedness Program for the City. This document should at minimum address:

- City roles and responsibilities.
- Emergency Communication procedures, policies and protocols.
- Arrangements to provide emergency medical services (ambulance and paramedic).
- Response procedures for a full variety of hazards and multi-hazard emergencies.
- Emergency Operation Center, staff and training.
- Operational Area Interaction and participation.



### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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- Imp. Program 6.9.b* Require City staff to undergo regular disaster-preparedness training, including the staging of simulated disaster response drills. These activities should be coordinated with surrounding jurisdictions whenever possible.
- Imp. Program 6.9.c* Utilize all forms of media including print, radio, and television to educate the public regarding emergency preparedness and disaster response procedures. Stress the need for businesses and residents to be as self-sufficient as possible following a major disaster by maintaining their own emergency supplies (food, water, first aid materials, flashlights, fire extinguishers, battery operated radios, bedding and clothing).

#### Critical Facilities and Evacuation

- Goal 6.11** Ensure that essential facilities remain functional during and after an emergency or disaster.
- Policy 6.11.1** Avoid the placement of new critical, sensitive or high-occupancy facilities within high hazard areas and ensure adequate street access is available to these facilities.
- Policy 6.11.2** Construction of all new critical, sensitive and high occupancy facilities or structures shall be subject to seismic review and shall require the most current professional standards for seismic design. Existing private sensitive and high occupancy structures are encouraged to conform to the latest seismic safety standards of the Uniform Building Code.
- Goal 6.12** Plan for the orderly evacuation of people and their possessions during emergency and/or disaster situations.
- Policy 6.12.1** Ensure that emergency personnel receive adequate training in traffic control and evacuation procedures.

Implementation of the above General Plan goals, policies and implementation programs would ensure that the impacts are rendered *less than significant*.

**3.7.h** *Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

**No Impact.** There are no forested areas within Sand City; therefore there is no interface between wild land and urban areas or risk of wild land fires.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.8 HYDROLOGY AND WATER QUALITY

3.8 HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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?	<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 stormwater 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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**DISCUSSION/CONCLUSION/MITIGATION:**

**A. ENVIRONMENTAL SETTING**

Waste Discharge. Wastewater collection and treatment is provided to Sand City by the Monterey Regional Water Pollution Control Agency and the Seaside County Sanitation District. Wastewater is treated by the Regional Sewage Treatment Plant in the City of Marina.

Groundwater. Sand City is located within the Seaside Ground Water Basin, characterized by a high mineral content and warm temperature due to thermal activity. Since 1990, the MPWMD has been collecting water quality samples from four monitoring wells in the coastal area of the Basin. In 1994, two new wells are sampled on a semi-annual basis. The water quality results collected through the end of 1995 indicate that no seawater intrusion has occurred. However, private wells north of Sand City have been discovered to have a high amount of chlorides resulting from seawater intrusion. Very little water quality changes due to other factors have been detected in the Seaside Ground Water Basin. Current analysis states that the basin is approaching its safe yield capacity. The District has started an “artificial recharge” program to help augment water supplies in order to support current basin withdrawals from wells.

Drainage and Runoff. Most of the City’s stormwater runoff needs are handled by onsite percolation systems (such as East Dunes and Edgewater Center systems). Percolation systems are very effective due to the underlying sands, and have been designed to meet National Pollutant Discharge Elimination System (NPDES) standards. Limited storm drain systems do exist in the Old Town area, as well as the Ortiz Avenue and John Street areas, which are served by storm drain lines provided and maintained by the City and discharged into the Monterey Bay. The limited system has lines ranging from 12 to 90 inches. The 90-inch line outfalls into the Bay, with most of the flow (95%) from the Seaside tributary area.

The 1990 Facilities Plan of the Public Works Master Plan indicates that drainage improvements are needed throughout Sand City, with the exception of newer development the eastern portion of the City. New facilities will be required as new development and redevelopment proceeds.

Flooding. The only area within Sand City subject to a 100-year flood is a small section of land north of Bay Avenue and west of Route 1 (subject to re-evaluation). The California Department of Parks and Recreation and the Monterey Regional Parks District have acquired much of this property, to be used as future park facilities. Although outside of designated flood zones, Sand City does occasionally experience ponding and minor localized flooding, mostly attributable to insufficient storm drainage facilities, catch basins and street improvements.

Tsunami. Located directly on the coast, Sand City may be subject to tsunami, or seismic sea waves. Projections of 100- and 500-year events predict a wave run-up of 6 feet and 11.5 feet, respectively.

**B. IMPACTS AND MITIGATION MEASURES**

CHECKLIST DISCUSSION

**3.8.a Would the project violate any water quality standards or waste discharge requirements?**

**Less than Significant.** Continuing development or redevelopment in accordance with the General Plan Update will be required to meet all federal, State and local standards. The General Plan provides the framework for additional storm drain and percolation systems to not only address existing deficiencies, but to ensure that the City continues to meet the discharge and water quality standards of the existing NPDES permit process.

MITIGATING GOALS AND POLICIES

**Goal 5.1** Maintain the quality of water resources in Sand City and prevent their contamination.

**Policy 5.1.1** The City supports the efforts of the various public agencies responsible for maintaining and improving water quality in Sand City.

With the incorporation of these goals and policies, together with the goals and policies identified under 3.8.d below, impacts will be rendered *less than significant*.

**3.8.b Would the project 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?**

**Less than Significant.** Sand City, along with most cities located on the Peninsula, is a member of the Monterey Peninsula Water Management District (MPWMD). Water supplied within the MPWMD is obtained from the Los Padres and San Clemente Reservoirs located on the Carmel River, and from existing groundwater wells in Carmel Valley and Seaside. The California American Water Company operates and maintains the system, and serves as the primary water purveyor.

Implementation of the General Plan Update would increase development density and intensity in several portions of the Planning Area compared to existing conditions (but not compared to the existing General Plan); thereby creating additional water demands that could include groundwater. Current analysis, however, states that the groundwater basin is approaching its safe yield capacity, necessitating the identification and development of additional water resources to augment existing groundwater supplies. Due to the critical shortage of water and groundwater on the Peninsula, this condition will continue until a long-term source of water is developed for the

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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region. All water resources and credits allocated to Sand City, which includes groundwater resources, have been committed to existing and planned projects.

Although the project will create additional demand for water supplies, the project will not deplete existing supplies, considering that the MPWMD has set limits on City allocations. New development pursuant to the General Plan may only go forward if supplies are available to meet demand. For these reasons, the project's impacts will be less than significant (See also Section 3.13, Public Services, which provides a broader discussion of citywide water supply issues directly relevant to this section).

In terms of groundwater recharge, new development that could occur pursuant to the General Plan Update will have an insignificant effect on the recharge abilities of the aquifer considering the relatively small size of the city in relationship to the watershed.

#### MITIGATING GOALS AND POLICIES

Please see Section 3.13, Public Services, for a complete listing of all goals, policies and programs related to water supply and conservation.

**3.8.c** *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?*

**Less than Significant.** The Sand City Planning Area is urbanized, with no streams or rivers within the City limits. Future development in accordance with the General Plan Update will not alter existing drainage patterns. Please see Section 3.6, Geology and Soils, for additional analysis of erosion and mitigating goals and policies that address that issue, including coastal erosion.

**3.8.d** *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*

**Less than Significant.** Development allowed under the General Plan would, in some areas, be denser than allowed under the previous General Plan and existing conditions. This increase in density will result in greater impervious surface coverage and will consequently decrease the absorption rates and increase runoff rates in localized areas. The General Plan Update contains a series of goals and policies designed to mitigate for existing deficiencies, as well as minimize the effects of additional impervious surface by requiring new drainage facilities to be coordinated with new development.

#### MITIGATING GOALS AND POLICIES

**Goal 3.10** Improve and maintain public utility systems to adequately serve existing and future development.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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- Policy 3.10.2            Require that the construction of roadway, water, sewer and storm drainage improvements be staged in areas where major new development is anticipated to minimize disruption to new road surfaces.
- Policy 3.10.3            Develop a program to monitor, repair and upgrade the City's water, storm drain and sewer lines. All improvements to the existing lines necessitated by new development shall have committed financing before the project may proceed.

Implementation of the above-mentioned General Plan goals and policies would ensure that the identified impacts regarding storm drainage facilities are rendered *less than significant*.

***3.8.e Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

***Less than Significant.*** As discussed previously, the project contains goals and policies designed to improve the City's stormwater systems and requires that new development provide system improvements to ensure adequate capacity. In terms of sources of polluted runoff, many of the City's existing and planned systems include percolation basins, which provide excellent filtration as stormwater recharges the groundwater basin through the underlying sands. Please see related policies under 3.8.a and 3.8.d above.

***3.8.f Otherwise substantially degrade water quality?***

***Less than significant.*** Please see above discussions.

***3.8.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?***

***No Impact.*** As described in the Existing Setting, Sand City contains only a small section of land within the 100-year flood plain, north of Bay Avenue. The General Plan proposes no housing in this location.

***3.8.h Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

***No Impact.*** Please see above discussion.

***3.8.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?***

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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*Less than Significant.* As discussed within the Existing Setting, the City may experience localized flooding. The General Plan, however, should improve drainage conditions within the City as discussed in 3.8.d.

#### 3.8.j *Inundation by seiche, tsunami, or mudflow?*

*Less than Significant.* The Planning Area is located on the coast, and is therefore subject to possible effects from tsunami. However, the General Plan Update contains a number of goals, policies and programs (see Section 3.6, Geology and Soils) related to reducing the potential for injury and property damage from seismic activity, which includes tsunami. In addition to those goals and policies, the General Plan includes a policy specific to tsunami hazard, identified below. The LCP, also an element of the General Plan, includes specific policies related to tsunamis.

#### MITIGATING GOALS AND POLICIES

Policy 6.1.4. In areas along the coast, tsunami hazard and wave run-up shall be evaluated in the review of coastal development projects. Development shall be kept beyond hazard areas or otherwise mitigated based upon the most recent Tsunami Hazard Map or other scientific data. All development shall be in accordance with related LCP policies.

The above policy will render tsunami hazard as *less than significant*.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.9 LAND USE AND PLANNING

3.9 LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

Sand City was incorporated in May 1960, and is approximately 347 acres in land area. Since that time, the community has served the Monterey Peninsula area as an active employment center. Heavy commercial and manufacturing industries have historically dominated the community's economy and land use patterns. More recently, destination commercial uses have located in the City. The community also contains scattered residential areas and undeveloped lands, particularly along the coastal areas. Residential uses are currently limited to only 84 housing units (1999), with over 1 million square feet of commercial and industrial facilities. State Route 1 effectively bisects the city into "coastal" and "non-coastal" areas. West of Route 1 are older industrial, open space, and visitor serving uses, with most of the heavy commercial and industrial uses on the east side of the freeway.

The City's existing (1984) General Plan projected up to 649 dwelling units and over 14 million square feet of commercial and industrial uses.

##### B. IMPACTS AND MITIGATION MEASURES

#### CHECKLIST DISCUSSION

##### **3.9.a Will the Project physically divide an established community?**

*Less than Significant.* The proposed Project, the General Plan Update, does not propose to



### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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displace or divide the existing communities or neighborhoods in the City. Policies designed to increase densities would result in incremental development in a planned fashion, consistent with the vision and public input gathered during the update process. A variety of land uses are proposed to integrate housing with commercial services, employment opportunities, and public spaces and facilities. The proposed land use descriptions, policies and programs address compatibility between uses. The Draft General Plan also encourages the enhancement of pedestrian facilities to provide connections between uses and different areas of town. Although implementation of the General Plan will change the physical environment of the City over the long term, the changes within all four planning districts in the City are considered to be beneficial and have considered the interests of existing and future neighborhoods.

#### **MITIGATING GOALS AND POLICES**

No significant land use impacts are identified. The Land Use Element of the General Plan update contains numerous goals, policies and implementation programs that describe, in detail, the vision and land use concept for each of the City's four planning districts. Those goals and policies are central in defining how the City's neighborhoods can be improved and evolve in a positive way. Due to the extensive number of goals, policies and programs, and as encouraged by CEQA, the entire Land Use Element is hereby incorporated by reference and attached to this Initial Study.

***3.9.b Will the Project 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?***

***Less than Significant.*** The proposed Project is an update of the existing General Plan exclusive of the Coastal Zone west of Highway One. The major proposed revisions to the existing General Plan include the following. The General Plan Update retains the state-certified Local Coastal Program and Housing Element.

- Conversion of the Seismic Safety Element and its requirements into the Safety Element, in accordance with State law;
- Consolidation of Open Space and Conservation elements;
- Addition of building density and development intensity standards for land use designations;
- Addition of policies and implementation programs for the Land Use Element;
- A more detailed discussion of traffic in the Circulation Element, including existing and projected levels of service (LOS) on major streets; and
- A discussion of utilities and infrastructure in the Circulation Element.

Changes to the General Plan are intended to reflect and aid in implementing policies and regulations of local, regional, state and federal programs and policies, and therefore would not conflict with any plan, policy or regulation of an agency with jurisdiction over the Project. The General Plan incorporates the City's adopted Local Coastal Program. The General Plan has also considered the California Coastal Act, Surface Mining and Reclamation Act, Monterey County Air Quality Management Plan, applicable hazardous waste management plans, Monterey County Regional Transportation and Congestion Management Plans and AMBAG Regional Housing Needs Assessment. The General Plan update is considered consistent with these other adopted environmental plans and programs, as the project actually projects a reduction in overall building intensity compared to the existing General Plan. The General Plan Update also addresses the 1996 Memorandum of Understanding with the California Department of Parks and Recreation (CDPR) and the Monterey Peninsula Regional Park District (MPRPD) that reduces coastal land use intensity by at least 70 percent.

#### MITIGATING GOALS AND POLICES

The General Plan update contains numerous goals, policies and implementation programs that describe, in detail, the document's consistency with the programs and policies of other agencies. Those goals and policies are central to the final adoption of the General Plan and the City's continuing working relationships with other responsible agencies. Due to the extensive number of goals, policies and programs, and as encouraged by CEQA for the purposes of document streamlining, all goals, policies and programs of the General Plan are hereby incorporated by reference as they relate to other adopted plans, policies and regulations. For referencing purposes, this Initial Study will be included as an appendix to the General Plan.

#### *3.9.c Will the Project conflict with any applicable habitat conservation plan or natural community conservation plan?*

***Less than Significant.*** The City is currently in the process of completing Habitat Conservation Plans (HCPs) for the East Dunes area. In addition, one of the policies of the Draft General Plan is to continue the development of a "Citywide Coastal Habitat Conservation Plan", in consultation with the U.S. Fish and Wildlife Service (USFWS) to conserve or restore necessary habitat for special status species while permitting development within limited areas of the coast. The City is coordinating development activities with current and future habitat conservation plans. Implementation of the General Plan would not conflict with habitat conservation policies.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.10 MINERAL RESOURCES

3.10 MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

Extensive sand mining had occurred in the past within the Sand City Planning Area. However, sand mining operations have ceased, and there are no other mineral extraction operations.

##### B. IMPACTS AND MITIGATION MEASURES

#### CHECKLIST DISCUSSION

**3.10.a Will the Project 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?**

**Less than Significant.** No mineral areas of statewide or regional significance have been identified within the Planning Area by the California Department of Conservation, Division of Mines and Geology (DMG). However, *Special Report 146 Part IV: Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area*, published in 1987, does identify the known or inferred mineral potential of lands within the City. Although the presence of these resources is known and documented, the relative value of that resource to the region and the state is low, and available from other, more appropriate sources. Sand mining operations are considered incompatible with other existing and/or planned development including state and regional park facilities, future resort development, and the establishment of housing opportunities within the North of Tioga Coastal and East Dunes sectors. Sand mining operations would also conflict with other community goals such as improving the overall appearance of the City, reducing/eliminating land use conflicts and restoring/enhancing coastal habitat. Sand City has adopted a policy of not allowing the re-establishment of any mining within the City limits by eliminating mining as a permitted use within its adopted LCP.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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**3.10.b Will the project 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?**

**Less than Significant.** Please see above discussion. Although the historic sand mining activities in the City are a local resource, the importance of that resource, compared to other priorities of the City and the region, is considered low.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.11 NOISE

3.11 NOISE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

Please refer to the Public Safety and Noise Element for detailed information regarding noise definitions and analysis methods. Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second, called Hertz (Hz).

### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (Leq). The Leq is the foundation of the day/night average noise descriptor, Ldn, and shows very good correlation with community response to noise.

The Day-night Average Level (Ldn) is based upon the average noise level over a 24-hour day, with a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because Ldn represents a 24-hour average, it tends to discount short-term variations in the noise environment.

The noise environment in the City of Sand City is dominated by one major noise source, Highway 1 traffic. Secondary noise sources include traffic on local streets and general aviation aircraft overflights. There is also some noise generated from cement mixing at the Granite Rock concrete batch plant.

Measurements were made at 11 locations in the City on Thursday, August 31 and Friday, September 1, 2000, (see Exhibit). Location 1 was a long-term measurement conducted over a period of 24 hours. The noise measurement location, at the southeast corner of Sylvan Street and Park Avenue, a distance of 300 feet from the edge of Highway 1, is primarily exposed to traffic noise from Highway 1. The 24-hour average noise level, or L<sub>dn</sub> was measured to be 60 dB. The ten other noise measurement locations were visited for periods of 5 to 10 minutes during the time the long-term monitor was running. With the exception of measurements conducted at Locations 2,3 and 4, the noise environments of the short-term locations were dominated by either traffic noise emanating from Route 1 and/or traffic on the adjacent local street. The noise environment at Locations 2,3 and 4 was dominated by activity at the Granite Rock batch plant.

#### **B. IMPACTS AND MITIGATION MEASURES**

##### **CHECKLIST DISCUSSION**

***3.11.a Would the Project result in 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?***

***Less than Significant.*** A technical analysis of existing and projected noise conditions with recommendations for improvements was conducted during the preparation of the General Plan Update. This report measured existing noise conditions, projected future noise conditions based upon General Plan buildout scenario, and included land use compatibility guidelines, performance standards and General Plan goals. The Project includes a comprehensive set of goals, policies and implementation programs integrated from the technical analysis and intended to avoid placement of noise generating and noise sensitive uses in proximity to one another.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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The analysis concludes that the Project would not directly result in the exposure of people to severe noise levels to a greater degree than is allowed under the current General Plan. Future noise levels in Sand City are projected to increase only slightly over existing conditions. The primary source of noise at 8 of the 11 noise measurement locations was traffic related. Traffic noise levels along the surface street system, including Highway 1, were calculated based on the traffic projections prepared for the General Plan Update. Traffic levels are projected to increase by 1 to 2 dBA along the entire street network. A 1 to 2 dBA increase over the general plan timeframe is generally an undetectable change.

#### MITIGATING GOALS AND POLICIES

**Goal 6.13** Minimize the exposure of City residents to the harmful and undesirable effects of excessive noise.

**Policy 6.13.1** Utilize **Table 6-1** as a general guide when considering the feasibility of new development with respect to existing and future transportation noise levels. Noise levels should be measured from the perimeter of the outdoor activity area of each specified use.

**Policy 6.13.2** Encourage the use of site planning and building materials/design as primary methods of noise attenuation. Recommended techniques include, but are not limited to:

#### Site Planning

- Using building setbacks to increase the distance between the noise source and the receiver.
- Locating uses and orienting buildings that are compatible with higher noise levels adjacent to noise generators or in clusters to shield more noise-sensitive areas and uses.
- Using noise-tolerant structures, such as garages or carports, to shield noise-sensitive areas.
- Clustering office, commercial or multiple-family residential structures to reduce interior open space noise levels.

#### Building Materials/Design

- Using dense building materials and tight fitting doors.
- Employing multi-paned windows.
- Placing unopenable windows on the side of the structure facing a major roadway and entry doors on the side of the building facing away from the major roadway.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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- Policy 6.13.3 New development of noise-sensitive land uses in areas exposed to existing or projected noise levels from transportation sources which exceed the levels specified in **Table 6-2**, should be designed with effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in **Table 6-2**.
- Policy 6.13.4 Mitigate noise created by new transportation noise sources consistent with the levels specified in **Table 6-2** at outdoor activity areas or interior spaces of existing noise-sensitive land uses.
- Policy 6.13.5 Consider the significance of noise level increases associated with major roadway improvement projects prior to construction. It is anticipated that roadway improvement projects will be needed to accommodate buildout of the General Plan. Therefore, existing noise-sensitive uses may be exposed to increased noise levels due to roadway improvement projects as a result of increased roadway capacity, increases in travel speeds, etc. It may not be practical to reduce increased traffic noise levels consistent with those contained in **Table 6-3**. Therefore, as an alternative, the following criteria may be used as a test of significance for roadway improvement projects:
- Where existing traffic noise levels are less than 60 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, roadway improvement projects which increase noise levels to 60 dB  $L_{dn}$ , will not be considered potentially significant.
  - Where existing traffic noise levels range between 60 and 65 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +3 dB  $L_{dn}$  increase in noise levels due to a roadway improvement project will be considered potentially significant.
  - Where existing traffic noise levels are greater than 65 dB  $L_{dn}$  at the outdoor activity areas of noise-sensitive uses, a +1.5 dB  $L_{dn}$  increase in noise levels due to a roadway improvement project will be considered potentially significant.
- Policy 6.13.6 Require an acoustical analysis when noise-sensitive land uses are proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in **Table 6-2** or the performance standards of **Table 6-3**, so that noise mitigation may be included in the project design.
- Policy 6.13.7 Minimize motor vehicle noise impacts from streets and highways through proper route location and roadway design by employing the following strategies:



### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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- Consider the impacts of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.
- Mitigate traffic volumes and vehicle speed through residential neighborhoods.
- Work closely with Caltrans in the early stages of highway improvements and design modification to ensure that proper consideration is given to potential noise impacts on the City.

Policy 6.13.8 Prevent new development of noise-sensitive uses where the noise level generated by non-transportation sources will exceed the noise-level standards presented in **Table 6-3**, as measured immediately within the property line of the new development, unless effective noise-mitigation measures have been incorporated into the development design to achieve the standards specified in **Table 6-3**.

Policy 6.13.9 Require an acoustical analysis when proposed new nonresidential land uses, or the expansion of existing nonresidential land uses is likely to produce noise levels exceeding the performance standards of **Table 6-3** immediately within the property line of existing, or planned noise-sensitive uses.

Policy 6.13.10 Mitigate noise created by new proposed non-transportation sources consistent with the noise-level standards of **Table 6-3** as measured immediately within the property line of lands designated for noise-sensitive land uses.

Policy 6.13.11 Encourage existing noise-sensitive uses, or proposed noise-sensitive uses adjacent to vacant land designated for commercial or industrial development to incorporate site planning and building materials/design techniques in conjunction with fences, walls, landscape, or other features to mitigate existing or anticipated noise impacts.

Policy 6.13.12 Require that automobile and truck access to commercial, or industrial land uses abutting residential parcels be located at the maximum practical distance from the residential parcels.

Policy 6.13.13 Require that parking areas for commercial and industrial land uses be set back from adjacent residential areas to the maximum extent feasible, or buffered and shielded by walls, fences, berms, and/or landscape.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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*Imp. Program 6.13.a* Periodically update existing noise contour maps as new information about the community's noise environment becomes available, to ensure accuracy in land use compatibility planning and appropriate mitigation of noise impacts.

*Imp. Program 6.13.b* Amend sections of the Zoning Ordinance pertaining to industrial and commercial development standards to require that proposed projects be designed in a manner that minimizes potential noise impacts on adjacent noise-sensitive uses. Modifications should include the following criteria:

- Vehicle access points should be located and oriented away from noise-sensitive uses.
- Loading and shipping facilities should be located and oriented away from noise-sensitive uses.
- Fences, walls, landscape, and other noise buffers and barriers should be incorporated between potentially incompatible uses.
- Structural building materials that mitigate sound transmission should be incorporated into new commercial and industrial developments.
- Interior spaces should be configured to minimize sound amplification and transmission.
- In the interim, utilize the design review process, administered by the City's Design Review Committee, to address these criteria.

*Imp. Program 6.13.c* Use the development and environmental review process to ensure that noise impacts are adequately addressed and sufficiently mitigated in accordance with the State's Noise Insulation Standards and the policies set forth in this Element.

Implementation of the above stated goals, policies, and implementation programs for the duration of the General Plan will ensure that noise-related effects are rendered *less than significant*.

***3.11.b Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?***

***Less than Significant.*** See the analysis and listing of goals and policies above.

***3.11.c Would the Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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*Less than Significant.* Please see the analysis and listing of goals and policies above.

**3.11.d** *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

*Less than Significant.* Please see the analysis and listing of goals and policies above.

**3.11.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?*

*Less than Significant.* Please see the analysis and listing of goals and policies above. The Planning Area does experience aircraft noise due to its proximity to Monterey Peninsula Airport. However, these levels are not significant.

**3.11.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?*

*Less than Significant.* Please see above discussions.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.12 POPULATION AND HOUSING

3.12 POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION/CONCLUSION/MITIGATION:**

**A. ENVIRONMENTAL SETTING**

Sand City currently has approximately 100 residences and a population of 261 (2000 Census). The existing General Plan anticipated 649 residential units, and a population of 1,364.

**B. IMPACTS AND MITIGATION MEASURES**

CHECKLIST DISCUSSION

**3.12.a** *Would the Project 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)?*

**Less than Significant.** The Project would result in an increase in population over existing conditions, from 261 residents to a maximum holding capacity of 1,295 persons if the General Plan builds out completely. The existing General Plan, however, estimated a population of 1,364. This higher number has been used for regional population forecasting used by AMBAG, and to predict future cumulative conditions on the Peninsula. Although planning for an increased population over existing conditions, the General Plan Update will actually reduce the growth projections for the region with its more modest population growth. This reduced growth is primarily the result of increased open space within the Coastal Zone, west of Highway One.

One factor that may change over existing conditions is the rate of growth. The City anticipates

### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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(provided a city-owned desalination plant is constructed) a faster pace of development and redevelopment activity in the short term, as evidenced by recent project activity. With the adoption of the General Plan, this pace may continue considering that the General Plan will provide a better framework for the location and quality of development desired by the City. The Project also plans for needed services and facilities to be constructed which would meet the added demands placed upon the City by the added population.

The potential environmental effects of additional population growth are analyzed throughout this Initial Study. Such impacts include traffic, air quality, noise and public services. All population-based impacts are either less than significant or can be mitigated to a less than significant level.

***3.12.b would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

***No Impact.*** The Project does not propose to displace substantial amounts of existing housing. The General Plan update, overall, will add to the current housing stock, including the provision of affordable housing. Because all of Sand City is within a redevelopment project area, 15 percent of all new housing must be affordable to low and moderate income households.

***3.12.c Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

***No Impact.*** Please see discussion above.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.13 PUBLIC SERVICES

3.13 PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**DISCUSSION/CONCLUSION/MITIGATION:**

**A. ENVIRONMENTAL SETTING**

Fire Protection. Fire protection within Sand City is provided by the Monterey Fire Department through a contractual agreement with the City. The closest station is Station #3 located at Montecito and Dela Vina, in Monterey, approximately two miles from Sand City. This station is staffed with three full-time personnel and one engine. Additional personnel and equipment are available from other stations depending upon the size and characteristics of the emergency. The current response time from Station #3 is five to seven minutes, which is considered to be acceptable. Sand City currently has an Insurance Service Office (ISO) rating of 4 on a scale of 1 to 9, with 1 being the best rating. This rating is dependent upon items such as the proximity of fire hydrants, size of water lines and distance to the fire protection agency.

Police Protection. The Sand City Police Department provides police services within the City Limits, with backup services provided by the City of Monterey and Seaside Police Departments. The Sand City Police Department currently employs a police chief, five full-time patrol officers, and an administrative assistant. The current level of service is approximately one officer per 50 residents. Response times are three to five minutes for emergency calls and five minutes for other calls.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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A significant amount of existing land use in Sand City is commercial and industrial, which does not specifically relate to the ratio of officers to residents. The work force (day time) population, excluding shoppers, is estimated currently to be 3,000, translating to approximately one officer per 1,000 workers. When also considering the number of shoppers that frequent the regional commercial centers, the total service population approaches 30,000. The existing response times for all calls are considered excellent, based on comparisons with other small communities.

Schools. Sand City is located within the Monterey Peninsula Unified School District. Children residing within the community attend Ord Terrace Elementary School, King Middle School, and Seaside High School. The existing population of the City does could not support a public school or a separate district.

Other Public Facilities. Additional government services and public buildings in the City include the City Hall Complex located on Sylvan Park Avenue.

#### B. IMPACTS AND MITIGATION MEASURES

##### CHECKLIST DISCUSSION

*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 following public services:*

##### **3.13.a Fire Protection**

*Less than Significant.* Buildout of the General Plan would require the expansion of fire protection services to serve new land uses and development. The contract between Sand City and the Monterey Fire Department allows for adjustments to address required expansions of service. Since development would occur incrementally over time, the fire protection service contract can be gradually adjusted accordingly. Extensions of water mains and the installation of fire hydrants and automatic fire sprinkler systems would be required, as appropriate, in conjunction with new development in accordance with requirements and policies of the Monterey Fire Department in effect at the time building permits are issued.

Because of the high level of service and flexibility provided through the contractual arrangement between Sand City and the Monterey Fire Department, Sand City has no plans or identified need to develop its own Fire Department. Due to the close proximity of Station #3, and the corresponding response times provided, it is not anticipated that a new fire station would be needed within the City limits. As a result, no physical impacts would occur as a result of the project, and all service standards and response times could be met.

The General Plan incorporates goals and policies designed to ensure adequate protection to City

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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residents, including the following:

#### MITIGATING GOALS AND POLICIES

The following General Plan goals, policies and implementation programs would ensure that the impacts remain at a less than significant level.

- Goal 6.4** Reduce fire hazard risks within the City.
- Policy 6.4.1 Require that all new development and redevelopment of older projects meet State and local standards for fire protection.
- Policy 6.4.2 Encourage property owners to upgrade existing structures so that they meet all current fire protection standards.
- Goal 6.5** Ensure adequate fire protection for City residents and structures.
- Policy 6.5.1 Maintain and expand the City's current agreement with the City of Monterey Fire Department as necessary to ensure that adequate levels of service are provided as new development and redevelopment activities occur.
- Policy 6.5.2 Strive to maintain an ISO rating of 4 or better within the City.
- Policy 6.5.3 New development shall provide water main extensions, fire hydrants and automatic fire sprinkler systems in accordance with the requirements and policies of the Monterey Fire Department in effect at the time building permits are issued.
- Policy 6.5.4 The City shall require that all new development conform to water line requirements that ensure adequate flows for fire protection. Unless otherwise stipulated, new water mains should be a minimum of 8-inches in diameter.
- Imp. Program 6.5.a* Continue to replace all water lines less than 8-inches in diameter and install gridded water lines to improve flows for fire protection, as funding becomes available.
- Imp. Program 6.5.b* Coordinate ongoing fire protection planning with the City of Monterey Fire Department.
- Imp. Program 6.5.c* Route development project proposals to the City of Monterey Fire Department for that agency's review and comment.

Implementation of the above General Plan goals, policies and implementation programs would ensure that impacts related to fire service are rendered less than significant.

#### 3.13.b Police Protection?



### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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*Less than Significant.* Buildout of the General Plan would occur incrementally over a period of years, providing the opportunity to phase expansion of the Sand City Police Department to correspond to the needs of the community. No significant environmental impacts would be expected to occur as a result of expanded police services, and the City plans to maintain acceptable service levels and response times. The possibility of physically expanding existing police facilities is addressed under Other Public Facilities, below.

#### MITIGATING GOALS AND POLICIES

The following General Plan goals, policies and implementation programs would ensure that the impacts remain at a less than significant level.

- Goal 6.6** Maintain a safe and secure environment for people and property in Sand City.
- Policy 6.6.1 Strive to maintain a standard of at least one officer per 1,000 total population (residents and estimated peak work force) within the City.
- Policy 6.6.2 Maintain the City's current response times of 3 to 5 minutes for emergencies and a response time of less than 10 minutes for all non-emergency calls.
- Goal 6.7** Reduce the potential for criminal activity and vandalism through proper site design and land use planning.
- Policy 6.7.1 Encourage consideration of crime prevention features and techniques in new development and redevelopment project designs.
- Imp. Program 6.7.a* Forward all new development applications to the Sand City Police Department to ensure that building and site designs consider utilization of crime prevention features and design techniques.

Implementation of the above mentioned goals, policies and implementation program of the General Plan Update would ensure that the impact remains at a less than significant level.

#### 3.13.c Schools?

*Less than Significant.* The need for schools and potential school sites are often addressed in the Land Use Element of a General Plan. The Project does not address schools because there are currently no schools in the Planning Area and because of the limited size of Sand City's resident population. According to information contained within the City's 1984 General Plan, the population necessary to support an elementary school of average size is 600 pupils. Based on local demographics, it is estimated that a population of approximately 3,000 people would be needed to support such a school. Buildout of the General Plan is anticipated to accommodate a resident population of approximately 1,300 persons.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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In addition, Sand City is located within the Monterey Peninsula Unified School District. Children residing within the community attend Ord Terrace Elementary School, King Middle School, and Seaside High School. These Monterey Peninsula schools are presently under capacity, therefore, there is no current need to collect school mitigation fees.

#### **3.13.d Other Public Facilities?**

**Less than Significant.** In recent years there has been discussion regarding the potential relocation and expansion of City Hall, although there are no specific proposals contained within the General Plan. As such, there is no direct physical impact anticipated by the Project. Any expansion would be initiated in response to increased demand for civic functions, and the relocation or construction of civic facilities would require additional environmental review and processing.

#### MITIGATING GOALS AND POLICIES

The following General Plan goal, policy and implementation program are identified within the General Plan to address the social, environmental, and funding aspects of providing new facilities.

**Goal 3.13** Provide a civic oriented focal point within the community.

**Policy 3.13.1** Consider development of a civic center to accommodate most administrative, governmental and cultural requirements of the community. The complex may include compatible activities of a non-governmental nature as well, such as professional office uses and public parking, so that it becomes a major activity center and focal point.

**Policy 3.13.2** New civic facilities should be located and designed in an environmentally sensitive manner, considering aesthetics, transit and parking, energy, native landscaping and sensitivity to surrounding land uses.

**Imp. Program 3.13a** Explore the desirability and potential funding options for the development of a new/redeveloped civic center complex.

Implementation of the above mentioned goal, policies and implementation program from the General Plan Update would ensure that new civic facilities address the social and environmental goals of the community.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.14 PARKS AND RECREATION

3.14 PARKS AND RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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:

##### A. ENVIRONMENTAL SETTING

Sand City currently has only one 1-acre park (Calabrese) within its City limits, although vast future recreational opportunities exist along its coast. Many California cities have adopted the standard of providing 3-5 acres of neighborhood and community parks for every 1,000 residents. By this standard, Sand City may need 2 additional acres of park land for its "buildout" population.

##### B. IMPACTS AND MITIGATION MEASURES

#### CHECKLIST DISCUSSION

**3.14.a Will the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

**Less than Significant.** The City's existing supply of park acreage, one acre, is insufficient to accommodate the future residents and visitors of the City. The availability of beach area currently provides Sand City residents with additional recreational space, but planned increases in residential development could cause a shortage of active recreational opportunities and parkland acreage if not adequately planned.

To address this public need, the General Plan's Public Recreation (PR) land use designation is intended to provide areas for public use and enjoyment of the coast, and to enhance recreational opportunities along the shoreline. Typical uses within this designation include public parks, picnic areas, vista points, beaches, and other public recreational uses. One option is the

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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imposition of a recreation fee. At this time, the City does not have a recreation fee, but the municipal code does allow for one. Another option is to work with the park agencies on the future recreational planning for Sand City's coastal area.

The California Department of Parks and Recreation and the Monterey Peninsula Regional Park District (MPRPD) are in the process of an extensive planning effort to develop a new state park along portions of the Monterey Bay coastline. The park is intended to include public access to coastal properties and beach, day use, dune restoration and habitat preservation and enhancement. The Department of Parks and Recreation owns a large proportion of the small lots on the Sand City coastline south of Fell Street, while MPRPD owns 180 vacant small lots on the coastline south of Tioga Avenue and has a deed of trust on the former dump site. In April 1996, Sand City, along with the Department of Parks and Recreation, MPRPD and the Sand City Redevelopment Agency, signed a Memorandum of Understanding (MOU) concerning land use on the Sand City coastline. The MOU allows for certain development to occur on the Sand City coastline north of Tioga Avenue while permitting the continued acquisition of land on the coast for the proposed state park.

The Draft General Plan acknowledges the need for an increase in local parks and recreational areas as development increases in the future, and includes the following goal, policies, and implementation programs designed to address this public need.

#### MITIGATING GOALS AND POLICIES

- Goal 5.11**            Ensure adequate park sites for future growth in the City.
- Policy 5.11.1           Small parks and open space areas to serve individual neighborhoods should be developed as opportunities arise. Passive recreational areas for employment centers should also be addressed.
- Policy 5.11.2           Parks should be designed for low maintenance. Drought-resistant shrubs and trees should be encouraged in passive recreational areas.
- Policy 5.11.3           Parks shall be designed to give individuals a sense of security and well being and should invite use and allow surveillance by surrounding residents or businesses.
- Goal 5.12**            Provide recreational opportunities for City residents, employees, and for visitors to the community.
- Policy 5.12.1           The City supports the development of a railroad right-of-way linear park, if feasible, by participating in its detailed planning and urging early financing for its development.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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Policy 5.12.2 The Land Use Plan illustrates the proposed recreation and open space plan. The open space system should provide for:

Increased pedestrian accessibility to the Monterey Bay shoreline, except in ecologically sensitive areas;

Local pedestrian and bicycle connections between parks and residential areas;

Increased recreational opportunities in older residential areas; and

An integrated open system so that all residents may reach the major open space areas easily and safely.

*Imp. Program 5.12.a* Shoreline and dunes, west of Highway 1: The City would contribute an earmarked percentage of future transient occupancy tax (TOT) revenues towards the preservation of west side habitat and the development of passive recreational opportunities and coastal access.

*Imp. Program 5.12.b* The City shall observe the provisions of the 1996 Memorandum of Understanding, which include agreement that the acquisition and disposition of land in the South of Tioga Coastal area for park purposes is consistent with the City's General Plan and LCP.

*Imp. Program 5.12.c* Should the City determine that the need exists, the City may adopt an in-lieu fee to finance any needed new park and recreation facilities.

Implementation of these General Plan goals, policies and implementation programs will ensure that the impacts to park and recreational facilities are rendered less than significant.

***3.14.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?***

***Less than Significant.*** Please see above discussion. New park and recreational facilities development in the City, particularly lands developed as part of the State Park system, must be consistent with the adopted LCP, be sensitive to habitat and access issues, and undergo review by the California Department of Parks and Recreation to ensure environmental sensitivity. Smaller city parks and passive recreation areas would be developed in tandem with residential uses and would not be expected to result in any significant environmental effect.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.15 TRANSPORTATION/TRAFFIC

3.15 TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard 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) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### DISCUSSION/CONCLUSION/MITIGATION:

##### A. ENVIRONMENTAL SETTING

**Roadway Network.** The only freeway within Sand City is State Highway 1, a north-south route that follows the California coast from Mendocino County in the north to Orange County in the south. Route 1 links Sand City to Monterey, Big Sur and Santa Cruz. The portion of the highway within the City limits is currently a four-lane divided freeway. There are no interchanges wholly within the City itself. The Fremont Avenue interchange is located partially within the City at its northernmost limits. Access to the City is also available from the Canyon Del Rey interchange in Seaside.

There are no major arterial streets in Sand City. The main collector streets within Sand City are Contra Costa Street, California Avenue, Tioga Avenue, Playa Avenue and Sand Dunes Drive.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

Recent improvements to Tioga and Playa Avenues, in conjunction with adjacent commercial development, have brought these streets to excellent condition. Contra Costa Street was also recently improved, with the work including the installation of street tree planting islands. California Avenue is in fairly good condition, but a section adjacent to the Union Pacific right-of-way is not fully improved to urban standards, such as curb, gutter and sidewalk. Most of the local streets that are concentrated within the "Old Town" area are in fair to poor condition, with random sections not fully improved to urban standards. Sections of several streets have been resurfaced, along with other right-of-way improvements. In addition, Sand City has several undeveloped "paper streets," especially in the East Dunes area that are frequently utilized by fronting businesses for storage or other private use.

Existing Traffic Volumes and Levels of Service (LOS). Table 2 below illustrates the existing volumes and LOS for all major roadways within Sand City. The table indicates that the segment of State Route 1 north of State Route 218 operates at LOS D. This segment is the subject of a Project Study Report (PSR) dated June 1999. The level of service along this state facility is due to regional traffic congestion. All other segments operate at LOS A.

**Table 2  
Existing Sand City Roadway Levels of Service**

Roadway Segment	Roadway Classification	Capacity (ADT)	Existing ADT	Existing LOS
State Route 1, north of State Route 218	4-lane Freeway	80,000	70,000	LOS D
California St., north of Playa Ave.	2-lane Collector	18,000	6,600	LOS A
California St., north of Tioga Ave.	2-lane Collector	18,000	8,800	LOS A
California St., south of Tioga Ave.	2-lane Collector	18,000	2,700	LOS A
Sand Dunes Dr., south of Tioga Ave.	2-lane Collector	18,000	3,700	LOS A
Contra Costa St., south of California St.	2-lane Collector	18,000	4,400	LOS A
Playa Ave., west of California St.	2-lane Collector	18,000	10,000	LOS A
Tioga Ave., west of Metz Rd.	2-lane Collector	18,000	3,200	LOS A
Tioga Ave., east of Metz Rd.	2-lane Collector	18,000	2,800	LOS A

Existing Intersection Operations. There is one traffic signal in Sand City, at the State Route 1 northbound off-ramp-Monterey Road/California Avenue intersection. All other intersections in the City are stop sign controlled. There are four intersections that operate at a LOS less than the desired LOS D during peak hour periods. They are Fremont Boulevard/Del Monte Boulevard/Military Avenue, Playa Avenue/Metz Road, Playa Avenue/California Avenue, and Playa Avenue/Fremont Boulevard. All other intersections in the City operate at LOS C or better.

Rail Transit. There is currently no direct passenger rail service to Sand City or to the Monterey Peninsula. The nearest passenger service is AMTRAK and its "Coast Starlight" line, a north-south route that runs from Vancouver, British Columbia to San Diego. The "Coast Starlight" train stops at a station in Salinas once daily in each direction. MST bus lines connect the Monterey Peninsula to the Salinas AMTRAK depot. AMTRAK, along with Caltrans, also

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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provides bus service from the Monterey Transit Plaza to stations in the San Francisco Bay area on the "Capitol" and "San Joaquin" lines.

A branch of the Union Pacific Railroad, called the "Monterey Branch", extends from Castroville to Sand City and Seaside. This single-track branch, 19.6 miles in length, historically ran to Monterey's Cannery Row. However, the track now terminates just east of Canyon Del Rey within Seaside. A maximum train speed of only 20 mph is possible because of deteriorating track conditions. Future inter-city service between San Francisco and Seaside is in the planning stage.

#### B. IMPACTS AND MITIGATION MEASURES

##### CHECKLIST DISCUSSION

**3.15.a** *Would the Project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?*

***Potentially Significant Unless Mitigation Incorporated.*** A detailed General Plan traffic analysis was completed by Associate Transportation Engineers (ATE). The traffic analysis compared the updated General Plan volumes to existing conditions, as well as to the existing General Plan. Compared to the existing General Plan and (and all existing regional projections based on that plan), the General Plan Update will reduce the predicted traffic effects on Sand City's and Seaside's circulation systems.

To measure against existing conditions, the traffic generated by the buildout of Sand City over 20 years was combined with the existing traffic volumes to yield the total buildout traffic projections for the planning area roadway segments. It should be noted that all project impacts are considered "cumulative" due to the long range planning inherent to the General Plan Update and the cumulative growth assumptions used in the analysis.

The traffic analysis also evaluated General Plan buildout with and without the PSR project planned for State Route 1. This project plans for additional lanes between the Ord Interchange to south of Canyon Del Rey Boulevard, as well as a series of interchange improvements and local roadway improvements. The details of the PSR project are contained within the traffic report and the Circulation Element of the General Plan Update. Because of the required Caltrans review and approval process, funding and ultimate implementation schedule, timing for the various components of the PSR cannot be accurately estimated at this time. As a result, Sand City has assumed General Plan buildout with and without these improvements. The project mitigation and mitigating goals and policies reflect these different scenarios.

Roadway Impacts. Without the PSR project, State Route 1 north of Canyon Del Rey Boulevard is projected to operate in the LOS F range with General Plan buildout, assuming the freeway



### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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remains 4-lanes through Sand City. All other segments would operate at an acceptable LOS C or better. With the PSR, the freeway will attain LOS C or better.

**Intersection Impacts.** Without the PSR project, five study intersections would operate at LOS E or F in the A.M. and/or P.M. peak hour. These intersections are:

R1/California

R 1/Fremont

remont/Del Monte/Military

laya/California

laya/Del Monte

laya/Fremont

Without the PSR, the SR 1 intersections will operate at LOS C or better. The Playa Avenue intersections, in addition to the California/Edgewater Center intersection, would continue to operate at LOS E or F.

#### **MITIGATING GOALS AND POLICIES**

The Circulation Element of the General Plan contains a series of goals, policies, and implementation programs designed to improve traffic conditions within the City as the General Plan is implemented. In addition, the traffic analysis has identified a series of specific improvements that may be required over time to mitigate specific LOS deficiencies. It should be noted, however, that the General Plan would build out over an estimated 20-year period, and the mitigations are intended as guidelines for long-range planning purposes. Individual projects will be required to undergo additional detailed traffic evaluation to determine the triggers and timing of when these additional improvements would be required.

**Goal 3.1** Enhance and maintain the street and highway system within Sand City to promote the safe and efficient movement of vehicles throughout the City.

**Policy 3.1.1** Maintain a minimum level of service of LOS D for all non-freeway streets within the City during peak hours, or as indicated within the Congestion Management Plan of the Transportation Agency of Monterey County (TAMC).

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- Policy 3.1.2 Streets that experience or are forecasted to experience a level of service worse than LOS D shall have priority for improvements.
- Policy 3.1.3 Coordinate with TAMC to ensure that improvements to Highway 1 and the local transportation system recommended in the *Final Project Study Report for the Route 1 Corridor from Highway 218 to the Fort Ord Main Entrance*, are placed within the Regional Transportation Plan and the State Transportation Improvement Program.
- Policy 3.1.4 Plan for and develop a better connection between the Old Town, South of Tioga and Destination Commercial districts.
- Policy 3.1.5 Pursue the development of a new vehicular and/or pedestrian linkage between the Old Town and South of Tioga Coastal districts, as well as pedestrian and aesthetic enhancements to existing coastal linkages at the Tioga Avenue overcrossing and Playa Avenue underpass.
- Policy 3.1.6 Review all "paper streets" as a prelude to use or abandonment. Decisions to eventually construct or abandon paper streets shall be consistent with the land use plan.
- Policy 3.1.7 Work with the City of Seaside and affected property owners to facilitate the improvement of the existing southern entrance into Sand City from Canyon Del Rey Boulevard, if feasible.
- Policy 3.1.8. Ensure that all regional truck routes affecting Sand City are well signed and maintained.
- Imp. Program 3.1.a.* Update the Capital Improvement Program to prioritize, schedule, and identify funding for improvements proposed within the Circulation Diagram.
- Imp. Program 3.1.b.* Consider implementation of alternative and innovative transportation financing methods, such as transportation impact fees, parking revenues, transient occupancy taxes, assessment districts, and other funding sources. Use of the City's building development fee shall continue.

#### ADDITIONAL MITIGATION REQUIRED

Over time, specific intersections within the City may require physical improvements as additional daily and peak hour trips are added to the roadway network. Improvements may differ based upon implementation of the PSR project improvements. These improvements are illustrated on the General Plan Circulation Diagram.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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#### Without PSR Improvements

**MM 3.15.1** Installation of traffic signals at the following intersections will provide the additional capacity to meet the demands of traffic volumes at buildout:

California Avenue/Playa Avenue

California Avenue/Edgewater Center Driveway

Fremont Avenue/Military-Del Monte Avenue

Fremont Avenue/Playa Avenue

**MM 3.15.2** California Avenue/Playa Avenue. Modify the existing southbound approach from a left-turn/through/right-turn lane to an exclusive left-turn and through/right-turn lane.

**MM 3.15.3** Fremont Avenue/Playa Avenue. On the northbound approach provide an exclusive left-turn lane, two through lanes and an exclusive right-turn lane. Provide an exclusive left-turn lane and shared through/right-turn lane on the westbound approach. On the eastbound approach provide an exclusive left-turn lane and shared through/right turn lane.

**MM 3.15.4** Extension of California Avenue. Extend California Avenue from Tioga Avenue to Connect with Playa Avenue.

**MM 3.15.5** Extension of Catalina Street. Extend and connect Catalina Street to Canyon Del Rey Boulevard to provide an additional gateway to Sand City. The intersection of Canyon Del Rey Boulevard/Catalina Street would be a STOP sign controlled intersection. This improvement would require Sand City to enter into cooperative agreements to fund and construct the Canyon Del Rey Boulevard/Catalina Street connection.

**MM 3.15.6** Extension of Playa Avenue. Extend Playa Avenue west of State Route 1 to provide access to the visitor serving commercial area west of State Route 1. The intersection of Playa Avenue/Sand Dunes Drive would be a STOP sign controlled intersection.

#### With PSR Improvements

**MM 3.15.7** California Avenue/Playa Avenue – In addition to the improvements identified for General Plan buildout, modify the existing northbound approach from an

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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exclusive left-turn lane shared through/right-turn lane to an exclusive left-turn lane, through lane and exclusive right-turn lane.

**MM 3.15.8** Fremont Boulevard/Playa Avenue – In addition to the improvements identified for General Plan buildout, on the northbound approach provide dual left-turn lanes, two through lanes and a shared through/right-turn lane. On the southbound approach provide an exclusive left-turn lane, two through lanes and a shared through/right-turn lane. On the eastbound approach provide dual left-turn lanes and a shared through/right-turn lane.

**MM 3.15.9** Del Monte Boulevard/Playa Avenue – In addition to the improvements identified for General Plan buildout, on the eastbound approach provide dual left-turn lanes and a shared through/right-turn lane.

**MM 3.15.10** Provide three lanes each direction on Fremont Boulevard from La Salle Avenue to Military Avenue.

**MM 3.15.11** Participate in the regional traffic impact fee program being developed by TAMC.

Implementation of the above goals, policies, implementation programs and additional mitigation will ensure that traffic levels of service remain acceptable and resulting impacts are rendered *less than significant*.

**3.15.b** *Would the Project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?*

*Potentially significant unless mitigation is incorporated.* Please see discussion and mitigation above regarding State Route 1. As discussed previously, all potential impacts are cumulative as the project is an update to the General Plan.

**3.15.c** *Would the Project 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?*

*No Impact.* All future development within Sand City would be within existing city limits and would not interfere with air traffic patterns.

**3.15.d** *Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

*Less than Significant.* Hazards resulting from design features might be anticipated in cases where specific construction projects are proposed, or where the overall design concept could result in unsafe conditions. However, individual projects would be subject to design review by the City of Sand City Community Development and Public Works Departments, as well as the Police and Fire departments. Incompatible uses are not expected to occur as a result of the

### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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Project, as only densities would be increased, and no actual uses are to change in the Project area.

#### **MITIGATING GOALS AND POLICIES**

The Draft General Plan includes the following goals, policies and implementation programs as to ensure that no unsafe design features or incompatible uses would occur as a result of the Project.

- Goal 3.2** Ensure that the development and maintenance of the street system in Sand City is consistent with land use policy and other community goals.
- Policy 3.2.1** Coordinate land use planning with transportation planning to mitigate the traffic impacts of new development.
- Policy 3.2.3** Require that future street construction within the East Dunes district conform to the land use policy and design standards contained in the specific plan for that area.

Implementation of the above mentioned goal and policies would ensure that the identified impacts remain at less than significant levels.

#### ***3.15.e Would the Project result in inadequate emergency access?***

***Less than Significant.*** Please see also section 3.7, Hazards and Hazardous Materials regarding emergency response plans and evacuations. The General Plan Update includes goals and policies designed to ensure that future projects would not result in inadequate emergency access. Individual development proposals may be subject to additional environmental and plan review, depending on the scope of the project and characteristics of the project site. Individual development would also be reviewed by the City of Sand City Community Development and Public Works Departments, as well as the Police and Fire departments to ensure that emergency access is adequate on a project-by-project basis.

#### ***3.15.f Would the Project result in inadequate parking capacity?***

***Less than Significant.*** The City of Sand City Municipal Code establishes on-site parking ratios for development which would be enforced for all new development in the City. Therefore, the impact is considered to be less than significant.

#### **MITIGATING GOALS AND POLICIES**

In addition to the Municipal Code, the General Plan Update also includes a series of goals, policies and implementation programs designed to ensure adequate parking would occur with any future proposed development:

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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- Goal 3.6** Improve the appearance and safety of streets within the southeast portion of the City through the implementation of a comprehensive parking strategy.
- Policy 3.6.1** Require that all new development (not necessarily redevelopment) provide adequate on-site parking facilities to accommodate projected parking demand.
- Policy 3.6.2** Require the incorporation of new on-site parking facilities, the development of temporary or permanent parking facilities on nearby vacant/underutilized property, or the payment of parking in lieu fees toward the development of public parking facilities when land use intensification is proposed on existing sites with inadequate parking.
- Policy 3.6.3** Plan and facilitate the development of public parking lots and/or structures within the southeast portion of the City by identifying appropriate locations for such facilities and pursuing their acquisition and development.
- Policy 3.6.4** Consider and include the incorporation of on street parking improvements (i.e. curbs, pavement markings, signage etc.) as appropriate within City and/or developer initiated street improvement projects.
- Policy 3.6.5** Consider the establishment of “Neighborhood Parking Zones” which are oriented toward specific geographical areas and short-term parking alternatives for existing businesses.
- Policy 3.6.6** Develop and maintain effective enforcement strategies for City adopted parking regulations.
- Imp. Program 3.6.a** Amend the Zoning Code as necessary to incorporate appropriate on-site parking requirements to meet contemporary parking demands generated by potential land uses.

Implementation of the above mentioned goals, policies and implementation programs would ensure that the identified impact would remain at a less than significant level.

**3.15.g Would the Project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?**

**Less than Significant.** The City currently supports alternative transportation policies, plans and programs, incorporated in the local Congestion Management Plan, administered through the local CMA. Many forms of alternative transportation are facilitated in Sand City including the

### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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Monterey-Salinas public transit, ride sharing, carpooling, bicycle lanes and pedestrian access, park-and-ride facilities as well as the RIDES paratransit program and AMTRAK rail service. Furthermore, the City works in cooperation with AMBAG on specific tri-county area alternative transportation programs, including the Bike to Work/Rideshare Week. The Project is not expected to result in development patterns or projects that would conflict with current alternative transportation efforts being implemented in the Project area. On the contrary, the development patterns encouraged by the General Plan are based on principles of new urbanism and mixed use development, which are well-suited to incorporate transit opportunities into project design.

#### **MITIGATING GOALS AND POLICIES**

The following General Plan goals, policies and implementation programs ensure that transit impacts remain at a less than significant level.

- Goal 3.4** Reduce traffic congestion by the integrated use of alternative transportation modes and programs to encourage reduction of motor vehicle use.
- Policy 3.4.1** Provide for a balance of land uses including housing and job creating uses within the community to reduce trips and trip lengths and to encourage alternative transportation modes.
- Policy 3.4.2** Pursue public transit, ride sharing, carpooling, bicycle and pedestrian access, park-and-ride facilities and other transportation demand management strategies as preferred alternatives over transportation construction projects where feasible. Bicycle and pedestrian facilities should be provided as part of construction of, or improvements to, all major roadways where feasible.
- Policy 3.4.3** Design new recreational and visitor-oriented development to encourage visitor use of alternative modes of transportation.
- Policy 3.4.4** Expand the use of the Sand City Shopping Center Shuttle to serve coastal resort development.
- Goal 3.5** Promote the use of transit at an equitable cost and para-transit services in Sand City to reduce traffic congestion.
- Policy 3.5.1** Continue to work with Monterey-Salinas Transit to ensure that adequate access to transit service is provided within the City at a reasonable cost.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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- Policy 3.5.2 Explore the feasibility of developing a park and ride facility at California Avenue and the Union Pacific Railroad right-of-way south of Tioga Avenue.
- Imp. Program 3.5.a* Provide reasonable funding, that acknowledges the City's small size, to Monterey-Salinas Transit to ensure that transit service remains available within Sand City.
- Imp. Program 3.5.b* Consider the need for additional transit stops and related facilities in conjunction with new development or redevelopment projects and on California Avenue.
- Imp. Program 3.5.c* Work with Monterey-Salinas Transit or other appropriate entities to determine the desirability and potential funding sources for construction of a park and ride facility within Sand City.
- Goal 3.9** Encourage the reestablishment of railroad service both as an alternative mode of transportation and as a stimulus to tourism.
- Policy 3.9.1 Actively participate in the re-establishment of railroad service from San Francisco to Seaside, as proposed by TAMC.
- Policy 3.9.2 Pursue development of a recreational trail within the existing rail corridor through Sand City.
- Policy 3.9.3 Extend Sand City shuttle service to the Seaside train depot as soon as resort development has been established.
- Imp. Program 3.9.a* Work with the Union Pacific Railroad and TMAC to facilitate the installation of the recreational trail envisioned by the City.

Implementation of the above goals, policies and implementation programs, together with other goals, policies and programs within the Circulation Element, will ensure that the identified impacts remain at a *less than significant* level.



### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

#### 3.16 UTILITIES AND SERVICE SYSTEMS

3.16 UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>				
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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:

##### A. ENVIRONMENTAL SETTING

Wastewater Treatment Requirements and Facilities. Wastewater collection and treatment is currently provided to Sand City by the Monterey Regional Water Pollution Control Agency and the Seaside County Sanitation District. Wastewater is discharged into the Regional Sewage Treatment Plant in the City of Marina.

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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Stormwater Systems. Most of the City's stormwater runoff needs are handled by onsite percolation systems except in the Old Town area, the Ortiz Avenue and John Street areas which are served by storm drain lines provided and maintained by the City and discharged into the Bay.

Water Supply and Distribution. Sand City, along with all cities located on the Monterey Peninsula and some adjacent parts of Monterey County, is a member of the Monterey Peninsula Water Management District. The MPWMD is responsible for issuing water service permits for development located within the District's boundaries. Water supplied within the MPWMD is obtained from the Los Padres and San Clemente Reservoirs located on the Carmel River and from existing wells in Carmel Valley and Seaside, although the majority of the water for Sand City is recovered from the localized Seaside aquifer, which is characterized by a high mineral content and a warm temperature resulting from thermal activity.

The California American Water Company operates and maintains the water system within the District. The MPWMD has established water allotments for Peninsula cities served by the California-American Water Company. The annual production limit, most recently adjusted in 1993, is 20,667 acre-feet. With the commencement of operations of the Paralta well in Seaside, 358 acre-feet of water was available for allocation to the eight cities within the MPWMD. Sand City was allotted 49.885 acre-feet, all of which has been committed to residential and commercial projects as of 2001.

Solid Waste Disposal. Solid waste disposal is provided by the USA Waste Management Company, which transports waste directly to the Monterey Regional Waste Management District landfill facility in the City of Marina.

Utilities. Electrical and natural gas infrastructure are, and would continue to be, provided by the Pacific Gas and Electric Company. Communication systems include telephone service provided by Pacific Bell and cable television service provided by TCI.

#### **B. IMPACTS AND MITIGATION MEASURES**

##### CHECKLIST DISCUSSION

#### ***3.16.a Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?***

***Less than Significant.*** The regional treatment plant in Marina serves the communities of Pacific Grove, Monterey, Seaside, Del Rey Oaks, Sand City, Moss Landing, Castroville, Salinas and Fort Ord. The plant is currently processing under 20 million gallons per day (MGD), and has a permit to treat up to 25 MGD. Total capacity is 30 MGD. It should be noted that compared to previous General Plan projections, the General Plan Update will result in fewer projected households and a reduction in planned non-residential uses. The net increase in land uses and population at buildout, compared to existing conditions, would not significantly impact wastewater treatment plant capacity or affect wastewater treatment requirements of the RWQCB.

**3.16.b** *Would the Project 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?*

**Potentially Significant Unless Mitigation Incorporated.** The General Plan Update anticipates urban development beyond the current water supplies available from Los Padres and San Clemente Reservoirs and existing local wells. The City is in need of a supplemental or new water supply and treatment facility and the possibility of a reverse osmosis desalination plant is being considered. Such a plant could produce 300 to 450 acre-feet of potable water per year to accommodate only the planned build-out of the city. In addition, much of the current water distribution system in the Planning Area utilizes substandard and undersized piping. Some areas have been upgraded to 8-16 inch piping, but other areas are in need of upgraded piping to support increased development levels. The installation of these water facilities could have significant environmental impacts resulting from their operations. Construction impacts could include noise, air quality and dust and potential visual impacts.

The General Plan Update acknowledges the potential environmental concerns of a desalination plant. The City plans the construction of a plant similar in size and design to that currently operating in Marina. The Marina plant has been found to cause no adverse environmental impacts. The City is reviewing several possible locations for the facility, and is evaluating the economics of the project. The City has conducted meetings with MPWMD, the State Water Resources Control Board, the Coastal Commission and the Marine Sanctuary staff to discuss the concept. Full environmental review and permitting would be required for such an effort, and a separate EIR will be prepared.

#### MITIGATING GOALS AND POLICIES

The following General Plan goals and policies address the need for the construction of larger and more efficient water supply, treatment and distribution facilities:

- |                      |   |
|----------------------|---|
| <b>Goal 3.10</b>     | Improve and maintain public utility systems to adequately serve existing and future development.  |
| <b>Policy 3.10.1</b> | Pursue development of a water desalination plant or other systems capable of enhancing the City's water supply.   |
| <b>Policy 3.10.2</b> | Require that the construction of roadway, water, sewer and storm drainage improvements be staged in areas where major new development is anticipated to minimize disruption to new road surfaces.                                     |
| <b>Policy 3.10.3</b> | Develop a program to monitor, repair and upgrade the City's water, storm drain and sewer lines. All improvements to the existing lines necessitated by new development shall have committed financing before the project may proceed. |

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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#### ADDITIONAL MITIGATION REQUIRED

**MM 3.16.1** For private development proposals, the extension and/or replacement of infrastructure facilities shall be analyzed and mitigated as part of the required environmental review for those projects. Public infrastructure and facility projects will be held to the same standard as private projects in terms of CEQA compliance and mitigation of impacts resulting from construction and operation.

Implementation of the above mentioned General Plan goal, policies and additional mitigation will reduce the identified impacts to a less than significant level, recognizing that individual projects, including the desalination plant, will require additional (and perhaps extensive) environmental review once such a project is proposed.

**3.16.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?*

**Less than Significant.** The Project anticipates additional development which will cause an increase in impervious surface area and consequent runoff. The 1990 Facilities Master Plan indicates that additional drainage improvements are needed throughout the Planning Area, with the exception of newer developments in the eastern part of the City. The majority of immediate necessary improvements are in the Old Town district, including additional catch basins, manholes, collection mains, and new curbs and gutters to channel runoff into the collection system. The installation of storm drain lines or on-site percolation facilities will also be necessary in the East Dunes area. The construction of these systems will be subject to NPDES standards that essentially require no runoff directly into the Bay. Therefore, no significant impacts will result.

#### MITIGATING GOALS AND POLICIES

See also Section 3.8d. New facilities would be required as future development proposals are submitted. Individual future development projects would be subject to CEQA compliance as well as development review. The General Plan identifies Policies 3.10.1 and 3.10.2, as well as MM 3.16.1 above, to reduce the impacts related to the construction of storm drainage facilities to a *less than significant* level.

**3.16.d** *Will the Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?*

**Potentially Significant Unless Mitigation Incorporated.** Due to the critical shortage of water on the Monterey Peninsula, the availability of water for planned new development is limited. This condition will continue until a long-term source of water is developed for the region, a process that began more than 20 years ago. Sand City currently has a negligible water reserve for planned new development in the City. To increase water supplies for planned future

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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development, the City is exploring the possibility of a reverse osmosis desalination plant within the City limits, as discussed above. As described in the General Plan Update, the City would be the principal owner of the plant in what is envisioned as a public-private partnership involving the City, the plant manufacturer and possibly a primary contractor.

Sand City, as all California cities, is required to plan for growth and development based upon an approved land use concept, despite an existing scarcity of water resources in the City and on the Peninsula. The General Plan Update recognizes water as a development constraint, but also reflects the City's goals, public participation, and planning policies to provide additional water resources without significant environmental impact.

#### MITIGATING GOALS AND POLICIES

Please see General Plan Policies 3.10.1 through 3.10.3 regarding the provision and maintenance of new and extended water systems, as well as MM 3.16.1 regarding the environmental review necessary for new water systems and supply. In addition to those measures, the following programmatic mitigation is provided to establish the performance standard that must be met with regard to water supply in the City:

**MM 3.16.2** Any and all development within the City may proceed only upon the demonstrated availability of water through existing allocations, proven water rights, or the successful acquisition or production of new supplies.

Implementation of the goals and policies of the General Plan, together with the above performance-based mitigation, will ensure that water supply issues are rendered *less than significant*.

**3.16.e** *Would the Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

*Less than Significant.* Please see section 3.16.a that discusses wastewater treatment capacity of the existing plant.

**3.16.f** *Would the Project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?*

*Less than Significant.* The Monterey Regional Waste Management District estimates that the solid waste landfill has adequate capacity for projected development on the Monterey Peninsula and in the Sand City Planning Area through the year 2076.

**3.16.g** *Would the Project comply with federal, state, and local statutes and regulations related to solid waste?*

In 1990, Sand City generated 613 tons of waste, of which only 57 tons were diverted from

### 3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

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disposal. As established in the Source Reduction and Recycling Element within the General Plan, Sand City intended to divert 28.2% or 1,786 tons of its waste by 1995, and planned to divert 56.1% or 5,118 tons of its waste by 2000. The City generated 4,468 tons of waste in 1998 and diverted 37% or 2,815 tons of its waste stream. In 1999, the City entered into a “good faith” agreement with the Integrated Waste Management Board to increase its waste diversion efforts. In 2001, the city provided the Board with a detailed review of its waste diversion progress, indicating a 50% diversion rate, on August 14, 2001 the CIWMB recognized an existing waste diversion effort of 45 percent.

#### MITIGATING GOALS AND POLICIES

- Goal 5.10**                 Reduce the amount of waste generated in the City that goes to the Marina landfill.
- Policy 5.10.1**            The City shall strive to meet the objectives set forth in the Source Reduction and Recycling Element.
- Policy 5.10.2**            The City shall encourage reuse and recycling activities by private citizens, businesses and organization.
- Policy 5.10.3**            The City shall continue to work toward establishing a 50 percent waste diversion effort through collaboration with its waste collection franchise and the State Board.

The above goals and policies, together with ongoing and expanded programs pursued jointly by the City, USA Waste Management and the Waste Management Board, will assist in meeting the City’s diversion goals and render impacts to a *less than significant* level.

**3.17 MANDATORY FINDINGS OF SIGNIFICANCE**

<b>3.17 MANDATORY FINDINGS OF SIGNIFICANCE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Does the project:</i>				
a) 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) 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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:**

**3.17.a** As discussed within this Initial Study, long term implementation of the General Plan update may result in impacts to habitat or special status species. General Plan goals and policies, in addition to mitigation measures, is provided at the program level to ensure that future development in sensitive areas will avoid or otherwise mitigate for sensitive resources.

**3.17.b** As a General Plan Update, most impact discussions within the Initial Study are addressed as cumulative effects. The Project assumes long-term, incremental growth not only within the City, but in terms of air quality and traffic, within the region. Appropriate goals, policies and mitigation are provided to addresses the General Plan’s contribution to cumulative effects.

### 4.0 GROWTH INDUCEMENT

The General Plan Update will guide urban growth and redevelopment for Sand City, allowing a smaller build-out population than the current general plan allows and it will provide a traditional town planning approach that will encourage light-industrial and commercial uses that are compatible with residential development in the Old Town district. This Update only effects land use on the east side of Highway One and generally outside of the Coastal Zone. Readers of this expanded Initial Study are encouraged to review the details of the General Plan, attached to this document or available at Sand City City Hall. The General Plan Update also recognizes the significance of the 1996 MOU related to coastal development that will reduce development potential along the City's west-side (ocean side of Highway One) by at least 70 percent. Growth to be accommodated by the General Plan Update will therefore be significantly less and of a more benign nature than that permitted by the existing General Plan. As an alternative project, should the City do nothing, more environmental impacts would result from maintaining the existing General Plan policies. This current environmental analysis has dealt with the broad environmental issues relevant at this planning stage of potential development allowed in the General Plan. More development project-specific analysis will utilize an EIR-tiering approach, recognized in CEQA (Guidelines Section 15152).

The vast majority of new growth in the Old Town area of the City is considered to be redevelopment and will allow conversion of old land uses to newer, more contemporary designs and mixed land use concepts. New development to be allowed in the East Dunes and south of Tioga districts of town will be subjected to separate project-specific environmental reviews at the time of their conception. New development along the coast, as previously cited, will be extremely limited due to the 1996 MOU and will be subject to separate EIR requirements. The development of a separate water system for Sand City will also be subject to a project-specific EIR scheduled for public review some time in 2002.

In summary, the growth "induced" by the General Plan Update is considered to be well-planned based on the goals, policies, implementation programs and mitigation measures incorporated into it, and is therefore not considered to create a significant impact on the environment. Adoption of the new general plan will provide more, not less, environmental protection as a land use policy document vis-a-vis policies included in the current General Plan, this being one of the primary factors the City Council considered when embarking upon the General Plan Update process.



**5.0 PREPARERS, SUPPORTING STUDIES, AND PERSONS CONSULTED**

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**SUPPORTING STUDIES**

Sand City General Plan Update Traffic and Circulation Study  
(Associated Transportation Engineers, December 1999);  
Sand City General Plan Update Air Quality Impact Assessment  
(VRPA Technologies, November 2000);  
Sand City General Plan Noise Analysis  
(Illingworth & Rodkin, September 2000)

**TECHNICAL CONSULTANTS**

Wes Kos Images (Graphics)  
Stan Kulakow, C+D Engineers

### **3.0 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES**

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## **2.0 TECHNICAL STUDIES**

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### **TRAFFIC**



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CITY OF SAND CITY,  
SAND CITY, CALIFORNIA

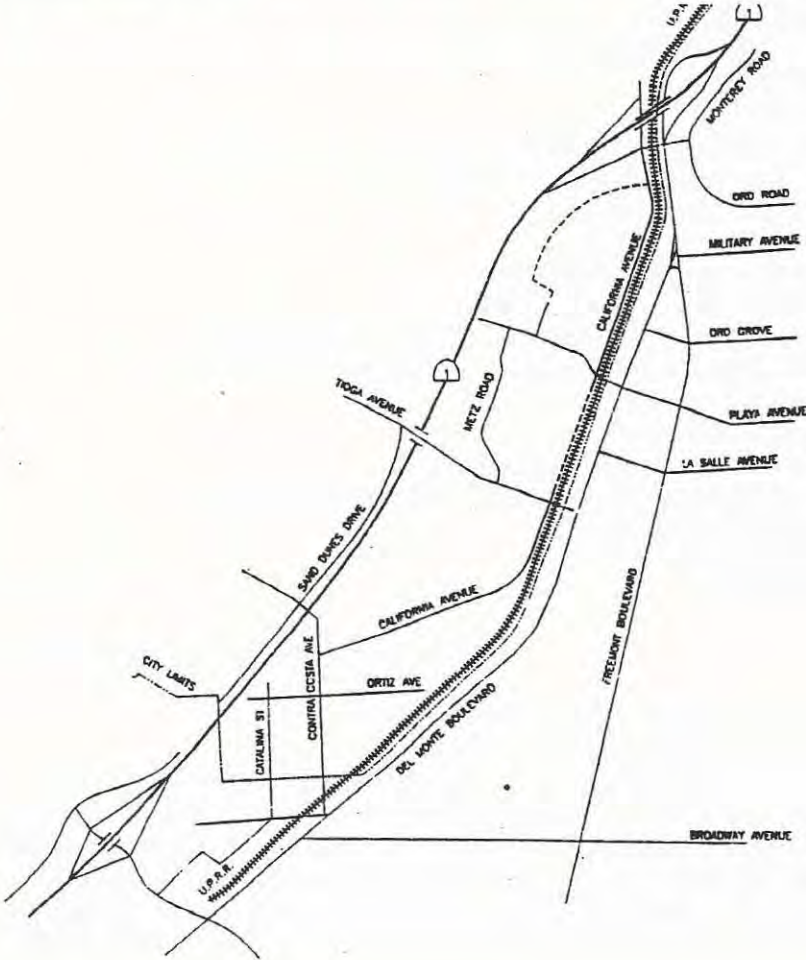
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GENERAL PLAN UPDATE

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June 6, 2000

ATE Project 98053

Prepared for:

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## TRANSPORTATION/CIRCULATION

This section assesses the potential impacts to the transportation and circulation system associated with buildout of the land uses proposed by the Sand City General Plan Update. The study-area, scope of work and study methodologies included in this section were determined based on input from the Sand City Planning Department.

As a preface to the impact analysis, it is first noted that trip generation estimates presented for the Sand City area are based on the proposed land uses (as provided by PMC). Trip generation was developed for both the proposed and current Sand City General Plans. The proposed General Plan would generate approximately 399,149 ADT, 9,754 A.M. peak hour trips and 34,799 P.M. peak hour trips. The currently adopted General Plan would generate approximately 631,418 ADT, 15,491 A.M. peak hour trips and 55,135 P.M. peak hour trips. Buildout of Sand City according to the proposed General Plan would result in a net trip reduction of 232,269 ADT, 5,737 A.M. peak hour trips and 20,336 P.M. peak hour trips.

Our analysis assesses traffic at a plan level and attempts to identify localized, specific roadway segments and intersections that may substantially increase in volumes as a result of the proposed changes. The analysis provides existing roadway levels of service as a baseline for assessing buildout conditions on the relevant street systems (although external traffic passing through the system is also included).

The analysis procedures used in this study to determine roadway operational levels are based on standard roadway design capacities. The methodology examines average daily traffic (ADT) volumes and determines the volume-to-capacity (V/C) ratio for street and highway segments based on the functional roadway classification and corresponding design capacity. It should be noted that this level of service methodology portrays the overall operating conditions on a daily basis, and an analysis of peak hour conditions may be warranted for roadway segments that currently operate or are projected to operate at adverse levels of service. Data relating to roadway and intersection operational levels were obtained from the Monterey County Regional Transportation Plan<sup>1</sup> and the traffic impact study prepared for the Monterey Bay Shores Project<sup>2</sup>. A summary of the roadway design capacities is contained in the Technical Appendix of this document. The affect of the project recommended in the Project Study Report "On Route 1 Corridor in the Cities of Sand City and Seaside in Monterey County From North of Route 218 to The Fort Ord Main Entrance" dated June 1999, on the local street system was evaluated as part of the analysis for the Sand City General Plan Update.

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1 Monterey County Regional Transportation Plan; TAMC, March 1994.

2 Monterey Bay Shores Project, Traffic and Circulation Study; ATE, August 1997.

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## Setting

### **Regulatory Setting**

1. *Sand City General Plan -- Circulation Element (Adopted July 15, 1980 with amendments through 1995)*. The adopted General Plan contains a Circulation Element which establishes goals, policies and programs to meet the transportation needs of all segments of the population of Sand City. The General Plan identified general roadway deficiencies that existed at the time of adoption, as well as policies necessary to achieve and maintain the desired level of service on the transportation system through buildout of Sand City.

2. *1994 Monterey County Regional Transportation Plan (RTP)*<sup>3</sup>. The Monterey County RTP examines a full range of transportation issues, opportunities and needs of the Monterey County. It also identifies the goals, objectives and policies to guide the identification and implementation of necessary future transportation improvements for all transportation modes (public transit, highways, streets and roads, bikeways, rail, harbor, aviation and pedestrian). The primary purpose of this plan is to guide the development of a coordinated and balanced transportation system that meets the basic transportation needs of all socio-economic groups, businesses and industries in the region. A secondary purpose of this plan is to satisfy federal and state requirements for a regional transportation plan and an ongoing regional planning process.

3. *1994 Traffic Congestion Management Program*<sup>4</sup>. The CMP coordinates land use, transportation air quality and implementation strategies. It is designed to manage traffic congestion and maintain state and federal ambient air quality standards. Land use and circulation management strategies outlined in the CMP include the implementation of transportation control measures (TCM) to achieve a substantial reduction in the growth rate of motor vehicle trips and vehicle miles traveled. A variety of TCM are presented in the CMP.

## Existing Conditions

### **Streets and Highways**

In this section the existing conditions of the community's street and highway system are discussed. Included in the discussion is a functional classification, capacity and level of service.

The development and pattern of the Sand City street system has been influenced by the Pacific Ocean (Monterey Bay) to the west as well as the Union Pacific Rail alignment that parallels Del Monte Boulevard. Other influences, such as State Route 1 which bisects the City and State Route 218 (Canyon Del Rey Boulevard) to the south, affect the street layout and traffic patterns.

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<sup>3</sup> *1994 Monterey County Regional Transportation Plan*, Final EIR; Duffy & Associates, 1994.

<sup>4</sup> *Traffic Congestion Management Program*; Transportation Agency for Monterey County, March 1994.

In a circulation element streets are divided into a number of functional classifications called facility types. These facility types are based on the street's mobility or land access functions. Some facilities emphasize land access over mobility while others emphasize mobility over land access. The following chart delineates the typical function of the facilities used in this study.

The Circulation Element also contains roadway classifications which will be used in the analysis that follows:

*Freeways* - mobility with limited access at interchanges devoted exclusively to regional through traffic movement; State Route 1 traverses Sand City. There is presently no direct access State Route 1 from the heart of Sand City.

*Arterials* - mobility with access to collectors and some local streets; land access limited to major traffic generators. There are no arterials located in Sand City. The arterials serving Sand City are Del Monte Boulevard and Fremont Boulevard just east of the Sand City limits in the City of Seaside.

*Collectors* - connects local streets with arterials also provides access to adjacent land uses; balances mobility and access.

*Local Streets* - provide access to adjacent properties only; limited traffic movement function.

This functional classification scheme recognizes that freeways are designed to provide for higher volumes of traffic at higher travel speeds and over longer distances. Greater volumes and speeds require limited access and this is generally regulated by interchanges spaced at a minimum of one mile in urban areas and two miles apart in rural areas. Arterials provide for moderate volumes at moderate speeds and distances with greater access to other arterials and collectors. They also have access to local streets and collectors. Collectors are facilities that provide a balance between the requirements of mobility and land access by connecting the local streets to the arterials and providing access to adjacent land. Collectors are not designed to carry large volumes of traffic but rather to feed traffic to the arterials. Local streets should not be expected to carry significant traffic from one area of the community to another.

The proper arrangement of the community's street network can assist in the development of an efficient system for both mobility and property access. The proper balance not only ensures that a street is sized to meet its function, but it allows a community to allocate its resources to streets needing additional capacity improvements. A well designed system will also prevent the use of local streets for through trips or the overburdening of freeways and arterials with unnecessary traffic.

Problems begin to occur in a system when a street designated primary for through traffic begins to provide significant land access. Land access typically requires driveways and on-street parking to adequately address the property service function. When many access points are provided, traffic conflicts occur and the facility's traffic carrying is diminished. Likewise, when a street designed for property access begins to provide for mobility, conflicts occur. This generally happens on arterial streets that were not developed with adequate access control or on local streets that carry through traffic.

### *1. Existing Street Network*

Sand City is served by State Route 1 (S.R. 1) and a network of arterial and collector streets. Figure 1 illustrates the existing street system in Sand City. The following is a brief description of the principal roadway segments serving the Sand City planning area.

#### **State Freeways and Highways**

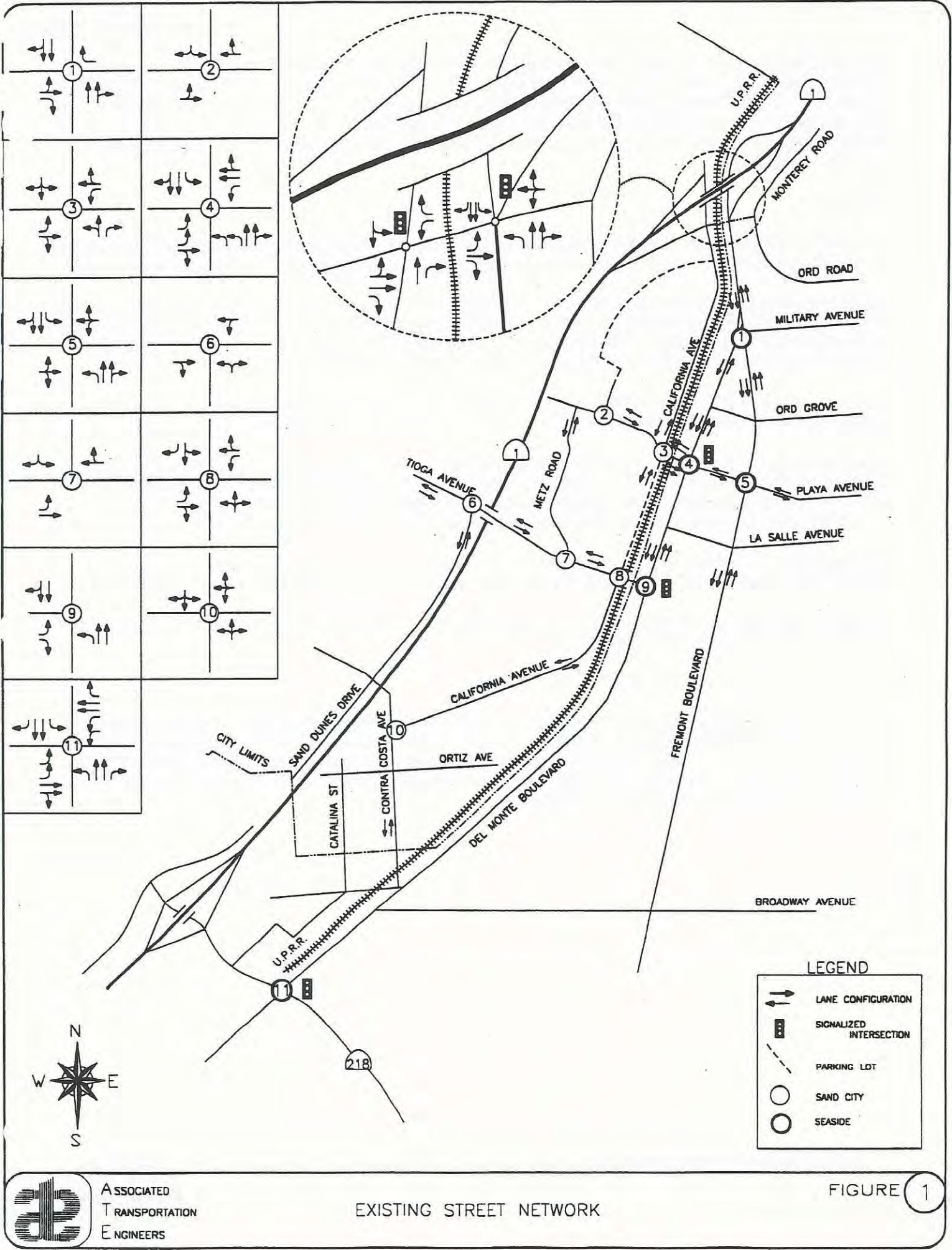
State Route 1 provides for regional movement and inter-regional access to the Monterey Peninsula. This highway has been developed and expanded over many years to now include the freeway section through Sand City. State Route 1 is a 4- to 6- lane facility in this area. Interchanges on State Route 1 that serve Sand City are located in the City of Seaside and are generally at one mile intervals located at State Route 218 (Canyon Del Rey) and the Ord Interchange at California Avenue/Fremont Boulevard. The Ord Interchange is partially within Sand City.

The other state highway facility serving Sand City is State Route 218 (Canyon Del Rey Boulevard) in the City of Seaside. This highway links the Monterey Bay Peninsula Area with the communities to the east. Travel on this highway is both regional and local in nature.

#### **Arterials**

All or portions of the following streets are designated as arterial streets in the City of Seaside; there are no designated arterial streets in Sand City. These, arterial streets are developed within right-of-way widths of at least 84 feet with two lanes in each direction and left-turn lanes at signalized intersections.

Del Monte Boulevard is a 4-lane arterial extending from Fremont Boulevard on the north through the City of Seaside. Del Monte Boulevard continues towards the City of Monterey to the south. Development along this roadway is predominantly commercial. The intersections of Del Monte Boulevard at Playa Avenue and Tioga Avenue are signalized. The intersection at Fremont Boulevard-Military Avenue is unsignalized with stop controls on Del Monte Boulevard and Military Avenue.



Fremont Boulevard is a 4-lane arterial through the City of Seaside's retail commercial district. Fremont Boulevard connects State Route 1 with State Route 218 and continues south into Monterey. Signalized intersections along Fremont Boulevard within the study-area include State Route 1 southbound off- and northbound on-ramps-Monterey Road and Fremont Boulevard/Ord Avenue. The intersections of Fremont Boulevard/Military-Del Monte Avenue and Fremont Boulevard/Playa Avenue are stop sign controlled on the side streets.

### Collectors

All or portions of the following streets are currently designated as collector streets in Sand City. Collectors are currently constructed on 64' rights-of-way with one lane in each direction and parking on both sides.

California Avenue is a 2-lane collector street extending from Contra Costa Street on the south, a portion of the route is through the parking lot of the Sand Dollar Shopping Center, the City street resumes north of the parking lot and extends to the State Route 1 Southbound On-ramp. The intersection of California Avenue/State Route 1 Northbound Off-ramp-Monterey Road is signalized.

Tioga Avenue is a 2-lane collector street running from the beach area, intersecting Sand Dunes Drive easterly under State Route 1, and into a "T" intersection at Del Monte Boulevard.

Sand Dunes Drive is a 2-lane, north-south collector street west of State Route 1. It terminates south of Humbolt Avenue-State Route 218. There is a short segment of Sand City Dunes Drive in the Fremont Boulevard interchange area. This segment extends south from California Avenue along the alignment of the southbound on-ramp, thus for a few hundred feet the southbound on-ramp is a 2-way street.

Playa Avenue is a 2-lane, east-west collector street. Playa Avenue currently extends from the western portion of the Sand Dollar Shopping Center past Fremont Boulevard to Grand Street in Seaside.

Contra Costa Street is a 2-lane, north-south collector street. Contra Costa Street currently extends from Del Monte Boulevard to California Avenue.

## 2. Existing Traffic Volumes and Levels of Service

Vehicular traffic volumes are most often expressed in terms of average daily traffic, or ADT, which is the average number of daily vehicles passing a given point on a roadway each day. In evaluating roadway operational conditions, "Level of Service " (LOS) A through F are applied, with LOS A indicating very good operating conditions and LOS F indicating poor conditions (more complete definitions of level of service are contained in the Technical Appendix).

In the policy section of the Sand City General Plan, LOS D has been established as the minimum desirable level of service standard for non-freeway roadway segments located within the community. A significant impact on transportation and circulation would occur if buildout in accordance with the land uses recommended by the General Plan would result in the reduction of a level of service below that threshold.

The existing traffic conditions were evaluated to develop a base line or beginning point for understanding the street and highway network and evaluating future traffic impacts. This analysis was completed for all state highways, selected arterials and collectors streets. The analysis focused on three specific issues: street capacity, classified system pattern and connectivity. The evaluation of street capacity was the central focus of the analysis. A street or highway's capacity is affected by a number of factors. The number of lanes, the location and spacing of intersections, the type of traffic control devices used (STOP signs, traffic signals, etc.), the traffic signal timing plan, the use of on-street parking, the percentage of trucks and the number and location of adjacent driveways all have an effect on the carrying capacity of a particular segment of street or highway.

Existing (1998) ADT volumes for the street network serving the planning area were obtained from traffic count data collected by ATE in June of 1998 and the California State Department of Transportation (Caltrans)<sup>5</sup>. The A.M. Peak Hour Volumes are illustrated on Figure 2. The P.M. Peak Hour and ADT Volumes are illustrated on Figure 3. Using the ADT volumes illustrated on Figure 3 and the analysis procedures described in the introduction to this section, the levels of service were determined for the study-area street segments. Table 1 displays the ADT volumes and corresponding levels of service for the study-area street segments serving the Sand City planning area.

The data presented in Table 1 indicate that the segment of State Route 1 north of State Route 218 operates at LOS D. (This segment is the subject of a Project Study Report). The level of service along the state facility is due to regional traffic and therefore is a regional congestion issue to be addressed in the Monterey County RTP. The balance of the study street segments operate at LOS A.

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<sup>5</sup> 1998 Traffic Volumes on California State Highways; Caltrans, June 1999.

**Table 1**  
**Existing Sand City Roadway Levels of Service**

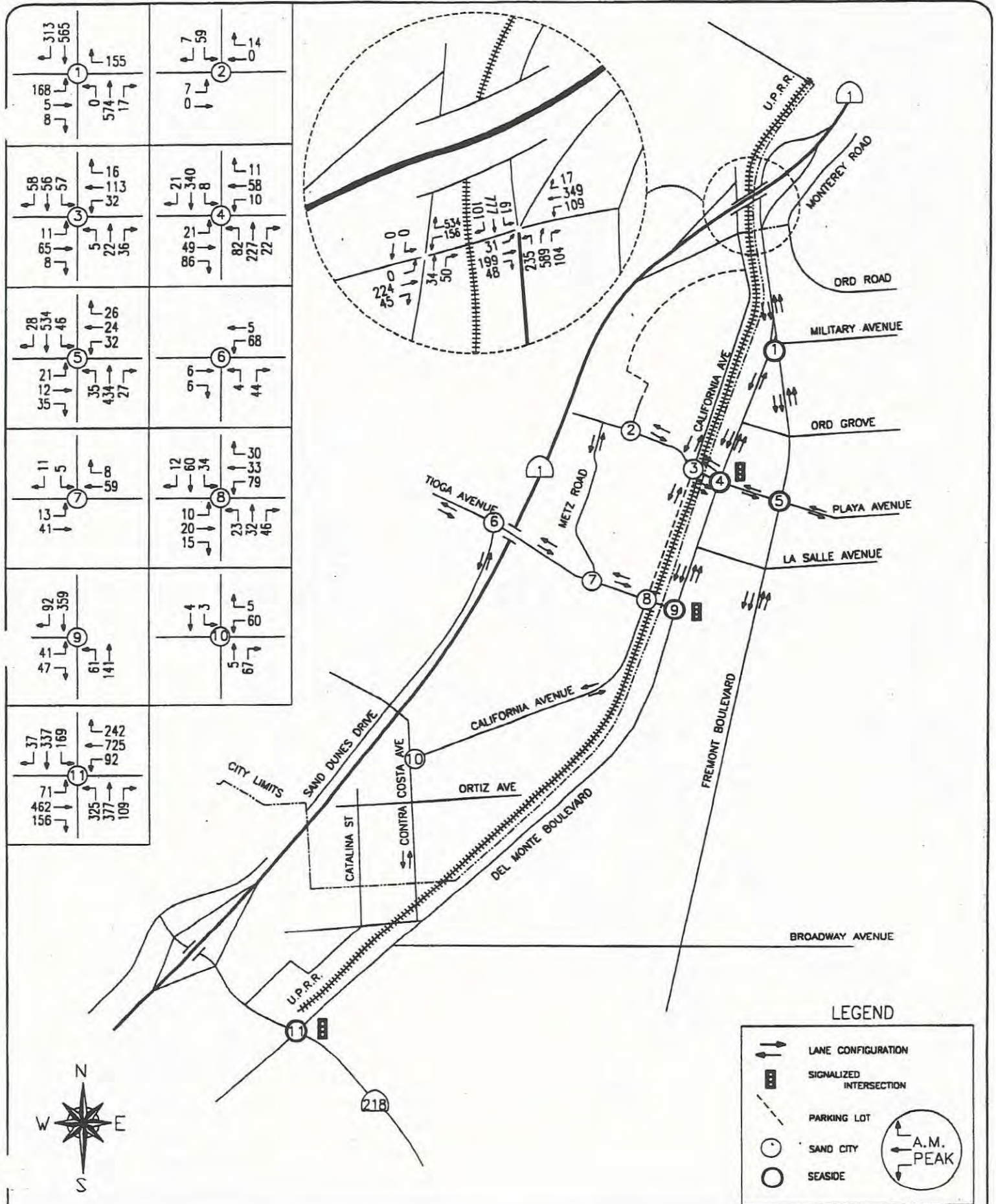
Roadway Segment	Roadway Classification	Capacity (ADT)	Existing ADT	Existing LOS
State Route 1, north of State Route 218	4-Lane Freeway	80,000	70,000	LOS D
California St., north of Playa Ave.	2-Lane Collector	18,000	6,600	LOS A
California St., north of Tioga Ave.	2-Lane Collector	18,000	8,800	LOS A
California St., south of Tioga Ave.	2-Lane Collector	18,000	2,700	LOS A
Sand Dunes Dr., south of Tioga Ave.	2-Lane Collector	18,000	3,700	LOS A
Contra Costa St., south of California St.	2-Lane Collector	18,000	4,400	LOS A
Playa Ave., west of California St.	2-Lane Collector	18,000	10,000	LOS A
Tioga Ave., west of Metz Rd.	2-Lane Collector	18,000	3,200	LOS A
Tioga Ave., east of Metz Rd.	2-Lane Collector	18,000	2,800	LOS A

Source: Associated Transportation Engineers, *Traffic Counts*, June 1998.  
California Department of Transportation, *1998 Traffic Volumes on California State Highways*, June 1999.

### 3. Existing Intersection Operations

There is one traffic signal in Sand City, it is located at the State Route 1 Northbound Off-ramp-Monterey Road/California Avenue intersection. The rest of the intersections within Sand City are STOP sign controlled. There are a number of signalized intersections which serve Sand City that are in the City of Seaside. Intersections are locations where traffic flows become restricted, especially during peak travel periods. The level of service grading system previously discussed for roadway operations is also used in rating intersection operations (with LOS A indicating very good conditions and LOS F indicating poor conditions). Table 2 lists the existing A.M. and P.M. peak hour level of service for the intersections in the Sand City study area.

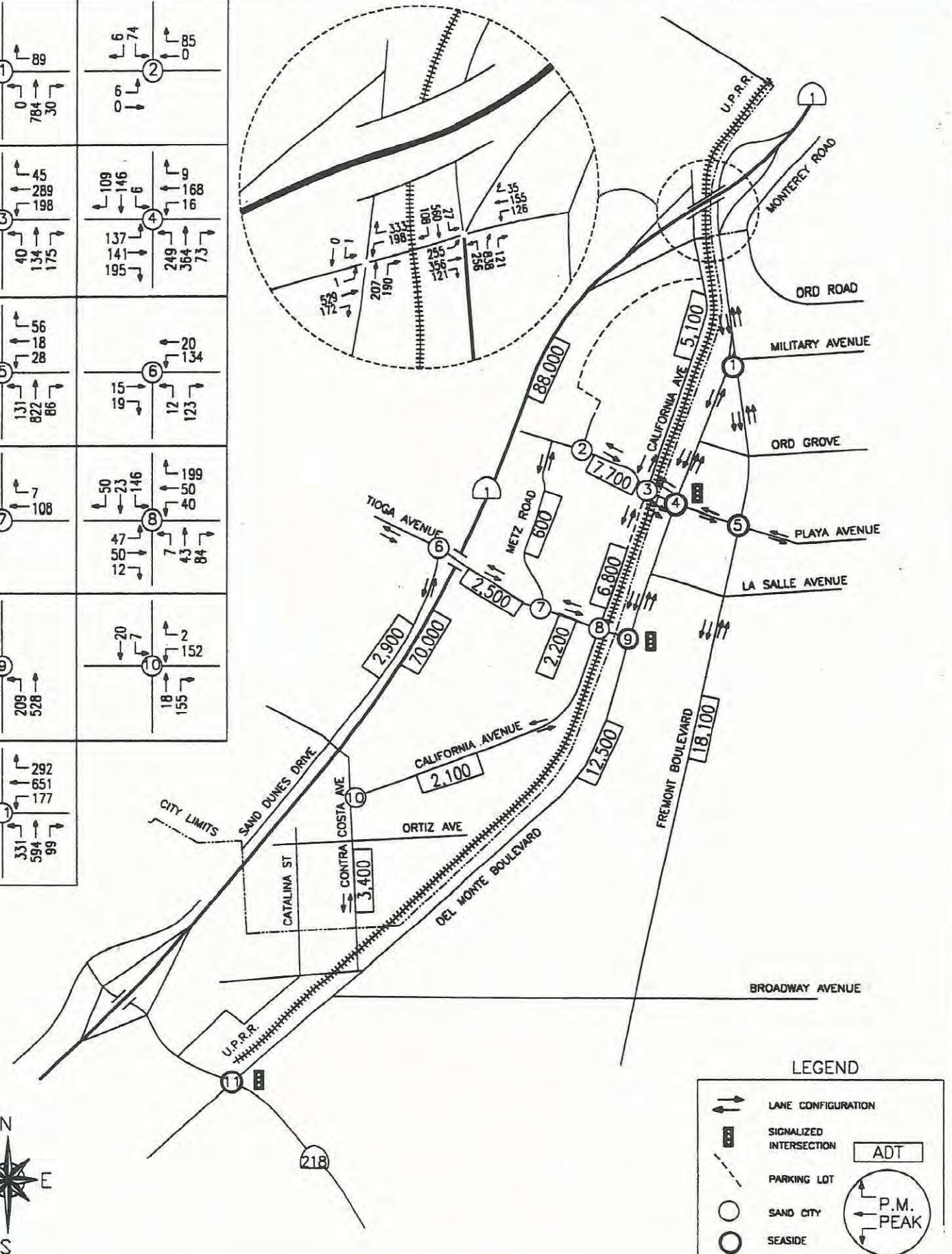
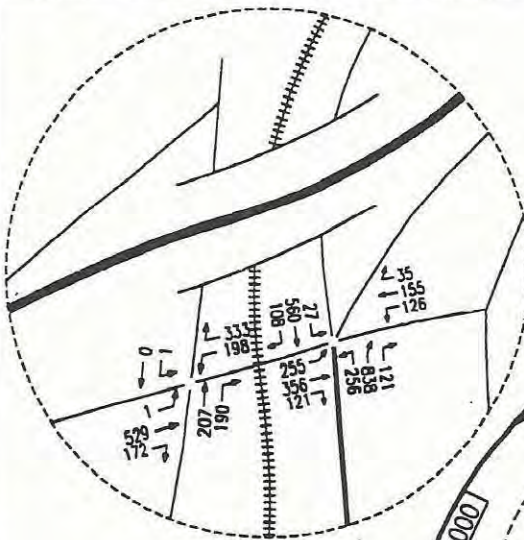
There are four intersections which operate at LOS's greater than the desired LOS D during one or both peak hour periods. They are Fremont Boulevard/Del Monte Boulevard/Military Avenue, Playa Avenue/Metz Road, Playa Avenue/California Avenue and Playa Avenue/Fremont Boulevard. The balance of the intersections within the City operate at LOS C or better.



EXISTING A.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 2



**LEGEND**

- LANE CONFIGURATION
- SIGNALIZED INTERSECTION
- PARKING LOT
- SAND CITY
- SEASIDE
- P.M. PEAK
- ADT



ASSOCIATED  
TRANSPORTATION  
ENGINEERS

EXISTING P.M. PEAK HOUR AND ADT TRAFFIC VOLUMES

FIGURE 3

**Table 2**  
**Existing Intersection Levels of Service within Sand City Vicinity**

Intersection	A.M. Peak Hour Level of Service	P.M. Peak Hour Level of Service
State Route 1/California Ave.	LOS C	LOS B
State Route 1/Fremont Blvd.	LOS C	LOS C
Fremont Blvd./Del Monte Blvd./Military Ave.	LOS F	LOS F
Playa Ave./California Ave.	LOS A	LOS F
Playa Ave./Del Monte Blvd.	LOS B	LOS B
Playa Ave./Fremont Blvd.	LOS C	LOS F
Tioga Ave./Sand Dunes Dr.	LOS A	LOS A
Tioga Ave./Metz Rd.	LOS A	LOS A
Tioga Ave./California St.	LOS A	LOS A
Tioga Ave./Del Monte Blvd.	LOS B	LOS B
Contra Costa St./California St.	LOS A	LOS B
Contra Costa St./Del Monte Blvd.	LOS B	LOS B

Source: Associated Transportation Engineers, August 1997.

### Existing Street Pattern

State Route 1 and State Route 218 provide for intra-city as well as some intrastate travel. Sand City's access to State Route 1 is via the interchanges at Canyon Del Rey Boulevard (State Route 218) and the Ord Interchange (California Avenue-Fremont Boulevard). State Route 1 and the Union Pacific Railroad tracks have created a disjointed street pattern within the community. The Union Pacific Railroad track at-grade crossings has caused traffic to concentrate at the intersections of Del Monte Boulevard/Tioga Avenue and Del Monte Boulevard/Playa Avenue.

Traffic entering Sand City from the south and east is limited to Contra Costa Street, Tioga Avenue and Playa Avenue via Del Monte Boulevard. California Avenue serves as a gateway for traffic entering from the north.

Throughout Sand City, there are limited east/west connections to the ocean front area, this will place additional future trips on Tioga Avenue and Canyon Del Rey Boulevard. These streets will have to handle all the westbound traffic wishing to access western Sand City.

One of the connectivity issue associated with the existing city street system is the fact that a section of California Avenue between Tioga Avenue and Playa Avenue runs through the Sand Dollar Shopping Center. This discontinuity in this collector causes traffic wishing to travel north or south go through the Sand Dollar Shopping Center or use either Metz Road or Del Monte Boulevard. Another issue is that there is no convenient route from the Catalina Street area to Canyon Del Rey Boulevard. There is a route that has some potential for solving this issue by routing an extension of Catalina Street through the Kmart Parking area in Seaside.

### **Future Transportation Conditions**

This circulation element is being planned for the horizon years of 2015 - 2020. While the direction and pace that the City will grow between the present time and 2020 is unclear, it is useful to make an estimate of population and employment growth to the horizon year for traffic generation and other planning purposes. The forecast can also help to establish the program of public improvements that will be needed in the future.

This section of the circulation element describes the scenario used in developing the circulation element. Land use, population and employment forecasts have been developed for this scenario and traffic projections were made. The product of this technical analysis is an estimate of the LOS for the streets and intersection for the land use included in the General Plan and an identification of future street and highway improvements needed to maintain the City's desired level of service on the streets and at the intersections.

### **Land Use, Population and Employment**

The socio-economic data base for the planning horizon was provided by PMC and City staff based on the current General Plan. The population and employment estimates were assigned to zones based on the designations identified in the Sand City General Plan. Infilling of vacant land and increased densities within the existing urban core were analyzed. These assignments were based on the best available information on future development patterns.

The traffic projections for the proposed General Plan Update was based on developing General Plan policy as directed by the City Council the population projection of approximately 1,295 and an employment projection of approximately 11,454. Trip generation estimates for the land uses within the proposed General Plan Update area were estimated based on land use data provided by the City. The data included the buildout capacity of the residential and commercial land uses outlined. The traffic effects of the General Plan Update was compared to the effects of the buildout based on the current Sand City General Plan. Standard traffic generation rates contained in the Institute of Transportation Engineers (ITE), Trip Generation Manual<sup>6</sup> were applied to these land uses data to derive trip generation estimates. The resulting trip generation estimates for the current and proposed General Plan scenarios are shown in Table 3.

**Table 3**  
**Proposed Sand City General Plan - Trip Generation**

New Land Use	Trip Generation		
	ADT	A.M. Peak Hour	P.M. Peak Hour
<u>Proposed General Plan Update</u>			
<b>Residential:</b> Dwelling Units (587 dwellings)	3,440	258	317
<b>Non-Residential:</b> Commercial/Industrial (9,220,000 sq.ft.)	395,709	9,496	34,482
Proposed General Plan-Trip Generation	399,149	9,754	34,799
<u>Current General Plan</u>			
<b>Residential:</b> Multi-Family (649 dwellings)	6,211	487	655
<b>Non-Residential:</b> Commercial/Industrial (14,567,000 sq.ft.)	625,207	15,004	54,480
Current General Plan-Trip Generation	631,418	15,491	55,135
Net Trip Reduction	-232,269	-5,737	-20,336

The data presented in Table 3 indicate that the proposed General Plan Update will reduce the potential traffic by 232,269 ADT, 5,737 A.M., and 20,336 P.M. peak hour trips. The proposed General Plan would generate approximately 399,149 ADT, 9,754 A.M. peak hour trips and 34,799 P.M. peak hour trips. Therefore the proposed General Plan Update will reduce the traffic effects on Sand City's and Seaside's circulation systems from the effects of the current General Plan.

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6 Trip Generation Manual; Institute of Transportation Engineers, 6th Edition.

## General Plan Conditions - without PSR Project

### *1. General Plan Street Network - without PSR Project*

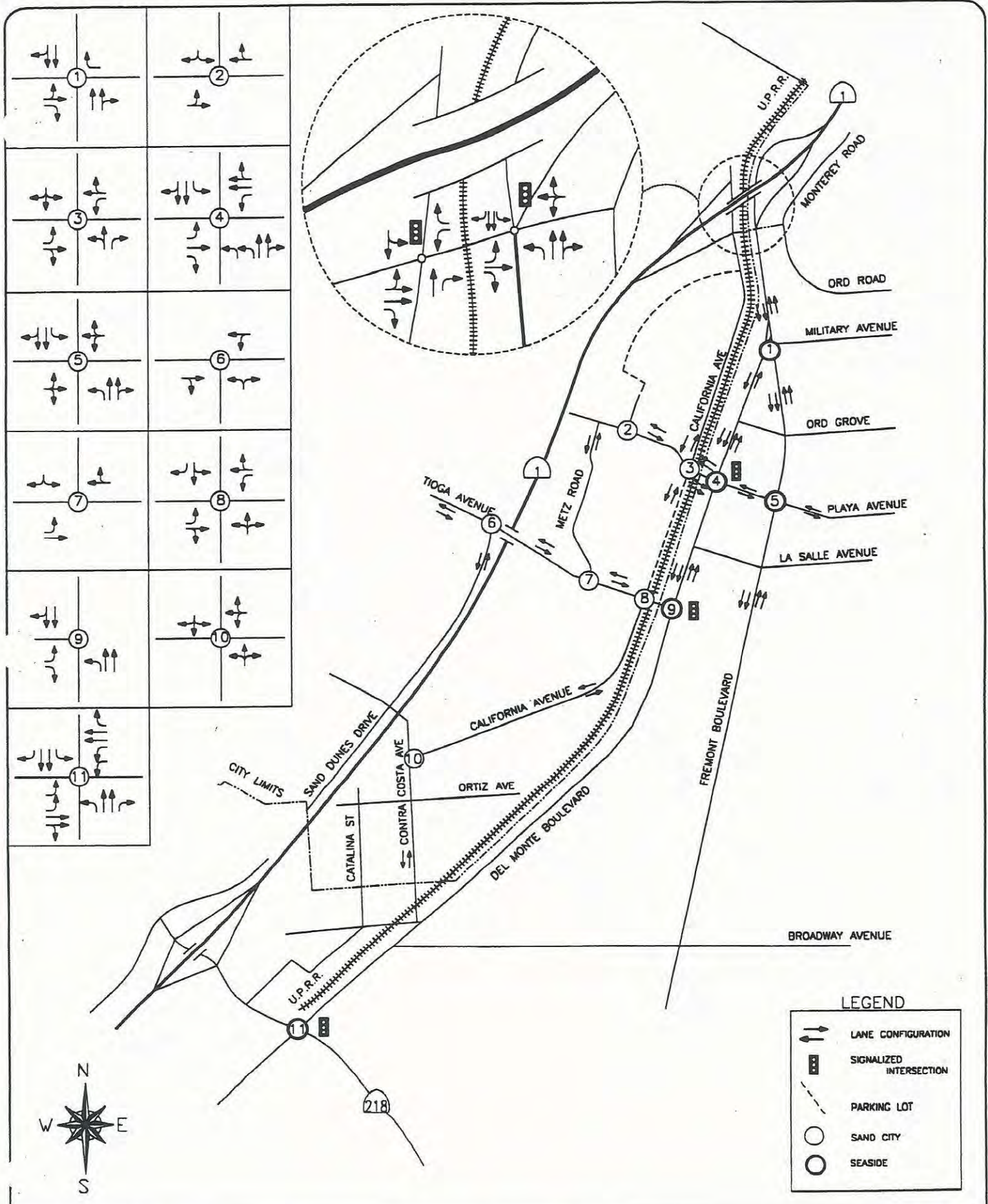
The General Plan Street Network without the PSR Project is illustrated on Figure 4. This network includes having California Avenue completed through the Sand Dollar Center parking area and the extension of Catalina Avenue through the Kmart Parking area.

### *2. General Plan Traffic Volumes - without PSR Project*

Based on the average daily traffic volume forecasts, the roadway levels of service were calculated. The results of this analysis are presented in Table 4. Trip reductions due to "pass-by" and internal trips in addition to external traffic increases were assumed when developing the buildout traffic volumes. The traffic generated by buildout of the area was distributed onto the study-area street network based on travel patterns developed from existing traffic count data and information contained in the various documents provided by the Sand City Planning Department. The traffic generated by the buildout of Sand City was combined with the existing traffic volumes to yield the total buildout traffic projections for the planning area roadway segments. Figure 5 illustrates the A.M. Peak Hour and Figure 6 illustrates the P.M. and ADT buildout traffic volumes for the roadway system serving the overall planning area.

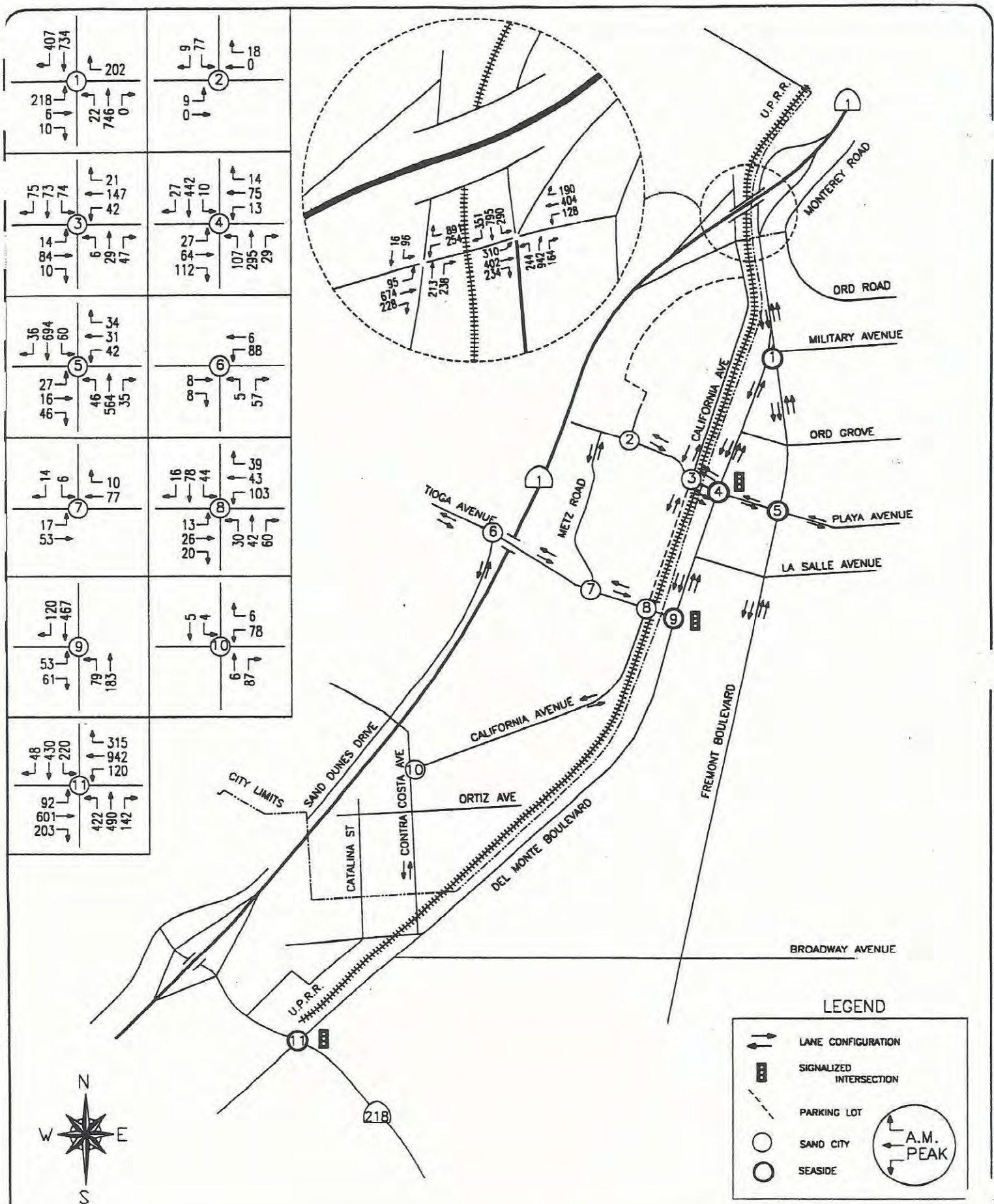
**Table 4**  
**Proposed Sand City General Plan Buildout Roadway Levels of Service**  
**without PSR Project**

Roadway Segment	Classification	Capacity	ADT	LOS
State Route 1, north of State Route 218	4-Lane Freeway	80,000	100,000	F
California St., north of Playa Ave.	2-Lane Collector	18,000	9,800	A
California St., north of Tioga Ave.	2-Lane Collector	18,000	12,300	B
California St., south of Tioga Ave.	2-Lane Collector	18,000	3,800	A
Sand Dunes Dr., south of Tioga Ave.	2-Lane Collector	18,000	5,200	A
Contra Costa St., south of California St.	2-Lane Collector	18,000	6,100	A
Playa Ave., west of California St.	2-Lane Collector	18,000	14,000	C
Tioga Ave., west of Metz Rd.	2-Lane Collector	18,000	4,400	A
Tioga Ave., east of Metz Rd.	2-Lane Collector	18,000	3,900	A



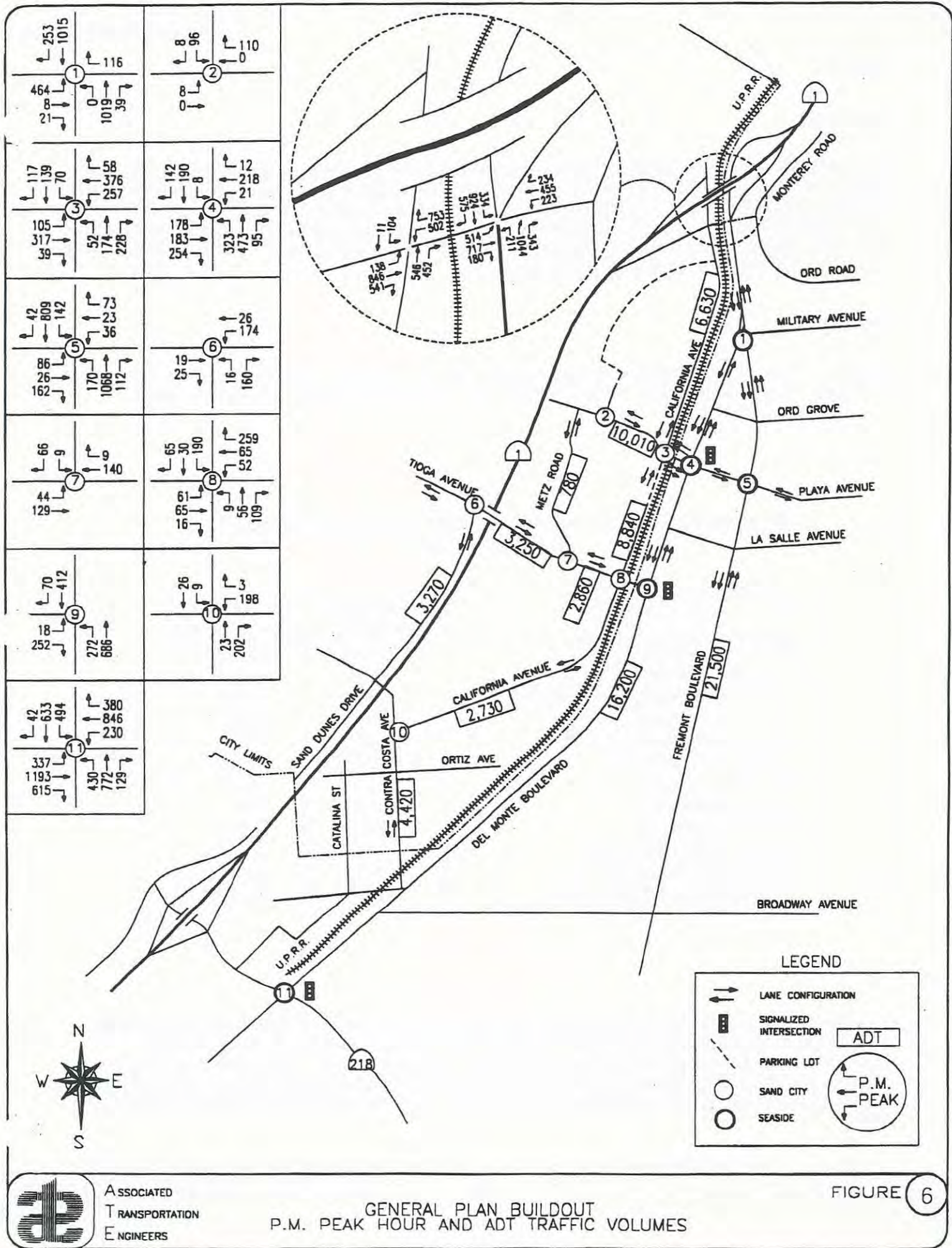
GENERAL PLAN BUILDOUT STREET NETWORK  
WITHOUT PSR PROJECT

FIGURE 4



GENERAL PLAN BUILDOUT  
A.M. PEAK HOUR TRAFFIC VOLUMES

FIGURE 5



GENERAL PLAN BUILDOUT  
P.M. PEAK HOUR AND ADT TRAFFIC VOLUMES

FIGURE 6



## Impacts

### Roadways

The data listed in Table 4 indicate that the segment of State Route 1 north of Canyon Del Rey Boulevard, is projected to operate in the LOS F range with buildout ADT volumes and assuming the freeway remains 4-lanes through Sand City. Traffic on this segment of State Route 1 will continue to be primarily comprised of commuter traffic traveling between and the community, and regional traffic traveling north and south. This segment is included in the Project Study Report for the State Route 1 corridor and the recommended project will attain LOS D or better.

### Intersections

Impacts to Sand City intersections were calculated using the forecasted 2020 traffic volumes illustrated in Figures 5 and 6. Intersection levels of service were calculated assuming existing geometrics.

**Table 5**  
**Proposed Sand City General Plan Buildout Intersection Levels of Service**  
**without PSR Project**

Intersection	A.M. Peak Hour Level of Service	P.M. Peak Hour Level of Service
State Route 1/California Ave.	LOS B	LOS E
State Route 1/Fremont Blvd.	LOS F	LOS F
Fremont Blvd./Del Monte Blvd./Military Ave.	LOS F	LOS F
Playa Ave./California Ave.	LOS A	LOS F
Playa Ave./Del Monte Blvd.	LOS B	LOS C
Playa Ave./Fremont Blvd.	LOS F	LOS F
Tioga Ave./Sand Dunes Dr.	LOS A	LOS A
Tioga Ave./Metz Rd.	LOS A	LOS A
Tioga Ave./California St.	LOS A	LOS B
Tioga Ave./Del Monte Blvd.	LOS B	LOS B
Contra Costa St./California St.	LOS A	LOS C
Contra Costa St./Del Monte Blvd.	LOS C	LOS D

As shown in Table 5, the State Route 1/California Avenue, State Route 1/Fremont Avenue, Fremont Boulevard/Del Monte Boulevard/Military Avenue, Playa Avenue/California Avenue and Playa Avenue/Fremont Boulevard intersections are forecast to operate at LOS F during one or both peak hour periods. The other study area intersections within the City are forecast to operate at LOS D or better under General Plan Buildout conditions, thus are equal to or better than the City's desired maximum LOS.

**Improvement Measures**

As a preface to recommended roadway discussion on the suggested improvements, it is noted that the future levels of service for the Sand City roadway facilities were based on ADT forecasts and average daily roadway capacities, while traffic flow on arterial networks is generally most constrained at intersections during peak travel periods. It is also noted that recommended mitigations are intended as guidelines for generalized long-range planning purposes, and more detailed analyses should be completed as the planning area builds out. Reduced land use densities and implementation of TDM measures may reduce the need for the mitigations presented below. Additionally, intersection improvements involving Del Monte Boulevard and Fremont Boulevard would require that Sand City coordinate with or enter into co-operative agreements with the City of Seaside to implement and fund the improvements.

**Intersections**

T-1. Installation of traffic signals at the following intersections will provide the additional capacity to meet the demands of the buildout traffic volumes.

- California Avenue/Playa Avenue
- California Avenue/Edgewater Center Driveway
- Fremont Avenue/Military-Del Monte Avenue
- Fremont Avenue/Playa Avenue

T-2. California Avenue/Playa Avenue - Modify the existing southbound approach from a left-turn/through/right-turn lane to an exclusive left-turn lane and through/right-turn lane.

T-3. Fremont Avenue/Playa Avenue - On the northbound approach provide an exclusive left-turn lane, two through lanes and an exclusive right-turn lane. Provide an exclusive left-turn lane and shared through/right-turn lane on the westbound approach. On the eastbound approach provide an exclusive left-turn lane and shared through/right-turn lane.

T-4. Construction of the PSR Project will provide the capacity for the Ord Interchange intersections to accommodate the buildout traffic volumes.

Table 6 shows the future LOS with the traffic signal and lane configuration improvements.

**Table 6**  
**Proposed Sand City General Plan Buildout Intersection LOS With Improvements**  
**without PSR Project**

Intersection	A.M. Peak Hour Level of Service	P.M. Peak Hour Level of Service
--------------	------------------------------------	------------------------------------

State Route 1/California Avenue	LOS A	LOS B
State Route 1/Fremont Boulevard	LOS A	LOS C
Fremont Blvd./Del Monte Blvd./Military Ave.	LOS C	LOS C
Playa Ave./California Ave.	LOS C	LOS C
Playa Ave./Fremont Blvd.	LOS C	LOS C

As shown above in Table 6, the intersections of State Route 1/California Avenue, State Route 1/Fremont Boulevard, Fremont Boulevard/Del Monte Boulevard/Military Avenue, Playa Avenue/California Avenue and Playa Avenue/Fremont Boulevard would operate at LOS C during both peak hour periods.

Coordination between Sand City and the City of Seaside will be required to implement improvements to the intersections of Fremont Boulevard/Del Monte Boulevard/Military Avenue and Playa Avenue/Fremont Boulevard.

**Residual Impact.** The implementation of the measures identified should be sufficient to address the impacts to less than significant. Del Monte Boulevard may require additional capacity enhancing improvements over time to accommodate buildout traffic volumes.

**Roadways**

T-5. Extension of California Avenue. Extend California Avenue from Tioga Avenue to connect with Playa Avenue.

T-6. Extension of Catalina Street. Extend and connect Catalina Street to Canyon Del Rey Boulevard to provide an additional gateway to Sand City. The intersection of Canyon Del Rey Boulevard/Catalina Street would be a STOP sign controlled intersection. This improvement would require Sand City to enter into cooperative agreements to fund and construct the Canyon Del Rey Boulevard/Catalina Street connection.

T-7. Extension of Playa Avenue. Extend Playa Avenue west of State Route 1 to provide access to the visitor serving commercial area west of State Route 1. The intersection of Playa Avenue/Sand Dunes Drive would be a STOP sign controlled intersection.

The improvements discussed above would improve the overall circulation and provide enhanced roadway and intersection capacity within Sand City. As buildout of the Sand City General Plan occurs, project-specific traffic analysis should be used to determine the appropriate roadway improvements required to mitigate project-specific traffic impacts.

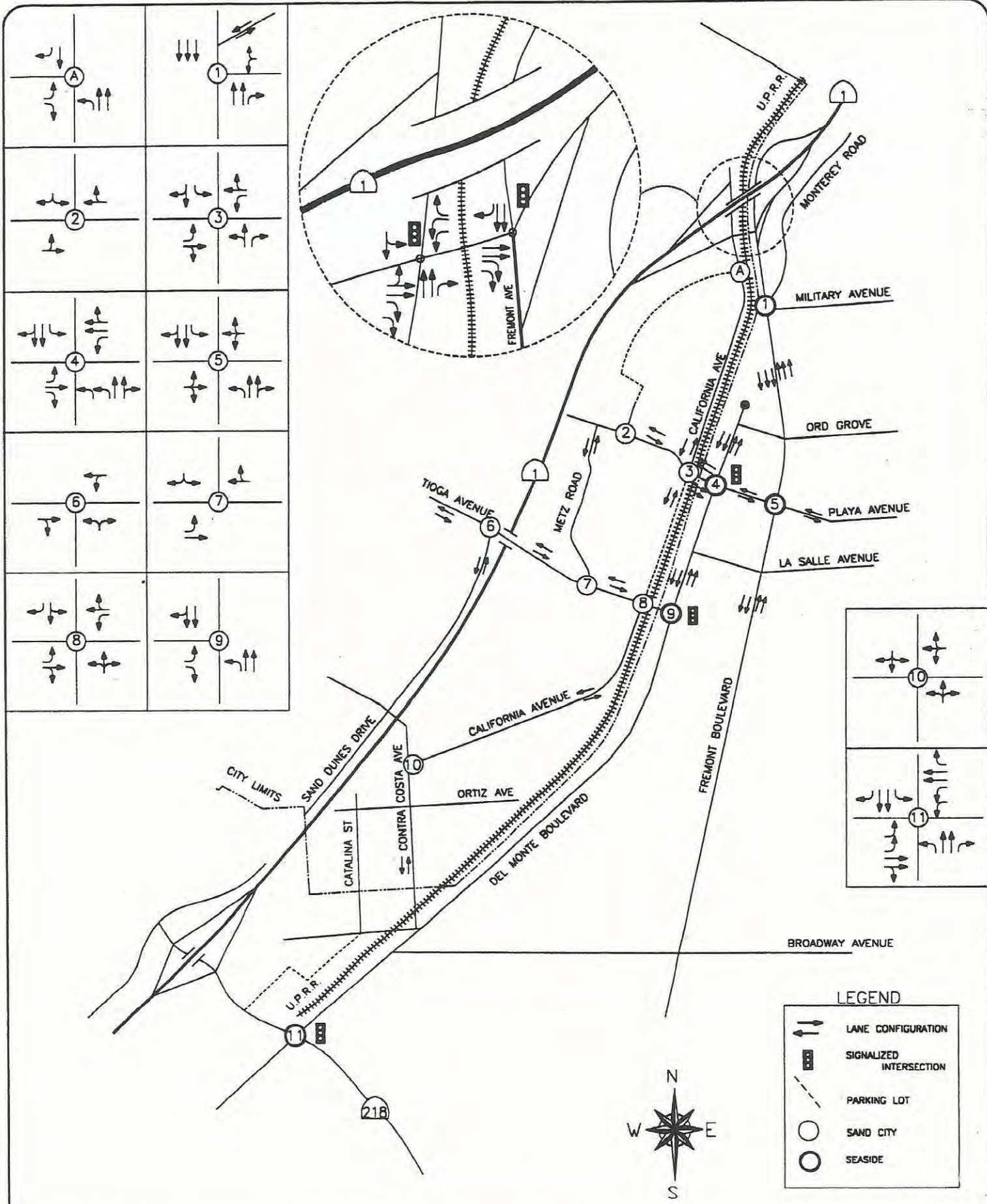
**General Plan Conditions - with State Route 1 Project Study Report Project**

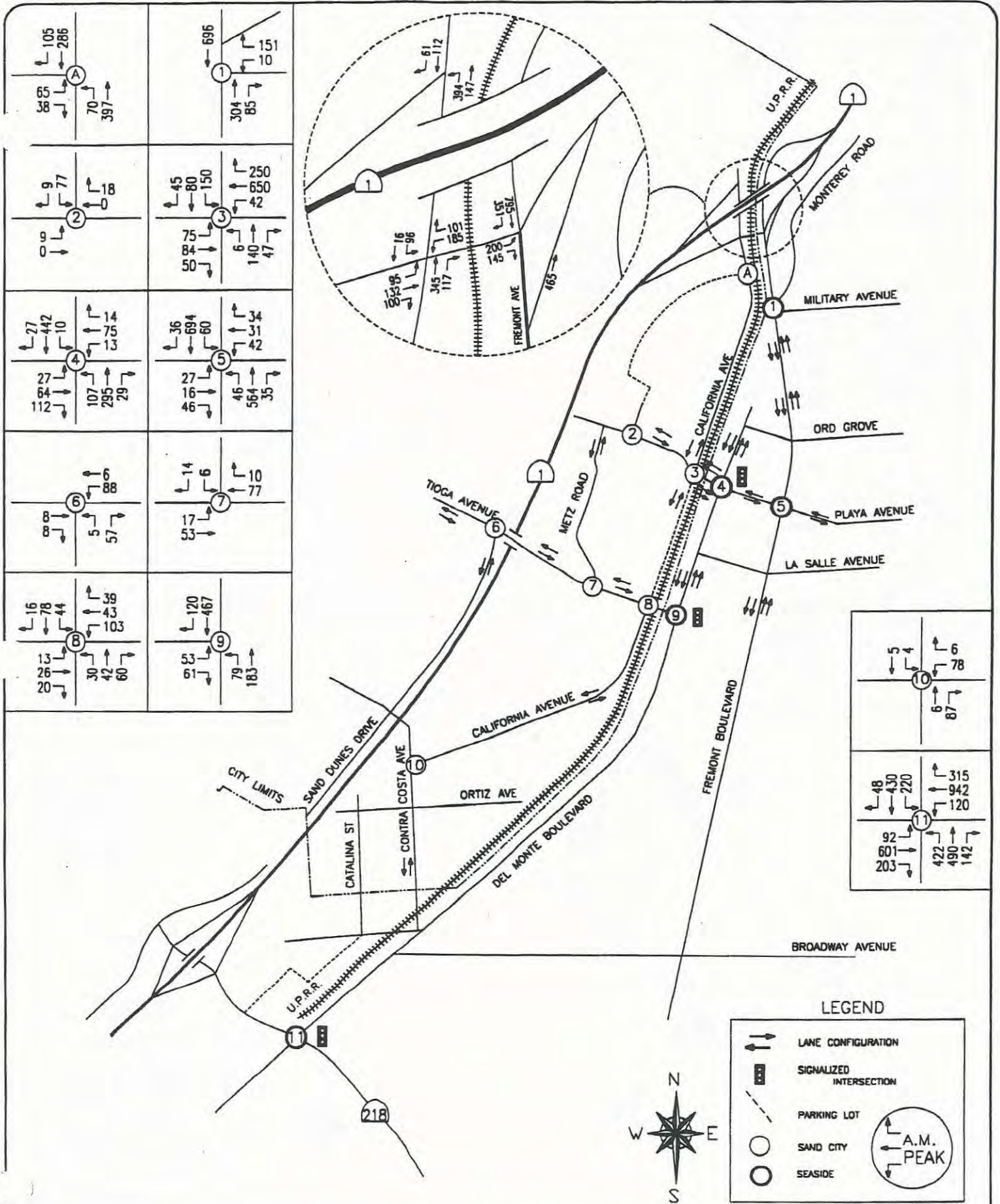
***3. General Plan Traffic Volumes - with PSR Project***

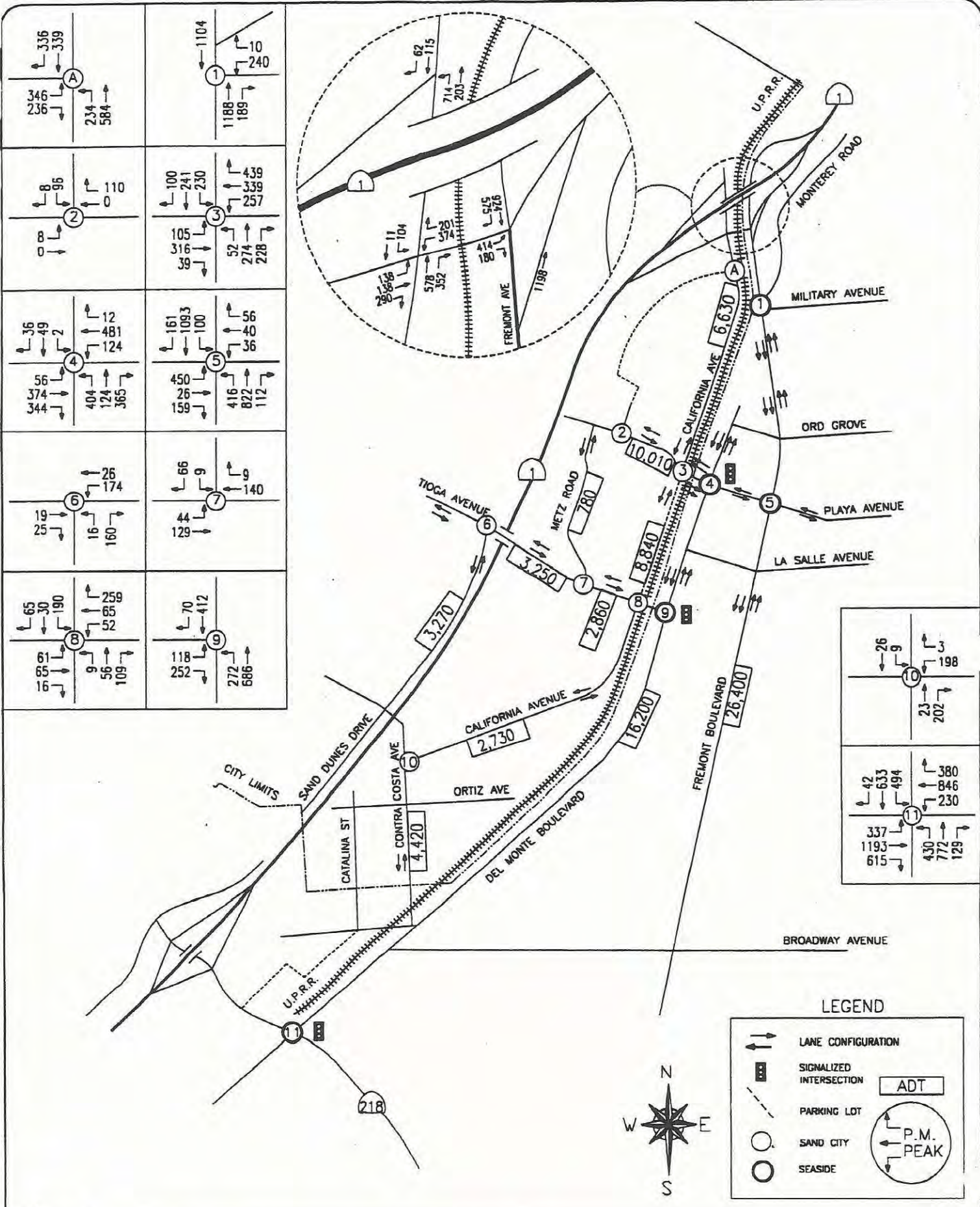
The PSR Project encompasses State Route 1 from Canyon Del Rey Boulevard (State Route 218) to the Fort Ord Main Entrance. The analysis addressed the traffic projections on State Route 1 and at the Ord Interchange. The recommended project includes the extending of three lanes in each direction from north of the Ord Interchange to south of Canyon Del Rey Boulevard; the construction of a new interchange approximately midway between the Ord Interchange and the Fort Ord Main Entrance and the modification of the Ord Interchange, Fremont Boulevard and Del Monte Avenue by closing Del Monte Avenue at Fremont Street, changing the Monterey Road connection to Fremont Boulevard from the present location to a point near Military Avenue and the elimination of the northbound left-turn from Fremont Boulevard

to Monterey Road. The general configuration of the local street layout in the vicinity of the Ord Interchange is illustrated on Figure 7.

The average daily traffic volume forecasts, the roadway levels of service for the locations affected by the PSR Project were calculated. The volumes projected in the PSR traffic section along with the General Plan Buildout were utilized in the development of the traffic projections for this scenario. The results of this analysis are presented in Table 7. Figure 8 illustrates the A.M. Peak Hour and Figure 9 illustrates the P.M. and ADT buildout traffic volumes for the area affected by the PSR Project.



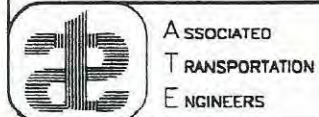




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<p>36 49 2</p> <p>12 481 124</p> <p>56 574 344</p> <p>404 124 365</p> <p>161 1093 100</p> <p>56 46 36</p> <p>450 26 159</p> <p>416 822 112</p>	<p>26 174</p> <p>66 9 9</p> <p>140</p> <p>44 129</p> <p>65 30 190</p> <p>259 85 52</p> <p>61 65 16</p> <p>9 56 109</p> <p>70 412</p> <p>118 252</p> <p>272 686</p>

GENERAL PLAN BUILDOUT  
P.M. PEAK HOUR AND ADT TRAFFIC VOLUMES

FIGURE 9



**Table 7**  
**Proposed Sand City General Plan Buildout Roadway Levels of Service**  
**with PSR Project**

<b>Roadway Segment</b>	<b>Classification</b>	<b>Capacity</b>	<b>ADT</b>	<b>LOS</b>
State Route 1, north of State Route 218	6-Lane Freeway	120,000	100,000	C
California St., north of Playa Ave.	2-Lane Collector	18,000	9,800	A
California St., north of Tioga Ave.	2-Lane Collector	18,000	12,300	B
California St., south of Tioga Ave.	2-Lane Collector	18,000	3,800	A
Sand Dunes Dr., south of Tioga Ave.	2-Lane Collector	18,000	5,200	A
Contra Costa St., south of California St.	2-Lane Collector	18,000	6,100	A
Playa Ave., west of California St.	2-Lane Collector	18,000	14,000	C
Tioga Ave., west of Metz Rd.	2-Lane Collector	18,000	4,400	A
Tioga Ave., east of Metz Rd.	2-Lane Collector	18,000	3,900	A

### Impacts

#### Roadways

The data listed in Table 7 indicate that the segment of State Route 1 north of Canyon Del Rey Boulevard, is projected to operate in the LOS C range with buildout ADT volumes and the PSR Project.

#### Intersections

The affect of the PSR Project on the local street system affected by the new circulation pattern were evaluated using the forecasted 2020 traffic volumes illustrated in Figures 8 and 9. The intersection levels of service were calculated assuming the improvements that would be needed to attain the desired LOS for the General Plan without the PSR Project.



**Table 8**  
**Proposed Sand City General Plan Buildout Intersection Levels of Service**  
**with PSR Project**

<b>Intersection</b>	<b>A.M. Peak Hour Level of Service</b>	<b>P.M. Peak Hour Level of Service</b>
State Route 1/California Ave.	LOS C	LOS B
State Route 1/Fremont Blvd.	LOS A	LOS A
Playa Ave./California Ave.	LOS A	LOS E
Playa Ave./Del Monte Blvd.	LOS F	LOS F
Playa Ave./Fremont Blvd.	LOS F	LOS F
California Avenue/Edgewater Center Drive	LOS B	LOS F

As shown in Table 8, the Playa Avenue/Del Monte Avenue, Playa Avenue/California Avenue Playa Avenue/Fremont Boulevard and California Avenue/Edgewater Center Drive intersections are forecast to operate at greater than LOS D during one or both peak hour periods.

### **Improvement Measures**

The suggested improvements are those which are necessary to attain the City's desired LOS for this scenario. Again, it is noted that the future levels of service for the Sand City roadway facilities and intersections as identified in Tables 7 and 8 were based on peak hour and ADT traffic forecasts and that the improvements are intended as guidelines for generalized long-range planning purposes, and detailed analyses should be completed as the planning area builds out and the PSR Project proceeds. Most of these improvements involve the City of Seaside and coordination and cooperation between many agencies will be needed to implement and fund the improvements.

### **Intersections**

T-8. California Avenue/Playa Avenue - In addition to the improvements noted for General Plan Buildout, modify the existing northbound approach from an exclusive left-turn lane shared through/right-turn lane to an exclusive left-turn lane, through lane and exclusive right-turn lane.

T-9. Fremont Boulevard/Playa Avenue - In addition to the improvements noted for General Plan Buildout, on the northbound approach provide an dual left-turn lanes, two through lanes and a shared through/right-turn lane. On the southbound approach provide an exclusive left-turn lane, two through lanes and a shared through/right-turn lane. On the eastbound approach provide dual left-turn lanes and a shared through/right-turn lane.

T-10. Del Monte Boulevard/Playa Avenue - In addition to the improvements noted for General Plan Buildout, on the eastbound approach provide dual left-turn lanes and a shared through/right-turn lane.

Table 9 shows the future LOS with the traffic signal and lane configuration improvements.

As shown in Table 10, the intersections of California Avenue/Playa Avenue, Fremont Boulevard/Playa Avenue and Del Monte Boulevard/Playa Avenue would operate at LOS C during both peak hour periods.

**Table 9**  
**Proposed Sand City General Plan Buildout Intersection LOS With Improvements with PSR Project**

Intersection	A.M. Peak Hour Level of Service	P.M. Peak Hour Level of Service
Playa Ave./California Ave.	LOS B	LOS C
Playa Ave./Fremont Blvd.	LOS C	LOS C
California Ave./Edgewater Center Drive	LOS A	LOS A

**Roadways**

T-11. Provide three lanes each direction on Fremont Boulevard from La Salle Avenue to Military Avenue.

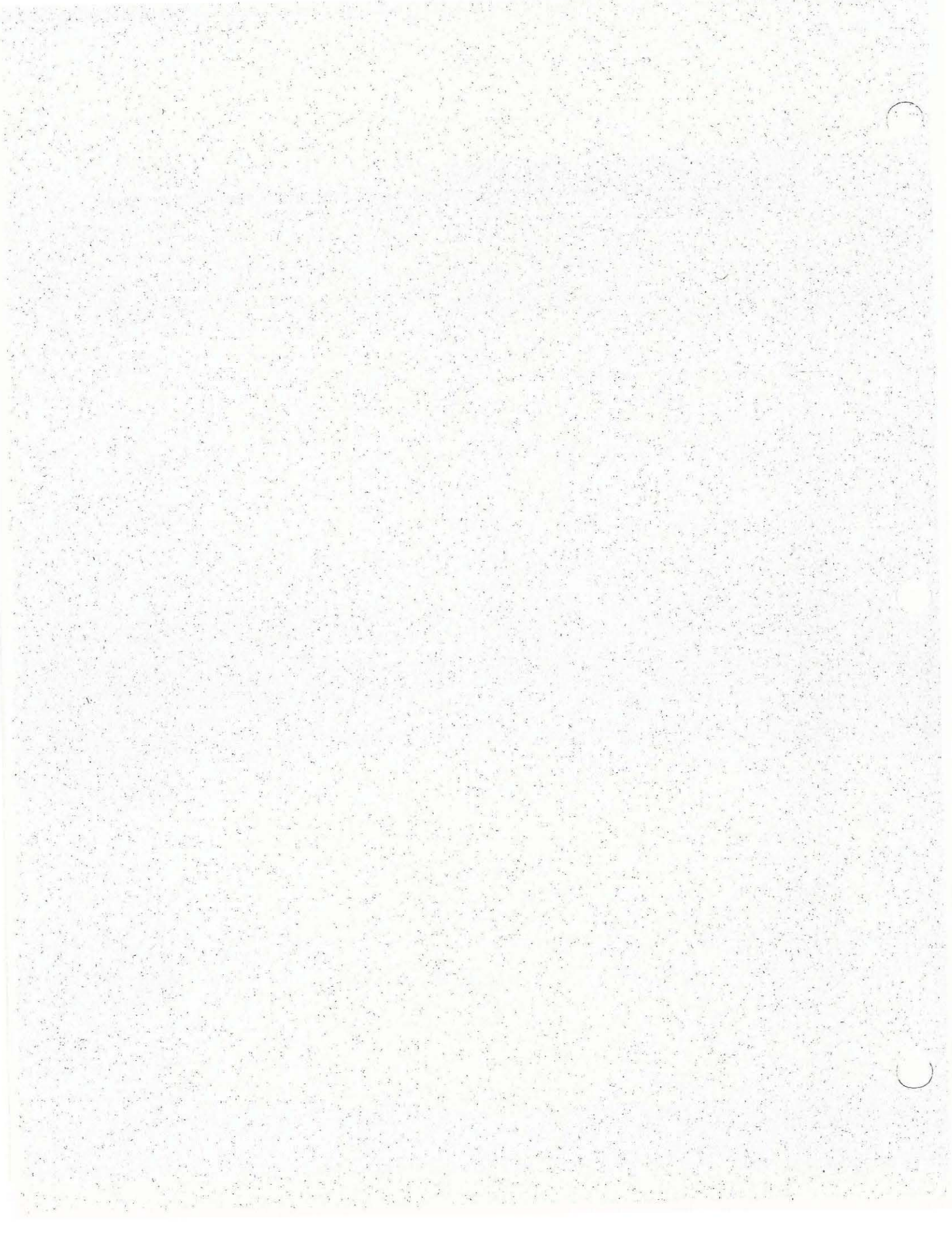
**Residual Impact.** The implementation of the measures identified should be sufficient to address the impacts to less than significant.



## **2.0 TECHNICAL STUDIES**

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### **AIR QUALITY**



## **SAND CITY GENERAL PLAN UPDATE AIR QUALITY IMPACT ASSESSMENT**

### **ENVIRONMENTAL ISSUES**

This section describes the Preferred Project's impact on local and regional air quality including: the identification of air pollutant standards, current air quality conditions, air quality impacts and associated mitigation measures. Air quality is described in relation to the ambient air quality standards for ozone and particulate matter less than 10 microns in size (PM<sub>10</sub>). In addition, an analysis of carbon monoxide (CO) pollutant impacts along a representative number of street and road segments has also been developed.

### **EXISTING ENVIRONMENTAL SETTING**

The City of Sand City lies within the eastern portion of the North Central Coast Air Basin (NCCAB). The City of Sand City Planning Area (SCPA) encompasses the City of Sand City (approximately 350 acres) which is located in Monterey County. Monterey County is bordered by the Coastal Mountain Range to the east and the Pacific Ocean toward the west. The coastal wind conditions direct air circulation and dispersion patterns. The climate in Monterey County is classified as coastal weather, with moist cool winters and mild summers.

Steady winds and atmospheric stability provide frequent opportunities for pollutants to accumulate in the eastern portion of the District. Wind speed and direction play an important role in the dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing vertically and by transporting it to other locations. The prevailing winds during the summer are from the west. These winds, known as "coastal winds," originate with coastal breezes of the Pacific Ocean that enter the area through the extensive shoreline in Monterey County.

Ozone, classified as a "regional" pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area. Peak ozone levels tend to be higher in the eastern portion of the County, as the prevailing summer winds sweep precursors downwind of eastern source areas before concentrations peak. Monterey County and the City of Sand City are occasionally influenced by precursors emitted in the Monterey Bay Area; however, sources within the region are considered to be a greater influence under most conditions. The separate designations reflect the fact that ozone precursor transport depends on daily meteorological conditions.

Other primary pollutants, CO, for example, may form high concentrations when wind speed is low. During the winter, Sand City experiences cold temperatures and misty conditions that could increase the likelihood of slower pollutant dispersion and higher CO concentrations.

### Air Pollution Sources and Current Air Quality

The Monterey Bay Unified Air Pollution Control District is the agency empowered to regulate air pollutant emissions that would occur in Sand City. The District regulates air quality through its permit authority for most types of stationary emission sources and through its planning and review activities for other sources.

Federal and California ambient air quality standards have been established for the following five critical pollutants: nitrogen dioxide, sulfur dioxide, particulate, carbon monoxide, and ozone. Ozone pollution is the most conspicuous type of air pollution, and is often characterized by visibility-reducing haze, eye irritation, and high oxidant concentrations (i.e., “smog”).

In general, there are four major sources of air pollutant emissions (no data information for sulfur dioxide) in the Monterey Bay Unified Air Pollution Control District (MBUAPCD) including: motor vehicles, industrial plants, agricultural activities, and construction activities. Motor vehicles account for significant portions of regional gaseous and particulate emissions. Local large employers such as industrial plants, also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant gaseous and particulate emissions temporarily increasing PM<sub>10</sub> levels (dust, ash, smoke, etc.). Finally, urban areas in the City of Monterey can cause or generate transported emissions from all four pollutants into the Sand City area.

The principal factors that affect air quality in and around Sand City are: (a) the *sink effect*, climatic subsidence and temperature inversions and low wind speeds; (b) *automobile and truck travel*; and (c) increases in mobile and stationary pollutants generated by *local urban growth*.

Applicable federal and State standards for each regulated pollution category compared to monitoring data for the closest monitoring sites in Monterey County are provided in Table 1. The applicable standard for each pollution category, for environmental documentation purposes (i.e., identification of significant impacts), is whichever the more stringent of the federal and State standards. Based upon information provided in Table 1, the City of Sand City is in a non-attainment district for ozone and PM<sub>10</sub>.

**TABLE 1  
 FEDERAL AND STATE STANDARDS FOR NONATTAINMENT  
 POLLUTANTS IN SAND CITY**

Pollutant	Averaging Time	Applicable Standard	Monitoring Stations*1	
			First High	Second High
Ozone	Max. Hourly High	0.09 ppm State 0.12 ppm Federal	.091 ppm	.082 ppm
Carbon Monoxide (CO)*	Max. Eight-hour High	9.0 ppm State/Federal	2.18ppm	1.94ppm
	Standard Violation Max. One-hour High Standard Violation	20.0 ppm State 35.0 ppm Federal	N/A	N/A
Particulate (PM <sub>10</sub> )	Geometric Mean	30.0 g/m <sup>3</sup> State	13.8 g/m <sup>3</sup>	13.7 g/m <sup>3</sup>
	24 Hour High	50.0 g/m <sup>3</sup> State	57 g/m <sup>3</sup>	39 g/m <sup>3</sup>

SOURCE: California Air Resources Board, 1999, Air Quality Data Summary

NOTE \*1: The monitoring site for Sand City for PM10 is located in Carmel Valley-Ford Road and for Ozone is located at Silver Cloud Court. The CO monitoring site is at Salinas-Natividad Road #2.

#### Ozone Emissions

Monterey Bay Unified Air Pollution Control District (MBUAPCD) has a significant air quality ozone problem. Ozone can cause eye irritation and impair respiratory functions. Accumulations of ozone depend heavily on weather patterns and thus vary substantially from year to year. Ozone is produced in the atmosphere through photochemical reactions involving reactive organic compounds (ROG) and nitrogen oxides (NO<sub>x</sub>). Numerous small sources throughout the region are responsible for most of the ROG and NO<sub>x</sub> emissions in the Region. [The ozone State and Federal standards have not been exceeded in the past three years in Monterey County but the district remains in non-attainment for Ozone.]

#### Suspended PM<sub>10</sub> Emissions

PM<sub>10</sub> refers to particulate matter less than 10 microns in diameter - those that can be inhaled and cause health effects. Common sources of particulate include demolition, construction activity, agricultural operations, traffic and other localized sources such as fireplaces. Very small particulate of certain substances can cause direct lung damage, or can contain absorbed gases that may be harmful when inhaled. Particulate can also damage materials and reduce visibility. Twenty-four hour PM<sub>10</sub> concentrations have only exceeded once at the Carmel Valley-Ford Road monitoring station. The annual geometric mean has not exceeded standards during that same time frame but the district remains in non-attainment for PM<sub>10</sub>.



### Carbon Monoxide (CO)

Because CO is emitted primarily by motor vehicles and is non-reactive, ambient CO concentrations normally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are also influenced by meteorological factors such as wind speed and atmospheric mixing. High levels of CO can impair the transport of oxygen in the bloodstream and thereby aggravate cardiovascular disease and cause fatigue, headaches, and dizziness. CO standards in the Sand City Area were measured to be in attainment of federal and State standards by the California Air Resources Board.

### Nitrogen Dioxide (NO<sub>2</sub>)

The major sources of nitrogen dioxide (NO<sub>2</sub>), essential to the formation of photochemical smog, are vehicular, residential, and industrial fuel combustion. NO<sub>2</sub> is the “whiskey brown” colored gas evident during periods of heavy air pollution. NO<sub>2</sub> increases respiratory disease and irritation and may reduce resistance to certain infections. The standards for NO<sub>2</sub> are being met in the MBUAPCD and the District does not expect that the standards will be exceeded in the near future.

### Sulfur Dioxide (SO<sub>2</sub>)

The major source of sulfur dioxide (SO<sub>2</sub>) is the combustion of high-sulfur fuels for electricity generation, petroleum refining and shipping. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a component of acid rain. SO<sub>2</sub> can irritate the lungs, damage vegetation and materials and reduce visibility. The standards for SO<sub>2</sub> are being met in the MBUAPCD and the District does not expect that the standards will be exceeded in the near future.

### Lead (Pb)

Gasoline-powered automobile engines are a major source of airborne lead, although the use of leaded fuel is being reduced. Lead can cause blood effects such as anemia and the inhibition of enzymes involved in blood synthesis. Lead may also affect the central nervous and reproductive systems. Ambient lead levels have dropped dramatically as the percentage of motor vehicles using unleaded gasoline continues to increase. The standards for lead are being met in the MBUAPCD and the District does not expect that the standards will be exceeded in the future.

### Air Quality Standards

The Federal Clean Air Bill, first adopted in 1967 and periodically amended since then, established federal ambient air quality standards. A 1987 amendment to the Bill set a deadline for the attainment of these standards. That deadline has since passed. Other federal Clean Air Bill Amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources.

In 1988, the State of California passed the California Clean Air Act (CCAA, State 1988 Statutes, Chapter 1568), that established more stringent State ambient air quality standards, and set forth a program for their achievement. State air basins are established by the California Air Resources Board (CARB). CARB implements State ambient air quality standards, as required in the State CCAA, and cooperates with the federal government in implementing pertinent sections of the federal Clean Air Bill, Amendments. Further, CARB has responsibility for controlling stationary and mobile source air pollutant emissions throughout the State.

The District is responsible for developing regulations governing the reduction of emissions, protecting the health and welfare of people and preserving California's ecological resources. A map of the MBUAPCD is provided in Exhibit 1. In addition to Monterey County, the MBUAPCD includes San Benito and Santa Cruz Counties.

The District is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Monterey County and throughout the MBUAPCD. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions.

The U.S. Environmental Protection Agency (EPA) is responsible for enforcement of the provisions of the Federal Clean Air Bill, Amendments. Based on the provisions contained in the 1990 amendment, EPA designated the entire MBUAPCD as a federal non-attainment area for two pollutants: ozone and particulate matter less than 10 microns in size or  $PM_{10}$ . Since Sand City is located within Monterey County, it is considered to be in non-attainment of ozone and  $PM_{10}$  standards.

The District was created in 1965 and became a two county unified district in 1969 with the addition of Santa Cruz County. The final addition to the District came in 1974 with the merge of San Benito County Air Pollution Control District and was renamed Monterey Bay Unified Air Pollution Control District (MBUAPCD). MBUAPCD in 1991 prepared and adopted the 1991 Air Quality Management Plan for the Monterey Bay Area region (AQMP) in response to the requirements of the State CCAA. The CCAA requires each non-attainment district to reduce pertinent air contaminants by at least five percent (5%) per year until new, more stringent, 1988 State air quality standards are met.

For regional pollutants such as ozone and  $PM_{10}$ , the impact of new development cannot be predicted in terms of concentrations, but is addressed in terms of changes in the regional burden of emissions. The District has established interim thresholds for certain pollutants (reference Table 2). This assessment addresses two types of impact analysis: (1) regional ozone and  $PM_{10}$  impacts; and (2) localized mobile source impacts (resulting from CO) emissions and construction impacts (resulting from  $PM_{10}$  emissions).

**Exhibit 1**

**TABLE 2**  
**MBUAPCD INTERIM EMISSION THRESHOLDS**

<b>Non-Attainment Pollutant</b>	<b>Significant Thresholds Lbs/Day</b>
NO <sub>x</sub>	150
ROG	150
PM <sub>10</sub>	82

Source: MBUAPCD

For localized pollutants, such as CO, an increase in concentrations that would result in a predicted violation of the most stringent State or federal standard [20.0 parts per million (PPM) for 1-hour or 9.0 PPM for 8 hours] is considered to represent a significant impact. This assessment provides for three types of project area pollutant impact analysis: (1) regional mobile and area source impacts, (2) street and highway traffic impacts; and (3) construction impacts.

**Existing Transportation Control Measures (TCMs) and Air Quality Mitigation Programs/Policies**

Until the passage of the CCAA, the primary role of air districts throughout California was control of stationary sources of pollution such as industrial processes and equipment (stationary sources). With the passage of the FCAA and CCAA, air districts were required to implement transportation control measures (TCMs) and are encouraged to adopt indirect source control programs to reduce area source emissions. These mandates created the need for the District to work closely with cities, counties, and with regional transportation planning agencies (RTPAs) to develop new programs.

**MBUAPC (District) Air Quality Management Plan (AQMP)**

The District, in association with the regional RTPAs, prepared TCM's for inclusion in the 1997 AQMP. The District adopted the Program in March, 1994. The Program is intended to address CARB comments provided to the District during review of the adopted AQMP TCMs and to further describe how the TCMs will be implemented, monitored, and enforced.

This joint effort culminated in the development and subsequently adopted the following TCMs listed below.

1. Selected Intelligent Transportation Systems
2. New and Improved Bicycle Facilities
3. Alternate Fuels
4. Park-and Ride Lots

5. Traffic Calming
6. Area Wide TDM
7. Improved Public Transit
8. Signal Synchronization
9. Livable Communities

#### Rate of Progress Plans

Various TCMs have been identified and examined by the regional transportation planning agencies and Association of Monterey Area Governments (AMBAG) to provide for positive air quality conformity findings associated with the (RTP) and the Federal Transportation Improvement Program (FTIP), include the following:

- ◆ Bus Transit Improvements including: Local Service Capital Projects, Countywide Dial-A-Ride Capital Projects, Intercity/Interregional Capital Projects, Social Service Transportation Capital Projects, Miscellaneous capital improvement projects, Local Service - Operations, Countywide Dial-A-Ride Operations, and Intercity/Interregional Operations;
- ◆ Railroad Crossing Safety Projects;
- ◆ Non-Motorized Improvements, including: Biking and Bus Programs; and
- ◆ Non-Transit TCMs, including: Voluntary Ridesharing, Park and Ride Lots, Multi-Modal Stations Construction, Multi-Modal Stations Operations, Traffic Flow Improvements, Transportation Systems Management Programs.

#### Standards of Significance

According to the California Environmental Quality Act (CEQA), a project will normally have a significant adverse impact on air quality if it will “violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.”

For regional pollutants such as ozone, PM<sub>10</sub>, sulfur dioxide or nitrogen dioxide, the impact of new development cannot be predicted in terms of concentrations, but is addressed in terms of changes in the regional burden of emissions. For non-attainment pollutants (ozone precursors or PM<sub>10</sub>), any net increase in regional emissions is considered significant.

For localized pollutants, such as carbon monoxide, an increase in concentrations that would result in a predicted violation of the most stringent State or federal standard (20.0 PPM for 1-hour or 9.0 PPM for 8-hours) is considered to represent a significant impact. This assessment provides for two types of localized area pollutant impact analysis; street and highway improvements and traffic volumes and construction impacts.

For purposes of this environmental assessment, an impact is considered significant if one or more of the following conditions occur from implementation of the Preferred Project:

- ◆ regional air quality emissions exceed standards;
- ◆ local air quality emissions exceed standards;
- ◆ significant construction related air quality impacts occur; and/or
- ◆ the creation of objectionable odors.

Since the Preferred Project is a general plan, the standard of significance should be whether or not the Preferred Project is consistent with the amount of growth that is anticipated in the attainment plan. Because the General Plan Update results in a reduction of growth forecast below the current attainment plans and models, the Preferred Project will have a beneficial cumulative impact on air quality. As a result, the Preferred Project will result in a less than significant impact on air quality within the region.

### **AIR QUALITY IMPACTS**

This section of the Air Quality Assessment addresses and analyzes the regional or area-wide and the localized air quality impacts associated with the Sand City General Plan Update.

#### **Regional and Area Source Air Quality Impacts of the No-Project Scenario**

The following regional air quality impact assessment has been developed to identify the amount of pollutant increases from mobile and area sources associated with the No-Project and Preferred Project Alternatives. These analyses provide for estimated emissions (ROG, NO<sub>x</sub> and PM<sub>10</sub>) resulting from existing or future conditions No-Project and Preferred Project.

##### **No-Project Regional and Area Source Operations Impact Assessment**

The Air Quality Impact Analysis process associated with the No-Project and Preferred Project included the following steps:

STEP 1

- ◆ **STEP 1** Determine regional mobile source impacts considering trip rates, acres, total trips, trip types and vehicle fleet mix related to urban center density designated within the City's existing (1984) General Plan uses for the year 2020 (reference Appendix A). Programs or data sources (URBEMIS/EMFAC) contained in Air Quality Analysis Tools (AQAT) software were used to conduct this analysis.
- ◆ **STEP 2** Determine area source operations emissions considering the South Coast Air Quality Management District (SCAQMD) methodology for specific uses related to the No-Project for the year 2020 (reference Appendix B ).

Results of the 2020 regional mobile source analysis and the area source operations analysis for the No-Project are reflected in Table 3. Specifically, year 2020 emissions projection results indicate emission increases above District Interim Emissions Thresholds. The results therefore indicate that the No-Project scenario will have significant effects on regional air quality.

*Year 2020 No-Project* - According to analysis results, the No-Project will result in exceedances of the maximum NO<sub>x</sub> Emissions Thresholds.

**TABLE 3\*<sup>1</sup>**  
**2020 REGIONAL AND AREA SOURCE EMISSIONS\*<sup>2</sup>**  
**No-Project Alternative**

**Regional Mobile Source Emissions (lbs. Per day)**

<b>Coastal and Non-Coastal Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential VS-R1.-R2 & (R2) Included	218 units	11.16	9.41	0.54
High Density Residential	431 units	11.13	10.23	0.53
Light Commercial	6.48 X 10 <sup>5</sup>	11.60	11.69	0.69
Heavy Commercial	2.0699 X 10 <sup>6</sup>	16.32	12.70	1.69
Regional Commercial	8.31 X 10 <sup>5</sup>	12.20	14.14	0.78
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	9.50	3.91	0.18
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	16.62	26.76	2.13
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	12.73	8.23	1.07
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	13.67	15.46	1.18
Manufacturing	1.105 X 10 <sup>6</sup>	9.50	3.82	0.18
Industrial Park	7.0175 X 10 <sup>5</sup>	9.50	3.82	0.18
Public Facilities	2.2348 X 10 <sup>5</sup>	10.32	5.59	0.38
<b>Total Regional Mobile Source Emissions</b>		<b>144.25</b>	<b>125.76</b>	<b>9.49</b>

<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>
<b>Area Source Operations Emissions (lbs. per day)</b>				
<b>Coastal and Non-Coastal Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential VS-R1.-R2 & (R2) Included	218 units	0.04	4.18	0.15
High Density Residential	431 units	0.07	9.50	0.29
Light Commercial	6.48 X 10 <sup>5</sup>	0.21	24.1	0.84
Heavy Commercial	2.0699 X 10 <sup>6</sup>	0.66	76.96	2.67
Regional Commercial	8.31 X 10 <sup>5</sup>	0.27	30.90	1.07
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	1.18	136.16	4.71
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	0.49	57.05	1.97
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	0.23	26.091	0.90
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	0.26	29.896	1.03
Manufacturing	1.105 X 10 <sup>6</sup>	0.35	41.104	1.43
Industrial Park	7.0175 X 10 <sup>5</sup>	0.17	19.460	0.67
Public Facilities	2.2348 X 10 <sup>5</sup>	0.05	6.20	0.21
<b>Total Area Source Emissions</b>		<b>3.98</b>	<b>461.60</b>	<b>15.96</b>
<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>
<b>Total Emissions (lbs per day)</b>				
<b>Coastal and Non-Coastal Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential VS-R1.-R2 & (R2) Included	218 units	11.2	13.59	.069
High Density Residential	431 units	11.21	19.72	.082
Light Commercial	6.48 X 10 <sup>5</sup>	11.81	35.79	1.49
Heavy Commercial	2.0699 X 10 <sup>6</sup>	16.98	89.66	4.36
Regional Commercial	8.31 X 10 <sup>5</sup>	12.47	45.04	1.85
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	10.68	140.07	4.89
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	17.11	83.81	4.11
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	12.96	34.32	1.97
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	13.93	45.36	2.21
Manufacturing	1.105 X 10 <sup>6</sup>	9.85	44.92	1.61
Industrial Park	7.0175 X 10 <sup>5</sup>	9.67	23.28	.085
Public Facilities	2.2348 X 10 <sup>5</sup>	10.37	11.79	.059
<b>NO-PROJECT Total Emissions (lbs. per day)</b>		<b>148.23</b>	<b>587.36</b>	<b>25.45</b>
<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>
<b>Total Emissions (tons per year)</b>				
<b>Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential VS-R1.-R2 & (R2) Included	218 units	2.04	2.48	0.13
High Density Residential	431 units	2.04	3.60	0.15
Light Commercial	6.48 X 10 <sup>5</sup>	1.53	4.65	0.19



Heavy Commercial	2.0699 X 10 <sup>6</sup>	2.21	11.66	0.57
Regional Commercial	8.31 X 10 <sup>5</sup>	2.28	8.22	0.34
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	1.39	18.21	0.64
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	2.22	10.90	0.53
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	2.36	6.26	0.36
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	2.54	8.28	0.40
Manufacturing	1.105 X 10 <sup>6</sup>	1.28	5.84	0.21
Industrial Park	7.0175 X 10 <sup>5</sup>	1.76	4.25	0.16
Public Facilities	2.2348 X 10 <sup>5</sup>	1.89	2.15	0.11
<b>NO-PROJECT</b>		<b>23.56</b>	<b>86.49</b>	<b>3.78</b>

Key: shading = exceedance

Methodology for operating emissions was provided from SCAQMD CEQA Air Quality Handbook, April 1993, reference Appendix B.

\*<sup>1</sup> Estimates calculated by VRPA Technologies.

\*<sup>2</sup> Area Source Emissions include Stationary Sources.

### Preferred Project Impact Assessment

The Preferred Project Impact Assessment was conducted using the same steps described in the No-Project scenario.

Results of the 2020 regional mobile source analysis and the area source operations analysis for the Preferred Project are reflected in Table 4. Specifically, year 2020 emissions projection results indicate emissions decrease when comparing both alternatives. The results therefore indicate that the No-Project will have significant effects on regional air quality.

**Year 2020 Preferred Project** - According to analysis results, the Preferred Project will result in exceedances of the maximum NO<sub>x</sub> Emissions Thresholds.

**TABLE 4\*<sup>1</sup>**  
**2020 REGIONAL AND AREA SOURCE EMISSIONS\*<sup>2</sup>**  
**Preferred Project Alternative**

Regional Mobile Source Emissions (lbs per day)				
Land Use	Units/SQFT.	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Residential EDSP, VS-R1.-R2 & (R2) Included *3	373 units	12.41	13.97	0.79
High Density Residential	71 units	8.7	3.30	0.18
Light Commercial	2.266 X 10 <sup>6</sup>	16.34	14.75	2.25
Heavy Commercial	3.105 X 10 <sup>5</sup>	10.47	7.16	0.41
Regional Commercial	9.499 X 10 <sup>5</sup>	12.60	15.72	0.87
Industrial Manufacturing	0	N/A	N/A	N/A

Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	15.50	20.82	1.64
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	11.91	11.15	0.84
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	12.61	12.34	0.94
Manufacturing	8.292 X 10 <sup>5</sup>	9.50	3.82	0.18
Industrial Park	5.263 X 10 <sup>5</sup>	9.50	3.82	0.18
Public Facilities	1.754 X 10 <sup>5</sup>	10.13	5.04	0.34
<b>Total Regional Mobile Source Emissions</b>		<b>129.67</b>	<b>111.89</b>	<b>8.62</b>
<b>Emission Thresholds</b>		<b>150.00</b>	<b>150.00</b>	<b>82.00</b>
<b>Area Source Operations Emissions (lbs. per day)</b>				
<b>Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential EDSP, VS-R1.-R2 & (R2) Included *3	373 units	0.06	7.15	0.25
High Density Residential	71 units	0.01	1.56	0.05
Light Commercial	2.266 X 10 <sup>6</sup>	0.73	84.25	2.92
Heavy Commercial	3.105 X 10 <sup>5</sup>	0.10	11.54	0.40
Regional Commercial	9.499 X 10 <sup>5</sup>	0.30	35.32	1.23
Industrial Manufacturing	0	N/A	N/A	N/A
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	0.37	42.79	1.48
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	0.17	19.57	0.68
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	0.19	22.42	0.78
Manufacturing	8.292 X 10 <sup>5</sup>	0.27	30.83	1.07
Industrial Park	5.263 X 10 <sup>5</sup>	0.13	14.59	0.51
Public Facilities	1.754 X 10 <sup>5</sup>	0.04	4.86	0.17
<b>Total Area Source Emissions</b>		<b>2.37</b>	<b>274.88</b>	<b>9.52</b>
<b>Emission Thresholds</b>		<b>150.00</b>	<b>150.00</b>	<b>82.00</b>
<b>Total Emissions (lbs per day)</b>				
<b>Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential EDSP, VS-R1.-R2 & (R2) Included *3	373 units	12.47	21.12	1.04
High Density Residential	71 units	8.71	4.86	0.23
Light Commercial	2.266 X 10 <sup>6</sup>	17.01	99.0	5.71
Heavy Commercial	3.105 X 10 <sup>5</sup>	10.57	18.70	0.81
Regional Commercial	9.499 X 10 <sup>5</sup>	12.90	51.04	2.10
Industrial Manufacturing	0	N/A	N/A	N/A
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	15.87	63.61	3.12
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	12.08	30.72	1.52
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	12.80	34.76	1.72
Manufacturing	8.292 X 10 <sup>5</sup>	9.77	34.65	1.25
Industrial Park	5.263 X 10 <sup>5</sup>	9.63	18.41	0.69
Public Facilities	1.754 X 10 <sup>5</sup>	10.17	9.90	0.51
<b>PREFERRED PROJECT Total Emissions</b>		<b>132.04</b>	<b>386.77</b>	<b>18.14</b>

<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>
<b>Total Emissions (tons per year)</b>				
Land Use	Units/SQFT.	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Residential EDSP, VS-R1.-R2 & (R2) Included *3	373 units	2.28	3.85	0.19
High Density Residential	71 units	1.59	.89	0.04
Light Commercial	2.266 X 10 <sup>6</sup>	2.22	12.87	.67
Heavy Commercial	3.105 X 10 <sup>5</sup>	1.37	2.43	0.11
Regional Commercial	9.499 X 10 <sup>5</sup>	2.35	9.31	0.38
Industrial Manufacturing	0	N/A	N/A	N/A
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	2.06	8.27	0.41
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	2.20	5.61	0.28
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	2.34	6.34	0.31
Manufacturing	8.292 X 10 <sup>5</sup>	1.27	4.50	0.16
Industrial Park	5.263 X 10 <sup>5</sup>	1.76	3.36	0.13
Public Facilities	1.754 X 10 <sup>5</sup>	1.86	1.81	0.09
<b>PREFERRED PROJECT Total Emissions</b>		<b>17.17</b>	<b>50.28</b>	<b>2.36</b>

Key: shading = exceedance

Methodology for operating emissions was provided from SCAQMD CEQA Air Quality Handbook, April 1993, reference Appendix B.

\*1 Estimates calculated by VRPA Technologies.

\*2 Area Source Emissions include Stationary Sources.

\*3 URBEMIS does not provide for a Mixed-Use category to analyze emissions. Therefore, VRPA Technologies assumed that 1/3 of the development would be high density residential and 2/3 of the development would be light commercial.

### Quantitative Analysis

Although both No-Project and Preferred Project scenarios have illustrated exceedances in one of the District Interim Emission Thresholds, the No-Project scenario will cause a greater contribution to the Regional and Area Mobile Source Air emissions. When comparing the Preferred Project to the No-Project alternative, the reduction in emissions is 16.19 lbs of ROG, 200.59 lbs of NO<sub>x</sub>, and 7.31 lbs of PM<sub>10</sub> per day. Since the Preferred Project results in such a reduction in the growth forecast (below the current attainment plans and models) and a significant reduction in emissions as demonstrated in Table 4, the Preferred Project will have a beneficial cumulative impact on air quality. As a result, the Project will result in a less than significant impact on air quality within the region.

## **Localized (Circulation and Construction) Air Quality Impacts of the Preferred Project**

### **Circulation Improvement Impacts**

Based on the year 2020 Transportation Analysis prepared by Associated Transportation Engineers, the Preferred Project is expected to generate automobile traffic that will affect air quality along adjacent streets and highways. The measurable pollutant most significant is CO.

Federal regulations require that new roadway improvement projects, that may be implemented using federal funds, must not exceed the State or federal standard for CO concentrations. These standards differ somewhat, for example, the federal maximum standard of 35 PPM is far less stringent than the State's maximum standard of 20 PPM for 1 hour. Further, emissions generated from development projects must also not exceed the minimum 8 hour standard of 9 PPM. To analyze the Preferred Project's "worst case" CO concentrations along such roadways, the analysis methodology considered the highest second annual maximum CO concentration reported in 1998, using approximately .7 PPM as an estimate of the background concentration for the 1 hour standard and 1.94 PPM in 1998 as an estimate of the background concentration for the 8 hour standard (source: CARB annual publications). Seventy-five degrees (75°) Fahrenheit was used as the mean summer temperature in Sand City. The emissions rates used in this analysis were obtained from the EMFAC7 model contained in AQAT.

### **Year 2020**

To assess the cumulative impacts of increased traffic generated by other planned developments, an analysis of future year 2020 peak hour volumes was developed. Again the year 2020 trip assignments were developed as part of the Transportation Analysis prepared by Associated Transportation Engineers.

Nine (9) representative roadway segments and 9 receptor sites were chosen to conduct the analysis. The CALINE4 model was run using "worst case" conditions for the No-Project and Preferred Project Year 2020 conditions. The next step is to add the maximum CO concentration generated by the Preferred Project to the background CO concentration of approximately 7.0 PPM for the 1 hour standard and 7.0 PPM for the 8 hour standard.

Results of the year 2020 CO concentration analysis are contained in Tables 5 and Table 6 Appendix C contains analysis details and results. Based upon the results, CO concentration levels will meet federal and State air quality standards without the Project while the Preferred Project scenario shows no deficiencies .

**TABLE 5  
LOCAL ROADWAY AIR QUALITY SEGMENT ANALYSIS AM/PM  
2020 No-Project (1 hour and 8 hour CO concentration)**

RECEPTORS		AIR QUALITY STANDARDS				AIR QUALITY LEVELS FOR EACH RECEPTOR		ARE STANDARDS EXCEEDED (YES/NO)?	
		FEDERAL		STATE					
#	DESCRIPTION	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr
BACKGROUND LEVELS (ppm)		35.0	9.0	20.0	9.0	.7	1.94	NO	NO
1	Contra Costa-South of Ortiz	35.0	9.0	20.0	9.0	2.0	3.94	NO	NO
2	California Ave-Contra Costa and Tioga	35.0	9.0	20.0	9.0	2.0	4.04	NO	NO
3	California Ave - Playa and Tioga	35.0	9.0	20.0	9.0	2.6	4.14	NO	NO
4	California Ave-Monterey Rd and Playa	35.0	9.0	20.0	9.0	2.4	4.14	NO	NO
5	Tioga - SR 1 and Mertz Rd	35.0	9.0	20.0	9.0	1.9	3.84	NO	NO
6	Tioga - Mertz Rd and California Ave	35.0	9.0	20.0	9.0	1.8	3.84	NO	NO
7	Mertz Rd - Playa and Tioga	35.0	9.0	20.0	9.0	1.6	3.84	NO	NO
8	Playa -West of California	35.0	9.0	20.0	9.0	2.7	3.84	NO	NO
9	Sand Dunes -Tioga and Contra Costa	35.0	9.0	20.0	9.0	2.0	4.04	NO	NO
AVERAGES/SUMMARY		35.0	9.0	20.0	9.0	2.1	3.96	NO	NO

Source: VRPA Technologies, Oct 2000.

**TABLE 6  
 LOCAL ROADWAY AIR QUALITY SEGMENT ANALYSIS  
 AM/PM 2020 Preferred Project (1 hour and 8 hour CO concentration)**

RECEPTORS		AIR QUALITY STANDARDS				AIR QUALITY LEVELS FOR EACH RECEPTOR		ARE STANDARDS EXCEEDED (YES/NO)?	
		FEDERAL		STATE					
#	DESCRIPTION	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr
	BACKGROUND LEVELS (ppm)	35.0	9.0	20.0	9.0	.7	1.94	NO	NO
1	Contra Costa-South of Ortiz	35.0	9.0	20.0	9.0	2.2	3.94	NO	NO
2	California Ave-Contra Costa and Tioga	35.0	9.0	20.0	9.0	2.1	4.14	NO	NO
3	California Ave-Playa and Tioga	35.0	9.0	20.0	9.0	2.9	4.24	NO	NO
4	California Ave-Monterey Rd and Playa	35.0	9.0	20.0	9.0	2.6	4.14	NO	NO
5	Tioga - SR 1 and Mertz Rd	35.0	9.0	20.0	9.0	2.0	3.84	NO	NO
6	Tioga - Mertz Rd and California Ave	35.0	9.0	20.0	9.0	1.9	3.84	NO	NO
7	Mertz Rd - Playa and Tioga	35.0	9.0	20.0	9.0	1.6	3.94	NO	NO
8	Playa - West of California	35.0	9.0	20.0	9.0	3.0	3.84	NO	NO
9	Sand Dunes - Tioga and Contra Costa	35.0	9.0	20.0	9.0	2.2	4.24	NO	NO
<b>AVERAGES/SUMMARY</b>		35.0	9.0	20.0	9.0	2.1	4.04	NO	NO

Source: VRPA Technologies, Oct 2000.

### Construction Impacts

PM<sub>10</sub> emissions from construction activity have been quantified based on the methodology documented in the SCAQMD CEQA Handbook, at the suggestion of the District (reference Table 7 and Table 8). The District requires an analysis of PM<sub>10</sub> impacts resulting from construction of a future proposed project and cumulative projects.

Construction air quality impacts are generally attributable to dust generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously-completed developments surrounding or within the Preferred Project area and may require frequent washing during the construction period. Further, asphalt paving materials used during construction will present temporary, minor sources of hydrocarbons that are precursors of ozone.

Application of the SCAQMD methodology indicates that through both the development conditions of both the No-Project and the Preferred Project, the interim threshold of significance for PM<sub>10</sub> (82 lbs per day) established by the District, will be exceeded assuming that future development is constructed within one year. The SCAQMD methodology does not provide for a phased analysis. To ensure that the thresholds would not be exceeded, the results shown in Tables 7 and 8 were divided by 19 years to estimate emissions for a one year period. Results of this analysis are provided in Table 9. Results indicate that the minimum threshold for PM<sub>10</sub> associated with the No-Project will be exceeded; however, annual lbs per day exceedances are not anticipated as the Preferred Project is implemented.

As a result of the findings described above and in the tables below, air quality impacts associated with construction activities for the Preferred Project, are not considered to be significant.

**TABLE 7**  
**ESTIMATION OF TOTAL PM<sub>10</sub> CONSTRUCTION EMISSIONS\***  
**No-Project Alternative**

No-Project	Square Footage of Construction/# of DU & Lot Size	Construction Days	PM <sub>10</sub> lbs./Day	PM <sub>10</sub> Tons/Year
Residential VS-R1.-R2 & (R2) Included	218 units	260	20.70	2.69
High Density Residential	431 units	260	38.01	4.94
Light Commercial	6.48 X 10 <sup>5</sup>	260	82.67	10.75
Heavy Commercial	2.0699 X 10 <sup>6</sup>	260	264.00	34.32
Regional Commercial	8.31 X 10 <sup>5</sup>	260	106.00	13.78
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	260	646.27	84.02
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	260	457.78	59.51
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	260	209.35	27.22
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	260	239.88	31.18
Manufacturing	1.105 X 10 <sup>6</sup>	260	141.00	18.33
Industrial Park	7.0175 X 10 <sup>5</sup>	260	92.36	12.01
Public Facilities	2.2348 X 10 <sup>5</sup>	260	28.50	3.71
<b>No-Project Totals</b>			2326.52	302.45

Source: Methodology applied from SCAQMD CEQA Handbook (Page 9-19). Construction impacts will occur as the No-Project area is developed. Construction of roads and commercial buildings will each bring about a period of construction activity and associated air quality impacts.

\* Emissions calculated by VRPA Technologies, Oct 2000.

**TABLE 8**  
**ESTIMATION OF TOTAL PM<sub>10</sub> CONSTRUCTION EMISSIONS\***  
**Preferred Project Alternative**

Preferred Project	Square Footage of Construction/# of DU & Lot Size	Construction Days	PM <sub>10</sub> lbs./Day	PM <sub>10</sub> Tons/Year
Residential VS-R1.-R2 & (R2) Included	373 units	260	35.42	4.60
High Density Residential	71 units	260	6.26	.81
Light Commercial	2.266 X 10 <sup>6</sup>	260	284.00	37.5
Heavy Commercial	3.105 X 10 <sup>5</sup>	260	39.60	5.15
Regional Commercial	9.499 X 10 <sup>5</sup>	260	121.15	15.75
Industrial Manufacturing	0	260	0	0
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	260	343.32	44.63
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	260	157.00	20.41



Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	260	179.89	23.39
Manufacturing	8.292 X 10 <sup>5</sup>	260	105.75	13.75
Industrial Park	5.263 X 10 <sup>5</sup>	260	69.27	9.0
Public Facilities	1.754 X 10 <sup>5</sup>	260	22.37	2.91
<b>Preferred Project Totals</b>			1364.03	177.9

Source: Methodology applied from SCAQMD CEQA Handbook (Page 9-19). Construction impacts will occur as the Preferred Project area is developed. Construction of roads and commercial buildings will each bring about a period of construction activity and associated air quality impacts.

\* Emissions calculated by VRPA Technologies, Oct 2000.

**TABLE 9  
 ANNUAL DAILY PM<sub>10</sub> CONSTRUCTION EMISSIONS**

<b>No-Project Alternative        Total Emissions lbs. Per Day for 1 Year*1</b>
122.45 (Exceeds Threshold of 82 lbs per day)
<b>Preferred Project Alternative        Total Emissions lbs. Per Day for 1 Year*1</b>
70.84 (Does not exceed Threshold of 82 lbs per day)

\*1 Results from dividing Year 2020 emissions by 19 years.

## MITIGATION MEASURES

An air quality assessment for a general plan update should identify each significant air quality impact and propose one or more feasible mitigation measures that could reasonably be expected to reduce impacts below significance and qualify the effectiveness of each measure. Impacts resulting from the analyses of the Preferred Project in this case are not identified as “significant”. With respect to anticipated exceedances of the regional or area emissions referenced in Table 4 for the Preferred Project, the estimated emissions are below emissions resulting from the current General Plan as well as those considered and modeled in the AQMP EIR, therefore a significant impact is not expected. As indicated in Table 6, concentrated CO emissions along major streets and highways near sensitive receptors are also not anticipated. Finally, referencing Table 9, PM<sub>10</sub> emissions resulting from annual construction activities are not expected to exceed the minimum threshold established by the District.

Even though significant impacts have not been identified, mitigation measures to reduce nonattainment emissions should be considered as development occurs over time to further reduce such emissions to the extent possible. Such mitigation measures are referenced in the existing applicable goals, policies, action items, and mitigation measures of the AQMP and the AQMP EIR respectively. Other specific measures to the Preferred Project are provided below:

- M.1 The City shall support the MBUAPC in its development of improved ambient air quality monitoring capabilities and the establishment of appropriate standards and rules to address the air quality impacts of new development.
- M.2 The City shall continue to work with the MBUAPC and ARB in incorporating local and regional clean air plans into City planning activities.
- M.3 The City shall strive to submit development proposals to MBUAPC for review prior to consideration by the decision making body.
- M.4 The City shall continue to work with local, regional, and state agencies in reviewing new development projects for conformity with local, state and federal air quality regulations.
- M.5 The City shall implement planned street and highway, transit, and bikeway improvements (as may be specified in the Transportation Impact Assessment) site necessary to relieve congestion and reduce vehicular idling.
- M.6 The City shall encourage the use of alternative forms of transportation by incorporating public transit, bicycle and pedestrian modes in County planning processes and by requiring new development to provide adequate pedestrian and biking facilities.
- M.7 The City shall review all new development proposals considering provisions contained in the Monterey County Congestion Management Program (CMP).

### **CUMULATIVE AIR QUALITY IMPACTS**

This Air Quality Assessment contains adequate measures to ensure that implementation of the Preferred Project will reduce nonattainment pollutants consistent with the AQMP and AQMP EIR. The Preferred Project will result in fewer emissions than under the current General Plan scenario. This is important because the current General Plan was considered during analysis and modeling of emissions for the AQMP and the AQMP EIR. Mitigation measures contained in the AQMP EIR are supported by the Preferred Project including those that address exceedances of the AQMP's growth and emissions forecasts.

1. The first part of the report deals with the general situation of the country and the progress of the work during the year.

2. The second part of the report deals with the work done in the various departments during the year.

3. The third part of the report deals with the work done in the various departments during the year.

4. The fourth part of the report deals with the work done in the various departments during the year.

5. The fifth part of the report deals with the work done in the various departments during the year.

6. The sixth part of the report deals with the work done in the various departments during the year.

7. The seventh part of the report deals with the work done in the various departments during the year.

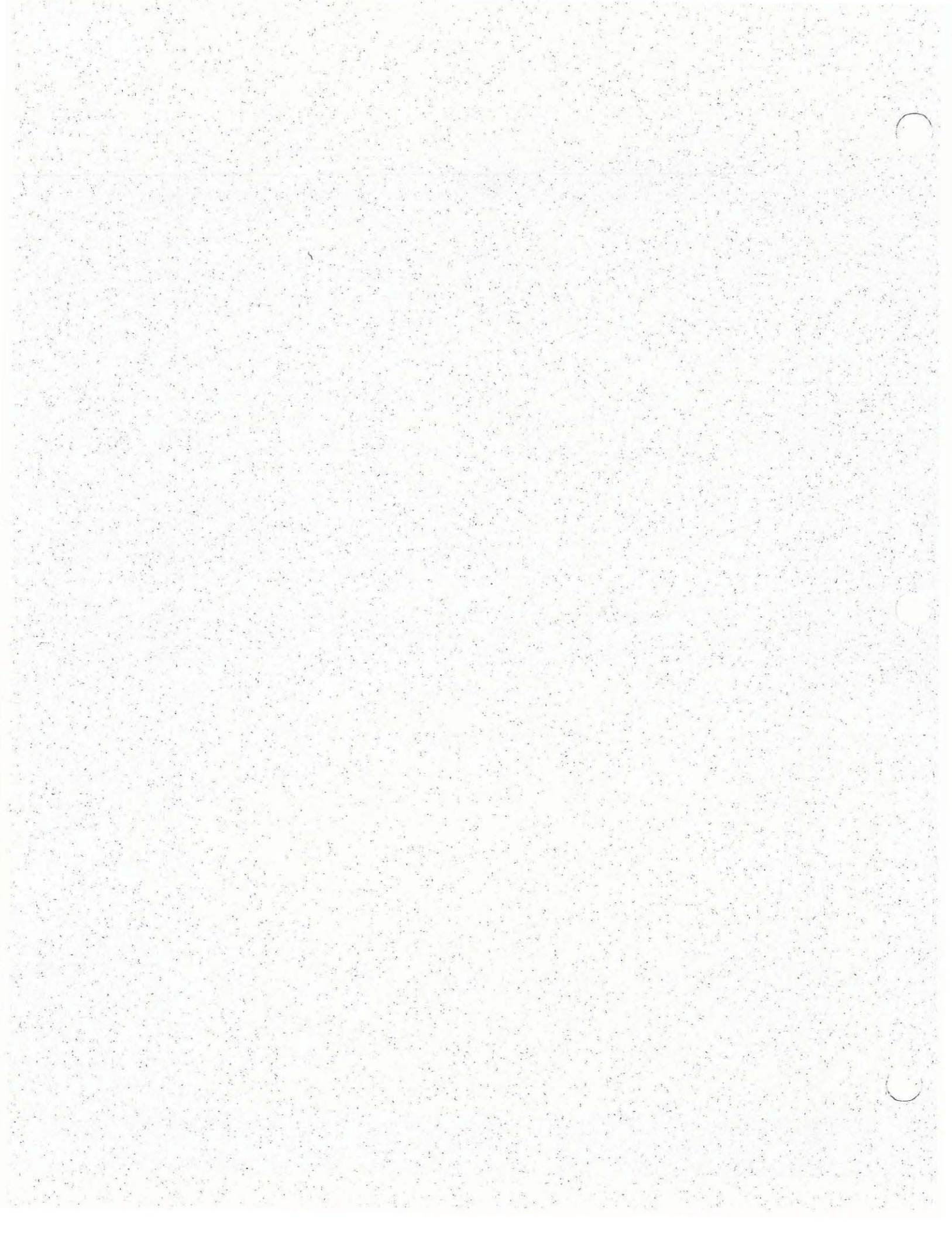
CONCLUSION

The work done during the year has been satisfactory and it is hoped that the results will be of great value to the country.

## **2.0 TECHNICAL STUDIES**

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### **NOISE**



# NOISE TECHNICAL BACKGROUND REPORT SAND CITY GENERAL PLAN UPDATE

December 12, 2000



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## INTRODUCTION

This noise technical report serves as the basis for the Noise Element Update of the City of Sand City's General Plan. The report contains the results of noise monitoring at 11 locations in Sand City, a description of the major noise sources, projections of future noise exposure, a discussion of the fundamental concepts of environmental noise, and suggested general plan goals, policy, and implementation programs for mitigating the future noise impacts in the City of Sand City.

### 1. Background Information on Environmental Noise

Noise may be defined as unwanted sound. Noise is usually objectionable because it is disturbing or annoying. The objectionable nature of sound could be caused by its *pitch* or its loudness. *Pitch* is the height or depth of a tone or sound, depending on the relative rapidity (frequency) of the vibrations by which it is produced. Higher pitched signals sound louder to humans than sounds with a lower pitch. *Loudness* is intensity of sound waves combined with the reception characteristics of the ear. Intensity may be compared with the height of an ocean wave in that it is a measure of the amplitude of the sound wave.

In addition to the concepts of pitch and loudness, there are several noise measurement scales which are used to describe noise in a particular location. A *decibel (dB)* is a unit of measurement which indicates the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, 30 decibels is 1,000 times more intense, etc. There is a relationship between the subjective noisiness or loudness of a sound and its intensity. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness over a fairly wide range of intensities. Technical terms are defined in Table 1.

There are several methods of characterizing sound. The most common in California is the *A-weighted sound level or dBA*. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Representative outdoor and indoor noise levels in units of dBA are shown in Table 2. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called  $L_{eq}$ . The most common averaging period is hourly, but  $L_{eq}$  can describe any series of noise events of arbitrary duration.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends upon the distance the receptor is from the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.



Since the sensitivity to noise increases during the evening and at night – because excessive noise interferes with the ability to sleep – 24-hour descriptors have been developed that incorporate artificial noise penalties added to quiet-time noise events. The *Community Noise Equivalent Level, CNEL*, is a measure of the cumulative noise exposure in a community, with a 5 dB penalty added to evening (7:00 pm- 10:00 pm) and a 10 dB addition to nocturnal (10:00 pm - 7:00 am) noise levels. The *Day/Night Average Sound Level, L<sub>dn</sub>*, is essentially the same as CNEL, with the exception that the evening time period is dropped and all occurrences during this three-hour period are grouped into the daytime period.

## **2. Existing Noise Environment in Sand City**

The noise environment in the City of Sand City is dominated by two major noise sources. These are traffic on Highway 1 and industrial noise generated by the Granite Rock Quarry. Secondary noise sources include traffic on local streets and general aviation aircraft overflights.

Noise measurements were made at 11 locations in Sand City on Thursday, August 31, and Friday, September 1, 2000. The 11 locations are shown on Figure 1. The results of the measurements are summarized in Table 3. Noise measurement Location 1 was a long-term measurements conducted over a period of 24 hours. This noise measurement location, located at the southeast corner of Sylvan Street and Park Avenue at a distance of 300 feet from the edge of Route 1, is primarily exposed to traffic noise from Highway 1. The 24-hour average noise level, or L<sub>dn</sub>, was measured to be 60 dB. The ten other noise measurement locations were visited for periods of 5 to 10 minutes during the time that the long-term monitor was running. With the exception of the measurements conducted at Locations 2, 3 and 4, the noise environment at these other locations was either dominated by traffic noise emanating from Route 1 and/or traffic on the adjacent local street. The noise environment at Locations 2, 3 and 4 was dominated by activity at the Granite Rock Quarry.

## **3. Future Noise Environment in Sand City**

Future noise levels in Sand City are projected to increase only slightly. Traffic noise levels along the surface street system, including Highway 1, were calculated based on the traffic projections prepared by Associated Transportation Engineers for the General Plan Update. Traffic noise levels are projected to increase by 1 to 2 dBA along the entire street network. A 1 to 2 dBA increase over the general plan timeframe is generally an undetectable change. The future noise environment in Sand City, therefore, will not be noticeably different than it is today. The results of the modeling are shown in Table 4, which also includes the distance to the 60 and 65 L<sub>dn</sub> contours from the center of each road. The results of the modeling of the future noise environment are also shown on the attached Figure 1. This noise contour map shows the future 60, 65, and 70 L<sub>dn</sub> contours for the major noise sources in Sand City. These contours graphically show the effect that noise from Route 1 and the Granite Rock Quarry have on the noise environment in Sand City.

Noise sensitive development in Sand City consists primarily of residential uses located west of Tioga Avenue. As can be seen from the noise contour map, much of this residential area is exposed to an  $L_{dn}$  of greater than 60 dB. The quietest portion of the city is located in the southeastern section of town.

#### 4. Noise, Goals, Policies and Implementation Programs

To ensure that future development is compatible with the noise environment where it is placed, and to avoid impacting existing development, the following goals, policies, and implementation programs are recommended for inclusion in the Noise Element of the General Plan.

Goal 23: The goals of the City of Sand City's Noise Element are to:

- Ensure that all new development is compatible with the existing and future noise environment;
- Prevent all new noise sources from increasing the existing noise level above acceptable standards; and
- Eliminate or reduce noise from existing or objectionable noise sources.

23.01: New residential development projects shall meet acceptable exterior noise level standards. The "normally acceptable" noise standards for new land uses established in Land Use Compatibility for Community Exterior Noise Environments shown in Table 5 shall be modified by the following:

- The maximum acceptable noise levels in residential areas is an  $L_{dn}$  of 60 dB. This level shall guide the design and location of future development, and is a goal for the reduction of noise in existing development. A 60  $L_{dn}$  goal will be applied where outdoor use is a major consideration (e.g., backyards in single-family housing developments and recreation areas in multi-family housing projects). The outdoor standard will not normally be applied to small decks associated with apartments and condominiums, but these will be evaluated on a case-by-case basis. Where the city determines that providing an  $L_{dn}$  of 60 dB or lower cannot be achieved after the application of feasible mitigations, an  $L_{dn}$  of 65 dB may be permitted at the discretion of the City Council.
- Indoor noise level shall not exceed an  $L_{dn}$  of 45 dB in new housing units.
- Appropriate interior noise levels in commercial, industrial, and office buildings are a function of the use of space and shall be evaluated on a

case-by-case basis. Interior noise levels in offices generally should be maintained at 45  $L_{eq}$  (hourly average) or less.

- These guidelines are not intended to be applied reciprocally. In other words, if an area currently is below the desired noise standards, an increase in noise up to the maximum should not necessarily be allowed. The impact of a proposed project on an existing land use should be evaluated in terms of the potential for adverse community response based on a significant increase in existing noise levels, regardless of the compatibility guidelines.
- For non-transportation related noise sources, noise levels outdoors should not exceed the limits in Table 6. Interior noise levels shall be 15 decibels lower than those shown in Table 6.

**Implementation 1:** The noise contours on file at Cit Hall shall be used to screen projects to determine if acoustical studies will be required.

23. \_\_: Protect the noise environment in existing residential areas. In general, the city will require the evaluation of mitigation measures for projects under the following circumstances:

- The project would cause the  $L_{dn}$  to increase by 3 dB(A) or more,
- Any increase would result in an  $L_{dn}$  greater than 60 dB(A),
- The  $L_{dn}$  already exceeds 60 dB(A), and
- The project has the potential to generate significant adverse community response.

23. \_\_: Noise created by commercial or industrial sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards set forth in Table 2 as measured at any affected residential land use.

TERM	DEFINITIONS
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency, HZ	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dB	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
$L_{01}$ , $L_{10}$ , $L_{50}$ , $L_{90}$	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Equivalent Noise Level, $L_{eq}$	The average A-weighted noise level during the measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels measured in the night between 10:00 pm and 7:00 am.
Day/Night Noise Level, $L_{dn}$	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
$L_{max}$ , $L_{min}$	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Definitions Of Acoustical Terms

Table 1

At a Given Distance From Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Impression
	140		
Civil Defense Siren (100')	130		
Jet Takeoff (200')	120		Pain Threshold
	110	Rock Music Concert	
Diesel Pile Driver (100')	100		Very Loud
	90	Boiler Room Printing Press Plant	
Freight Cars (50')	80		
Pneumatic Drill (50')	80		
Freeway (100')	70	In Kitchen With Garbage Disposal Running	Moderately Loud
Vacuum Cleaner (10')	70		
	60	Data Processing Center	
Light Traffic (100')	50	Department Store	
Large Transformer (200')	50		
	40	Private Business Office	Quiet
Soft Whisper (5')	30	Quiet Bedroom	
	20	Recording Studio	
	10		Threshold of Hearing
	0		

Typical Sound Levels Measured in the  
Environment and Industry

Table 2

## Sand City Measurements

Noise Measurement Location	Date	Time	Duration	Noise Sources	Leq	Ldn
1: SE corner of Sylvan St. and Park Ave. 300 ft. from the edge of NB Hwy 1.	8/31/98 to 9/1/98	15:30 to 15:30	24hr (LT)	Hwy 1, Wind	NA	60
2: At Granite Rock on California Ave.	8/31/98	15:30	10 min.	Industrial	66	64
3: On California St. at Holly St. 60 ft. from corner.	8/31/98	15:40	10 min.	Industrial, Local Traffic	61	59
4: At the front yard of 672 Diaz Ave	8/31/98	15:55	5 min.	Industrial, Hwy 1, Aircraft	57	56
5: On Redwood Ave. west of warehouses, across from residential. 30 ft. from Redwood Ave.	8/31/98	16:00	10 min.	Truck Traffic	61	60
6: Approximately 250 ft. from the near NB lane of Hwy 1 on 20 ft. embankment at the SE corner of Ortiz Ave. and Catalina St.	8/31/98	16:10	10 min.	Hwy 1, Wind	62	61
7: Approximately 400 ft. from near NB lane of Hwy 1, 50 ft. from Shasta Ave.	8/31/98	16:20	10 min.	Hwy 1, Wind	60	59
8: Approximately 500 ft. from Hwy 1 at the corner of Diaz Ave. and Hickory St.	8/31/98	16:30	10 min.	Hwy 1, Wind	54	53
9: Approximately 45 ft from the center of California Ave. across from Afton Ave.	8/31/98	16:40	10 min.	Local Traffic	63	62
10: Tioga Ave. at Sand Dunes Dr. 50 ft. from Tioga (no traffic). West of Hwy 1.	9/1/98	13:30	10 min.	Hwy 1, Wind (25mph)	68	67
11: Tioga Ave. at Merle St., approximately 70 ft. from Tioga Ave. sheltered by terrain from Hwy 1.	9/1/98	13:45	10 min.	Local Traffic	60	59

**Table 4**  
**Future Noise Levels on City Streets**  
**Sand City**

Street	Buildout Traffic (ADT)	65 L <sub>dn</sub>	60 L <sub>dn</sub>
Sand Dunes Drive From: Contra Costa Avenue To: Tioga Avenue	3,270	--	60'
California Avenue From: Contra Costa Avenue To: Tioga Avenue	2,730	--	50'
Contra Costa Avenue From: California Avenue To: Del Monte Boulevard	4,420	--	80'
Tioga Avenue From: Sand Dunes Drive To: Metz Road	3,250	-	60'
From: Metz Road To: California Avenue	2,860	-	60'
Metz Road From: Tioga Avenue To: Playa Avenue	780	--	--
California Avenue From: Tioga Avenue To: Playa Avenue	8,840	60'	200'
From: Playa Avenue To: Route 1	6,630	-	125'
Playa Avenue From: Metz Road To: California Avenue	10,010	60	200

Land Use Category	Exterior Noise Exposure					
	L <sub>dn</sub> or CNEL, dB					
	55	60	65	70	75	80
Residential, Hotels, and Motels						
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

**NORMALLY ACCEPTABLE**

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special insulation requirements



**CONDITIONALLY ACCEPTABLE**

Specified land use may be permitted only after detailed analysis of the noise reduction requirements and needed noise insulation features included in the design.



**UNACCEPTABLE**

New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies

<b>Land Use Compatibility For Community Noise Environment</b>	<b>Table 5</b>
<i>Illingworth &amp; Rodkin, Inc./Acoustics _ Air Quality</i>	



MAXIMUM ALLOWABLE NOISE EXPOSURE  
STATIONARY NOISE SOURCES<sup>1</sup>

	Daytime <sup>5</sup> (7 AM to 10 PM)	Nighttime <sup>2,5</sup> (10 PM to 7 AM)
Hourly L <sub>sn</sub> , dB <sup>3</sup>	50	45
Maximum Level, dB <sup>3</sup>	70	65
Maximum Level, dB Impulsive Noise <sup>4</sup>	65	60

<sup>1</sup> As determined at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property line noise mitigation measures.

<sup>2</sup> Applies only where the receiving land use operates or is occupied during nighttime hours.

<sup>3</sup> Sound level measurements shall be made with "slow" meter response.

<sup>4</sup> Sound level measurements shall be made with "fast" meter response.

<sup>5</sup> Allowable levels shall be raised to the ambient noise levels where the ambient levels exceed the allowable levels. Allowable levels shall be reduced 5 dB if the ambient hourly L<sub>sn</sub> is at least 10 dB lower than the allowable level.

**MAXIMUM ALLOWABLE NOISE  
EXPOSURE  
STATIONARY NOISE SOURCES**

**TABLE 6**

## SAND CITY GENERAL PLAN UPDATE AIR QUALITY IMPACT ASSESSMENT

### ENVIRONMENTAL ISSUES

This section describes the Preferred Project's impact on local and regional air quality including: the identification of air pollutant standards, current air quality conditions, air quality impacts and associated mitigation measures. Air quality is described in relation to the ambient air quality standards for ozone and particulate matter less than 10 microns in size (PM<sub>10</sub>). In addition, an analysis of carbon monoxide (CO) pollutant impacts along a representative number of street and road segments has also been developed.

### EXISTING ENVIRONMENTAL SETTING

The City of Sand City lies within the eastern portion of the North Central Coast Air Basin (NCCAB). The City of Sand City Planning Area (SCPA) encompasses the City of Sand City (approximately 350 acres) which is located in Monterey County. Monterey County is bordered by the Coastal Mountain Range to the east and the Pacific Ocean toward the west. The coastal wind conditions direct air circulation and dispersion patterns. The climate in Monterey County is classified as coastal weather, with moist cool winters and mild summers.

Steady winds and atmospheric stability provide frequent opportunities for pollutants to accumulate in the eastern portion of the District. Wind speed and direction play an important role in the dispersion and transport of air pollutants. Wind at the surface and aloft can disperse pollution by mixing vertically and by transporting it to other locations. The prevailing winds during the summer are from the west. These winds, known as "coastal winds," originate with coastal breezes of the Pacific Ocean that enter the area through the extensive shoreline in Monterey County.

Ozone, classified as a "regional" pollutant, often afflicts areas downwind of the original source of precursor emissions. Ozone can be easily transported by winds from a source area. Peak ozone levels tend to be higher in the eastern portion of the County, as the prevailing summer winds sweep precursors downwind of eastern source areas before concentrations peak. Monterey County and the City of Sand City are occasionally influenced by precursors emitted in the Monterey Bay Area; however, sources within the region are considered to be a greater influence under most conditions. The separate designations reflect the fact that ozone precursor transport depends on daily meteorological conditions.

Other primary pollutants, CO, for example, may form high concentrations when wind speed is low. During the winter, Sand City experiences cold temperatures and misty conditions that could increase the likelihood of slower pollutant dispersion and higher CO concentrations.

### Air Pollution Sources and Current Air Quality

The Monterey Bay Unified Air Pollution Control District is the agency empowered to regulate air pollutant emissions that would occur in Sand City. The District regulates air quality through its permit authority for most types of stationary emission sources and through its planning and review activities for other sources.

Federal and California ambient air quality standards have been established for the following five critical pollutants: nitrogen dioxide, sulfur dioxide, particulate, carbon monoxide, and ozone. Ozone pollution is the most conspicuous type of air pollution, and is often characterized by visibility-reducing haze, eye irritation, and high oxidant concentrations (i.e., "smog").

In general, there are four major sources of air pollutant emissions (no data information for sulfur dioxide) in the Monterey Bay Unified Air Pollution Control District (MBUAPCD) including: motor vehicles, industrial plants, agricultural activities, and construction activities. Motor vehicles account for significant portions of regional gaseous and particulate emissions. Local large employers such as industrial plants, also generate substantial regional gaseous and particulate emissions. In addition, construction and agricultural activities can generate significant gaseous and particulate emissions temporarily increasing PM<sub>10</sub> levels (dust, ash, smoke, etc.). Finally, urban areas in the City of Monterey can cause or generate transported emissions from all four pollutants into the Sand City area.

The principal factors that affect air quality in and around Sand City are: (a) the *sink effect*, climatic subsidence and temperature inversions and low wind speeds; (b) *automobile and truck travel*; and (c) increases in mobile and stationary pollutants generated by *local urban growth*.

Applicable federal and State standards for each regulated pollution category compared to monitoring data for the closest monitoring sites in Monterey County are provided in Table 1. The applicable standard for each pollution category, for environmental documentation purposes (i.e., identification of significant impacts), is whichever the more stringent of the federal and State standards. Based upon information provided in Table 1, the City of Sand City is in a non-attainment district for ozone and PM<sub>10</sub>.

**TABLE 1  
 FEDERAL AND STATE STANDARDS FOR NONATTAINMENT  
 POLLUTANTS IN SAND CITY**

Pollutant	Averaging Time	Applicable Standard	Monitoring Stations*1	
			First High	Second High
Ozone	Max. Hourly High	0.09 ppm State 0.12 ppm Federal	.091 ppm	.082 ppm
Carbon Monoxide (CO)*	Max. Eight-hour High	9.0 ppm State/Federal	2.18ppm	1.94ppm
	Standard Violation Max. One-hour High Standard Violation	20.0 ppm State 35.0 ppm Federal	N/A	N/A
Particulate (PM <sub>10</sub> )	Geometric Mean	30.0 g/m <sup>3</sup> State	13.8 g/m <sup>3</sup>	13.7 g/m <sup>3</sup>
	24 Hour High	50.0 g/m <sup>3</sup> State	57 g/m <sup>3</sup>	39 g/m <sup>3</sup>

SOURCE: California Air Resources Board, 1999, Air Quality Data Summary

NOTE \*1: The monitoring site for Sand City for PM<sub>10</sub> is located in Carmel Valley-Ford Road and for Ozone is located at Silver Cloud Court. The CO monitoring site is at Salinas-Natividad Road #2.

### Ozone Emissions

Monterey Bay Unified Air Pollution Control District (MBUAPCD) has a significant air quality ozone problem. Ozone can cause eye irritation and impair respiratory functions. Accumulations of ozone depend heavily on weather patterns and thus vary substantially from year to year. Ozone is produced in the atmosphere through photochemical reactions involving reactive organic compounds (ROG) and nitrogen oxides (NO<sub>x</sub>). Numerous small sources throughout the region are responsible for most of the ROG and NO<sub>x</sub> emissions in the Region. [The ozone State and Federal standards have not been exceeded in the past three years in Monterey County but the district remains in non-attainment for Ozone.]

### Suspended PM<sub>10</sub> Emissions

PM<sub>10</sub> refers to particulate matter less than 10 microns in diameter - those that can be inhaled and cause health effects. Common sources of particulate include demolition, construction activity, agricultural operations, traffic and other localized sources such as fireplaces. Very small particulate of certain substances can cause direct lung damage, or can contain absorbed gases that may be harmful when inhaled. Particulate can also damage materials and reduce visibility. Twenty-four hour PM<sub>10</sub> concentrations have only exceeded once at the Carmel Valley-Ford Road monitoring station. The annual geometric mean has not exceeded standards during that same time frame but the district remains in non-attainment for PM<sub>10</sub>.

### Carbon Monoxide (CO)

Because CO is emitted primarily by motor vehicles and is non-reactive, ambient CO concentrations normally follow the spatial and temporal distributions of vehicular traffic. CO concentrations are also influenced by meteorological factors such as wind speed and atmospheric mixing. High levels of CO can impair the transport of oxygen in the bloodstream and thereby aggravate cardiovascular disease and cause fatigue, headaches, and dizziness. CO standards in the Sand City Area were measured to be in attainment of federal and State standards by the California Air Resources Board.

### Nitrogen Dioxide (NO<sub>2</sub>)

The major sources of nitrogen dioxide (NO<sub>2</sub>), essential to the formation of photochemical smog, are vehicular, residential, and industrial fuel combustion. NO<sub>2</sub> is the "whiskey brown" colored gas evident during periods of heavy air pollution. NO<sub>2</sub> increases respiratory disease and irritation and may reduce resistance to certain infections. The standards for NO<sub>2</sub> are being met in the MBUAPCD and the District does not expect that the standards will be exceeded in the near future.

### Sulfur Dioxide (SO<sub>2</sub>)

The major source of sulfur dioxide (SO<sub>2</sub>) is the combustion of high-sulfur fuels for electricity generation, petroleum refining and shipping. In humid atmospheres, sulfur oxides can react with vapor to produce sulfuric acid, a component of acid rain. SO<sub>2</sub> can irritate the lungs, damage vegetation and materials and reduce visibility. The standards for SO<sub>2</sub> are being met in the MBUAPCD and the District does not expect that the standards will be exceeded in the near future.

### Lead (Pb)

Gasoline-powered automobile engines are a major source of airborne lead, although the use of leaded fuel is being reduced. Lead can cause blood effects such as anemia and the inhibition of enzymes involved in blood synthesis. Lead may also affect the central nervous and reproductive systems. Ambient lead levels have dropped dramatically as the percentage of motor vehicles using unleaded gasoline continues to increase. The standards for lead are being met in the MBUAPCD and the District does not expect that the standards will be exceeded in the future.

### Air Quality Standards

The Federal Clean Air Bill, first adopted in 1967 and periodically amended since then, established federal ambient air quality standards. A 1987 amendment to the Bill set a deadline for the attainment of these standards. That deadline has since passed. Other federal Clean Air Bill Amendments, passed in 1990, share responsibility with the State in reducing emissions from mobile sources.

In 1988, the State of California passed the California Clean Air Act (CCAA, State 1988 Statutes, Chapter 1568), that established more stringent State ambient air quality standards, and set forth a program for their achievement. State air basins are established by the California Air Resources Board (CARB). CARB implements State ambient air quality standards, as required in the State CCAA, and cooperates with the federal government in implementing pertinent sections of the federal Clean Air Bill, Amendments. Further, CARB has responsibility for controlling stationary and mobile source air pollutant emissions throughout the State.

The District is responsible for developing regulations governing the reduction of emissions, protecting the health and welfare of people and preserving California's ecological resources. A map of the MBUAPCD is provided in Exhibit 1. In addition to Monterey County, the MBUAPCD includes San Benito and Santa Cruz Counties.

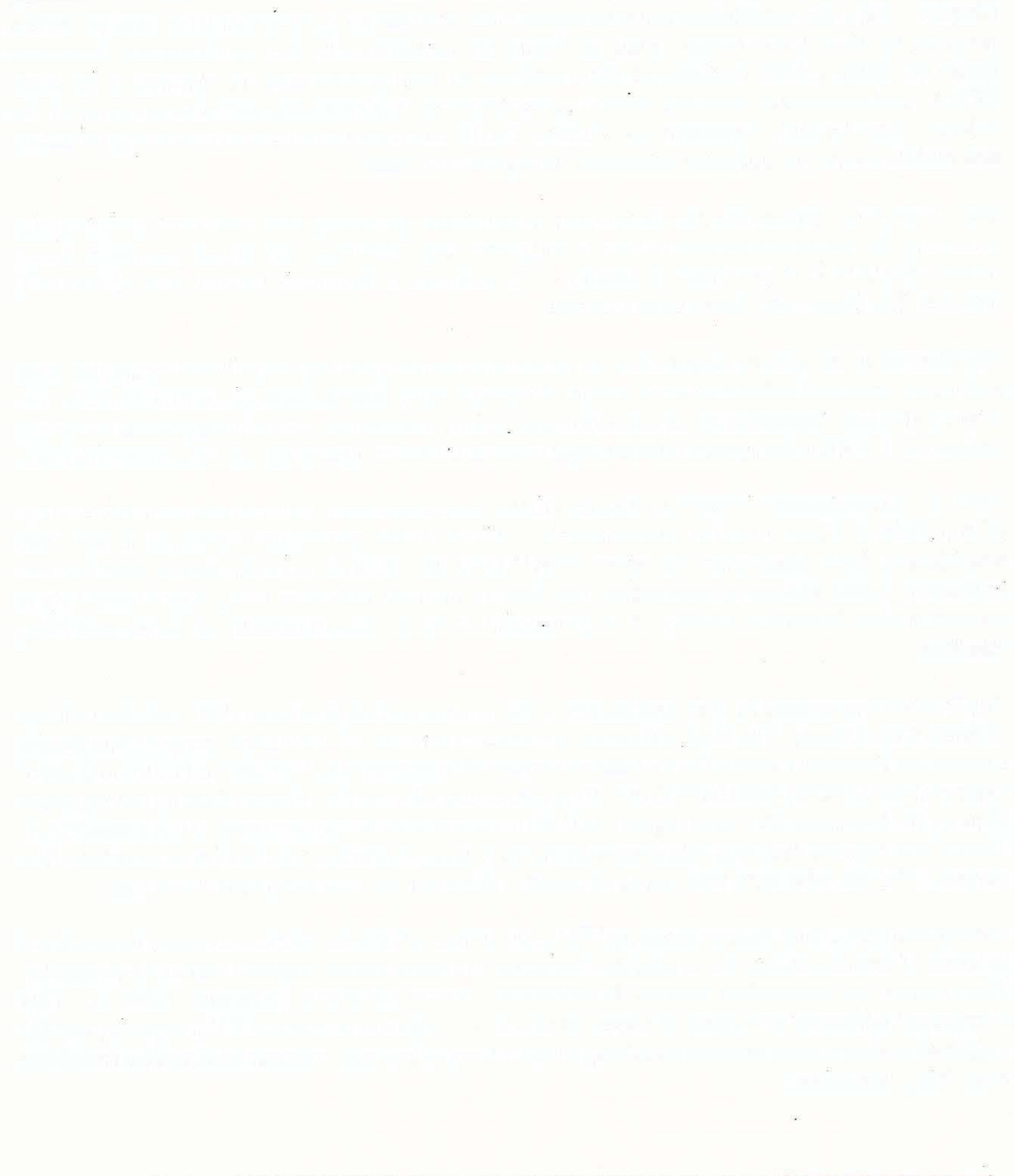
The District is the agency responsible for monitoring and regulating air pollutant emissions from stationary, area, and indirect sources within Monterey County and throughout the MBUAPCD. The District also has responsibility for monitoring air quality and setting and enforcing limits for source emissions. CARB is the agency with the legal responsibility for regulating mobile source emissions.

The U.S. Environmental Protection Agency (EPA) is responsible for enforcement of the provisions of the Federal Clean Air Bill, Amendments. Based on the provisions contained in the 1990 amendment, EPA designated the entire MBUAPCD as a federal non-attainment area for two pollutants: ozone and particulate matter less than 10 microns in size or  $PM_{10}$ . Since Sand City is located within Monterey County, it is considered to be in non-attainment of ozone and  $PM_{10}$  standards.

The District was created in 1965 and became a two county unified district in 1969 with the addition of Santa Cruz County. The final addition to the District came in 1974 with the merge of San Benito County Air Pollution Control District and was renamed Monterey Bay Unified Air Pollution Control District (MBUAPCD). MBUAPCD in 1991 prepared and adopted the 1991 Air Quality Management Plan for the Monterey Bay Area region (AQMP) in response to the requirements of the State CCAA. The CCAA requires each non-attainment district to reduce pertinent air contaminants by at least five percent (5%) per year until new, more stringent, 1988 State air quality standards are met.

For regional pollutants such as ozone and  $PM_{10}$ , the impact of new development cannot be predicted in terms of concentrations, but is addressed in terms of changes in the regional burden of emissions. The District has established interim thresholds for certain pollutants (reference Table 2). This assessment addresses two types of impact analysis: (1) regional ozone and  $PM_{10}$  impacts; and (2) localized mobile source impacts (resulting from CO) emissions and construction impacts (resulting from  $PM_{10}$  emissions).

Exhibit 1



**TABLE 2**  
**MBUAPCD INTERIM EMISSION THRESHOLDS**

<b>Non-Attainment Pollutant</b>	<b>Significant Thresholds Lbs/Day</b>
NO <sub>x</sub>	150
ROG	150
PM <sub>10</sub>	82

Source: MBUAPCD

For localized pollutants, such as CO, an increase in concentrations that would result in a predicted violation of the most stringent State or federal standard [20.0 parts per million (PPM) for 1-hour or 9.0 PPM for 8 hours] is considered to represent a significant impact. This assessment provides for three types of project area pollutant impact analysis: (1) regional mobile and area source impacts, (2) street and highway traffic impacts; and (3) construction impacts.

**Existing Transportation Control Measures (TCMs) and Air Quality Mitigation Programs/Policies**

Until the passage of the CCAA, the primary role of air districts throughout California was control of stationary sources of pollution such as industrial processes and equipment (stationary sources). With the passage of the FCAA and CCAA, air districts were required to implement transportation control measures (TCMs) and are encouraged to adopt indirect source control programs to reduce area source emissions. These mandates created the need for the District to work closely with cities, counties, and with regional transportation planning agencies (RTPAs) to develop new programs.

**MBUAPC (District) Air Quality Management Plan (AQMP)**

The District, in association with the regional RTPAs, prepared TCM's for inclusion in the 1997 AQMP. The District adopted the Program in March, 1994. The Program is intended to address CARB comments provided to the District during review of the adopted AQMP TCMs and to further describe how the TCMs will be implemented, monitored, and enforced.

This joint effort culminated in the development and subsequently adopted the following TCMs listed below.

1. Selected Intelligent Transportation Systems
2. New and Improved Bicycle Facilities
3. Alternate Fuels
4. Park-and Ride Lots
5. Traffic Calming



6. Area Wide TDM
7. Improved Public Transit
8. Signal Synchronization
9. Livable Communities

#### Rate of Progress Plans

Various TCMs have been identified and examined by the regional transportation planning agencies and Association of Monterey Area Governments (AMBAG) to provide for positive air quality conformity findings associated with the (RTP) and the Federal Transportation Improvement Program (FTIP), include the following:

- ◆ Bus Transit Improvements including: Local Service Capital Projects, Countywide Dial-A-Ride Capital Projects, Intercity/Interregional Capital Projects, Social Service Transportation Capital Projects, Miscellaneous capital improvement projects, Local Service - Operations, Countywide Dial-A-Ride Operations, and Intercity/Interregional Operations;
- ◆ Railroad Crossing Safety Projects;
- ◆ Non-Motorized Improvements, including: Biking and Bus Programs; and
- ◆ Non-Transit TCMs, including: Voluntary Ridesharing, Park and Ride Lots, Multi-Modal Stations Construction, Multi-Modal Stations Operations, Traffic Flow Improvements, Transportation Systems Management Programs.

#### Standards of Significance

According to the California Environmental Quality Act (CEQA), a project will normally have a significant adverse impact on air quality if it will “violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.”

For regional pollutants such as ozone, PM<sub>10</sub>, sulfur dioxide or nitrogen dioxide, the impact of new development cannot be predicted in terms of concentrations, but is addressed in terms of changes in the regional burden of emissions. For non-attainment pollutants (ozone precursors or PM<sub>10</sub>), any net increase in regional emissions is considered significant.

For localized pollutants, such as carbon monoxide, an increase in concentrations that would result in a predicted violation of the most stringent State or federal standard (20.0 PPM for 1-hour or 9.0 PPM for 8-hours) is considered to represent a significant impact. This assessment provides for two types of localized area pollutant impact analysis; street and highway improvements and traffic volumes and construction impacts.

For purposes of this environmental assessment, an impact is considered significant if one or more of the following conditions occur from implementation of the Preferred Project:

- ◆ regional air quality emissions exceed standards;
- ◆ local air quality emissions exceed standards;
- ◆ significant construction related air quality impacts occur; and/or
- ◆ the creation of objectionable odors.

Since the Preferred Project is a general plan, the standard of significance should be whether or not the Preferred Project is consistent with the amount of growth that is anticipated in the attainment plan. Because the General Plan Update results in a reduction of growth forecast below the current attainment plans and models, the Preferred Project will have a beneficial cumulative impact on air quality. As a result, the Preferred Project will result in a less than significant impact on air quality within the region.

## **AIR QUALITY IMPACTS**

This section of the Air Quality Assessment addresses and analyzes the regional or area-wide and the localized air quality impacts associated with the Sand City General Plan Update.

### **Regional and Area Source Air Quality Impacts of the No-Project Scenario**

The following regional air quality impact assessment has been developed to identify the amount of pollutant increases from mobile and area sources associated with the No-Project and Preferred Project Alternatives. These analyses provide for estimated emissions (ROG, NO<sub>x</sub> and PM<sub>10</sub>) resulting from existing or future conditions No-Project and Preferred Project.

#### **No-Project Regional and Area Source Operations Impact Assessment**

The Air Quality Impact Analysis process associated with the No-Project and Preferred Project included the following steps:

STEP 1

- ◆ STEP 1 Determine regional mobile source impacts considering trip rates, acres, total trips, trip types and vehicle fleet mix related to urban center density designated within the City’s existing (1984) General Plan uses for the year 2020 (reference Appendix A). Programs or data sources (URBEMIS/EMFAC) contained in Air Quality Analysis Tools (AQAT) software were used to conduct this analysis.
  
- ◆ STEP 2 Determine area source operations emissions considering the South Coast Air Quality Management District (SCAQMD) methodology for specific uses related to the No-Project for the year 2020 (reference Appendix B ).

Results of the 2020 regional mobile source analysis and the area source operations analysis for the No-Project are reflected in Table 3. Specifically, year 2020 emissions projection results indicate emission increases above District Interim Emissions Thresholds. The results therefore indicate that the No-Project scenario will have significant effects on regional air quality.

*Year 2020 No-Project* - According to analysis results, the No-Project will result in exceedances of the maximum NO<sub>x</sub> Emissions Thresholds.

**TABLE 3\*<sup>1</sup>**  
**2020 REGIONAL AND AREA SOURCE EMISSIONS\*<sup>2</sup>**  
**No-Project Alternative**

<b>Regional Mobile Source Emissions (lbs. Per day)</b>				
<b>Coastal and Non-Coastal Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential VS-R1.-R2 & (R2) Included	218 units	11.16	9.41	0.54
High Density Residential	431 units	11.13	10.23	0.53
Light Commercial	6.48 X 10 <sup>5</sup>	11.60	11.69	0.69
Heavy Commercial	2.0699 X 10 <sup>6</sup>	16.32	12.70	1.69
Regional Commercial	8.31 X 10 <sup>5</sup>	12.20	14.14	0.78
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	9.50	3.91	0.18
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	16.62	26.76	2.13
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	12.73	8.23	1.07
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	13.67	15.46	1.18
Manufacturing	1.105 X 10 <sup>6</sup>	9.50	3.82	0.18
Industrial Park	7.0175 X 10 <sup>5</sup>	9.50	3.82	0.18
Public Facilities	2.2348 X 10 <sup>5</sup>	10.32	5.59	0.38
<b>Total Regional Mobile Source Emissions</b>		<b>144.25</b>	<b>125.76</b>	<b>9.49</b>
<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>

<b>Area Source Operations Emissions (lbs. per day)</b>				
<b>Coastal and Non-Coastal Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential VS-R1.-R2 & (R2) Included	218 units	0.04	4.18	0.15
High Density Residential	431 units	0.07	9.50	0.29
Light Commercial	6.48 X 10 <sup>5</sup>	0.21	24.1	0.84
Heavy Commercial	2.0699 X 10 <sup>6</sup>	0.66	76.96	2.67
Regional Commercial	8.31 X 10 <sup>5</sup>	0.27	30.90	1.07
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	1.18	136.16	4.71
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	0.49	57.05	1.97
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	0.23	26.091	0.90
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	0.26	29.896	1.03
Manufacturing	1.105 X 10 <sup>6</sup>	0.35	41.104	1.43
Industrial Park	7.0175 X 10 <sup>5</sup>	0.17	19.460	0.67
Public Facilities	2.2348 X 10 <sup>5</sup>	0.05	6.20	0.21
<b>Total Area Source Emissions</b>		<b>3.98</b>	<b>461.60</b>	<b>15.96</b>
<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>
<b>Total Emissions (lbs per day)</b>				
<b>Coastal and Non-Coastal Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential VS-R1.-R2 & (R2) Included	218 units	11.2	13.59	.069
High Density Residential	431 units	11.21	19.72	.082
Light Commercial	6.48 X 10 <sup>5</sup>	11.81	35.79	1.49
Heavy Commercial	2.0699 X 10 <sup>6</sup>	16.98	89.66	4.36
Regional Commercial	8.31 X 10 <sup>5</sup>	12.47	45.04	1.85
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	10.68	140.07	4.89
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	17.11	83.81	4.11
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	12.96	34.32	1.97
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	13.93	45.36	2.21
Manufacturing	1.105 X 10 <sup>6</sup>	9.85	44.92	1.61
Industrial Park	7.0175 X 10 <sup>5</sup>	9.67	23.28	.085
Public Facilities	2.2348 X 10 <sup>5</sup>	10.37	11.79	.059
<b>NO-PROJECT Total Emissions (lbs. per day)</b>		<b>148.23</b>	<b>587.36</b>	<b>25.45</b>
<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>
<b>Total Emissions (tons per year)</b>				
<b>Land Use</b>	<b>Units/SQFT.</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
Residential VS-R1.-R2 & (R2) Included	218 units	2.04	2.48	0.13
High Density Residential	431 units	2.04	3.60	0.15
Light Commercial	6.48 X 10 <sup>5</sup>	1.53	4.65	0.19
Heavy Commercial	2.0699 X 10 <sup>6</sup>	2.21	11.66	0.57
Regional Commercial	8.31 X 10 <sup>5</sup>	2.28	8.22	0.34

Industrial Manufacturing	4.91 X 10 <sup>6</sup>	1.39	18.21	0.64
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	2.22	10.90	0.53
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	2.36	6.26	0.36
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	2.54	8.28	0.40
Manufacturing	1.105 X 10 <sup>6</sup>	1.28	5.84	0.21
Industrial Park	7.0175 X 10 <sup>5</sup>	1.76	4.25	0.16
Public Facilities	2.2348 X 10 <sup>5</sup>	1.89	2.15	0.11
<b>NO-PROJECT</b>		<b>23.56</b>	<b>86.49</b>	<b>3.78</b>

Key: shading = exceedance

Methodology for operating emissions was provided from SCAQMD CEQA Air Quality Handbook, April 1993, reference Appendix B.

\*<sup>1</sup> Estimates calculated by VRPA Technologies.

\*<sup>2</sup> Area Source Emissions include Stationary Sources.

### Preferred Project Impact Assessment

The Preferred Project Impact Assessment was conducted using the same steps described in the No-Project scenario.

Results of the 2020 regional mobile source analysis and the area source operations analysis for the Preferred Project are reflected in Table 4. Specifically, year 2020 emissions projection results indicate emissions decrease when comparing both alternatives. The results therefore indicate that the No-Project will have significant effects on regional air quality.

**Year 2020 Preferred Project** - According to analysis results, the Preferred Project will result in exceedances of the maximum NO<sub>x</sub> Emissions Thresholds.

**TABLE 4\*<sup>1</sup>**  
**2020 REGIONAL AND AREA SOURCE EMISSIONS\*<sup>2</sup>**  
**Preferred Project Alternative**

Regional Mobile Source Emissions (lbs per day)				
Land Use	Units/SQFT.	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Residential EDSP, VS-R1.-R2 & (R2) Included *3	373 units	12.41	13.97	0.79
High Density Residential	71 units	8.7	3.30	0.18
Light Commercial	2.266 X 10 <sup>6</sup>	16.34	14.75	2.25
Heavy Commercial	3.105 X 10 <sup>5</sup>	10.47	7.16	0.41
Regional Commercial	9.499 X 10 <sup>5</sup>	12.60	15.72	0.87
Industrial Manufacturing	0	N/A	N/A	N/A
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	15.50	20.82	1.64
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	11.91	11.15	0.84
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	12.61	12.34	0.94

Manufacturing	8.292 X 10 <sup>5</sup>	9.50	3.82	0.18
Industrial Park	5.263 X 10 <sup>5</sup>	9.50	3.82	0.18
Public Facilities	1.754 X 10 <sup>5</sup>	10.13	5.04	0.34
<b>Total Regional Mobile Source Emissions</b>		<b>129.67</b>	<b>111.89</b>	<b>8.62</b>
<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>

**Area Source Operations Emissions (lbs. per day)**

Land Use	Units/SQFT.	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Residential EDSP, VS-R1.-R2 & (R2) Included *3	373 units	0.06	7.15	0.25
High Density Residential	71 units	0.01	1.56	0.05
Light Commercial	2.266 X 10 <sup>6</sup>	0.73	84.25	2.92
Heavy Commercial	3.105 X 10 <sup>5</sup>	0.10	11.54	0.40
Regional Commercial	9.499 X 10 <sup>5</sup>	0.30	35.32	1.23
Industrial Manufacturing	0	N/A	N/A	N/A
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	0.37	42.79	1.48
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	0.17	19.57	0.68
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	0.19	22.42	0.78
Manufacturing	8.292 X 10 <sup>5</sup>	0.27	30.83	1.07
Industrial Park	5.263 X 10 <sup>5</sup>	0.13	14.59	0.51
Public Facilities	1.754 X 10 <sup>5</sup>	0.04	4.86	0.17
<b>Total Area Source Emissions</b>		<b>2.37</b>	<b>274.88</b>	<b>9.52</b>
<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>

**Total Emissions (lbs per day)**

Land Use	Units/SQFT.	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Residential EDSP, VS-R1.-R2 & (R2) Included *3	373 units	12.47	21.12	1.04
High Density Residential	71 units	8.71	4.86	0.23
Light Commercial	2.266 X 10 <sup>6</sup>	17.01	99.0	5.71
Heavy Commercial	3.105 X 10 <sup>5</sup>	10.57	18.70	0.81
Regional Commercial	9.499 X 10 <sup>5</sup>	12.90	51.04	2.10
Industrial Manufacturing	0	N/A	N/A	N/A
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	15.87	63.61	3.12
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	12.08	30.72	1.52
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	12.80	34.76	1.72
Manufacturing	8.292 X 10 <sup>5</sup>	9.77	34.65	1.25
Industrial Park	5.263 X 10 <sup>5</sup>	9.63	18.41	0.69
Public Facilities	1.754 X 10 <sup>5</sup>	10.17	9.90	0.51
<b>PREFERRED PROJECT Total Emissions</b>		<b>132.04</b>	<b>386.77</b>	<b>18.14</b>
<i>Emission Thresholds</i>		<i>150.00</i>	<i>150.00</i>	<i>82.00</i>

**Total Emissions (tons per year)**

Land Use	Units/SQFT.	ROG	NO <sub>x</sub>	PM <sub>10</sub>
Residential EDSP, VS-R1.-R2 & (R2) Included *3	373 units	2.28	3.85	0.19
High Density Residential	71 units	1.59	.89	0.04
Light Commercial	2.266 X 10 <sup>6</sup>	2.22	12.87	.67
Heavy Commercial	3.105 X 10 <sup>5</sup>	1.37	2.43	0.11
Regional Commercial	9.499 X 10 <sup>5</sup>	2.35	9.31	0.38
Industrial Manufacturing	0	N/A	N/A	N/A
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	2.06	8.27	0.41
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	2.20	5.61	0.28
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	2.34	6.34	0.31
Manufacturing	8.292 X 10 <sup>5</sup>	1.27	4.50	0.16
Industrial Park	5.263 X 10 <sup>5</sup>	1.76	3.36	0.13
Public Facilities	1.754 X 10 <sup>5</sup>	1.86	1.81	0.09
<b>PREFERRED PROJECT Total Emissions</b>		<b>17.17</b>	<b>50.28</b>	<b>2.36</b>

Key: shading = exceedance

Methodology for operating emissions was provided from SCAQMD CEQA Air Quality Handbook, April 1993, reference Appendix B.

\*<sup>1</sup> Estimates calculated by VRPA Technologies.

\*<sup>2</sup> Area Source Emissions include Stationary Sources.

\*<sup>3</sup> URBEMIS does not provide for a Mixed-Use category to analyze emissions. Therefore, VRPA Technologies assumed that 1/3 of the development would be high density residential and 2/3 of the development would be light commercial.

### Quantitative Analysis

Although both No-Project and Preferred Project scenarios have illustrated exceedances in one of the District Interim Emission Thresholds, the No-Project scenario will cause a greater contribution to the Regional and Area Mobile Source Air emissions. When comparing the Preferred Project to the No-Project alternative, the reduction in emissions is 16.19 lbs of ROG, 200.59 lbs of NO<sub>x</sub>, and 7.31 lbs of PM<sub>10</sub> per day. Since the Preferred Project results in such a reduction in the growth forecast (below the current attainment plans and models) and a significant reduction in emissions as demonstrated in Table 4, the Preferred Project will have a beneficial cumulative impact on air quality. As a result, the Project will result in a less than significant impact on air quality within the region.

### **Localized (Circulation and Construction) Air Quality Impacts of the Preferred Project**

#### **Circulation Improvement Impacts**

Based on the year 2020 Transportation Analysis prepared by Associated Transportation Engineers, the Preferred Project is expected to generate automobile traffic that will affect air quality along adjacent streets and highways. The measurable pollutant most significant is CO.

Federal regulations require that new roadway improvement projects, that may be implemented using federal funds, must not exceed the State or federal standard for CO concentrations. These standards differ somewhat, for example, the federal maximum standard of 35 PPM is far less stringent than the State's maximum standard of 20 PPM for 1 hour. Further, emissions generated from development projects must also not exceed the minimum 8 hour standard of 9 PPM. To analyze the Preferred Project's "worst case" CO concentrations along such roadways, the analysis methodology considered the highest second annual maximum CO concentration reported in 1998, using approximately .7 PPM as an estimate of the background concentration for the 1 hour standard and 1.94 PPM in 1998 as an estimate of the background concentration for the 8 hour standard (source: CARB annual publications). Seventy-five degrees (75°) Fahrenheit was used as the mean summer temperature in Sand City. The emissions rates used in this analysis were obtained from the EMFAC7 model contained in AQAT.

#### **Year 2020**

To assess the cumulative impacts of increased traffic generated by other planned developments, an analysis of future year 2020 peak hour volumes was developed. Again the year 2020 trip assignments were developed as part of the Transportation Analysis prepared by Associated Transportation Engineers.

Nine (9) representative roadway segments and 9 receptor sites were chosen to conduct the analysis. The CALINE4 model was run using "worst case" conditions for the No-Project and Preferred Project Year 2020 conditions. The next step is to add the maximum CO concentration generated by the Preferred Project to the background CO concentration of approximately 7.0 PPM for the 1 hour standard and 7.0 PPM for the 8 hour standard.

Results of the year 2020 CO concentration analysis are contained in Tables 5 and Table 6 Appendix C contains analysis details and results. Based upon the results, CO concentration levels will meet federal and State air quality standards without the Project while the Preferred Project scenario shows no deficiencies .



**TABLE 5  
 LOCAL ROADWAY AIR QUALITY SEGMENT ANALYSIS AM/PM  
 2020 No-Project (1 hour and 8 hour CO concentration)**

RECEPTORS		AIR QUALITY STANDARDS				AIR QUALITY LEVELS FOR EACH RECEPTOR		ARE STANDARDS EXCEEDED (YES/NO)?	
		FEDERAL		STATE					
#	DESCRIPTION	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr
BACKGROUND LEVELS (ppm)		35.0	9.0	20.0	9.0	.7	1.94	NO	NO
1	Contra Costa-South of Ortiz	35.0	9.0	20.0	9.0	2.0	3.94	NO	NO
2	California Ave-Contra Costa and Tioga	35.0	9.0	20.0	9.0	2.0	4.04	NO	NO
3	California Ave - Playa and Tioga	35.0	9.0	20.0	9.0	2.6	4.14	NO	NO
4	California Ave-Monterey Rd and Playa	35.0	9.0	20.0	9.0	2.4	4.14	NO	NO
5	Tioga - SR 1 and Mertz Rd	35.0	9.0	20.0	9.0	1.9	3.84	NO	NO
6	Tioga - Mertz Rd and California Ave	35.0	9.0	20.0	9.0	1.8	3.84	NO	NO
7	Mertz Rd - Playa and Tioga	35.0	9.0	20.0	9.0	1.6	3.84	NO	NO
8	Playa -West of California	35.0	9.0	20.0	9.0	2.7	3.84	NO	NO
9	Sand Dunes -Tioga and Contra Costa	35.0	9.0	20.0	9.0	2.0	4.04	NO	NO
AVERAGES/SUMMARY		35.0	9.0	20.0	9.0	2.1	3.96	NO	NO

Source: VRPA Technologies, Oct 2000.

**TABLE 6  
 LOCAL ROADWAY AIR QUALITY SEGMENT ANALYSIS  
 AM/PM 2020 Preferred Project (1 hour and 8 hour CO concentration)**

RECEPTORS		AIR QUALITY STANDARDS				AIR QUALITY LEVELS FOR EACH RECEPTOR		ARE STANDARDS EXCEEDED (YES/NO)?	
		FEDERAL		STATE					
#	DESCRIPTION	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr	1 hr	8 hr
	BACKGROUND LEVELS (ppm)	35.0	9.0	20.0	9.0	.7	1.94	NO	NO
1	Contra Costa-South of Ortiz	35.0	9.0	20.0	9.0	2.2	3.94	NO	NO
2	California Ave-Contra Costa and Tioga	35.0	9.0	20.0	9.0	2.1	4.14	NO	NO
3	California Ave-Playa and Tioga	35.0	9.0	20.0	9.0	2.9	4.24	NO	NO
4	California Ave-Monterey Rd and Playa	35.0	9.0	20.0	9.0	2.6	4.14	NO	NO
5	Tioga - SR 1 and Mertz Rd	35.0	9.0	20.0	9.0	2.0	3.84	NO	NO
6	Tioga - Mertz Rd and California Ave	35.0	9.0	20.0	9.0	1.9	3.84	NO	NO
7	Mertz Rd - Playa and Tioga	35.0	9.0	20.0	9.0	1.6	3.94	NO	NO
8	Playa - West of California	35.0	9.0	20.0	9.0	3.0	3.84	NO	NO
9	Sand Dunes - Tioga and Contra Costa	35.0	9.0	20.0	9.0	2.2	4.24	NO	NO
<b>AVERAGES/SUMMARY</b>		35.0	9.0	20.0	9.0	2.1	4.04	NO	NO

Source: VRPA Technologies, Oct 2000.

### Construction Impacts

PM<sub>10</sub> emissions from construction activity have been quantified based on the methodology documented in the SCAQMD CEQA Handbook, at the suggestion of the District (reference Table 7 and Table 8). The District requires an analysis of PM<sub>10</sub> impacts resulting from construction of a future proposed project and cumulative projects.

Construction air quality impacts are generally attributable to dust generated by equipment and vehicles. Fugitive dust is emitted both during construction activity and as a result of wind erosion over exposed earth surfaces. Clearing and earth moving activities do comprise major sources of construction dust emissions, but traffic and general disturbances of soil surfaces also generate significant dust emissions. Further, dust generation is dependent on soil type and soil moisture.

Adverse effects of construction activities cause increased dust-fall and locally elevated levels of total suspended particulate. Dust-fall can be a nuisance to neighboring properties or previously-completed developments surrounding or within the Preferred Project area and may require frequent washing during the construction period. Further, asphalt paving materials used during construction will present temporary, minor sources of hydrocarbons that are precursors of ozone.

Application of the SCAQMD methodology indicates that through both the development conditions of both the No-Project and the Preferred Project, the interim threshold of significance for PM<sub>10</sub> (82 lbs per day) established by the District, will be exceeded assuming that future development is constructed within one year. The SCAQMD methodology does not provide for a phased analysis. To ensure that the thresholds would not be exceeded, the results shown in Tables 7 and 8 were divided by 19 years to estimate emissions for a one year period. Results of this analysis are provided in Table 9. Results indicate that the minimum threshold for PM<sub>10</sub> associated with the No-Project will be exceeded; however, annual lbs per day exceedances are not anticipated as the Preferred Project is implemented.

As a result of the findings described above and in the tables below, air quality impacts associated with construction activities for the Preferred Project, are not considered to be significant.

**TABLE 7**  
**ESTIMATION OF TOTAL PM<sub>10</sub> CONSTRUCTION EMISSIONS\***  
**No-Project Alternative**

No-Project	Square Footage of Construction/# of DU & Lot Size	Construction Days	PM <sub>10</sub> lbs./Day	PM <sub>10</sub> Tons/Year
Residential VS-R1.-R2 & (R2) Included	218 units	260	20.70	2.69
High Density Residential	431 units	260	38.01	4.94
Light Commercial	6.48 X 10 <sup>5</sup>	260	82.67	10.75
Heavy Commercial	2.0699 X 10 <sup>6</sup>	260	264.00	34.32
Regional Commercial	8.31 X 10 <sup>5</sup>	260	106.00	13.78
Industrial Manufacturing	4.91 X 10 <sup>6</sup>	260	646.27	84.02
Visitor Serving Commercial	2.057 X 10 <sup>6</sup>	260	457.78	59.51
Visitor Serving Comm./Mfg.	9.40896 X 10 <sup>5</sup>	260	209.35	27.22
Visitor Serving (VSC/CDI)	1.078 X 10 <sup>6</sup>	260	239.88	31.18
Manufacturing	1.105 X 10 <sup>6</sup>	260	141.00	18.33
Industrial Park	7.0175 X 10 <sup>5</sup>	260	92.36	12.01
Public Facilities	2.2348 X 10 <sup>5</sup>	260	28.50	3.71
<b>No-Project Totals</b>			<b>2326.52</b>	<b>302.45</b>

Source: Methodology applied from SCAQMD CEQA Handbook (Page 9-19). Construction impacts will occur as the No-Project area is developed. Construction of roads and commercial buildings will each bring about a period of construction activity and associated air quality impacts.

\* Emissions calculated by VRPA Technologies, Oct 2000.

**TABLE 8**  
**ESTIMATION OF TOTAL PM<sub>10</sub> CONSTRUCTION EMISSIONS\***  
**Preferred Project Alternative**

Preferred Project	Square Footage of Construction/# of DU & Lot Size	Construction Days	PM <sub>10</sub> lbs./Day	PM <sub>10</sub> Tons/Year
Residential VS-R1.-R2 & (R2) Included	373 units	260	35.42	4.60
High Density Residential	71 units	260	6.26	.81
Light Commercial	2.266 X 10 <sup>6</sup>	260	284.00	37.5
Heavy Commercial	3.105 X 10 <sup>5</sup>	260	39.60	5.15
Regional Commercial	9.499 X 10 <sup>5</sup>	260	121.15	15.75
Industrial Manufacturing	0	260	0	0
Visitor Serving Commercial	1.543 X 10 <sup>6</sup>	260	343.32	44.63
Visitor Serving Comm./Mfg.	7.056 X 10 <sup>5</sup>	260	157.00	20.41
Visitor Serving (VSC/CDI)	8.085 X 10 <sup>5</sup>	260	179.89	23.39

Manufacturing	8,292 X 10 <sup>5</sup>	260	105.75	13.75
Industrial Park	5,263 X 10 <sup>5</sup>	260	69.27	9.0
Public Facilities	1,754 X 10 <sup>5</sup>	260	22.37	2.91
<b>Preferred Project Totals</b>			1364.03	177.9

Source: Methodology applied from SCAQMD CEQA Handbook (Page 9-19). Construction impacts will occur as the Preferred Project area is developed. Construction of roads and commercial buildings will each bring about a period of construction activity and associated air quality impacts.

\* Emissions calculated by VRPA Technologies, Oct 2000.

**TABLE 9  
 ANNUAL DAILY PM<sub>10</sub> CONSTRUCTION EMISSIONS**

<b>No-Project Alternative        Total Emissions lbs. Per Day for 1 Year*1</b>
122.45 (Exceeds Threshold of 82 lbs per day)
<b>Preferred Project Alternative        Total Emissions lbs. Per Day for 1 Year*1</b>
70.84 (Does not exceed Threshold of 82 lbs per day)

\*1 Results from dividing Year 2020 emissions by 19 years.

**MITIGATION MEASURES**

An air quality assessment for a general plan update should identify each significant air quality impact and propose one or more feasible mitigation measures that could reasonably be expected to reduce impacts below significance and qualify the effectiveness of each measure. Impacts resulting from the analyses of the Preferred Project in this case are not identified as "significant". With respect to anticipated exceedances of the regional or area emissions referenced in Table 4 for the Preferred Project, the estimated emissions are below emissions resulting from the current General Plan as well as those considered and modeled in the AQMP EIR, therefore a significant impact is not expected. As indicated in Table 6, concentrated CO emissions along major streets and highways near sensitive receptors are also not anticipated. Finally, referencing Table 9, PM<sub>10</sub> emissions resulting from annual construction activities are not expected to exceed the minimum threshold established by the District.

Even though significant impacts have not been identified, mitigation measures to reduce nonattainment emissions should be considered as development occurs over time to further reduce such emissions to the extent possible. Such mitigation measures are referenced in the existing applicable goals, policies, action items, and mitigation measures of the AQMP and the AQMP EIR respectively. Other specific measures to the Preferred Project are provided below:

- M.1 The City shall support the MBUAPC in its development of improved ambient air quality monitoring capabilities and the establishment of appropriate standards and

rules to address the air quality impacts of new development.

- M.2 The City shall continue to work with the MBUAPC and ARB in incorporating local and regional clean air plans into City planning activities.
- M.3 The City shall strive to submit development proposals to MBUAPC for review prior to consideration by the decision making body.
- M.4 The City shall continue to work with local, regional, and state agencies in reviewing new development projects for conformity with local, state and federal air quality regulations.
- M.5 The City shall implement planned street and highway, transit, and bikeway improvements (as may be specified in the Transportation Impact Assessment) site necessary to relieve congestion and reduce vehicular idling.
- M.6 The City shall encourage the use of alternative forms of transportation by incorporating public transit, bicycle and pedestrian modes in County planning processes and by requiring new development to provide adequate pedestrian and biking facilities.
- M.7 The City shall review all new development proposals considering provisions contained in the Monterey County Congestion Management Program (CMP).

### **CUMULATIVE AIR QUALITY IMPACTS**

This Air Quality Assessment contains adequate measures to ensure that implementation of the Preferred Project will reduce nonattainment pollutants consistent with the AQMP and AQMP EIR. The Preferred Project will result in fewer emissions than under the current General Plan scenario. This is important because the current General Plan was considered during analysis and modeling of emissions for the AQMP and the AQMP EIR. Mitigation measures contained in the AQMP EIR are supported by the Preferred Project including those that address exceedances of the AQMP's growth and emissions forecasts.

1. The first part of the document discusses the importance of maintaining accurate records.

2. It is essential to ensure that all data is recorded correctly and consistently.

3. This includes using standardized formats and units of measurement.

4. Regular audits and checks should be performed to verify the accuracy of the data.

5. Proper labeling and organization of records are also crucial for easy access and retrieval.

6. The second part of the document focuses on the importance of data security.

7. All data should be stored in secure locations and protected from unauthorized access.

8. This involves implementing strong password policies and using encryption techniques.

9. Regular backups should be taken to prevent data loss in the event of a disaster.

10. The final part of the document discusses the importance of data analysis and reporting.

11. Data should be analyzed regularly to identify trends and patterns.

12. This involves using appropriate statistical methods and software tools.

13. The results of the analysis should be reported clearly and concisely to the relevant stakeholders.

14. The document concludes by emphasizing the overall importance of data management in any organization.

15. It is a key factor in ensuring the success and growth of the organization.

16. By following the guidelines outlined in this document, organizations can ensure that their data is accurate, secure, and effectively used.

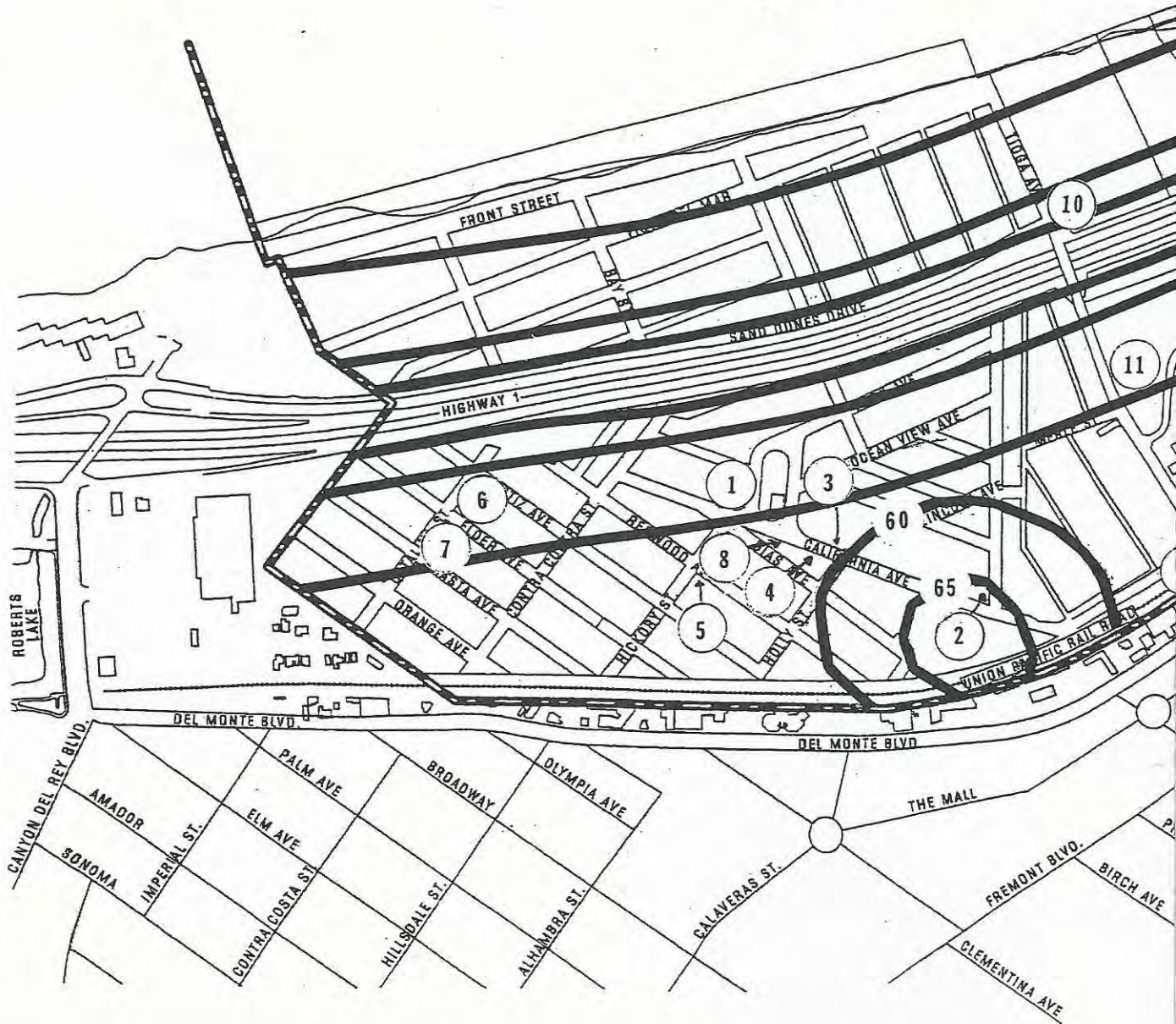
17. The document is intended to serve as a guide for anyone responsible for data management.

18. It is a valuable resource for anyone looking to improve their data management practices.

19. The document is available for download from the following link: [Link]



# MONTEREY BAY



**ILLINGWORTH & RODKIN, INC**  
Acoustics / Air Quality

0 100 200  
Approximate



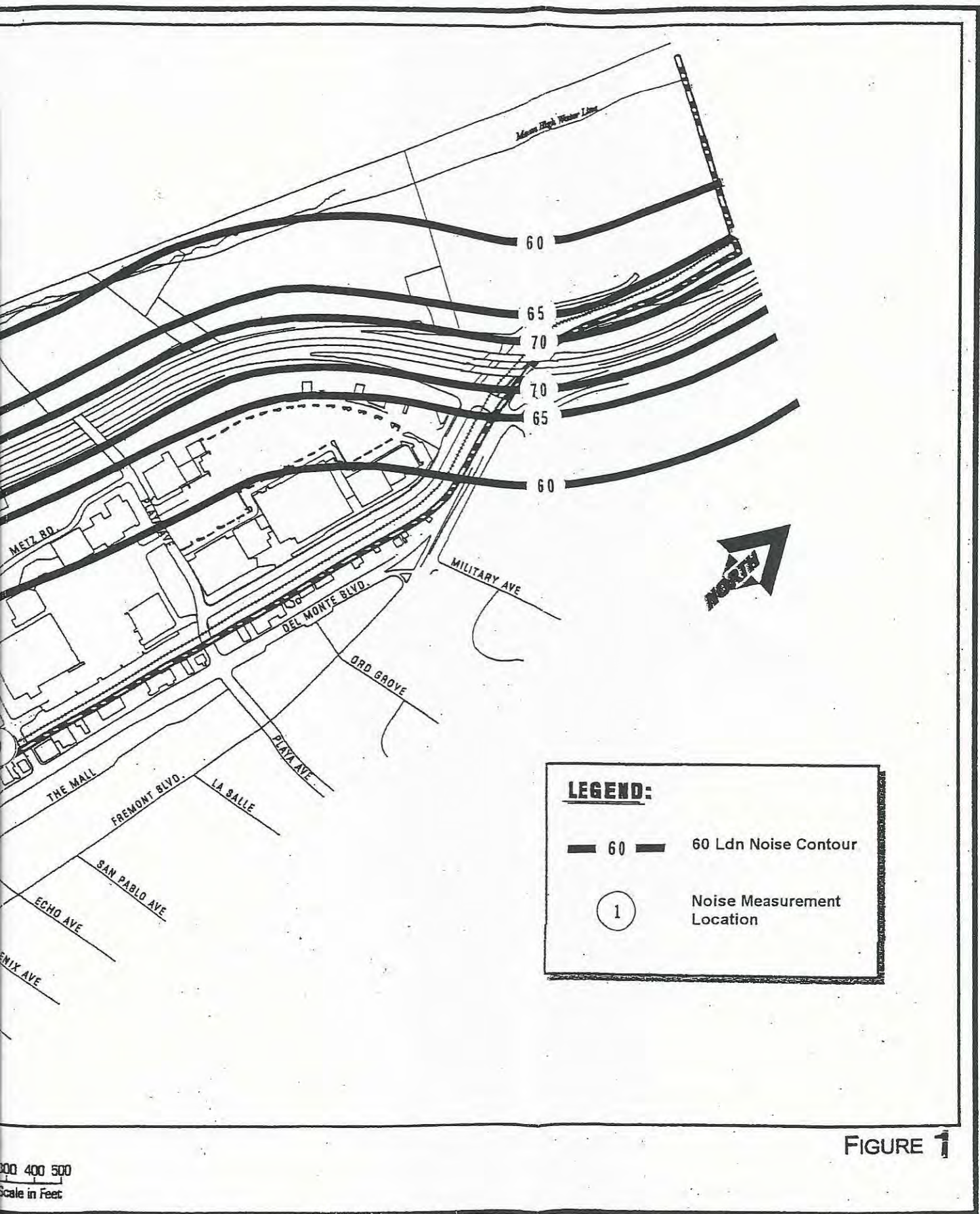


FIGURE 1

ers and Noise Measurement Locations