City of Soledad

8th and Monterey Street Multi-Family Residential General Plan and Zoning Amendment Project

Prepared for:
City of Soledad
Community and Economic Development Department
248 Main Street
Soledad, CA 93960
831.223.5043; FAX 831.678.3965

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INITIAL STUDY SUMMARY - ENVIRONMENTAL CHECKLIST

Project Title: 8th and Monterey Street Multi-Family Residential General Plan and Zoning Map Amendment Project

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further study.

☐ Aesthetics	☐ Geology and Soils	☐ Recreation
☐ Agricultural Resources	☐ Hazards/Hazardous Materials	☐ Transportation/Circulation
☒ Air Quality	☒ Noise	☐ Wastewater
☐ Biological Resources	☐ Population/Housing	☐ Water
☐ Cultural Resources	☐ Public Services/Utilities	☐ Land Use

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation. the City of Soledad finds that:

☐ The proposed project COULD NOT have a significant effect on the environment. and a NEGATIVE DECLARATION will be prepared.

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

☐ The proposed project MAY have a significant effect on the environment. and an ENVIRONMENTAL IMPACT REPORT is required.

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

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

Jeff Oliveira, Principal, DEC.	Jeff Oliveira	8/28/13
Prepared by (Print)	Signature	Date
SUSAN HILINSKI, AICP CONTRACT PLANNER FOR CITY OF SOLEDAD	Susan Hilinski	08-28-2013
Reviewed by (Print)	Signature	Date

Project Environmental Analysis: The City's environmental review process incorporates all of the requirements for completing the Initial Study as required by the California Environmental Quality Act (CEQA) and the CEQA Guidelines. The Initial Study includes on-site inspection of the project site and surroundings and a detailed review of the information in the file for the project. In addition, available background information is reviewed for each project. Relevant information regarding soil types and characteristics, geologic information, significant vegetation and/or wildlife resources, water availability, wastewater disposal services, existing land uses and surrounding land use categories and other information relevant to the environmental review process are evaluated for each project. The City uses the checklist to summarize the results of the research accomplished during the initial environmental review of the project.

Persons, agencies or organizations interested in obtaining more information regarding the environmental review process for a project should contact the City of Soledad Community and Economic Development Department, 248 Main Street, Soledad, CA 93960 (831.223.5043; FAX 831.678.3965).

1. PROJECT DESCRIPTION: The applicant is proposing a General Plan Land Use Map Amendment and related rezoning for an approximately 2.8-acre vacant subject parcel. If approved, the General Plan amendment would change the land use designation from "Medium Density Residential (7 -12 units per acre)" to "High Density Residential (13-20 units per acre);" the corresponding zoning map amendment would rezone the site from the current R-2 Medium Density Multi-family Residential District (7-12 units per acre) to the R-3 High Density Multi-family Residential District (13 - 22 units per acre). The rezoning would increase the maximum residential development potential on the site from 33 units, under the current R-2 District, to 61 units under the R-3 District.

In support of this general plan and zoning amendment request, the applicant has submitted a preliminary site plan for development of an apartment complex, having a total of 56 three-bedroom units. The R-3 District provisions require approval of a conditional use permit for any development that would exceed the base density of 16 units per acre. Accordingly, if the proposed General Plan and Zoning Ordinance amendments are adopted, the applicant would then need to apply for approval of a use permit to enable site development.

Based upon the preliminary site plan submitted as part of the project application, proposed development consists of 26,900 square feet (approximately 22% of the site area), and project open space consists of 25,395 square-feet of open space area. Project parking would comprise 44,680 square-feet of parking area with a total of 142 proposed spaces (including 5 ADA compliant spaces and 70 compact spaces), situated along both sides of the project driveway along the southern property boundary and a small portion of the center of the site. Please refer to Figure 2, Project Site Plan, for an aerial photo overlay of the proposed project site plan.

The project analyzed by this Initial Study/Mitigated Negative Declaration consists of the proposed General Plan and Zoning Ordinance Map amendments and subsequent grading and development of the site at or just below the maximum density allowed under the City of Soledad's R-3 District as exemplified by the site plan.

2. PROJECT LOCATION: The proposed project site is located southeast of the intersection of 8th Street and Monterey Road within the City of Soledad in Monterey County, California. Please refer to

Figure 1, Regional Vicinity and Project Location. The parcel is currently undeveloped and owned by Ken and Keith Slama. The project site is bounded on the north by single-family residences, on the east by condominiums, on the south by the Union Pacific Railroad (UPRR) and agricultural land, and on the west by multi-family residences. The project site has the following latitude/longitude coordinates: North: 36.4186°, West: 121.3129°. Assessor Parcel Numbers: 022-183-030, -000

3. EXISTING SETTING: The subject parcel consists of a relatively flat, undeveloped, open lot between existing multi-family and single-family residential development. The UPRR line runs parallel to the southern property boundary. The project site is dominated by non-native/ruderal grassland, weedy growth and is void of any trees or shrubs. Based on a review of the United States Geological Survey (USGS) 7.5-minute topographic quadrangle for Soledad, California (1955, 1984), site elevation is approximately 206 feet above mean sea level. The site is located within an urban area and gently slopes to the southwest toward the Salinas River. An agricultural drainage channel is located east of the site at the southern tip of the parcel.

4. ENVIRONMENTAL ANALYSIS: During the Initial Study process, several issues were identified as having potentially significant environmental effects (see following Initial Study). Impacts identified as "Impact can & will be mitigated" are considered to be significant but mitigable impacts. Those potentially significant items associated with the proposed uses can be minimized to less than significant levels.

CITY OF SOLEDAD
INITIAL STUDY CHECKLIST

I.	AESTHETICS - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	***Create an aesthetically incompatible site open to public view?***	☐	☐	☒	☐
b)	***Introduce a use within a scenic view open to public view?***	☐	☐	☒	☐
c)	***Change the visual character of an area?***	☐	☐	☒	☐
d)	***Create glare or night lighting, which may affect surrounding areas?***	☐	☐	☒	☐
e)	***Impact unique geological or physical features?***	☐	☐	☒	☐
f)	***Other:*** _____	☐	☐	☐	☒

Setting. The project is located in the Salinas Valley in the City of Soledad, with Highway 101 crossing the area in a north/south direction. Salinas and the communities of Chualar and Gonzales lie to the north, while Greenfield and King City are to the south. The Salinas Valley is bound by the Santa Lucia Mountains and Los Padres National Forest on the west and by the Gabilan Mountains to the east. The mountains as seen from the floor of the Salinas Valley comprise scenic visual features. The city sits at approximately 190 feet above mean sea level, with a nearly flat topography that slopes gently

downward toward the east. The Salinas River and surrounding agricultural land comprise other visual features in the area.

The approximately 2.8-acre project site is located east of Hwy 101, at the southeast corner of the City of Soledad. The project site is undeveloped and is located in the center of the Salinas Valley floor between the Sierra de Salinas Range to the west (with the Santa Lucia Mountains beyond) and the Gabilan Mountains to the east. The site is relatively flat and void of trees or any mature vegetation. It is bound by existing single and multi-family development to the north, west and east. The UPRR line runs parallel to the southern site boundary. Agricultural uses/row crop production occurs to the southeast. Please refer to Attachment C for photos of the project site.

The project will be visible from public roadways; however, as in-fill project development, it would represent a continuation of the existing residential development on 8th and Monterey Streets. Site development would not obstruct or silhouette against any ridgelines as viewed from public vantage points. Depending upon the ultimate project site design that is approved, portions of the mountain range to the southeast may remain visible from the street.

Impact. The in-fill project is considered visually compatible with surrounding single and multi-family residential uses, and will incorporate standards discussed in Chapter 6 of the City's Design Guidelines, "Multi-Family Residential Site Planning Guidelines and Standards". No significant visual impacts are expected to occur.

Mitigation/Conclusion. No mitigation measures are necessary.

II. AGRICULTURAL RESOURCES - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a) Convert prime agricultural land to non-agricultural use?	☐	☐	☒	☐
b) Impair agricultural use of other property or result in conversion to other uses?	☐	☐	☒	☐
c) Conflict with existing zoning or Williamson Act program?	☐	☐	☐	☒
d) Other: _____	☐	☐	☐	☒

Setting. The project site is located in the Salinas Valley, which is a sediment filled basin located within the Coastal Range between the Santa Lucia Range to the west and the Gabilan Range to the east. Based on a review of the Geologic Map of California (2010), the project site is underlain by alluvial sediments consisting of Chualar loam soils. According to site-specific survey data, the project site lies at an approximate elevation of 209 feet above sea level. Chualar loam is a deep, well-drained soil with moderate permeability. Although agricultural land and row crop production is located just southeast of the project site, according to the historic site development research preformed for the Phase I Environmental Site Assessment prepared for the project (Padre, June 2013. Available for review at the City of Soledad Community and Economic Development Department), the site has not

been farmed historically. The site is not zoned for agricultural production and implementation of the proposed project would not interfere with any current agricultural operations.

Impact. The project is located in a predominantly residential area of the City, framed by urban residential development, bordering an area of active agricultural production (row crops) to the east. The agricultural use is several hundred feet from the project site southeast boundary and separated by a large drainage ditch and dirt roads. The project site itself has not been farmed in the past and implementation of the proposed project will not infringe on the current agricultural operation. The site is not zoned for agricultural use and the project would be considered an urban, in-fill development. No significant impacts to agricultural resources are anticipated.

Mitigation/Conclusion. No mitigation measures are necessary.

III.	**AIR QUALITY** - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a)	***Violate any state or federal ambient air quality standard, or exceed air quality emission thresholds as established by the applicable air quality district?***	☐	☐	☒	☐
b)	***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?***	☐	☐	☒	☐
c)	***Create or subject individuals to air pollution emissions or objectionable odors?***	☐	☒	☐	☐
d)	***Be inconsistent with the District's Air Quality Management Plan?***	☐	☐	☒	☐
e)	***Other:*** _____	☐	☐	☐	☒

Setting. The proposed project is located in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD). Dispersion of air pollution in an area is determined by such natural factors as topography, meteorology, and climate, coupled with atmospheric stability.

For the protection of public health and welfare, the federal Clean Air Act (CAA) requires the US Environmental Protection Agency (EPA) to establish national ambient air quality standards (NAAQS) for various pollutants. These pollutants are referred to as "criteria" pollutants because the EPA publishes criteria documents to justify the choice of standards. These standards define the maximum amount of an air pollutant that can be present in ambient air without harm to the public's health. Within the NCCAB, the air pollutants of primary concern, with regard to human health, include ozone,

carbon monoxide (CO), and particulate matter (PM). Exposure to increased pollutant concentrations of ozone, PM, and CO can result in various heart and lung ailments, cardiovascular and nervous system impairment, and death.

The MBUAPCD is the agency primarily responsible for ensuring that NAAQS and California ambient air quality standards (CAAQS) are not exceeded and that air quality conditions are maintained in the NCCAB. The MBUAPCD prepares plans for the attainment of ambient air quality standards, adopts and enforces rules and regulations concerning sources of air pollution, issues permits for stationary sources of air pollution, inspects stationary sources of air pollution and responds to citizen complaints, monitors ambient air quality and meteorological conditions, and implements programs and regulations required by the CAA and the California Clean Air Act (CCAA).

A proposed project would conflict with or obstruct implementation of the regional Air Quality Management Plan (AQMP) if it is inconsistent with the growth assumptions relating to population, employment, and regional growth or vehicle miles traveled. The regional AQMP for the City of Soledad and Monterey County as a whole is the 2008 Air Quality Management Plan (AQMP) for the Monterey Bay Region, prepared by the MBUAPCD. The emission inventories discussed in the AQMP are based on projected population forecasts developed by the Association of Monterey Bay Area Governments (AMBAG) (MBUPACD, 2008). AMBAG population forecasts represent a "constrained forecast" where limitations to growth due to the availability of water, wastewater treatment and local growth policies are taken into account and are periodically updated, with the next update scheduled for completion in 2014.

Proposed projects resulting in an increase in population growth beyond AMBAG's adopted forecast for the locality or region for the next five year increment would be considered inconsistent with the AQMP. In Monterey County, consistency with population forecasts is determined at the county-level, based upon AMBAG's forecasts for the County. The AMBAG forecast for Monterey County for year 2015 is estimated at approximately 466,600 persons. California Department of Finance demographic data shows that the county's population has increased by just 0.5 percent between January 2012 and January 2013, from 419,586 to approximately 421,494 residents. Accordingly, implementation of the 56-unit proposed project would not cause growth beyond the adopted 2015 forecast for the County, and the proposed residential project can therefore be considered consistent with the AQMP.

Construction Generated Emissions: Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but possess the potential to represent a significant air quality impact. The construction of the proposed project would result in the temporary generation of emissions resulting from site preparation and grading, as well as from motor vehicle exhaust associated with construction equipment and the movement of equipment across unpaved surfaces and worker trips. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities. The MBUAPCD's construction-related pollutant of concern is particulate matter smaller than 10 microns in diameter (PM_{10}), and the MBUAPCD threshold for PM_{10} is 82 pounds per day. The MBUAPCD provides screening thresholds to determine if construction activities could result in an exceedance of this threshold. According to the MBUAPCD, construction activities that involve minimal earth moving over an area of 8.1 acres, or more, could result in potentially significant temporary air quality impacts, if not mitigated. Construction activities that require more extensive site preparation (e.g., grading and excavation) may result in significant unmitigated impacts if the area of disturbance were to exceed 2.2

acres per day. The construction of the proposed project would require earth moving over 2.8 acres (an area less than 8.1 acres) and would require far less than 2.2 acres per day of ground disturbance.

Greenhouse Gas Emissions: The California Air Resources Board (CARB), the California Environmental Protection Agency, MBUAPCD and other governmental agencies with jurisdiction are in the process of developing guidelines and thresholds to address a project's cumulative contribution to greenhouse gas (GHG) in the North Central Coast Air Basin. Over the last few years, a series of related legislative acts have been made relating to this issue. There are seven greenhouses gases, as follows, in order of their global warming potential: Carbon dioxide, Methane, Nitrous oxide, Chlorofluorocarbons, Hydrofluorocarbons, Perfluorocarbons, and Sulfur hexafluoride.

It is anticipated that the MBUAPCD will be adopting GHG thresholds in the near future. In the interim, although not originally intended to reduce greenhouse gas emissions, the California Code of Regulations Title 24 (Energy Efficiency Standards for Residential and Nonresidential Buildings) was first established in 1978 to reduce California's energy consumption and requires implementation of energy-saving measures through the Building Code. The standards are updated periodically. The current standards require homes to use half the energy they used only a decade ago. Energy efficient buildings require less electricity; and electricity production by fossil fuels results in greenhouse gas emissions (namely CO_2, methane, nitrous oxide). The proposed project development will be subject to these Title 24 energy efficiency requirements resulting in decreased greenhouse gas emissions.

Impact. Implementation of the project would result in residential development encouraged by the City General Plan and is intended to meet the increased housing needs identified in the General Plan and Housing Element. Because the proposed project would not generate population growth, either on a project-specific or cumulative basis, in excess of anticipated regional growth assessed in the AQMP, its implementation would result in less than significant air quality impacts with respect to AQMP.

Construction activity associated with the proposed project would result in some emissions but on a limited scale that would not adversely affect criteria pollutant concentrations. Since the proposed area of disturbance is so limited, construction would not result in exceedance of MBUAPCD thresholds for PM_{10} and construction emissions and impacts would be less than significant.

The one potentially significant impact concerns exposure of future project residents to air pollutants. The proposed project site is bound to the south by the UPRR railroad, potentially exposing residents to emissions resulting from locomotive diesel exhaust in the event of idling. Because of the project location in proximity to the UPRR line to the south, impacts related to diesel exhaust are considered potentially significant but mitigable if idling occurs in the direct project vicinity. It should be noted that upon questioning, City staff has not witnessed train idling in the area.

Mitigation/Conclusion. In order to reduce impacts to less than significant levels, the following mitigation shall be required:

AQ-1: If train idling is observed in the direct project vicinity, the applicant shall attempt to contact the Union Pacific Railroad to inform them of the pending residential development and request that train engines not be allowed to idle in the vicinity of the proposed development.

IV.	**BIOLOGICAL RESOURCES** - *Will the project:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a)	***Result in a loss of unique or special status species or their habitats?***	☐	☐	☒	☐
b)	***Reduce the extent, diversity or quality of native or other important vegetation?***	☐	☐	☒	☐
c)	***Impact wetland or riparian habitat?***	☐	☐	☐	☒
d)	***Introduce barriers to movement of resident or migratory fish or wildlife species, or factors, which could hinder the normal activities of wildlife?***	☐	☐	☒	☐
e)	***Other:*** _____	☐	☐	☐	☒

Setting: The approximately 2.8-acre project site is a highly disturbed environment consisting of an open, vacant lot located between existing multi-family and single-family residential development and bound to the south by the UPRR line. Agricultural production (row crops) is located southeast of the site. The site does not support any structural development. The site is void of any trees, shrubs or mature vegetation.

Weedy, non-native annual grassland (California Annual Grassland) is the predominant vegetation community found on site, as well as ruderal/disturbed habitat.

In order to determine the nature of the sensitive status species know to occur in the project area, a query of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Data Base (CNDDB, 2013) was initiated, using US Geological Survey (USGS 1955) 7.5-minute quadrangle and surrounding quadrangles (Gonzales, Mount Johnson, North Chalone Peak, Greenfield, Bickmore Canyon, Palo Escrito Peak, Sycamore Flat, and Paraiso Springs). These previously recorded special-status species occurrences are included in Attachment D.

California Annual (Non-Native) Grassland. The California annual grassland series, as described by Sawyer and Keeler-Wolf (1995) correspond with the Non-Native Grassland plant community described by Holland (1986) and with Annual Grassland described in the California Wildlife Habitat Relationship (CWHR) database. This plant community is typically found on dry hillsides and valleys throughout the Central Valley and Coast Ranges, and along the coast of central and southern California. This plant community generally contains a mix of native and non-native annual grasses and forbs and often contains sparsely distributed shrubs and trees.

Grasslands provide foraging habitat for a variety of small mammals which in turn serve as a prey base for larger predator animals, including snakes, raptors ("birds of prey"), and coyotes (*Canis latrans*). Numerous invertebrate species (such as insects), many of which provide a food source for larger animals such as lizards, birds, and some small mammals can also be found within grassland habitat type. Grasslands provide valuable foraging habitat for many predators, including raptors such as the red-tailed hawk (*Buteo jamaicensis*) and northern harrier (*Circus cyaneus*).

Although this vegetation community is found on the subject parcel, the site is void of any of the trees or shrubs typically found in this community.

Developed/Disturbed (Ruderal). Ruderal habitat in the project area included areas around the margins of the site, adjacent to existing residential development and portions associated with an informal trail crossing the site used by people trespassing as a shortcut across the property.

The wildlife habitat values provided by ruderal areas are dependent on the level of ongoing disturbance, frequency of site disturbance associated with the neighboring residential uses and the type of plants present. For example, unpaved roads that receive very little human traffic are used by reptiles as sunning locations and by large mammals as movement corridors. Birds may also use exposed areas for dusting and for obtaining gravel needed in their digestion. Ornamental trees and fallow agricultural lands within ruderal habitats provide potential habitat for many species of birds, which could use the trees or fallow fields for nesting, feeding, roosting, and hawking sites. Flycatchers (*Empidonax spp.*), vireos (*Vireo spp.*), warblers *(Dendroica spp.*), various sparrows, orioles (*Icterus spp.*), red-tail hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), several species of owls, and American kestrel (*Falco sparverius*) would all be expected to use landscaping trees in ruderal areas. Animals that are commonly found within ruderal habitat include European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*), house finch (*Carpodacus mexicanus*), California quail, and rock dove (*Columba livia*).

As noted above, the project site is void of any ornamental or landscaping trees or shrubs typically found in disturbed or ruderal vegetation communities.

Impact. Although considered somewhat degraded habitat, both the California Annual (Non-Native) Grassland and Disturbed/Ruderal vegetation communities offer suitable conditions for wildlife use. However, the project site is void of any trees, shrubs or mature vegetation and contains little to no natural habitat. Some low-growing weedy vegetation was apparent, but lacking in any structure that could be used by nesting birds or raptors for nesting or foraging. No wildlife was observed at the time, and no birds were seen utilizing the property. Given the in-fill nature of the site, neighboring residential development framing the subject parcel and overall level of activity in the neighborhood, wildlife use of the site is expected to be low.

The special status species listed in the CNDDB query of the project area were not observed on the project site and are not expected to occur on-site given the fact that the parcel is framed by existing residential development, the disturbed nature of the undeveloped lot and the lack of suitable or natural habitat.

Given the nature of the vacant in-fill lot, surrounding urban land uses and lack of connectivity between open spaces, the site would not be considered conducive to wildlife movement and would not be considered a movement corridor. As such, impacts related to biological resources are considered less than significant.

Mitigation/Conclusion. No significant biological impacts are expected to occur, and no mitigation measures are necessary.

V.	CULTURAL RESOURCES - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	***Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?***	☐	☐	☐	☒
b)	***Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?***	☐	☐	☒	☐
c)	***Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?***	☐	☐	☒	☐
d)	***Disturb any human remains, including those interred outside of formal cemeteries?***	☐	☐	☒	☐
e)	***Other:*** _____	☐	☐	☐	☒

Setting. Historical, archaeological, and paleontological resources and the disturbance of human remains for the City of Soledad Planning Area, including the project site, were evaluated as part of the Final Environmental Impact Report for the City of Soledad 2005 General Plan & Wastewater Treatment and Disposal Master Plan (GP/WWTP FEIR, available for review at the City of Soledad Community Development Department). According to the FEIR, Native American archaeological sites in the central valley tend to be situated at the base of hills and on the valley floor near sources of water. Within the project area the only source of constant flowing water is the Salinas River, south of the City.

The records search of known archaeological sites within the City's Planning Area prepared under the FEIR did not reveal any previously discovered sites, aside from Highway 101 and the Los Coches Adobe.

Impact. The project site is not located near an available water source and is not located in proximity to known archaeological, historic or paleontological resources. Although remote, there is a possibility of the unanticipated and accidental discovery of archaeological and/or paleontological resources and/or human remains during project implementation. Implementation of the required City General Plan Policies and Programs would ensure protection of any archaeological or paleontological resources or human remains that may be unearthed during project construction. The City's standard project use permit conditions for projects entailing new construction impose the accepted protocol for protection of any archaeological or human remains that may be discovered during construction.

The proposed project is consistent with all of the applicable policies and programs. As a result, impacts to cultural and paleontological resources are considered less than significant.

Mitigation/Conclusion. Implementation of the required City General Plan Policies and Programs would ensure protection of any archaeological or paleontological resources or human remains that may be unearthed during project construction. In addition, standard project use permit conditions imposed

by the City of Soledad for projects entailing new construction impose the standard protocol for protection of any archaeological or human remains that may be discovered during construction. This includes, but is not limited to, stopping all further site disturbance, contacting the appropriate officials and, if required, retention of a qualified archaeologist. No additional measures are required.

VI.	**GEOLOGY AND SOILS -** ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a)	***Result in exposure to or production of unstable earth conditions, such as landslides, earthquakes, liquefaction, ground failure, land subsidence or other similar hazards?***	☐	☐	☒	☐
b)	***Be within a California Geological Survey "Alquist-Priolo Earthquake Fault Zone"?***	☐	☐	☐	☒
c)	***Result in soil erosion, topographic changes, loss of topsoil or unstable soil conditions from project-related improvements, such as vegetation removal, grading, excavation, or fill?***	☐	☐	☒	☐
d)	***Change rates of soil absorption, or amount or direction of surface runoff?***	☐	☐	☒	☐
e)	***Include structures located on expansive soils?***	☐	☐	☒	☐
f)	***Change the drainage patterns where substantial on- or off-site sedimentation/ erosion or flooding may occur?***	☐	☐	☒	☐
g)	***Involve activities within the 100-year flood zone?***	☐	☐	☐	☒
h)	***Be inconsistent with the goals and policies of the City General Plan relating to geologic and seismic hazards?***	☐	☐	☒	☐
i)	***Preclude the future extraction of valuable mineral resources?***	☐	☐	☒	☐
j)	***Other:*** _____	☐	☐	☐	☐

The following discussion is based on the GP/WWTP FEIR and the Phase I Environmental Site Assessment, 2.865-Acre Vacant Property Assessor's Parcel Number 022-183-030 Eighth Street At Monterey Road, Soledad, Monterey County, California (Padre Associates, June 2013). These documents are available for review at the City of Soledad Community Development Department.

Setting: The project site is located in the south Salinas Valley. The Gabilan Range borders the Salinas Valley on the east, and the Sierra de Salinas Range and the Santa Lucia Range borders it on the west.

The Salinas River drains the valley and the project site. The rock units of the valley are covered with 5,000–10,000 feet of sedimentary material. One of the principal geologic formations in the area is the Monterey Formation, which dominates the eastern half of the Santa Lucia Range. The Monterey Formation is generally composed of beds of diatomaceous shales, which are interbedded with siliceous cherts varying in color from black to tan to white.

The City of Soledad is located in a seismically active region. The alluvial Salinas Valley is bordered both to the east and west by active or potentially active fault zones. Faults are caused by movement of the earth's crust, which forces bedrock units located on opposite sides of a fault line to slide past each other. These lines are not discretely defined, so movement of the ground surface can occur throughout a fairly wide area that overlies a fault zone. An active fault is defined as a fault that has a historic seismic record (activity in the last 100 years) or displaces Holocene (11,000 years and younger) deposits. Faults that exhibit signs of geologically recent movement (active within the past 11,000 years) are considered the most likely to experience movement in the near future. Therefore, active faults are generally thought to have the greatest fault rupture potential. Most agencies, however, will consider potentially active faults (active within the past two million years) as being capable of generating future earthquakes. Faults classified as inactive are not considered to present a significant fault rupture hazard or seismic source. Structural damage associated with earthquake hazards can be minimized with proper foundation engineering based on an analysis of the soils on a given building site, thereby limiting the damage to habitable structures in areas most likely to have these occurrences. The land use designations and policies of the General Plan respond to the need to protect existing and future development from seismic hazards. This includes the following:

- Policy HZ5: All new development shall satisfy the applicable requirements of the Uniform Building Code;
- Policy HZ6: The City shall require the preparation of a soils engineering and geologic seismic analysis prior to permitting development in areas prone to geologic or seismic hazards (i.e., ground shaking, landslides, liquefaction, expansive soils);
- Policy HZ7: The City shall limit development in areas of steep or unstable slopes to minimize hazards by landslides or liquefaction;
- Policy HZ8: In landslide hazard areas, the City shall prohibit alteration of land in a manner that could increase the hazard, including concentration of water through drainage or irrigation systems; removal of vegetative cover; and steepening of slopes and undercutting the bases of slopes;
- Program 9.2: The City will continue to enforce the Uniform Building Code which addresses seismic safety in building location, design and construction. Responsible Agency/Department: Community Development Department.

According to Federal Emergency Management Agency (FEMA) data, the project site is located outside of any defined 100-year floodplain. The site is underlain by Chualar loam, a deep, well-drained soil with moderate permeability. The site is not located in proximity to, or zoned for, mineral resource extraction.

Impact. Seismically induced ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. Ground rupture is most likely to occur along active faults. However, the potential for ground rupture also exists along potentially active faults. The project site is not located within an Earthquake Fault Zone as established in accordance with the

Alquist-Priolo Earthquake Fault Zoning Act of 1972. The nearest fault line is the Reliez/Rinconada fault system approximately 8 miles to the west. The potential for surface rupture to occur on the site is determined to be very low, and impacts are considered less than significant.

Small to moderate earthquakes (with magnitudes less than 5.0 on the Richter Scale) are common in Monterey County. The project site is located approximately 8 miles northeast of the Rinconada Fault and 13 miles southwest of the San Andreas Fault. As such, strong shaking should be expected during the lifetime of the proposed development. Severe damage can result from ground shaking for any sustained amount of time.

However, the proposed building and foundation would be designed and constructed to meet California Building Code (CBC) standards for seismic zone compliance. In addition, the proposed project would require adherence to the City of Soledad General Plan policies and program created to mitigate seismic impacts, as outlined in the Setting discussion above.

With implementation of the CBC and City General Plan policies discussed above, impacts related to seismic hazards are considered less than significant.

Liquefaction is the loss of strength in saturated granular soils produced by seismic shaking. For this to occur, the soils must be saturated at a relatively shallow depth, of a granular (non-cohesive) nature, and be relatively loose. According to the City of Soledad General Plan, the area, including the project site, has a low estimated liquefaction potential. Impacts related to liquefaction and differential settlement are considered less than significant.

The project site is relatively flat and is from any nearby slopes; therefore, it is unlikely to be impacted by landslides. Impacts are considered to be less than significant.

The project site is underlain by the Chualar loam soil series (0-2% slope). According to the United States Department of Agriculture-Natural Resources Conservation Service's Web Soil Survey, this soil has a minimal to slight erosion hazard. A rating of slight indicates that erosion is unlikely under ordinary conditions. Implementation of the City's standard conditions of approval for dust abatement and air quality that require watering of loose soils and various erosion and dust control measures would ensure that any earthmoving activities would be properly mitigated for soil erosion. Therefore, project impacts related to soil erosion or the loss of topsoil are considered to be less than significant.

The project site is not located on an unstable geologic unit or expansive soil, nor would the site become unstable as a result of the project. Chualar loam underlies the project site and is characterized as being nearly level to gently sloping and having a slow runoff rate, low shrink-swell potential, moderately rapid permeability level, and a minimal to slight erosion hazard. Impacts related to expansive soils are considered less than significant.

Storm runoff volumes and rates will be altered as a result of construction of structures and pavement. To adequately manage storm water runoff within the City resulting from new construction, the City requires adherence to Chapter 13.52 of the Soledad Municipal Code, whereby a storm water permit must be obtained prior to the issuance of any grading or building permit for the project. A Stormwater Quality Plan, including a Storm Water Pollution Prevention Plan (SWPPP), must be completed for City review and approval prior to issuance of said permit. Chapter 13.52 requires adherence to Best

Management Practices and improvements to adequately manage and control of storm water runoff, erosion and sedimentation, including measures as needed to ensure that runoff from any source during construction and post-construction will be retained onsite or disposed offsite to an adequate storm water facility. Compliance with requirements of Chapter 13.52 will ensure that storm water impacts will be less than significant.

Mitigation/Conclusion. Implementation of the City's applicable General Plan provisions, the California Building Code as incorporated in the Soledad Municipal Code, and Chapter 13.52 of the Soledad Municipal Code will reduce impacts to less than significant levels. No additional measures are required.

	VII. HAZARDS & HAZARDOUS MATERIALS - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a)	***Result in a risk of explosion or release of hazardous substances (e.g. oil, pesticides, chemicals, radiation) or exposure of people to hazardous substances?***	☐	☐	☒	☐
b)	***Interfere with an emergency response or evacuation plan?***	☐	☐	☐	☒
c)	***Expose people to safety risk associated with airport flight pattern?***	☐	☐	☒	☐
d)	***Increase fire hazard risk or expose people or structures to high fire hazard conditions?***	☐	☐	☒	☐
e)	***Create any other health hazard or potential hazard?***	☐	☐	☒	☐
f)	***Other:*** _____	☐	☐	☐	☒

Setting. The project is not located in an area of known hazardous material contamination, and no hazardous materials uses are located on site or immediately adjacent to it. Fire protection is provided City of Soledad Fire Department, located at 525 Monterey Street in the City of Soledad. The Fire station is in close proximity to the project site, providing timely emergency support if needed. The project is not within a high severity risk area for fire. No airports are nearby, and as a result the project is not within an Airport Review area.

However, because the site is in proximity to the UPRR rail line and because of the unknown history of the undeveloped lot, a Phase I Environmental Impact Assessment (Padre Associates, June 2013) was prepared for the subject parcel. Copies of this report are available for review at the City's Community and Economic Development Department.

The Phase I ESA was completed in accordance with the guidelines outlined in the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (E-1527-05) and the U.S. Environmental Protection Agency's All Appropriate Inquiry (AAI) standard published in

2006. The objective of the ESA was to evaluate whether current or previous land use at or adjacent to the project site may have involved, or resulted in the use, storage, disposal, treatment, and/or release of hazardous substances to the environment, resulting in the determination of a Recognized Environmental Condition (REC) at the project site.

To achieve the objective of the Phase I ESA, the following tasks were completed:

- A review of readily available geologic and hydrogeologic literature;
- Historical research including a review of historical aerial photographs; Sanborn Fire Insurance Maps, historical city directories, and historical topographic maps relating to the project site;
- A site reconnaissance of the Project Site and adjacent properties;
- Interviews with knowledgeable persons of the Project Site;
- Public agency records review;
- An environmental database search; and
- The preparation of a report presenting the results of the ESA.

Impact. The results of the Phase I ESA indicated no evidence of underground storage tanks or storage and/or generation of hazardous materials observed at the project site. No evidence of sumps or pits was observed at the project site. No evidence of spills or leaks of chemicals in the form of stained soil or stressed vegetation was observed at the project site. No oil wells are reportedly located on the project site or within one-half mile. Based on a review of readily available historical information, the earliest documentation reviewed for the project site usage was an historical topographic map dated 1947. The site is shown as undeveloped land in the 1947 map. Based on the review of available aerial photographs, historical topographic maps, building department records, as well as an interview with the current property owner, the site has been vacant since prior to 1947.

Based on the information collected and reviewed during the preparation of this Phase I ESA, the following recognized environmental conditions were associated with the project site: minor amounts of solid wastes observed on the site, including furniture, appliances, baby toys, and tires. No evidence of solid waste burial was observed on-site. Given the results of this report, impacts related to hazardous materials are considered less than significant.

In addition, the project does not propose the use of hazardous materials. The project does not present a significant fire safety risk, and future development would comply with standard fire safety requirements. The project would not conflict with any emergency response evacuation plans or conflict with regional airport flight patterns. Impacts are considered less than significant.

Mitigation/Conclusion. With the removal of the minor amounts of solid waste observed on-site as part of project construction, no significant impacts as a result of hazards or hazardous materials are anticipated, and no mitigation measures are necessary.

VIII. NOISE - *Will the project:*		Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	***Expose people to noise levels that exceed the City Noise Element thresholds?***	☐	☒	☐	☐
b)	***Generate increases in the ambient noise levels for adjoining areas?***	☐	☐	☒	☐
c)	***Expose people to severe noise or vibration?***	☐	☐	☒	☐
d)	***Other:*** _____	☐	☐	☐	☒

Setting. The major noise source in the City of Soledad, as in most other communities, is traffic. Other noise generators such as railroads, aircraft, farming activities, quarry activities, and industrial and food packaging facilities can contribute to local ambient noise levels.

Some land uses are less tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than commercial or industrial activities. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design of new developments.

As ambient noise levels affect the perceived livability of a development, the mismanagement or neglect of noise impacts can impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work.

The Office of Noise Control, established by the California Noise Control Act of 1973, has developed criteria and guidelines for local agencies for use in setting standards for human exposure to noise and preparing noise elements. The noise standards developed by the Office of Noise Control and intended as guidelines for municipal noise elements and have been incorporated in the City's General Plan Noise Element. The following table has been taken from the City's Noise Element and establishes interior and exterior noise standards for new development.

As shown in the table below, the City's adopted thresholds for noise levels in multi-family residential development are 45 decibels for interior noise and 65 decibels for exterior noise.

Table 1. Interior and Exterior Noise Standards

Land Use Categories		Energy Average CNEL	
Categories	Uses	Interior[1]	Exterior[2]
Residential	Single Family, Duplex, Multi Family	45[3]	65
	Mobile Home	---	65[4]
Commercial, Industrial and Institutional	Motel, Hotel, Transient Lodging	45	65[5]
	Commercial Retail, Bank, Restaurant	55	---
	Office Building, Research and Development, Professional Office, Government Office	50	---
	Amphitheatre, Concert Hall, Auditorium, Meeting Hall	45	---
	Gymnasium	50	---
	Sports Club	55	---
	Manufacturing, Warehousing, Wholesale, Utilities	65	---
	Movie Theaters	45	---
Institutional	Hospitals, Schools	45	65
	Church, Library	45	---
Open Space	Parks	---	65

Notes:

1. Indoor environment excluding bathrooms, closets and corridors.
2. Outdoor environment limited to private yards of single family residences, multi-family private patio or balcony served by a means of exit from inside, mobile home parks, hospital patio, park picnic area, school playground, hotel/motel recreation area.
3. Noise level requirements with closed windows. Mechanical ventilation system or other means of natural ventilation shall be provided per Chapter 12 Section 1205 of the Uniform Building Code.
4. Exterior noise level should be such that interior level will not exceed 45 CNEL.
5. Except areas affected by aircraft noise.

The City's General Plan sets forth the following Noise Element Policies and Programs to address potential noise issues:

- Policy N-1: The City shall not allow development of new noise-sensitive land uses where existing or ambient noise levels exceed those shown on Figure X-1, 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 set by Figure X-1.

- Policy N-2: Where non-residential land uses are likely to generate noise levels exceeding those shown on Figure X-1 on adjacent or nearby existing or planned noise-sensitive uses, the City shall require preparation of an acoustical analysis as part of the environmental review process so that noise mitigation may be included in the project design.

- Policy N-3: New residential development shall comply with State Noise Insulation Standards.

- Policy N-4: New commercial and industrial development shall incorporate design elements to minimize the noise impact when residential neighborhoods are nearby.

- Policy N-5: Where noise mitigation measures are required to achieve the standards described in the General Plan, the emphasis of such measures shall be placed on site planning and project design. The use of noise barriers shall be considered as a means of achieving the noise standards only after all other practical design-related mitigation measures have been integrated into the project.

- Program 10.1: The City will enforce the standards contained in the Noise Element through the development review process and other means.

- Program 10.2: The City will adopt development guidelines and setback requirements as part of the zoning ordinance that include design standards for sound mitigation of the zoning ordinance that include design standards for sound mitigation.

In addition, the GP/WWTP FEIR stipulates that sensitive receptors within 630 feet of the UPRR line would experience noise levels over 65 decibels. The proposed project site, and associated residential development would be located within 630 feet from the UPRR line.

Impact. The proposed project is located in a relatively quiet residential neighborhood; however, the site is in proximity to the UPRR line which parallels the southern parcel boundary. The GP/WWTP FEIR identifies the potential for noise levels to exceed the 65 decibel exterior noise threshold for sensitive receptors within 630 feet from the UPRR line. This results in the potential for increased noise levels as experienced by residents occupying the proposed multi-family development project. Because the residents of the proposed development would likely experience noise levels in exceedance of the thresholds identified in the City's General Plan Noise Element due to proximity to the UPRR line running parallel to the southern site boundary, impacts related to interior and exterior noise levels are considered significant but mitigable.

Mitigation/Conclusion. In addition to project conformance with the standards required in the City's General Plan Noise Element, the following mitigation measures shall be required to reduce impacts to less than significant levels:

N-1: At the time of application for building or grading permits, the applicant shall clearly show on the project plans the installation of a masonry wall along the southern property boundary for the purpose of ensuring compliance with the City's noise thresholds for multi-family development. The wall shall be a fully grouted, attractive solid block wall of 8 feet to 10 feet tall (as measured from finished grade on the interior side of the wall).

N-2: Residential site and/or structure design shall be modified to ensure useable outdoor activity areas do not have direct line of sight to the southern property boundary or noise source (railroad).

N-3: Prior to final inspection or occupancy, whichever occurs first, the applicant shall provide verification to the satisfaction of the City that the project has adhered to these measures.

N-4: Prior to issuance of construction permits for the proposed project, the applicant shall submit plans showing the following:

a) Vents and other roof penetrations shall face away from the noise source (railroad). If bathrooms or kitchens are located on the south side of the residence, remote venting to other elevations shall be required, and venting shall be baffled.
b) Air conditional or a mechanical ventilation system shall be required.
c) South facing walls shall be constructed with a material or group of materials that provide a Sound Transmission Class (S.T.C) rating of 35 or better. This can be accomplished by utilizing a combination of stucco exteriors, fiber glass insulation, ½-inch sound deadening board, and interior 5/8" gypsum board.
d) South facing walls shall include the liberal use of non-hardening acoustical sealant at all construction joints, gaps between walls, and in a 6-inch wide strip down the vertical center of all interior gypsum board.
e) Double glazed windows with full gaskets and solid core doors with a S.T.C rating of 37 or better shall be installed on all southern elevations. Glass in both windows and doors shall not exceed 20 percent of the floor area in a room.

IX.	**POPULATION/HOUSING** - *Will the project:*	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a)	***Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?***	☐	☐	☒	☐
b)	***Displace existing housing or people, requiring construction of replacement housing elsewhere?***	☐	☐	☐	☒
c)	***Create the need for substantial new housing in the area?***	☐	☐	☐	☒
d)	***Use substantial amount of fuel or energy?***	☐	☐	☒	☐
e)	***Other:*** _____	☐	☐	☐	☒

Setting The City's "fair share" Regional Housing Needs Assessment (RHNA) is 897 units between 2007 and 2014. The City of Soledad's fair share of above moderate-income housing is 376 units, and, between 2007 and 2009 when the current Housing Element was adopted, 69 units had already been built, leaving a remaining need of 327 above-moderate income units. The City has adequate sites to accommodate this need with a surplus of approximately 135 units on residential sites alone. The City has also made considerable progress toward meeting its lower-income allocations. The remaining combined allocation for the extremely low-, very low-, and low-income categories is 174 units. Additionally, the City has some parcels zoned for mixed use, specifically in the C-R zone, that may

accommodate additional moderate- and above moderate-income units. (Source: City of Soledad Housing Element. 2009.)

The 2009 Housing Element contains housing goals, policies, and programs intended to encourage and facilitate housing to meet the City's identified affordable housing needs during the five-year planning period. The Housing Element presumes that vacant sites zoned for higher density (minimum of 20 units per acre) will be affordable to lower income households (according to Table 34 and Program 2.1.1 of the Housing Element). In the City of Soledad, these higher densities can only be achieved on parcels zoned as "R-3 High Density Multi-family Residential" or on sites zoned for mixed commercial-residential use.

Impact. The project applicant is proposing a 56-unit multi-family residential development that includes a General Plan amendment and related rezoning of the approximately 2.8-acre vacant subject parcel from the current R-2 Medium Density Multi-family Residential District (7-12 units per acre) to the R-3 High Density Multi-family Residential District (13 - 22 units per acre).

The project site is located contiguous with existing R-3 High Density Multi-family zoning to the west, and is bound by additional multi-family and single-family residential development. Implementation of the proposed project would encourage development consistent with the housing needs identified in the City Housing Element and with housing needs projections established by the State. In addition, the proposed project development will be required to meet all neighborhood compatibility requirements stipulated in the City General Plan and Design Guidelines. As such, impacts related to population and housing are considered less than significant.

The project would not displace any existing housing. Project energy use and related impacts are discussed under Impact Issue Area III, Air Quality. Impacts are considered less than significant.

Mitigation/Conclusion. No significant population and housing impacts are anticipated, and no mitigation measures are necessary.

	X. PUBLIC SERVICES/UTILITIES - ***Will the project have an effect upon, or result in the need for new or altered public services in any of the following areas:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a)	***Fire protection?***	☐	☐	☒	☐
b)	***Police protection (e.g., City Police, CHP)?***	☐	☐	☒	☐
c)	***Schools?***	☐	☐	☒	☐
d)	***Roads?***	☐	☐	☒	☐
e)	***Solid Wastes?***	☐	☐	☒	☐
f)	***Other public facilities?***	☐	☐	☒	☐
g)	***Other:*** _____	☐	☐	☐	☒

Setting. Police and Fire. Fire protection and emergency response services within the City are provided by the Soledad Fire Department, which is staffed by ten full-time personnel and

supplemented by both part time staff and volunteers. The Mission Soledad Rural Fire Protection District serves the rural areas surrounding the City. The City also maintains a mutual aid agreement with the California Division of Forestry to provide further fire protection services as needed. The Soledad Police Department is staffed by 20 sworn officers and six non-sworn personnel. Its services are augmented through a mutual aid agreement with the cities of Greenfield and Gonzales and with the Monterey County Sheriff's Department.

Schools. The Soledad Unified School District provides educational services for City residents, currently operating five elementary schools, one middle school and one high school. Adequate capacity exists to accommodate additional students although several schools, particularly the Main Street Middle School, are approaching full capacity.

Recreation. According to the Soledad Parks and Recreation Master Plan (2009), the City of Soledad has approximately 33 acres of improved parkland and recreational facilities, including a community center and little league fields. In addition, the Soledad Mission Recreation District owns and operates an additional three acres of park and recreational facilities, including an indoor swimming pool, adjoining the community center. In all, the City supports 35.5 acres of improved park and recreational facilities, equivalent to 2 acres of parkland per 1,000 residents. The 2005 General Plan establishes a higher ratio of 5.0 acres of parkland per 1,000 as the desirable goal.

Solid Waste. The Salinas Valley Solid Waste Authority (SVSWA) provides solid waste services to the cities and unincorporated areas of the Salinas Valley, including the City of Soledad. Currently, the SVSWA owns three landfills, two of which are operational, and a transfer station and oversees the contract operation of these facilities. Solid waste collection is provided by Tri-Cities, a private hauler. Solid waste from the Salinas Valley region is primarily deposited at the Johnson Canyon Landfill. This facility has an estimated capacity of 6.6 million cubic yards, and is expected to provide refuse capacity for the Salinas Valley through the year 2043.

Other Public Facilities. The Monterey County Free Libraries network program supports Soledad residents with a branch library co-located with the Soledad High School at 401 Gabilan Drive. The County also operates two bookmobiles, a books-by-mail program, and other special programs, including a literacy program.

According to discussions with the City Public Works Director (Don Wilcox, personal communication, April 24, 2013) the cumulative project impacts on City services, including water, wastewater and solid waste, are within the service capabilities for the projected residential development and no new facilities or staff would be required to meet project demands.

General Plan policies related to public services include, but are not limited to:

Fire Protection

- Policy S-35. The City shall strive to achieve and maintain an Insurance Service Organization (ISO) rating of 4 or better.
- Policy S-36. The City shall strive to achieve and maintain an emergency response time of 5 minutes or less for fire emergencies over 90% of the City.

- Policy S-37. The City shall require new development to pay its fair share of providing or funding facilities that, at a minimum, achieve and maintain the fire protection standards identified in Policies S35 and S36.
- Policy S-38. The City shall ensure that all proposed developments are reviewed for compliance with fire safety standards per the Uniform Fire Code and other City standards and ordinances.

Police Protection

- Policy S-29. The City shall strive to achieve and maintain a ratio of a minimum of 1 police officer per 1,000 residents.
- Policy S-30. The City shall strive to achieve and maintain emergency response time to a maximum of 5 minutes for police emergencies.
- Policy S-31. Within the City's overall budgetary constraints, the City shall work to provide police facilities (including substation space, patrol and other vehicles, necessary equipment, and support personnel) to maintain the standards identified in Policies S29 and S30, and to develop programs to discourage substance abuse and crime among the City's youth.
- Policy S-32. The City shall require new development to pay its fair share of providing or funding facilities that, at a minimum, achieve and maintain the above police protection standards.

Schools

- Policy S-23. The City, to the extent feasible, shall ensure that new school facilities are constructed and operating prior to the occupation of residences which the schools are intended to serve.

Parks

- Policy PR-1 The City will acquire future park and recreation land and facilities by:
  a) Requiring park dedications from future residential subdivisions at the rate of three acres per 1,000 population anticipated in the project;
  b) Requiring payment of a park impact fee, or requiring the dedication of land and improvements in-lieu of fees, from all new development;
  c) Cooperating with Monterey County to acquire land for a new regional park in the Soledad planning area;
  d) Acquiring parkland near existing or potential public park or recreation sites, or near quasi-public or private sites that have a good opportunity for a joint use agreement. Acquired parkland should be contiguous to proposed or existing park and recreation facilities or provide a logical connection.
  e) Pursuing joint use agreements with public and private schools, other public government agencies, private park and recreation providers, and institutions with potential parkland to make existing or proposed park and recreation facilities available to the community on an extended basis.

Impact. Future residential development projects will require compliance with General Plan and Soledad Municipal Code requirements related to public services, including payment of applicable impact fees, and Zoning Ordinance requirements regarding site planning and development.

Implementation of the proposed project will result in additional residential development which will contribute to a cumulative demand on public services including schools, police, fire and solid waste

services. The project's direct and cumulative impacts are within the general assumptions of allowed uses within the City that were used to estimate the fees in place. As such, public service impacts are considered less than significant.

Mitigation/Conclusion. Public facility (City) and school (State Government Code 65995 et sec) fee programs have been adopted to address the project's direct and cumulative impacts, and will reduce the impacts to less than significant levels. With implementation of these requirements and the requirements within the City General Plan, impacts are considered less than significant.

XI.	**RECREATION** - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
a)	***Increase the use or demand for parks or other recreation opportunities?***	☐	☐	☒	☐
b)	***Affect the access to trails, parks or other recreation opportunities?***	☐	☐	☒	☐
c)	***Other*** _____	☐	☐	☐	☒

Setting. The City of Soledad has approximately 36 acres of improved parks and recreational facilities which include a little league field, a community center and an indoor swimming pool. Public parks and open space areas in proximity to Soledad include Mission Nuestra Senora de la Soledad, Pinnacles National Monument and the Arroyo Seco area. The current improved park/population ratio for the City of Soledad is estimated as two acres of parkland per 1,000 residents. An ideal ratio of parkland to population is typically one acre per 200-250 residents, or four to five acres per 1000 residents. The 2005 Soledad General Plan parkland goal is 5.0 acres of improved parkland per 1,000 residents.

Impact. Any proposed residential development projects will require compliance with General Plan policies related to public services, specifically, Policies PR-1through PR-3, discussed above in Section X, *Public Services*, and Zoning Ordinance requirements regarding site planning and development. All new development will also be required to pay park impact fees. As such, impacts resulting from a potential increase in use of existing neighborhood and regional parks would be less than significant.

Mitigation/Conclusion. Implementation of the required General Plan policies and ordinance fees would reduce impacts to less than significant levels. No additional measures are required.

XII.	TRANSPORTATION/ CIRCULATION - *Will the project:*	Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	***Increase vehicle trips to local or areawide circulation system?***	☐	☐	☒	☐
b)	***Reduce existing "Levels of Service" on public roadway(s)?***	☐	☐	☒	☐
c)	***Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles)?***	☐	☐	☒	☐
d)	***Provide for adequate emergency access?***	☐	☐	☒	☐
e)	***Result in inadequate parking capacity?***	☐	☐	☒	☐
f)	***Result in inadequate internal traffic circulation?***	☐	☐	☒	☐
g)	***Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.)?***	☐	☐	☒	☐
h)	***Result in a change in air traffic patterns that may result in substantial safety risks?***	☐	☐	☐	☒
i)	***Other:*** _____	☐	☐	☐	☒

Setting. The City of Soledad is located along U.S. Highway 101 in the southern Salinas Valley, one of the three main north-south transportation arteries serving Central California. Highway 101 forms the westerly-southwesterly boundary of the City proper and provides access to the City through two interchanges located at the north and south entrances to the City. Primary streets in the City's circulation network include Front Street, Moranda Road, Monterey Street, Gabilan Drive, Metz Road, San Vicente Road and West Street. In addition, the Southern Pacific Railroad provides a potential future alternative transportation mode, following the highway through the northerly section of the City. A park and ride lot is located on Front Street at the north end of the City.

Public transit services for City residents are provided by the Monterey-Salinas Transit District via Route 23 and supplemented by the City's Dial-a-Ride taxi service which operates within City limits and to adjacent residential and employment areas

Future development of the proposed project would access onto the convergence of 8th and Monterey Streets, a two-lane local road. The identified roadway is operating at acceptable levels.

In order to assess project-specific impacts related to traffic and trip generation, a traffic impact report was prepared (see Attachment B, Traffic Impact Report, Central Coast Transportation Consulting, August 21, 2013). This study evaluated traffic operations at two study intersections during the AM and PM weekday peak hours:

1. Monterey Street/Oak Street
2. East Street/Metz Drive/North Street

Two study scenarios were evaluated as part of the traffic impact analysis:

- Existing conditions reflecting recent traffic counts.
- Existing Plus Project conditions reflecting the addition of project trips.

Both study intersections are all-way-stop controlled. Level of service calculations were performed in accordance with the 2010 Highway Capacity Manual methods. The Circulation Element of the Soledad General Plan establishes LOS D as the standard for acceptable service on City streets. LOS is a quantitative measure of roadway operating conditions, with LOS A representing free-flowing conditions and LOS F representing highly congested conditions. The Circulation Element also provides roadway segment daily volume capacities, which are applied to Monterey Street both with and without the project. Monterey Street is classified as a collector road, with an estimated capacity of 12,000 vehicles per day per Table V-1 of the Circulation Element.

Trip Generation, Distribution, and Assignment

The amount of project traffic affecting the study intersections is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the total number of new trips generated by the site. Trip distribution identifies the general origins and destination of these trips, and trip assignment identifies the specific routes taken to reach these origins and destinations.

Trip Generation: The project consists of 60 three-bedroom apartments spread among five two-story buildings. The trip generation estimates were developed using rates in the Institute of Transportation Engineers' Trip Generation Manual. Table 2 summarizes the project's estimated trip generation. The project's proximity to Downtown may result in more walking and biking trips, reducing the project's trip generation below the levels analyzed herein. In order to represent a worst-case development scenario, a total of 60 three-bedroom units were utilized for trip modeling.

Table 2. Project Trip Generation

			Number of Trips					
			AM			PM		
Land Use	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Appartments[1]	60 Units	487	7	26	33	33	18	51

1. ITE Land Use Code 220, Apartment. Fitted curve equations used. Source: Trip Generation, 9th Edition, ITE (2012) and CCTC, 2013.

Trip Distribution and Assignment: The directions of approach and departure for project trips were estimated using existing trip patterns and the locations of complementary land uses in consultation with City staff. Project trips were assigned to individual intersections based on the trip distribution percentages, and were then added to the existing traffic volumes to establish Existing Plus Project Conditions.

Analysis Results: Conditions with and without the project are summarized in Table 3. Both of the study intersections operate acceptably with the project, which adds less than one second of delay to the study intersections. Detailed calculations are provided in the attached traffic report (Attachment B).

Table 3. Existing & Existing Plus Project Intersection Levels of Service

Intersection	Peak Hour	Existing		Existing Plus Project	
		Delay[1] (sec/veh)	LOS	Delay[1] (sec/veh)	LOS
1. Metz Rd/North St	AM	8.3	A	8.3	A
East St/Andalucía Dr	PM	9.7	A	9.7	A
2. Monterey St/Oak St	AM	8.1	A	8.2	A
Monterey St/Oak St	PM	10.7	B	11.3	B

1. HCM 2010 average control delay in seconds per vehicle.

The average daily traffic (ADT) on Monterey Street between 6th and 7th Streets is currently 1,655 daily vehicles. With the addition of project traffic, the ADT would be 2,142 daily vehicles. This is well below the capacity of 12,000 daily vehicles identified for this roadway type in the Circulation Element.

Impact. The Environmental Impact Reports for the Soledad 2005 General Plan and Downtown Specific Plan were reviewed to determine if future deficiencies were identified at the study locations. Neither of these documents noted the need for future improvements. Given these conclusions, the lack of pending projects in the vicinity of the proposed project, and the projects' minimal effect on LOS at the study intersections, the project is not expected to have a significant effect on future traffic conditions.

In addition to project impacts related to City traffic conditions, the project traffic report included a review of the proposed project interior circulation details. This resulted in the determination that interior turn-around distances and access was limited and the traffic report therefore included recommendations for improved turn-around for residential, public service and emergency vehicles. Subsequent review of internal site circulation by the City contract Fire Marshal resulted in revisions to the project site design that include corrected turn-around distances, as reflected in the current project site plan (see Figure 2, Project Site Plan. Attachment A). With the internal site circulation revisions reflected in the Project Site Plan, circulation impacts are considered less than significant.

The project traffic report also indicated the requirement for compliance with the City's Facilities Trip Reduction section of the Municipal Code (Section 10.58.030B) which requires the developer of new residential projects to submit a trip reduction checklist that requires measures to encourage non-motorized transportation including the provision of conveniently located bike racks.

Mitigation/Conclusion. With the implementation of the site design revisions and compliance with the City Municipal Code, impacts are considered less than significant. Further mitigation is not required.

XIII. WASTEWATER - *Will the project:*		Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	***Violate waste discharge requirements or local criteria for wastewater systems?***	☐	☐	☒	☐
b)	***Change the quality of surface or ground water (e.g., nitrogen-loading, daylighting)?***	☐	☐	☒	☐
c)	***Adversely affect City wastewater service provider?***	☐	☐	☒	☐
d)	***Other:*** _____	☐	☐	☐	☒

Setting. In 2010, the Public Works Department upgraded the City's wastewater infrastructure to provide tertiary wastewater treatment and expand facility capacity to 5.5 million gallons per day (gpd) in accordance with its adopted Long-term Wastewater Management Plan (2006). The relatively new wastewater treatment facility has been online since February 2010 and treats wastewater from the City proper, along with wastewater from two prison facilities (CDCR's Salinas State Prison and Correctional Training Facility) and some industrial dischargers outside the current City boundaries. The upgraded tertiary treatment facility both mitigates groundwater quality concerns and enables the use of recycled water for recreational and agricultural uses in the City to alleviate water consumption citywide.

Impact. The project proposes to use City wastewater services for residential development. According to discussions with the City Public Works Director (Don Wilcox, personal communication, April 24, 2013) the cumulative project impacts on City wastewater services, are within the service capabilities for the projected residential development and no new facilities or staff would be required to meet project demands. Impacts related to project wastewater generation are considered less than significant.

Mitigation/Conclusion. Measures outside of existing City General Plan and ordinance requirements are not required. Impacts are considered less than significant.

XIV. WATER - *Will the project:*		Potentially Significant	Impact can & will be mitigated	Insignificant Impact	Not Applicable
a)	*Violate any water quality standards?*	☐	☐	☒	☐
b)	*Discharge into surface waters or otherwise alter surface water quality (e.g., turbidity, temperature, dissolved oxygen, etc.)?*	☐	☐	☒	☐
c)	*Change the quality of groundwater (e.g., saltwater intrusion, nitrogen-loading, etc.)?*	☐	☐	☒	☐
d)	*Change the quantity or movement of available surface or ground water?*	☐	☐	☒	☐
e)	*Adversely affect community water service provider?*	☐	☐	☒	☐
f)	*Other:* _____	☐	☐	☐	☒

Setting. The proposed project municipal water services would be provided by the City of Soledad, which provides potable water to its customers through a system of wells, storage tanks and distribution lines within the City boundaries. The City's sole source of potable water is groundwater from the Salinas Valley Groundwater Basin which follows the Salinas River. Although the Basin has historically experienced significant overdraft, Soledad draws its water from a sub-aquifer (the Forebay Subarea) where overdraft has not been a problem.

The City's adopted Urban Water Management Plan (December 2005) provides overall water planning and supply projections that account for build-out General Plan buildout. It documents that sufficient water exists to meet the anticipated demands generated by near-term and longer-term land uses and development in the City. The related Soledad Water Master Plan identifies various capital improvements needed to the City's water supply system to adequately meet future demands. As a result, the City has added one additional well to its water supply system.

General Plan policies relating to public services and facilities include the following:

- Policy S-1. The City shall ensure through the development review process that adequate public facilities and services are available to serve new development. New development shall not be allowed until adequate public services and facilities to serve such development are provided. Where existing facilities are inadequate, new development may only be approved when the following conditions are met:
    a) The developer and/or City can demonstrate that all necessary public facilities will be adequately financed and installed in time (through fees or other means); and
    b) The facilities improvements are consistent with applicable facility plans approved by the City or other agencies in which the City is a participant.

- Policy S-2. The City shall plan for the expansion of needed water and sewer infrastructure including, but not limited to, the expansion of water production, storage and distribution facilities, the expansion of wastewater collection and treatment capacity, and storm drainage facility expansion.

- Policy S-3. Public facilities, such as wells, pumps, tanks, and yards shall be located and designed so that noise, light, odors, and appearances do not adversely affect nearby land uses.

- Policy S-8. The City shall promote the efficient use of water and reduced water demand by:
    a) Requiring water conserving design and equipment in new construction;
    b) Encouraging water conserving landscaping and other conservation;
    c) Encouraging the retrofitting of existing fixtures with water conserving fixtures.

The proposed project development would also need to comply with the stormwater management provisions of the Soledad Municipal Code Chapter 13.52 and General Plan policies related to runoff, which include:

- Policy S-14. The City shall strive to improve the quality of urban stormwater runoff and quality of groundwater recharge through the use of appropriate mitigation measures including, but not limited to, infiltration/sedimentation basins, oil/grit separators, and other management practices, including storm water retention.
- Policy S-15. City shall require new development to adequately mitigate increases in stormwater peak flows and/or volume. Mitigation measures shall take into consideration impacts on adjoining properties and impacts on groundwater recharge related to existing and proposed water wells.
- Policy S-16. City shall encourage project designs that minimize drainage concentrations and impervious coverage and maintain, to the extent feasible, natural site drainage conditions. Drainage onto adjacent properties shall be restricted to pre-project levels minus any runoff from the area to be developed.
- Policy S-17. City shall require projects to allocate land as necessary for the purpose of retaining flows and/or for the incorporation of mitigation measures for water quality and supply impacts related to urban runoff.
- Policy S-18. City shall coordinate mitigation measures with responsible agencies (including California Regional Water Quality Control Board, Monterey County Environmental Health Department, and Monterey County Water Resources Department) for the control of storm drains, the monitoring of discharges and the implementation of measures to control pollutant loads in urban storm water runoff.
- Policy S-19. Engineered drainage plans shall be required for all development projects. Engineered drainage plans shall incorporate a collection and treatment system for stormwater runoff consistent with applicable federal and State laws.

Impact. Discussions with the City Public Works Director (Don Wilcox, personal communication, April 24, 2013), confirm that the City maintains sufficient water availability to serve the proposed project. In addition, residential development under this project would be required to comply with General Plan policies relating to public services and facilities, as discussed above.

Proposed project development would be reviewed by the City as part of the development application review process in order to ensure that sufficient capacity in all public services and facilities would be available as needed to maintain desired service levels. Project development would also be required to pay applicable impact fees to mitigate cumulative impacts. As such, impacts related to water services are considered less than significant.

Although the project will not result in the need to upgrade existing City water facilities and sufficient capacity exists to provide service to the proposed residential development, the project has the potential to result in stormwater runoff given the proposed lot coverage and impervious surfaces introduced on-site. To address this impact, the proposed project development would need to comply with the stormwater management provisions of the Soledad Municipal Code Chapter 13.52, pay applicable storm drainage facility impact fees, and meet the requirements of the General Plan policies related to runoff discussed above.

Given the above City General Plan requirements, impacts associated with the construction of new storm water drainage facilities or the expansion of existing facilities are considered less than significant.

Mitigation/Conclusion. Implementation of the City's General Plan requirements address potentially significant water quantity or quality impacts, no specific measures above standard requirements have been determined necessary. Standard drainage and erosion control measures will be required for the proposed project and will provide sufficient measures to adequately protect surface water quality. No additional measures are required.

XV.	LAND USE - *Will the project:*	Inconsistent	Potentially Inconsistent	Consistent	Not Applicable
a)	***Be potentially inconsistent with land use, policy/regulation (e.g., general plan [City General Plan and ordinance], specific plan, Clean Air Plan, etc.) adopted to avoid or mitigate for environmental effects?***	☐	☐	☒	☐
b)	***Be potentially inconsistent with any habitat or community conservation plan?***	☐	☐	☒	☐
c)	***Be potentially inconsistent with adopted agency environmental plans or policies with jurisdiction over the project?***	☐	☐	☒	☐
d)	***Be potentially incompatible with surrounding land uses?***	☐	☐	☒	☐
e)	***Other:*** _____	☐	☐	☐	☒

Setting/Impact. Surrounding uses neighboring the project site include R-3 High Density and R-2 Medium Density Multi-Family Residential and Single-Family land uses. The existence of high, medium and lower density residential zoning on three sides of the project site indicate that the

proposed General Plan amendment and related rezoning from the R-2 to the R-3 District would provide for logical in-fill development and would not conflict with existing uses in the site vicinity. The proposed project has been reviewed for consistency with policy and/or regulatory documents relating to the environment and appropriate land use (e.g., City Land Use Ordinance, General Plan, etc.) and has been determined to be in substantial conformance. The requested General Plan land use map amendment and related residential development will help provide adequate housing to meet population projections anticipated under the current General Plan. In addition, , the proposed will help implement the housing strategies identified in the Housing Element and satisfy the City's identified fair share housing allocation.

The project is not within or adjacent to a habitat or community conservation plan. The project is consistent or compatible with the surrounding uses as discussed in this Initial Study.

Mitigation/Conclusion. No inconsistencies were identified and therefore no additional measures above what will already be required are determined necessary.

XVI. MANDATORY FINDINGS OF SIGNIFICANCE - ***Will the project:***	**Potentially Significant**	**Impact can & will be mitigated**	**Insignificant Impact**	**Not Applicable**
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 history or prehistory?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

For further information on CEQA or the City's environmental review process, please contact the City Community and Economic Development Department, or the California Environmental Resources Evaluation System at "http://ceres.ca.gov/topic/env_law/ceqa/guidelines/" for information about the California Environmental Quality Act.

5. REFERENCES AND RESOURCES

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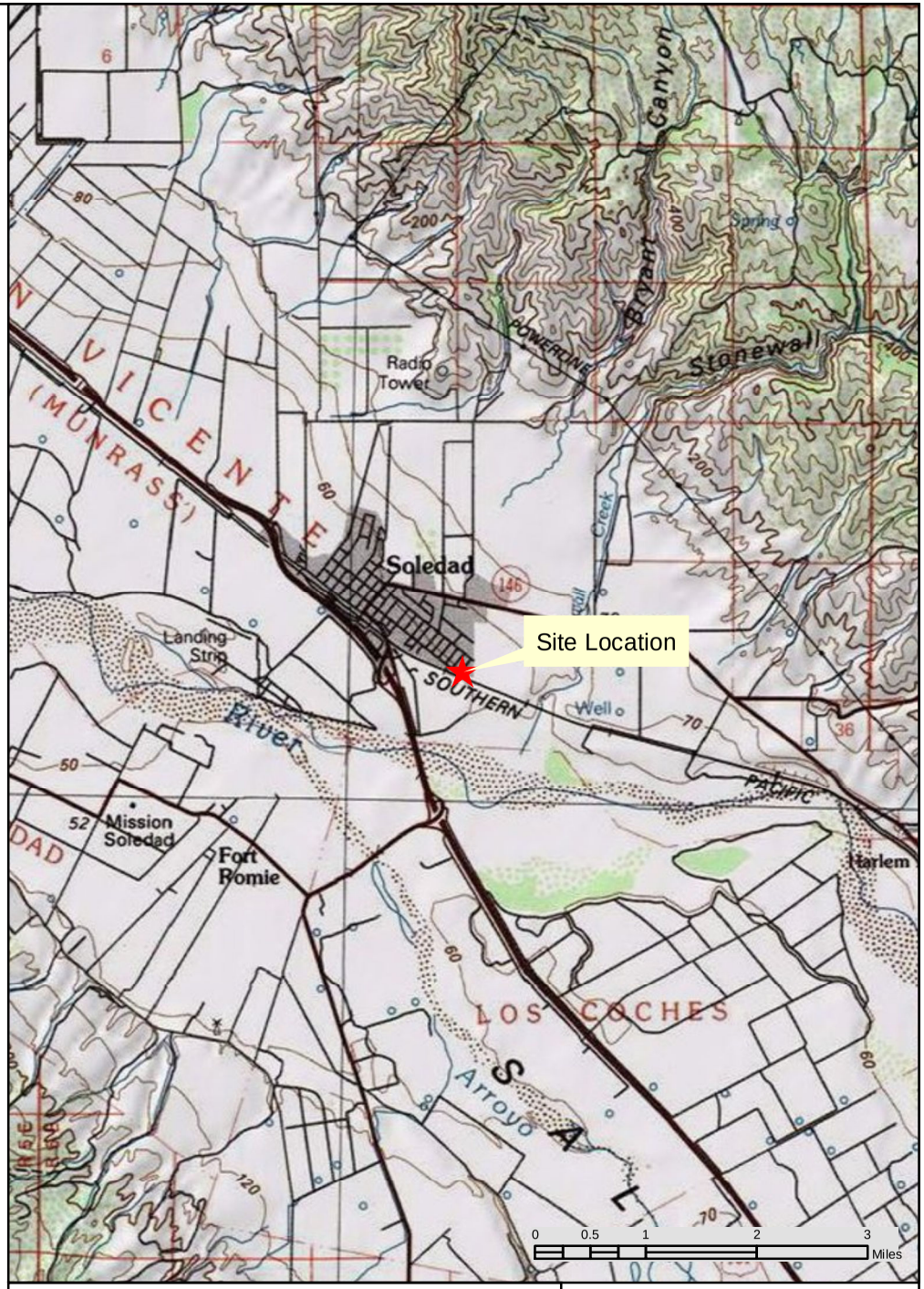
Attachment A:
Figure 1, Site Location. Figure 2, Project Site Plan



OLIVEIRA ENVIRONMENTAL CONSULTING

KMA KEVIN MERK ASSOCIATES

N W E S

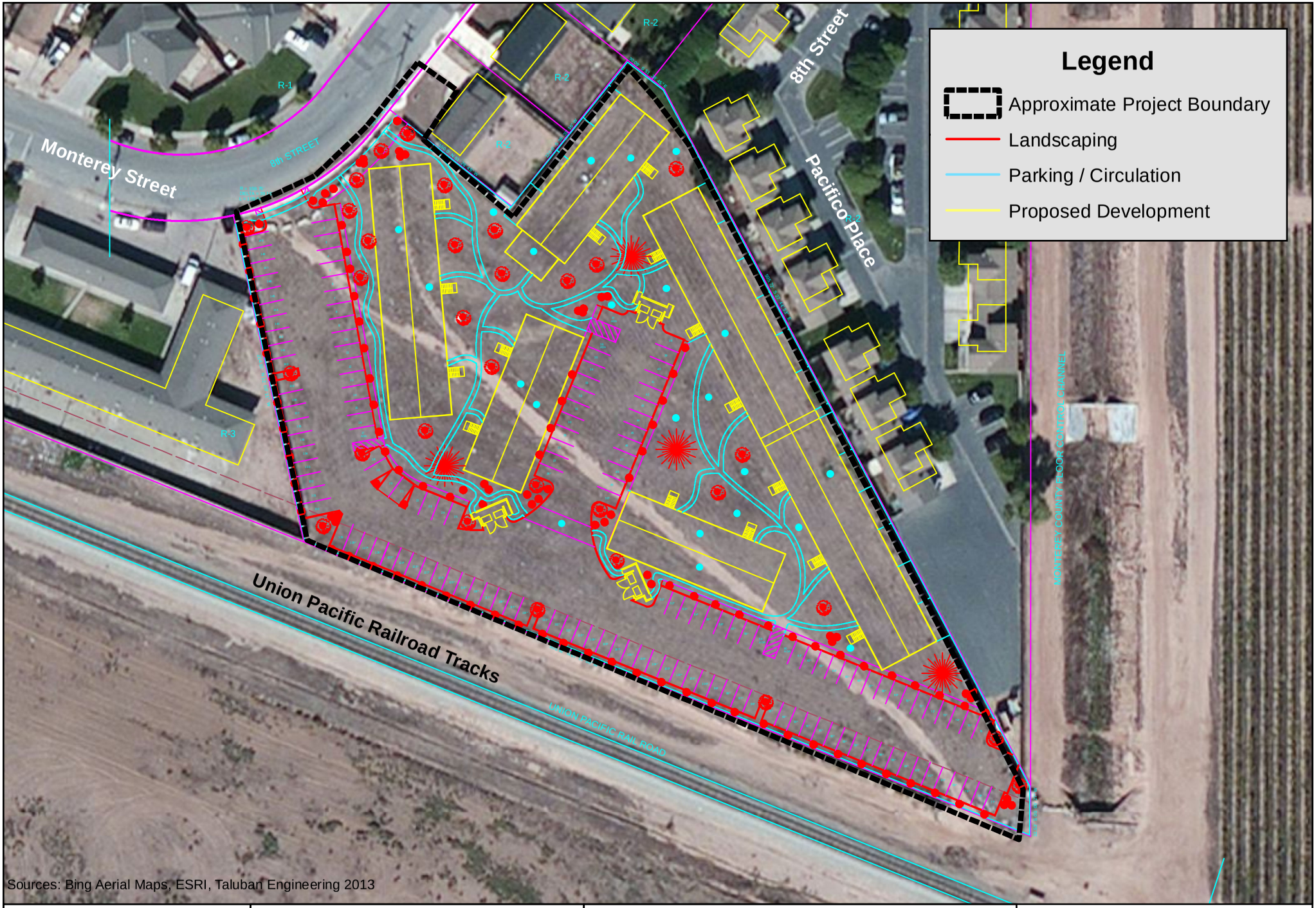
0 2 4 8 12
Miles

8th and Monterey Street Multi-Family Residential Development and GPA

City of Soledad

Figure 1

Regional Vicinity and Project Location



OLIVEIRA ENVIRONMENTAL CONSULTING

KMA KEVIN MERK ASSOCIATES

N W E S

0 5 10 20 30 40 Meters

1 inch = 100 feet

8th and Monterey Street Multi-Family Residential Development and GPA

City of Soledad

Figure 2

Project Site Plan

Attachment B:
Project Traffic Impact Report

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

August 21, 2013

Jeff Oliveira
Oliveira Environmental Consulting LLC
1645 Hillcrest Place
San Luis Obispo, CA 93401

Mr. Oliveira:

This letter summarizes the transportation impact analysis conducted for the Multi-Family Residential project located at the corner of 8th Street and Monterey Street in Soledad, California. The project proposes 60 three-bedroom apartments with 149 parking spaces.

SUMMARY

This study evaluates traffic operations at two study intersections during the AM and PM weekday peak hours:

1. Monterey Street/Oak Street
2. East Street/Metz Drive/North Street

Two study scenarios are evaluated:

- Existing conditions reflecting recent traffic counts.
- Existing Plus Project conditions reflecting the addition of project trips.

The study intersections would operate acceptably at level of service (LOS) B or better under Existing and Existing Plus Project conditions. The analysis details are provided below

ANALYSIS APPROACH

Both study intersections are all-way-stop controlled. Level of service calculations were performed in accordance with the 2010 Highway Capacity Manual methods. The Circulation Element of the Soledad General Plan establishes LOS D as the standard for acceptable service on City streets. LOS is a quantitative measure of roadway operating conditions, with LOS A representing free-flowing conditions and LOS F representing highly congested conditions. The LOS thresholds are shown in Table 1.

The Circulation Element also provides roadway segment daily volume capacities, which are applied to Monterey Street both with and without the project. Monterey Street is classified as a collector road, with an estimated capacity of 12,000 vehicles per day per Table V-1 of the Circulation Element.

Table 1: Vehicular Level of Service Thresholds			
Signalized Intersections[1]		**Stop Sign Controlled Intersections[2]**	
Control Delay (seconds/vehicle)	**Level of Service**	**Control Delay (seconds/vehicle)**	**Level of Service**
≤ 10	A	≤ 10	A
> 10 - 20	B	> 10 - 15	B
> 20 - 35	C	> 15 - 25	C
> 35 - 55	D	> 25 - 35	D
> 55 - 80	E	> 35 - 50	E
> 80	F	> 50	F
1. Per Exhibit 18-4 of the 2010 *Highway Capacity Manual.*			
2. Per Exhibits 19-1 and 20-2 of the 2010 *Highway Capacity Manual.*			

TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

The amount of project traffic affecting the study intersections is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the total number of new trips generated by the site. Trip distribution identifies the general origins and destination of these trips, and trip assignment identifies the specific routes taken to reach these origins and destinations.

Trip Generation

The project consists 60 three-bedroom apartments spread among five two-story buildings. The trip generation estimates were developed using rates in the Institute of Transportation Engineers' *Trip Generation Manual.* Table 2 summarizes the project's estimated trip generation. The project's proximity to Downtown may result in more walking and biking trips, reducing the project's trip generation below the levels analyzed herein.

Table 2: Project Trip Generation								
		Number of Trips						
			AM			**PM**		
Land Use	**Size**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Apartment[1]	60 units	487	7	26	33	33	18	51
1. ITE Land Use Code 220, Apartment. Fitted curve equations used.								
Source: Trip Generation, 9th Edition, ITE (2012) and CCTC, 2013								

Trip Distribution and Assignment

The directions of approach and departure for project trips were estimated using existing trip patterns and the locations of complementary land uses in consultation with City staff. Project trips were assigned to individual intersections based on the trip distribution percentages, and were then added to the existing traffic volumes to establish Existing Plus Project Conditions. Figure 2 shows the trip distribution percentages, project trip assignment, and Existing Plus Project volumes.

ANALYSIS RESULTS

Conditions with and without the project are summarized in Table 3. Both of the study intersections operate acceptably with the project, which adds less than one second of delay to the study intersections. Detailed calculation sheets are provided in Appendix A.

Table 3: Existing & Existing Plus Project Intersection Levels of Service					
		Existing		Existing Plus Project	
Intersection	Peak Hour	Delay[1] (sec/veh)	LOS	Delay[1] (sec/veh)	LOS
1. Metz Rd/North St/	AM	8.3	A	8.3	A
East St/Andalucia Dr/	PM	9.7	A	9.7	A
2. Monterey St/Oak St	AM	8.1	A	8.2	A
	PM	10.7	B	11.3	B
1. HCM 2010 average control delay in seconds per vehicle.					

The average daily traffic (ADT) on Monterey Street between 6th and 7th Streets is currently 1,655 daily vehicles. With the addition of project traffic, the ADT would be 2,142 daily vehicles. This is well below the capacity of 12,000 daily vehicles identified for this roadway type in the Circulation Element.

The Environmental Impact Reports for the Soledad 2005 General Plan and Downtown Specific Plan were reviewed to determine if future deficiencies were identified at the study locations. Neither of these documents noted the need for future improvements. Given these conclusions, the lack of pending projects in the vicinity of the proposed project, and the projects' minimal effect on LOS at the study intersections, the project is not expected to have a significant effect on future traffic conditions.

SITE ACCESS AND CIRCULATION

The project's site plan is shown on Figure 1. Site access is generally adequate. The project driveway is located on the outside of the Monterey Street/8th Street curve and sight distance from the driveway is adequate. The following recommendations are provided to improve on-site circulation:

- The parking lot should provide a space designated for vehicle turn-around at the end of the southeast parking aisle.
- The on-site circulation of garbage trucks and fire trucks should be reviewed by the project's designer.
- The site plan does not show the provision of bike racks. In accordance with the City's Facilities Trip Reduction section of the Municipal Code (Section 10.58.030B) the developer of new residential projects must submit a trip reduction checklist. The provision of conveniently located bike racks would encourage bicycling and reduce the incidence of bicycles parked illegally (locked to trees, etc). A rack for each of the five buildings is recommended to encourage non-motorized transportation.

Please let me know if you have any questions. I appreciate the opportunity to assist with this project.

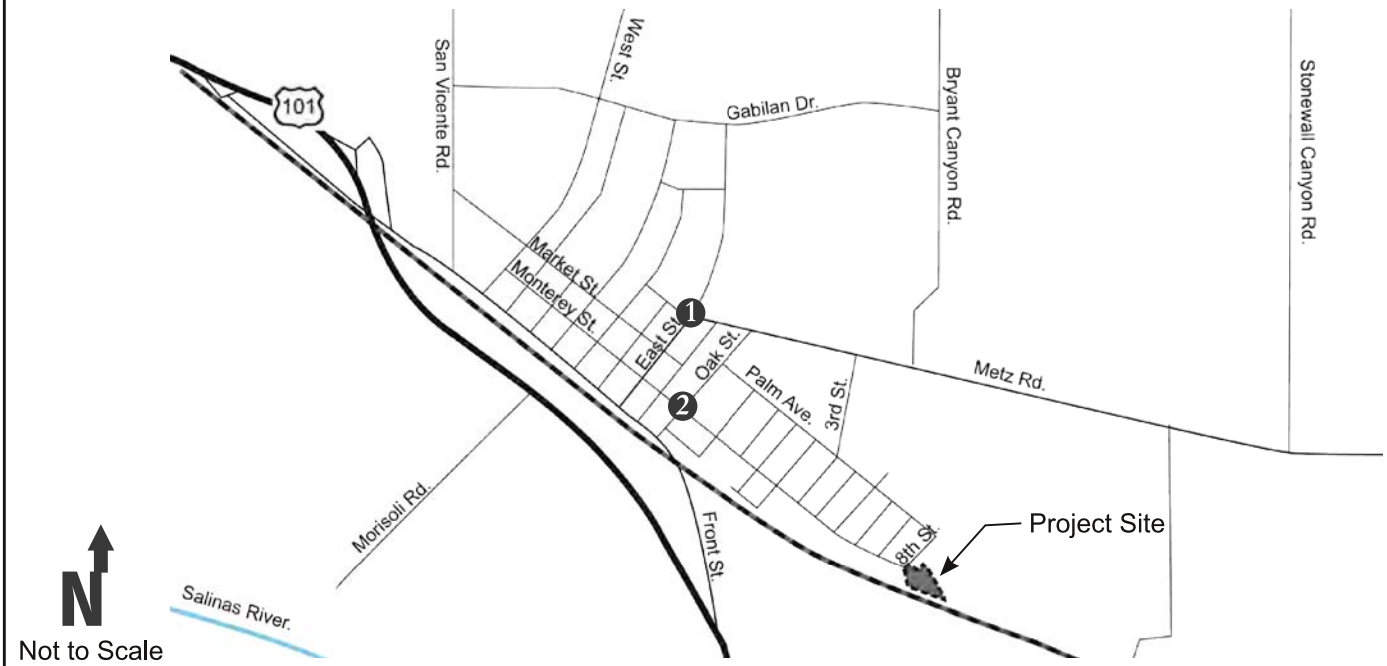
Sincerely,

Joe Fernandez, PE, AICP
Principal

Enclosures:
Figure 1: Study Area, Study Intersections, and Site Plan
Figure 2: Traffic Volume Summary
Appendix A: Traffic Count Sheets
Appendix B: LOS Calculation Sheets

Figure 1: Study Area, Study Intersections and Site Plan

Study Area and Study Intersections



Site Plan

Legend:

7 - Study Area Intersection

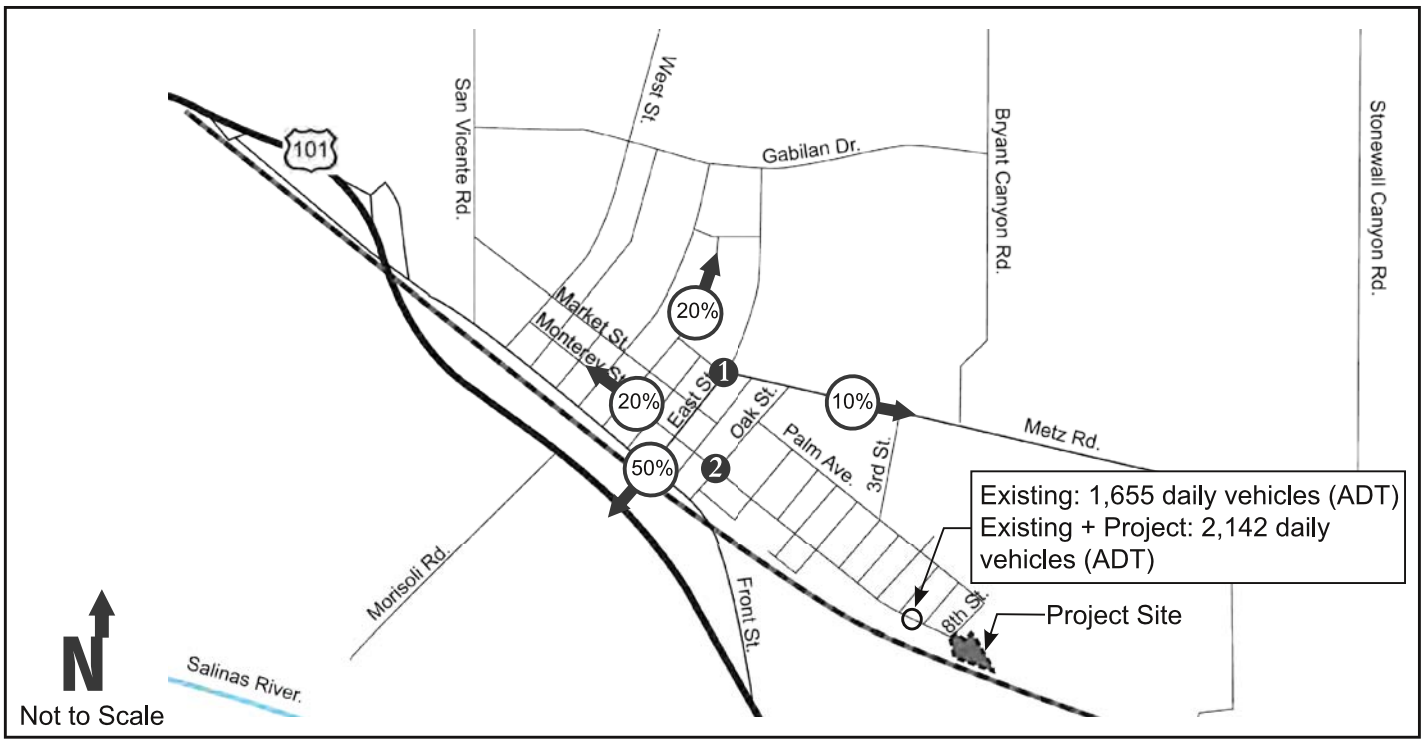
- Project Site

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

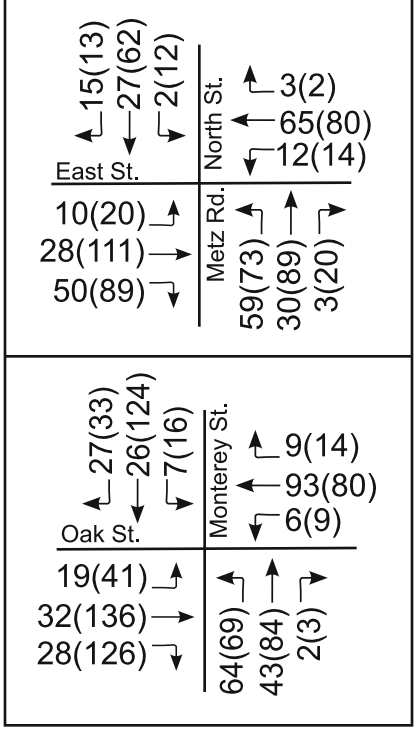
August 2013

Soledad 8th Street Apartments

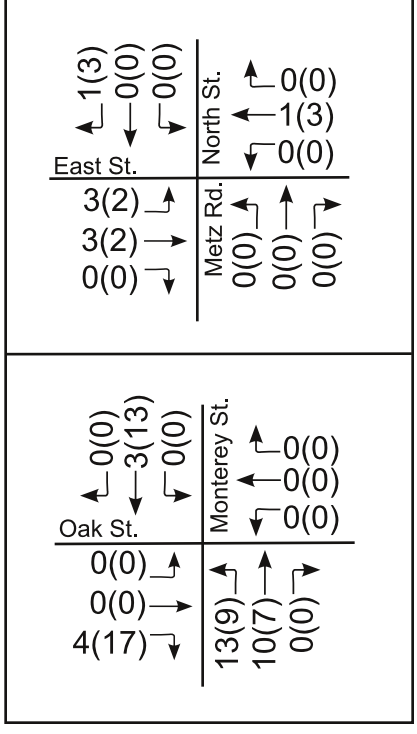
Figure 2: Traffic Volume Summary



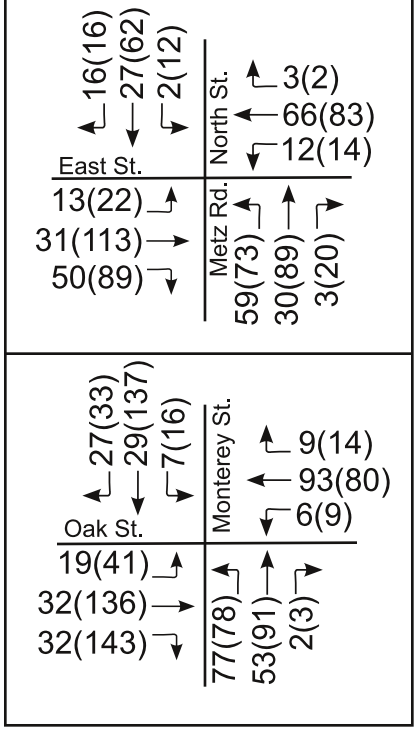
Existing Peak Hour Volumes



Project Trip Assignment



Existing Plus Project Peak Hour Volumes



Legend:

- ❼ - Study Area Intersection
- ▩ - Project Site
- ←3% - Project Trip Distribution Percentage
- xx(yy) - AM(PM) Peak Hour Traffic Volumes

Central Coast Transportation Consulting
Traffic Engineering & Transportation Planning

August 2013

Soledad 8th Street Apartments

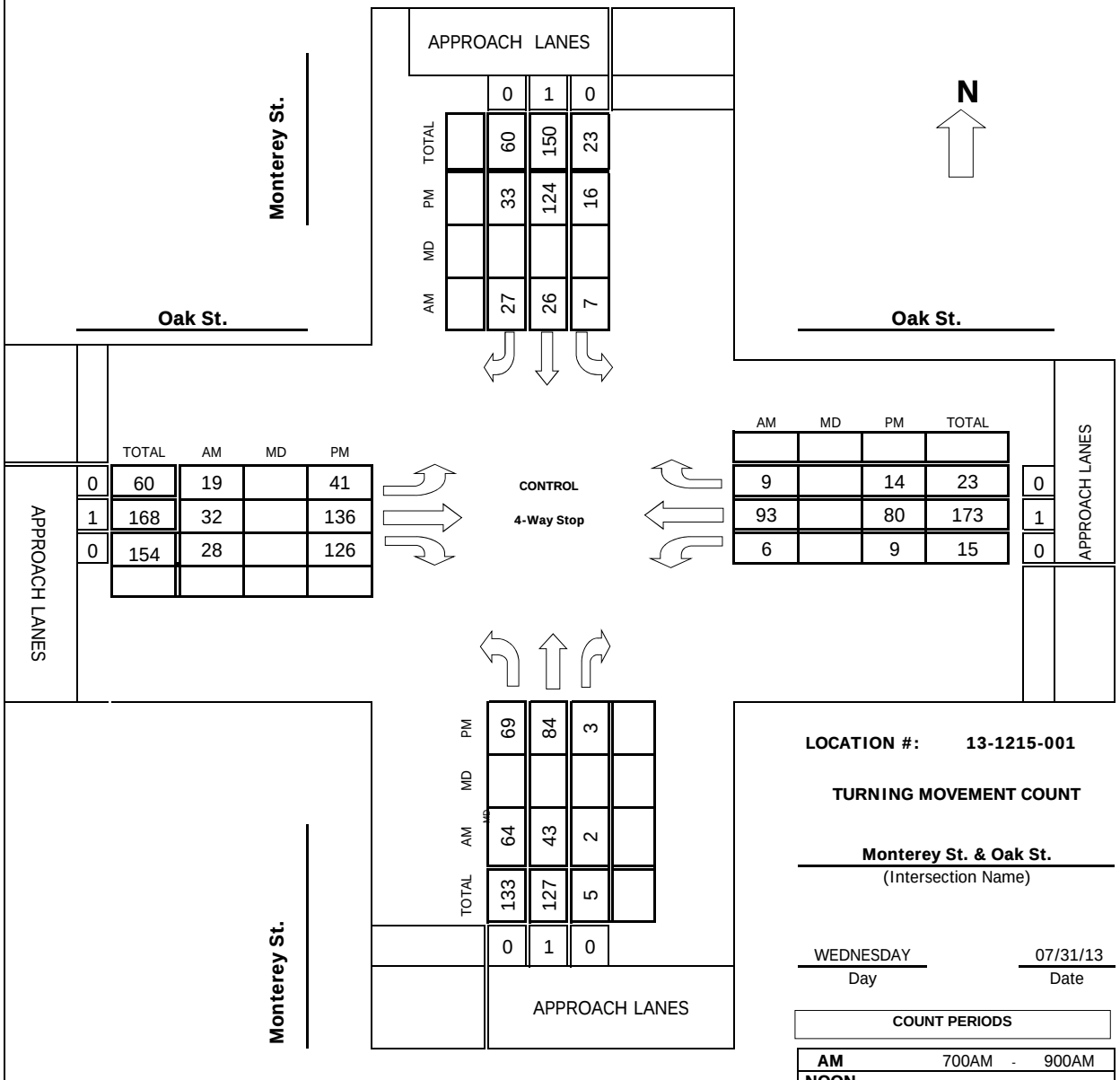
Appendix A: Traffic Count Sheets

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 13-1215-001

TMC SUMMARY OF Monterey St. & Oak St.



LOCATION #: 13-1215-001

TURNING MOVEMENT COUNT

Monterey St. & Oak St.
(Intersection Name)

WEDNESDAY — Day
07/31/13 — Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

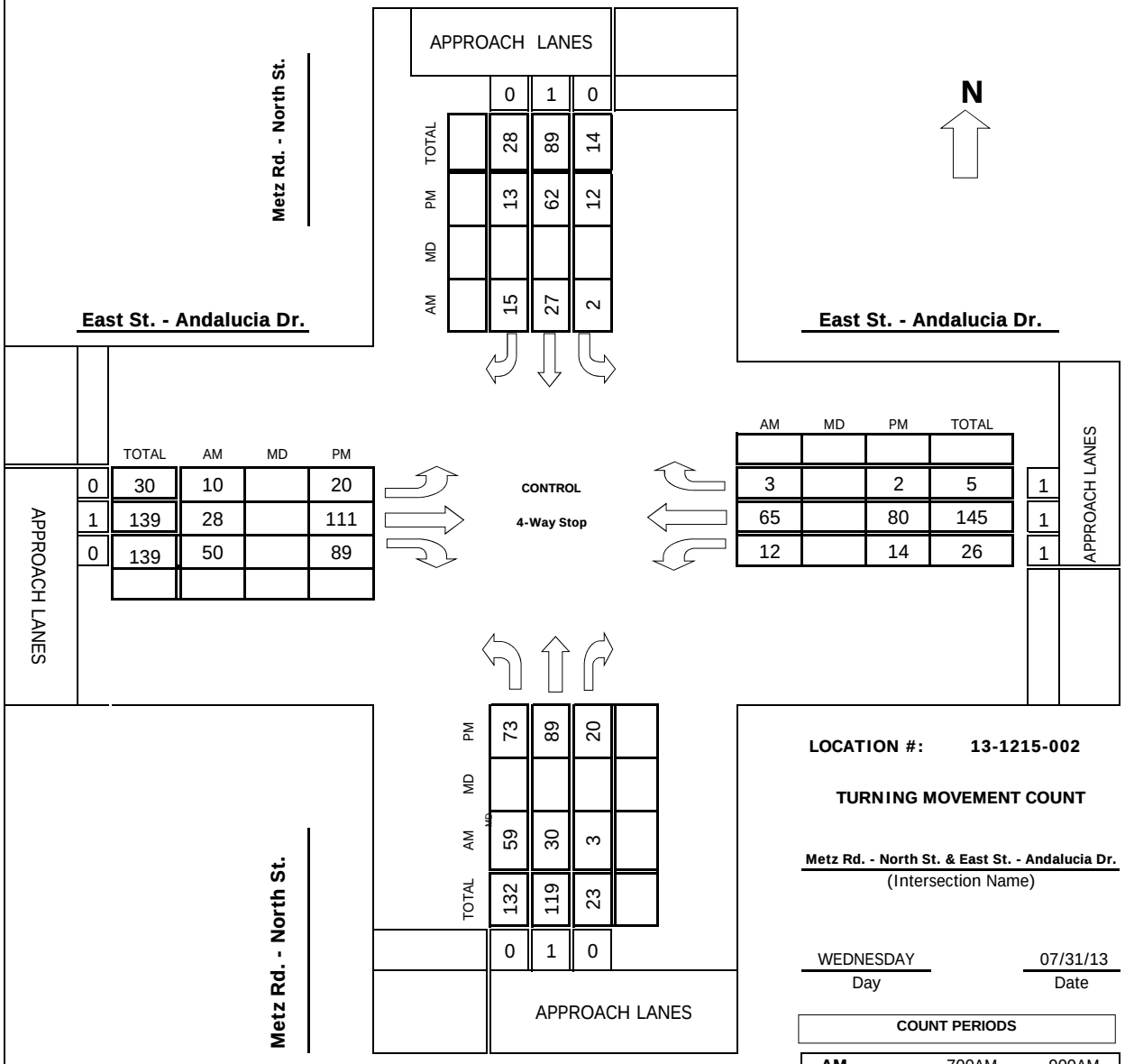
PM PEAK HOUR 430 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

Project #: 13-1215-002

TMC SUMMARY OF Metz Rd. - North St. & East St. - Andalucia Dr.



LOCATION #: 13-1215-002

TURNING MOVEMENT COUNT

Metz Rd. - North St. & East St. - Andalucia Dr.
(Intersection Name)

WEDNESDAY — Day
07/31/13 — Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 415 PM

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, July 30, 2013 & Wednesday, July 31, 2013 **City:** Soledad **Project#** 13-1215-003

Location : Monterey St. btwn. 5th St. & 7th St.

2-DAY AVERAGE

AM Period	NB		SB		EB		WB			PM Period	NB		SB		EB		WB		
00:00	1		4		0		0			12:00	10		7		0		0		
00:15	1		1		0		0			12:15	5		12		0		0		
00:30	1		2		0		0			12:30	8		10		0		0		
00:45	1	4	1	7	0	0	0	0	10	12:45	8	31	11	40	0	0	0	0	70
01:00	2		1		0		0			13:00	7		9		0		0		
01:15	0		2		0		0			13:15	8		10		0		0		
01:30	1		0		0		0			13:30	8		7		0		0		
01:45	2	5	2	5	0	0	0	0	9	13:45	6	29	7	32	0	0	0	0	61
02:00	1		1		0		0			14:00	23		10		0		0		
02:15	1		1		0		0			14:15	17		15		0		0		
02:30	2		0		0		0			14:30	15		12		0		0		
02:45	4	6	2	3	0	0	0	0	9	14:45	12	66	20	57	0	0	0	0	123
03:00	3		1		0		0			15:00	12		15		0		0		
03:15	2		1		0		0			15:15	18		19		0		0		
03:30	3		0		0		0			15:30	15		12		0		0		
03:45	2	9	1	2	0	0	0	0	11	15:45	19	63	11	56	0	0	0	0	119
04:00	4		2		0		0			16:00	14		18		0		0		
04:15	7		1		0		0			16:15	19		28		0		0		
04:30	13		3		0		0			16:30	18		19		0		0		
04:45	17	41	2	8	0	0	0	0	48	16:45	15	65	24	88	0	0	0	0	153
05:00	27		5		0		0			17:00	15		17		0		0		
05:15	29		6		0		0			17:15	15		15		0		0		
05:30	43		8		0		0			17:30	10		16		0		0		
05:45	19	117	5	23	0	0	0	0	140	17:45	10	49	20	68	0	0	0	0	117
06:00	10		5		0		0			18:00	15		33		0		0		
06:15	10		9		0		0			18:15	15		29		0		0		
06:30	14		4		0		0			18:30	10		18		0		0		
06:45	9	42	3	21	0	0	0	0	63	18:45	18	58	24	103	0	0	0	0	160
07:00	11		8		0		0			19:00	16		17		0		0		
07:15	4		5		0		0			19:15	11		17		0		0		
07:30	8		3		0		0			19:30	12		17		0		0		
07:45	7	29	2	18	0	0	0	0	47	19:45	13	51	14	65	0	0	0	0	116
08:00	8		5		0		0			20:00	12		15		0		0		
08:15	10		4		0		0			20:15	10		17		0		0		
08:30	9		3		0		0			20:30	12		13		0		0		
08:45	7	33	1	12	0	0	0	0	45	20:45	6	39	10	55	0	0	0	0	94
09:00	8		5		0		0			21:00	7		10		0		0		
09:15	9		5		0		0			21:15	13		10		0		0		
09:30	7		5		0		0			21:30	4		5		0		0		
09:45	4	27	2	16	0	0	0	0	43	21:45	3	26	2	27	0	0	0	0	53
10:00	8		4		0		0			22:00	5		6		0		0		
10:15	8		6		0		0			22:15	4		6		0		0		
10:30	10		6		0		0			22:30	3		4		0		0		
10:45	8	34	5	21	0	0	0	0	55	22:45	4	14	5	20	0	0	0	0	34
11:00	9		8		0		0			23:00	2		7		0		0		
11:15	8		5		0		0			23:15	2		4		0		0		
11:30	8		6		0		0			23:30	1		2		0		0		
11:45	12	36	7	26	0	0	0	0	61	23:45	2	6	2	14	0	0	0	0	20

Total Vol.	381		158						**539**		495		622						**1116**
GPS Coordinates:			0																

Daily Totals

NB	SB	**Combined**
875	780	**1655**

	AM			**PM**		
Split %	70.7%	29.3%	**32.5%**	44.3%	55.7%	**67.5%**
Peak Hour	05:00	11:45	**05:00**	15:45	18:00	**18:00**
Volume	117	36	**140**	69	103	**160**
P.H.F.	0.68	0.74	**0.69**	0.93	0.78	**0.84**

Appendix B: LOS Calculation Sheets

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	10	28	50	12	65	3	59	30	3	2	27	15
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	31	55	13	71	3	65	33	3	2	30	16
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	7.7	8.4	8.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	66%	0%	26%	0%	16%	0%	7%	0%
Vol Thru, %	34%	0%	74%	0%	84%	0%	93%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	3	38	50	77	3	29	15
LT Vol	30	0	28	0	65	0	27	0
Through Vol	0	3	0	50	0	3	0	15
RT Vol	59	0	10	0	12	0	2	0
Lane Flow Rate	98	3	42	55	85	3	32	16
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.146	0.004	0.06	0.066	0.12	0.004	0.045	0.02
Departure Headway (Hd)	5.362	4.327	5.142	4.307	5.09	4.309	5.122	4.384
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	671	829	699	834	707	832	700	818
Service Time	3.08	2.045	2.858	2.024	2.807	2.026	2.843	2.105
HCM Lane V/C Ratio	0.146	0.004	0.06	0.066	0.12	0.004	0.046	0.02
HCM Control Delay	9	7.1	8.2	7.3	8.5	7	8.1	7.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.5	0	0.2	0.2	0.4	0	0.1	0.1

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	19	32	28	6	93	9	64	43	2	7	26	27
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	34	30	6	100	10	69	46	2	8	28	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.2	8.4	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	24%	6%	12%
Vol Thru, %	39%	41%	86%	43%
Vol Right, %	2%	35%	8%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	109	79	108	60
LT Vol	43	32	93	26
Through Vol	2	28	9	27
RT Vol	64	19	6	7
Lane Flow Rate	117	85	116	65
Geometry Grp	1	1	1	1
Degree of Util (X)	0.149	0.102	0.142	0.077
Departure Headway (Hd)	4.564	4.32	4.409	4.277
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	831	815	839
Service Time	2.583	2.338	2.426	2.296
HCM Lane V/C Ratio	0.148	0.102	0.142	0.077
HCM Control Delay	8.4	7.8	8.2	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.5	0.3	0.5	0.2

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	20	111	89	14	80	2	73	89	20	12	62	13
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	122	98	15	88	2	80	98	22	13	68	14
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.2	9.6	10.5	9.2
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	45%	0%	15%	0%	15%	0%	16%	0%
Vol Thru, %	55%	0%	85%	0%	85%	0%	84%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	20	131	89	94	2	74	13
LT Vol	89	0	111	0	80	0	62	0
Through Vol	0	20	0	89	0	2	0	13
RT Vol	73	0	20	0	14	0	12	0
Lane Flow Rate	178	22	144	98	103	2	81	14
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.284	0.029	0.221	0.129	0.163	0.003	0.13	0.02
Departure Headway (Hd)	5.746	4.814	5.539	4.757	5.682	4.901	5.736	4.948
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	621	737	645	748	626	723	620	716
Service Time	3.52	2.588	3.307	2.524	3.463	2.682	3.52	2.731
HCM Lane V/C Ratio	0.287	0.03	0.223	0.131	0.165	0.003	0.131	0.02
HCM Control Delay	10.8	7.7	9.9	8.2	9.6	7.7	9.4	7.8
HCM Lane LOS	B	A	A	A	A	A	A	A
HCM 95th-tile Q	1.2	0.1	0.8	0.4	0.6	0	0.4	0.1

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	41	136	126	9	80	14	69	84	3	16	124	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	148	137	10	87	15	75	91	3	17	135	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.6	9.4	10.3	10.2
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	14%	9%	9%
Vol Thru, %	54%	45%	78%	72%
Vol Right, %	2%	42%	14%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	303	103	173
LT Vol	84	136	80	124
Through Vol	3	126	14	33
RT Vol	69	41	9	16
Lane Flow Rate	170	329	112	188
Geometry Grp	1	1	1	1
Degree of Util (X)	0.257	0.437	0.166	0.274
Departure Headway (Hd)	5.449	4.89	5.331	5.254
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	661	741	674	686
Service Time	3.464	2.89	3.356	3.269
HCM Lane V/C Ratio	0.257	0.444	0.166	0.274
HCM Control Delay	10.3	11.6	9.4	10.2
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1	2.2	0.6	1.1

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	13	31	50	12	66	3	59	30	3	2	27	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	34	55	13	73	3	65	33	3	2	30	18
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	7.8	8.4	8.9	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	66%	0%	30%	0%	15%	0%	7%	0%
Vol Thru, %	34%	0%	70%	0%	85%	0%	93%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	89	3	44	50	78	3	29	16
LT Vol	30	0	31	0	66	0	27	0
Through Vol	0	3	0	50	0	3	0	16
RT Vol	59	0	13	0	12	0	2	0
Lane Flow Rate	98	3	48	55	86	3	32	18
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.146	0.004	0.069	0.066	0.121	0.004	0.046	0.022
Departure Headway (Hd)	5.382	4.347	5.164	4.314	5.101	4.321	5.141	4.404
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	668	825	696	832	705	830	698	814
Service Time	3.101	2.065	2.881	2.03	2.818	2.038	2.862	2.124
HCM Lane V/C Ratio	0.147	0.004	0.069	0.066	0.122	0.004	0.046	0.022
HCM Control Delay	9	7.1	8.3	7.3	8.5	7.1	8.1	7.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.5	0	0.2	0.2	0.4	0	0.1	0.1

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	19	32	32	6	93	9	77	53	2	7	29	27
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	34	34	6	100	10	83	57	2	8	31	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8.3	8.6	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	58%	23%	6%	11%
Vol Thru, %	40%	39%	86%	46%
Vol Right, %	2%	39%	8%	43%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	132	83	108	63
LT Vol	53	32	93	29
Through Vol	2	32	9	27
RT Vol	77	19	6	7
Lane Flow Rate	142	89	116	68
Geometry Grp	1	1	1	1
Degree of Util (X)	0.181	0.108	0.145	0.082
Departure Headway (Hd)	4.585	4.368	4.481	4.333
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	821	801	827
Service Time	2.606	2.392	2.504	2.356
HCM Lane V/C Ratio	0.181	0.108	0.145	0.082
HCM Control Delay	8.6	7.9	8.3	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.4	0.5	0.3

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	22	113	89	14	83	2	73	89	20	12	62	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	124	98	15	91	2	80	98	22	13	68	18
Number of Lanes	0	1	1	0	1	1	0	1	1	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	9.3	9.7	10.6	9.1
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	45%	0%	16%	0%	14%	0%	16%	0%
Vol Thru, %	55%	0%	84%	0%	86%	0%	84%	0%
Vol Right, %	0%	100%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	20	135	89	97	2	74	16
LT Vol	89	0	113	0	83	0	62	0
Through Vol	0	20	0	89	0	2	0	16
RT Vol	73	0	22	0	14	0	12	0
Lane Flow Rate	178	22	148	98	107	2	81	18
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.285	0.03	0.229	0.13	0.169	0.003	0.13	0.024
Departure Headway (Hd)	5.773	4.841	5.557	4.77	5.696	4.917	5.762	4.973
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	618	732	642	745	625	720	616	712
Service Time	3.55	2.618	3.327	2.54	3.48	2.7	3.55	2.761
HCM Lane V/C Ratio	0.288	0.03	0.231	0.132	0.171	0.003	0.131	0.025
HCM Control Delay	10.9	7.8	10	8.3	9.7	7.7	9.4	7.9
HCM Lane LOS	B	A	A	A	A	A	A	A
HCM 95th-tile Q	1.2	0.1	0.9	0.4	0.6	0	0.4	0.1

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	41	136	143	9	80	14	78	91	3	16	137	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	148	155	10	87	15	85	99	3	17	149	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	9.7	10.8	10.7
HCM LOS	B	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	45%	13%	9%	9%
Vol Thru, %	53%	42%	78%	74%
Vol Right, %	2%	45%	14%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	320	103	186
LT Vol	91	136	80	137
Through Vol	3	143	14	33
RT Vol	78	41	9	16
Lane Flow Rate	187	348	112	202
Geometry Grp	1	1	1	1
Degree of Util (X)	0.288	0.478	0.171	0.301
Departure Headway (Hd)	5.553	4.952	5.484	5.366
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	647	727	653	669
Service Time	3.591	2.984	3.525	3.404
HCM Lane V/C Ratio	0.289	0.479	0.172	0.302
HCM Control Delay	10.8	12.5	9.7	10.7
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	1.2	2.6	0.6	1.3

Notes

~ : Volume Exceeds Capacity; $: Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment C:
Project Site Photos

8th and Monterey Street
Multi-Family Residential
General Plan and Zoning Amendment Project
Site Photos

View of project site from 8th and Monterey Streets, looking south towards neighboring R-3 (high density) multi-family development.

View of project site from 8th and Monterey Street, looking southeast showing UPRR line.

View of project site from 8th and Monterey Street, looking east towards R-2 (medium density) multi-family and single-family residential development.

Project site photo taken from the eastern edge of the site, looking west towards 8th and Monterey Streets and existing residential neighborhood.

Attachment D:
California Natural Diversity Data Base Query Results

California Natural Diversity Database (CNDDB) Records Search, August 2013.
8th and Monterey Street Multi-Family Development and GPA Project, City of Soledad

QUADNAME	SCINAME	COMNAME	FEDSTATUS	CALSTATUS	DFGSTATUS	CNPSLIST
Bickmore Canyon	Ambystoma californiense	California tiger salamander	Threatened	Threatened	SSC	
Bickmore Canyon	Rana draytonii	California red-legged frog	Threatened	None	SSC	
Bickmore Canyon	Elanus leucurus	white-tailed kite	None	None	FP	
Bickmore Canyon	Accipiter cooperii	Cooper's hawk	None	None	WL	
Bickmore Canyon	Falco mexicanus	prairie falcon	None	None	WL	
Bickmore Canyon	Asio otus	long-eared owl	None	None	SSC	
Bickmore Canyon	Dipodomys venustus elephantinus	big-eared kangaroo rat	None	None	SSC	
Bickmore Canyon	Emys marmorata	western pond turtle	None	None	SSC	
Bickmore Canyon	Masticophis flagellum ruddocki	San Joaquin whipsnake	None	None	SSC	
Bickmore Canyon	North Central Coast Drainage Sacramento Sucker/Roach River	North Central Coast Drainage Sacramento Sucker/Roach River	None	None		
Bickmore Canyon	Optioservus canus	Pinnacles optioservus riffle beetle	None	None		
Bickmore Canyon	Didymodon norrisii	Norris' beard moss	None	None		2B.2
Bickmore Canyon	Senecio aphanactis	chaparral ragwort	None	None		2B.2
Bickmore Canyon	Nemacladus secundiflorus var. robbinsii	Robbins' nemacladus	None	None		1B.2
Bickmore Canyon	Malacothamnus aboriginum	Indian Valley bush-mallow	None	None		1B.2
Bickmore Canyon	Eriogonum nortonii	Pinnacles buckwheat	None	None		1B.3
Bickmore Canyon	Navarretia nigelliformis ssp. radians	shining navarretia	None	None		1B.2
Bickmore Canyon	Delphinium californicum ssp. interius	Hospital Canyon larkspur	None	None		1B.2
Gonzales	Ambystoma californiense	California tiger salamander	Threatened	Threatened	SSC	
Gonzales	Spea hammondii	western spadefoot	None	None	SSC	
Gonzales	Athene cunicularia	burrowing owl	None	None	SSC	
Gonzales	Centromadia parryi ssp. congdonii	Congdon's tarplant	None	None		1B.1
Gonzales	Malacothamnus aboriginum	Indian Valley bush-mallow	None	None		1B.2

Greenfield	Riparia riparia	bank swallow	None	Threatened		
Greenfield	Vulpes macrotis mutica	San Joaquin kit fox	Endangered	Threatened		
Greenfield	Layia heterotricha	pale-yellow layia	None	None		1B.1
Greenfield	Caulanthus lemmonii	Lemmon's jewel-flower	None	None		1B.2
Mount Johnson	Ambystoma californiense	California tiger salamander	Threatened	Threatened	SSC	
Mount Johnson	Spea hammondii	western spadefoot	None	None	SSC	
Mount Johnson	Arctostaphylos gabilanensis	Gabilan Mountains manzanita	None	None		1B.2
Mount Johnson	Eriogonum nortonii	Pinnacles buckwheat	None	None		1B.3
Mount Johnson	Juncus luciensis	Santa Lucia dwarf rush	None	None		1B.2
North Chalone Peak	Rana draytonii	California red-legged frog	Threatened	None	SSC	
North Chalone Peak	Gymnogyps californianus	California condor	Endangered	Endangered		
North Chalone Peak	Elanus leucurus	white-tailed kite	None	None	FP	
North Chalone Peak	Elanus leucurus	white-tailed kite	None	None	FP	
North Chalone Peak	Accipiter striatus	sharp-shinned hawk	None	None	WL	
North Chalone Peak	Accipiter cooperii	Cooper's hawk	None	None	WL	
North Chalone Peak	Aquila chrysaetos	golden eagle	None	None	FP | WL	
North Chalone Peak	Falco peregrinus anatum	American peregrine falcon	Delisted	Delisted	FP	
North Chalone Peak	Falco mexicanus	prairie falcon	None	None	WL	
North Chalone Peak	Asio otus	long-eared owl	None	None	SSC	
North Chalone Peak	Riparia riparia	bank swallow	None	Threatened		
North Chalone Peak	Myotis yumanensis	Yuma myotis	None	None		
North Chalone Peak	Myotis evotis	long-eared myotis	None	None		
North Chalone Peak	Myotis thysanodes	fringed myotis	None	None		
North Chalone Peak	Myotis ciliolabrum	western small-footed myotis	None	None		
North Chalone Peak	Lasiurus cinereus	hoary bat	None	None		
North Chalone Peak	Lasiurus blossevillii	western red bat	None	None	SSC	
North Chalone Peak	Corynorhinus townsendii	Townsend's big-eared bat	None	None	SSC	
North Chalone Peak	Antrozous pallidus	pallid bat	None	None	SSC	
North Chalone Peak	Eumops perotis californicus	western mastiff bat	None	None	SSC	
North Chalone Peak	Vulpes macrotis mutica	San Joaquin kit fox	Endangered	Threatened		
North Chalone Peak	Emys marmorata	western pond turtle	None	None	SSC	
North Chalone Peak	Optioservus canus	Pinnacles optioservus riffle beetle	None	None		
North Chalone Peak	Idiostatus kathleenae	Pinnacles shieldback katydid	None	None		
North Chalone Peak	Didymodon norrisii	Norris' beard moss	None	None		2B.2

North Chalone Peak	Texosporium sancti-jacobi	woven-spored lichen	None	None		
North Chalone Peak	Layia heterotricha	pale-yellow layia	None	None		1B.1
North Chalone Peak	Senecio aphanactis	chaparral ragwort	None	None		2B.2
North Chalone Peak	Plagiobothrys uncinatus	hooked popcornflower	None	None		1B.2
North Chalone Peak	Caulanthus lemmonii	Lemmon's jewel-flower	None	None		1B.2
North Chalone Peak	Malacothamnus aboriginum	Indian Valley bush-mallow	None	None		1B.2
North Chalone Peak	Clarkia jolonensis	Jolon clarkia	None	None		1B.2
North Chalone Peak	Eriogonum nortonii	Pinnacles buckwheat	None	None		1B.3
North Chalone Peak	Delphinium californicum ssp. interius	Hospital Canyon larkspur	None	None		1B.2
Palo Escrito Peak	Ambystoma californiense	California tiger salamander	Threatened	Threatened	SSC	
Palo Escrito Peak	Eumops perotis californicus	western mastiff bat	None	None	SSC	
Palo Escrito Peak	Centromadia parryi ssp. congdonii	Congdon's tarplant	None	None		1B.1
Palo Escrito Peak	Abies bracteata	bristlecone fir	None	None		1B.3
Paraiso Springs	Taricha torosa	Coast Range newt	None	None	SSC	
Paraiso Springs	Ardea herodias	great blue heron	None	None		
Paraiso Springs	Aquila chrysaetos	golden eagle	None	None	FP | WL	
Paraiso Springs	Riparia riparia	bank swallow	None	Threatened		
Paraiso Springs	Oncorhynchus mykiss irideus	steelhead - south/central California coast DPS	Threatened	None	SSC	
Paraiso Springs	Antrozous pallidus	pallid bat	None	None	SSC	
Paraiso Springs	Perognathus inornatus psammophilus	Salinas pocket mouse	None	None	SSC	
Paraiso Springs	Vulpes macrotis mutica	San Joaquin kit fox	Endangered	Threatened		
Paraiso Springs	Emys marmorata	western pond turtle	None	None	SSC	
Paraiso Springs	Anniella pulchra pulchra	silvery legless lizard	None	None	SSC	
Paraiso Springs	Phrynosoma blainvillii	coast horned lizard	None	None	SSC	
Paraiso Springs	Masticophis flagellum ruddocki	San Joaquin whipsnake	None	None	SSC	
Paraiso Springs	Valley Oak Woodland	Valley Oak Woodland	None	None		
Paraiso Springs	Caulanthus lemmonii	Lemmon's jewel-flower	None	None		1B.2
Soledad	Ambystoma californiense	California tiger salamander	Threatened	Threatened	SSC	
Soledad	Aquila chrysaetos	golden eagle	None	None	FP | WL	
Soledad	Athene cunicularia	burrowing owl	None	None	SSC	
Soledad	Riparia riparia	bank swallow	None	Threatened		

Soledad	Antrozous pallidus	pallid bat	None	None	SSC	
Soledad	Eumops perotis californicus	western mastiff bat	None	None	SSC	
Soledad	Perognathus inornatus psammophilus	Salinas pocket mouse	None	None	SSC	
Soledad	Dipodomys venustus elephantinus	big-eared kangaroo rat	None	None	SSC	
Soledad	Vulpes macrotis mutica	San Joaquin kit fox	Endangered	Threatened		
Soledad	Taxidea taxus	American badger	None	None	SSC	
Soledad	Phrynosoma blainvillii	coast horned lizard	None	None	SSC	
Soledad	Centromadia parryi ssp. congdonii	Congdon's tarplant	None	None		1B.1
Soledad	Malacothamnus aboriginum	Indian Valley bush-mallow	None	None		1B.2
Soledad	Clarkia jolonensis	Jolon clarkia	None	None		1B.2
Soledad	Chorizanthe pungens var. pungens	Monterey spineflower	Threatened	None		1B.2
Soledad	Chorizanthe robusta var. robusta	robust spineflower	Endangered	None		1B.1
Sycamore Flat	Falco mexicanus	prairie falcon	None	None	WL	
Sycamore Flat	Oncorhynchus mykiss irideus	steelhead - south/central California coast DPS	Threatened	None	SSC	
Sycamore Flat	Valley Oak Woodland	Valley Oak Woodland	None	None		
Sycamore Flat	Optioservus canus	Pinnacles optioservus riffle beetle	None	None		
Sycamore Flat	Malacothrix saxatilis var. arachnoidea	Carmel Valley malacothrix	None	None		1B.2
Sycamore Flat	Caulanthus lemmonii	Lemmon's jewel-flower	None	None		1B.2
Sycamore Flat	Abies bracteata	bristlecone fir	None	None		1B.3

Attachment E:
Mitigation Monitoring and Reporting Program

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
Air Quality							
1. **AQ-1:** If train idling is observed in the direct project vicinity, the applicant shall attempt to contact the Union Pacific Railroad to inform them of the pending residential development and request that train engines not be allowed to idle in the vicinity of the proposed development.	In the event that train idling is observed in the project vicinity (either by residents, or City staff), the applicant shall attempt to contact the UPRR to inquire about methods for avoiding train idling. The applicant shall copy City staff on all communications and agreements.	Monitoring to include responding to resident notices and periodic observations by residents and City staff.	Continuous	City of Soledad			
Noise		.					
2. **N-1:** At the time of application for building or grading permits, the applicant shall clearly show on the project plans the installation of a masonry wall along the southern property boundary for the purpose of ensuring compliance with the City's noise thresholds for multi-family development. The wall shall be a fully grouted, attractive solid block wall of 8 feet to 10 feet tall (as measured from finished grade on the interior side of the wall).	The applicant shall include required sound wall design on final building plans.	Prior to building permit issuance.	Once.	City of Soledad			
3. **N-2:** Residential site and/or structure design shall be modified to ensure useable outdoor activity areas do not have direct line of sight to the southern property boundary or noise source (railroad).	The applicant include design modifications on final building plans.	Prior to building permit issuance.	Once.	City of Soledad			
4. **N-3:** Prior to final inspection or occupancy, whichever occurs first, the applicant shall provide verification to the satisfaction of the City that the project has adhered to these measures.	The applicant shall show proof of compliance with all noise mitigation measures to City staff.	Prior to final inspection or occupancy, whichever occurs first.	Once	City of Soledad			.
5. **N-4:** Prior to issuance of construction permits for the proposed project, the applicant shall submit plans showing the following: a) Vents and other roof penetrations shall face away from the noise source (railroad). If bathrooms or kitchens are located on the south side of the residence, remote venting to other elevations shall be required, and venting shall be baffled.	The applicant shall include required building measures on final building plans. Final building plans shall include notes reflecting these requirements.	Prior to building permit issuance.	Once.	City of Soledad			

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
b) Air conditional or a mechanical ventilation system shall be required. c) South facing walls shall be constructed with a material or group of materials that provide a Sound Transmission Class (S.T.C) rating of 35 or better. This can be accomplished by utilizing a combination of stucco exteriors, fiber glass insulation, ½-inch sound deadening board, and interior 5/8" gypsum board. d) South facing walls shall include the liberal use of non-hardening acoustical sealant at all construction joints, gaps between walls, and in a 6-inch wide strip down the vertical center of all interior gypsum board. e) Double glazed windows with full gaskets and solid core doors with a S.T.C rating of 37 or better shall be installed on all southern elevations. Glass in both windows and doors shall not exceed 20 percent of the floor area in a room.							