

Table 4.10-1 Policy Consistency with 2004 Seaside General Plan

General Plan Policy	Discussion
Land Use Element	
Goal LU-1: Promote a mixture of land uses and a balance of jobs and housing to support a community in which people can live, work, shop, and play.	
<p>Policy LU-1.2: Encourage development that helps the City achieve a jobs/housing ratio of 1.5:1.</p>	<p>Consistent. The City’s jobs/housing ratio is addressed on a citywide basis. The Proposed Project provides a diverse mix of uses and housing types consistent with the Mixed Use designation for the Plan Area under the 2004 General Plan. This includes single-family homes, multi-family homes, affordable homes under the City’s inclusionary housing ordinance, within walking distance of the CSUMB campus, as well as up to 150,000 square feet of Retail, Dining, Entertainment, 50,000 square feet of Office, Flex, Makerspace, and Light Industrial, 250 hotel rooms and 75 youth hostel beds. This would add approximately 751 new employees to the Plan Area. While the Proposed Project would not independently achieve the City-wide job housing balance, this policy is not intended to be fulfilled by every individual project, which have their own unique goals and policies, based upon the underlying land use designations. Including the underlying policy direction from FORA BRP Program C-1.4 to prepare a specific plan to provide for market-responsive housing in the University Village District between the CSUMB campus and Gigling Road.</p> <p>In addition, the Proposed Project meets the policy intent of creating an environment in which people can both live and work within walking distance of the CSUMB campus, thereby reducing commute lengths and associated environmental effects. This intention is evidenced by the goal this policy is designed to help achieve, which is to “promote a mixture of land uses...to support a community in which people can live, work, shop, and play” (Goal LU-1). As discussed in Section 4.14, <i>Transportation</i>, of this EIR, because the Proposed Project includes residential development near regional destinations like the CSUMB campus and other nearby potential job sites, it results in a lower average VMT rate than the average region-wide VMT rate, as well as a lower regionwide boundary VMT per service population under all scenarios studied. As such, the Proposed Project would reduce trip lengths, in part because of the proposed mix of land uses available within the Plan Area, as well as through the provision of a variety of housing types to serve a diverse population in the Monterey Bay area.</p>
<p>Policy LU-1.3: Encourage regional commercial and visitor-serving commercial development that will enhance the identity of Seaside and attract visitors to the community</p>	<p>Consistent. As discussed in Section 2, <i>Project Description</i>, of this EIR the Proposed Project would create up to 150,000 square feet of retail, dining, and entertainment uses as well as up to 250 hotel rooms and 75 youth hostel beds that would attract visitors from the region. Furthermore, Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan would require a streetscape design that would establish a unique identity that fosters a lively environment for pedestrians and bicyclists. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan would require architectural elements and techniques that should be employed to articulate the Building Façade to strengthen the building character and identity.</p>
<p>Policy LU-1.4: Provide for a variety of housing that complements the employment opportunities in the community.</p>	<p>Consistent. As discussed in Section 2, <i>Project Description</i>, of this EIR the Proposed Project would provide up to 1,485 housing units, including a variety of housing types. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan, permits the following residential types within each of the six Sub-Areas: rowhouses, townhouses, multi-family housing, housing for rent or sale, student housing, and senior housing.</p>

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<p>Policy LU-1.5: Provide for a large-scale commercial recreational facility.</p>	<p>Consistent. As shown on Figure 3.17, Open Space Types Plan, and listed in Table 3.1, Open Space Types, in the Specific Plan, the Proposed Project would provide two sports fields. Specifically, sports fields (Shown as “3” on Figure 3.17 of the Specific Plan) are planned north of Gigling between Malmedy Road and Arnhem Road and west of 7th Avenue. This goal is City-wide and other locations for a large-scale commercial recreational facility are being considered. The Proposed Project would not inhibit the City meeting this goal utilizing other identified sites.</p>
<p>Policy LU-1.6: Integrate Seaside with North Seaside.</p>	<p>Consistent. The Proposed Project would enhance connectivity to developed areas within Seaside by providing multi-modal transportation improvements. See Section 3.3, <i>Thoroughfare Types and Standards</i>, of the Specific Plan, which depicts the proposed road and sidewalk sections that would enhance the vehicular and pedestrian connectivity within the City. The Campus Town Specific Plan provides for physical connections between the Plan Area and existing Seaside neighborhoods with frequent street connections and crosswalks, as well as a seamless connection with the Fort Ord Recreation Trail and Greenway (FORTAG) project.</p>
<p>Goal LU-2: Increased employment opportunities in Seaside to meet the needs of existing and future residents.</p>	
<p>Policy LU-2.2: Use expanded code enforcement and property maintenance programs to improve the appearance of commercial areas.</p>	<p>Consistent. The Proposed Project is a new build out and is not impacted by code-enforcement issues. FORA would demolish approximately 28 abandoned, blighted military buildings in the Surplus II Area, which is located in the Plan Area (Refer to Figure 4.8, Surplus II Hazardous Sites in the Plan Area in Section 4.8, <i>Hazards and Hazardous Materials</i>, of this EIR). Section 4.7.1 of the architectural standards states that proposed buildings in the Plan Area shall be varied to create a unique and attractive Campus Town and avoid a uniform and monotonous urban form. Buildings are required to be composed of a variety of forms and contrasting shapes and should employ attractive and complementary building materials and architectural features.</p>
<p>Policy LU-2.4: During redevelopment and revitalization activities, ensure quality architectural and design themes.</p>	<p>Consistent. The Specific Plan and Form-Based code require the developer to provide quality design and provides guidelines for architecture, lighting, and building design. Implementation of the Proposed Project under Chapter 6, <i>Implementation</i>, of the Specific Plan requires consistency with the Section 4.7, <i>Architectural Standards and Guidelines</i>, of the Specific Plan.</p>
<p>Policy LU-2.5: Eliminate non-conforming signs.</p>	<p>Consistent. The Proposed Project is a new development that would conform with require conforming signage pursuant to Seaside Municipal Code, Chapter 17.40, Signs. The Specific Plan Section 4.8, <i>Sign Standards and Guidelines</i>, which provides supplemental regulations and special allowances to ensure the successful design of signs in a pedestrian-oriented environment. The Proposed Project also would be subject to Seaside Municipal Code, Chapter 17.40, Signs, to the extent not in conflict with the Specific Plan.</p>
<p>Goal LU-3: Revitalize existing residential areas.</p>	
<p>Policy LU-3.1: Guarantee that all residential areas have needed infrastructure improvements.</p>	<p>Consistent: The Proposed Project requires the provision of new and upgraded utility infrastructure to meet the needs of the residents and tenants. Improvements include water, sewer, storm drain, electrical, natural gas, and communications infrastructure.</p>

General Plan Policy	Discussion
<p>Policy LU-3.2: Improve the physical appearance of residential neighborhoods.</p>	<p>Consistent: The Proposed Project would replace a blighted area, known as Surplus II, on the former Fort Ord with a new urban village including housing, retail, services and flexible work space. The Proposed Project would be required to implement public and private standards and guidelines outlined in the Specific Plan. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan establishes standards and guidelines for thoroughfare networks, bicycle networks and facilities, open space networks, landscape, and streetscape. Chapter 4, <i>Private Realm Standards and Guidelines</i>, identifies land use standards, urban standards, and architectural standards. Implementation of these standards and guidelines would improve the physical appearance of residential neighborhoods in the Plan Area, consistent with this policy.</p>
<p>Goal LU-4: Ensure that new development complements existing land uses and enhances the character of the community and its neighborhoods.</p>	
<p>Policy LU-4.1: Require that all new development: 1) funds its share of community services and facilities (e.g., parks, roads, trails, and utilities); 2) uses quality design and materials; and 3) be compatible with surrounding uses, the site, and available infrastructure.</p>	<p>Consistent. The Proposed Project is a new development and would not displace existing multi-family residential housing. However, the Proposed Project would also provide new housing choices within the City, including affordable units.</p>
<p>Policy LU-4.3: Protect and preserve existing conforming and non-conforming multifamily residential buildings in order to continue to provide low cost and alternative housing options for Seaside residents.</p>	<p>Consistent: The Proposed Project is a new development and would not displace existing multi-family residential housing. However, the Proposed Project would also provide new housing choices within the City, including affordable units.</p>
<p>Goal LU-5: Collaborate with local and regional water suppliers to continue to provide quality water supply and treatment capacity to meet community needs.</p>	
<p>Policy LU-5.1: Review development proposals to ensure that adequate water supply, treatment, and distribution capacity is available to meet the needs of the proposed development without negatively impacting the existing community.</p>	<p>Consistent. The Proposed Project would utilize recycled water to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. Additionally, the Proposed Project would be designed to meet modern water conservation. As described in Section 4.16, <i>Utilities and Service Systems</i>, of this EIR the utilization of recycled water by the Proposed Project would ensure water supplies are preserved, and upgrading or expanding water infrastructure facilities would not be required.</p>
<p>Policy LU-5.2: Work cooperatively with local and regional water suppliers to ensure adequate water reserves.</p>	<p>Consistent. The Marina Coast Water District has provided a Water Supply Assessment of the Proposed Project and have determined that by implementing strategies to increase recycled water use that the Proposed Project can be built in such a way that additional water reserves are provided.</p>

General Plan Policy	Discussion
<p>Policy LU-5.3: Actively promote water conservation by City residents and businesses.</p>	<p>Consistent. Chapter 3, <i>Public Realm Standards and Guidelines</i>, of the Specific Plan sets forth a landscape plan that includes street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area envisioned by the Specific Plan. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. The Project is designed to comply with the Water Efficient Landscape Ordinance and would use a water-efficient irrigation system in irrigated parks and open space areas. Furthermore, the Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. The Proposed Project would utilize recycled water to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. The Project would use water-efficient irrigation systems. Therefore, the Proposed Project would be consistent with Policy LU-5.3.</p>
<p>Policy LU-5.4: Promote the use of recycled water for irrigation of parks, golf courses, and public landscaped areas in the community.</p>	<p>Consistent. Chapter 5, <i>Infrastructure</i>, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to 7th Avenue. Following installation of this recycled water main, recycled water could be used to irrigate public street landscape medians, public parks, opens space, and landscaping for commercial/flex sites and residential front yards. Recycled water may also be provided for domestic (toilets, floor sinks, and other applicable uses allowed under the California Building Code) use by multi-family residential units. Therefore, the Proposed Project would be consistent with Policy LU-5.4.</p>
<p>Goal LU-6: Ensure that sewer service and facilities are provided and maintained to adequately meet the community's current and future need for sewer collection and treatment.</p>	
<p>Policy LU-6.1: Maintain the existing sewer system to provide a high level of service to community neighborhoods.</p>	<p>Consistent. As discussed in Section 5.4, <i>Conceptual Sanitary Sewer System</i>, of the Specific Plan, the Proposed Project would connect to existing trunk lines in 1st Avenue north of Lightfighter Drive. Sanitary sewer mains would be sized to accommodate the Proposed Project and placed in street/alley rights-of-way, replacing the old pipe network. Gravity-fed mains that once connected to CSUMB's sanitary system in 6th Avenue and 7th Avenue would be disconnected from this system, and joined to the new pipe network that feeds to 1st Avenue. Furthermore, a new sewer network would be installed and would include connections to existing mains from outside the Plan Area that serve the U.S. Army Main Exchange and the Defense Department complex. With these improvements, the Project would maintain the sewer system to provide a high level of service, consistent with this policy.</p>
<p>Policy LU-6.2: Ensure new development and redevelopment projects provide adequate sewage collection infrastructure.</p>	<p>Consistent: As described above and Section 5.4, <i>Conceptual Sanitary Sewer System</i>, of the Specific Plan, the Proposed Project would replace old sanitary sewer lines and provide new sanitary line connections where needed. Sanitary sewer mains would be sized to accommodate the Proposed Project, thereby providing adequate sewer collection infrastructure, consistent with this policy.</p>

General Plan Policy**Discussion****Goal LU-7: Collaborate effectively with local providers of solid waste collection and disposal to provide a sufficient level of solid waste disposal.**

Policy LU-7.1: Participate in local and regional programs that encourage the per capita reduction of solid waste in Seaside in order to meet State mandates for waste reduction.

Consistent. The Proposed Project would be required to comply with Section 17.30.110 of the Seaside Municipal Code, which requires minimum storage areas for recyclable materials for multi-family and commercial development. In accordance with 2016 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction and demolition waste. In addition, Chapter 3, *Public Realm Standards and Guidelines*, of the Specific Plan contains requirements for the public open space network to install recycling receptacles upon buildout and composting receptacles at such time as composting service becomes available, which would align with the solid waste reduction provisions of Policy LU-7.1.

Goal LU-8: Provide a level of flood control and protection that meets the needs of the community.

Policy LU-8.2: Ensure that developers provide stormwater retention/detention facilities and institute Best Management Practices that regulate runoff and siltation that meets local, State, and Federal standards.

Consistent. As discussed in Section 4.9, *Hydrology and Water Quality*, of this EIR the Proposed Project would be required to demonstrate compliance with applicable regulations related to stormwater runoff. The Seaside Municipal Code requires BMPs to control the volume, rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects as a requirement of the MS4 General Permit. In addition, measures outlined in the Preliminary Post-Construction Stormwater Control Plan ensure that the Proposed Project would meet the performance requirements established by the Central Coast RWQCB, including retaining runoff produced from the 95th percentile 24-hour storm and fully infiltrate the 100-year 24-hour storm event. The Proposed Project would be required to comply with these requirements, which would ensure that the Project includes proper retention/detention facilities and BMPs that regulate runoff and siltation, consistent with this policy.

Goal LU-9: Provide a sufficient level of fire protection, public education, and emergency response service (with a response time of five minutes) for all portions of the community.

Policy LU-9.1: Adopt and maintain level of service (e.g., response times, call handling) and staffing standards for the Fire Department.

Consistent. According to Section 4.13, *Public Services and Recreation*, of this EIR with an estimated 4,900 residents at buildout, the Proposed Project would require an additional 4.9 firefighters to maintain adequate service ratios. In order to provide the additional fire station staffing required to meet the standard, for both the current population of Seaside, as well as additional future population from buildout of the Specific Plan, expansion of the either the existing SFP fire station or the POM Fire Department station or construction of a new fire station could be required. While no specific site or development plan has been selected for this fire station, a new fire station, if constructed, would be completed and operational before the closure of the existing fire station. Therefore, while the Proposed Project would generate additional demand, either the existing POM fire Department would be expanded potentially or a new fire station would be built that would provide sufficient resources to maintain the level of service and staffing standards for the Seaside Fire Department. The environmental impacts of the potential new fire station are discussed through the Environmental Impact Analysis sections of this EIR. Furthermore, As stated in Section 6.4, *Implementation Measures*, of the Specific Plan, it is expected that tax revenue generated as a result of the Proposed Project would support any new fire services that are necessary.

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<p>Policy LU-9.2: Implement and enforce regulations, such as the most recent building codes, minimum street widths, and clearance areas.</p>	<p>Consistent: The Campus Town Specific Plan requires compliance with all relevant building codes, street widths and clearance areas.</p>
<p>Goal LU-10: Provide an effective and responsive level of police protection (including facilities, personnel, and equipment) through the Seaside Police Department.</p>	
<p>Policy LU-10.1: Adopt and maintain level of service (e.g., response times, call handling) and staffing standards for the Police Department.</p>	<p>Consistent. As discussed in Section 4.13, <i>Public Services and Recreation</i>, of this EIR in order to maintain the existing ratio of 1.2 officers per 1,000 residents, the Proposed Project would require 5.9 new police officers to be added to the SPD. The population generated by the Proposed Project would contribute to increased police service demands. In order to provide the additional SPD staffing for both the current population of Seaside, as well as additional future population from buildout of the Proposed Project, expansion of the existing SPD facilities or construction of a new SPD facility could be required (refer to Section 4.13, <i>Public Services and Recreation</i>, of this EIR). As stated in Section 6.4, <i>Implementation Measures</i>, of the Specific Plan, it is expected that tax revenue generated as a result of the Proposed Project would support any new police services that are necessary.</p>
<p>Goal LU-11: Cooperate with local school districts and other educational organizations to ensure that a level of public education is provided that meets the community's educational needs.</p>	
<p>Policy LU-11.1: Consider impacts of proposed projects on school enrollment and facilities.</p>	<p>Consistent. The impact of the Proposed Project on school enrollment and facilities is discussed in Section 4.13, <i>Public Services and Recreation</i>, of this EIR. As stated therein, the Proposed Project would generate approximately 931 students, which could be accommodated at existing MPUSD schools. In addition, the Project proponent would be required by law to pay development impact fees at the time building permits are issued. Therefore, impacts to schools were determined to be less than significant without mitigation.</p>
<p>Circulation Element</p>	
<p>Goal C-3: Promote the increased use of multi-modal transportation.</p>	
<p>Policy C-3.3 Promote mixed use, higher density residential, and employment-generating development in areas where public transit is convenient and desirable.</p>	<p>Consistent. The Proposed Project would establish a mixed use area that supports higher-density housing, shopping, services, jobs, office, and open space. The Plan Area is served by five Monterey-Salinas Transit District bus routes that stop in or along the boundary of the Plan Area (Routes 12, 18, 67, 74, and 75).</p>

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Policy C-3.4: Support alternative modes of transportation that encourage physical activity, such as biking and walking.

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Consistent. The Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and create a walkable community by restricting providing motorized intersection density to a minimum of 235 intersections per square mile. Therefore, the Proposed Project would be consistent with the provisions of Policy C-3.4.

Performance Standards

Intersection Level of Service Standard – Signalized Intersections.* The City has established Level of Service (LOS) C as the level of service standard for signalized intersections. A significant impact would occur if an intersection operating at LOS A, B, or C degrades to LOS D, E, or F. For intersections already operating at unacceptable LOS D, a significant impact would occur if a project increases average delay more than 2.0 seconds. If the intersection is already operating at LOS E or F, a significant impact would occur if the project results in an increase of more than 1.0 second in average delay.

Intersection Level of Service Standard – Unsignalized Intersections.* The level of service standard for unsignalized intersections is LOS C for the average delay for all entering traffic at most locations. In addition to average delay for all entering traffic, the standard for side street Level of Service is E or F, in conjunction with peak hour signal warrants described in the most recent version of the Caltrans Traffic Manual.

* The State Office of Planning and Research acknowledges that given the long-term nature of a general plan, its diagrams and text should be general enough to allow a degree of flexibility in decision-making as times change” (Office of Planning and Research 2017 General Plan Guidelines, page 52). Since the initial adoption of

Partial Inconsistency with Non-Mandatory Vehicular LOS Standards. LOS deficiencies (i.e. intersection operating below existing vehicular LOS policies) are addressed in the Campus Town Specific Plan Transportation Analysis (Fehr & Peers 2019; refer to Appendix K). The Proposed Project would result in transportation deficiencies at three intersections under *Existing with Plan Conditions*, five intersections under both *Background No Dunes with Plan Conditions* and *Background with Plan Conditions*, and nine intersections under *Cumulative with Plan Conditions*. The nine deficient intersections include:

- Intersection #2: Lightfighter Drive/Second Avenue
- Intersection #3: Lightfighter Drive/General Jim Moore Boulevard
- Intersection #4: Colonel Durham Street/Malmedy Road
- Intersection #5: Gigling Road/General Jim Moore Boulevard
- Intersection #6: Gigling Road/Malmedy Road
- Intersection #7: Gigling Road/Parker Flats Cut Off Road
- Intersection #8: Normandy Road/General Jim Moore Boulevard
- Intersection #9: Coe Avenue/General Jim Moore Boulevard
- Intersection #10: Colonel Durham Street/Seventh Avenue

As discussed in greater detail in Appendix K (Section 7), while there may be some potential roadway capacity improvements, these have not been recommended because they would reduce the efficacy of non-vehicular modes of transportation.

However, pursuant to the updated provisions of CEQA, “automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment” (Pub. Res. Code Section 21099(b)(2); *CEQA Guidelines* Section 15064.3(a)). Consequently, this partial inconsistency with the vehicular LOS policy would not result in a significant adverse environmental impact.

Furthermore, this partial inconsistency does not preclude finding the Proposed Project consistent with the General Plan as a whole. General Plan consistency cannot be determined by identifying isolated General Plan policies. Policies relating to LOS standards cannot be elevated above all other policies. Perfect conformity with each and every Plan policy is an impossible and inappropriate task given the wide range of competing interests that a general plan attempts to promote. As a matter of law, strict consistency with each and every Plan policy is not required when reviewing a project for consistency with a general plan. See *Families Unafraid to Uphold Rural Etc. County v. Board of Supervisors*, 62

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the City's General Plan Circulation Element in 2004, the legislature has adopted the Complete Streets Act (AB1358 [2008]) which requires that General Plan Circulation Elements "plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways" including "bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation and seniors." Similarly, SB 743 [2013] explains "It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs" (Gov. Code § 65088.4(a)). Consequently, given all of these legislative changes, including those required by the Complete Streets Act, the City interprets its existing LOS policy as a non-mandatory policy, which allows the City to balance this policy with its other policy directives, including its multimodal goals and policies.

Cal.App.4th 1332, 1336 (1998). Because the various policies promoted by a general plan attempt to balance a range of competing interests, the governmental decisionmaker must be allowed to weigh and balance a plan's policies when applying them, and it has broad discretion to construe its policies in light of the plan's purposes. *See Families Unafraid*, 62 Cal.App.4th at 1336. Consequently, the law provides that a project is consistent with a general plan if it is in overall harmony with the plan, furthers one or more plan policies and does not conflict with mandatory plan policies. *See Sequoyah Hills Homeowners Ass'n v. City of Oakland*, 23 Cal.App.4th 704 (1993). *See also Naraghi Lakes Neighborhood Preservation Assn. v. City of Modesto* 204 Cal.Rptr.3d 67 (2016).

This vehicular policy language needs to be balanced against the City's other multimodal goals and policies which would be furthered by the Proposed Project. More specifically, the City's existing Circulation Element states that "[i]ncreasing the use of alternative transportation modes will produce a number of community benefits including reduced traffic, less need for costly roadway improvement projects, and improved air quality. Facilities for biking and walking provide recreational opportunities as well..." Policies C-2.2, C-3.1, C-3.3, and C-3.4 direct the City to support programs that help reduce congestion and encourage alternative modes of transportation. Similarly, Policy C-1.5 directs the City to use traffic calming methods within residential and mixed-use areas where necessary to create a pedestrian-friendly circulation system. Additionally, Policy C-1.4, contemplates providing adequate access to the University, which includes providing access in Gov. Code Section 65589.5, explains that among the consequences of limiting the approval of housing are reduced mobility, urban sprawl, excessive commuting, and air quality deterioration. The Proposed Project is designed to cater to the adjacent CSUMB campus, which will continue to grow in enrollment regardless of the Proposed Project. If housing and related uses are not provided adjacent to the campus, those individuals would continue to reside elsewhere resulting in increased regional vehicular LOS deficiencies.

Conservation/Open Space Element

Goal COS-1: Provide and maintain a high quality parks and recreation system that meets the varying recreational needs of the community.

Policy COS-1.3: Maximize pedestrian, transit, and bicycle access to parks and other local and regional activity centers as an alternative to automobile access.

Consistent. The Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility and the consideration of safety for pedestrians and bicyclists as well as vehicle occupants. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and create a walkable community by providing motorized intersection density of 238 intersections per square mile. The proposed multimodal transportation network would provide access to the open space network within the Plan Area.

General Plan Policy	Discussion
Goal COS-2: Provide a safe and adequate water supply to meet the needs of the community.	
Policy COS-2.2: Encourage the production, distribution, and use of recycled water.	Consistent. Chapter 5, <i>Infrastructure</i> , of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1 st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to Seventh Avenue. Following installation of this recycled water main, recycled water would be used to irrigate public street landscape medians, public open space, and landscaping in commercial/flex sites and residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code.
Policy COS-2.3: Participate in and implement local and regional programs that promote water conservation as a means of improving water supply and water.	Consistent. Chapter 3, <i>Public Realm Standards and Guidelines</i> , of the Specific Plan sets forth a landscape plan that includes street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area envisioned by the Specific Plan. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. The Proposed Project is designed to comply with the Water Efficient Landscape Ordinance and would use a water-efficient irrigation system in irrigated parks and open space areas. Furthermore, the Campus Town Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures.
Goal COS-6: Protect and improve local and regional air quality.	
Policy COS-6.1: Integrate air quality planning with land use, economic development, and transportation planning.	Consistent. The Campus Town Specific Plan sets goals of creating a mixed-use urban village that contains a diverse and complete neighborhood with a variety of housing opportunities and retail and employment opportunities that allow residents to live, work, and shop without need of a motor vehicle (Goals 1.4.1, 1.4.5, and 1.4.6). In addition, the Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets (Policy 1.5.2). Implementation of these goals and policies would reduce residents' reliance on automobiles, thereby minimizing mobile source GHG emissions. Therefore, the Specific Plan integrates land use, economic development, and transportation planning in such a manner that protects and improves local and regional air quality by reducing GHG emissions.
Goal COS-7: Encourage energy conservation.	
Policy COS-7.1: Participate in local, regional, and State programs that promote energy conservation.	Consistent. Chapter 4, <i>Private Realm Standards and Guidelines</i> , of the Campus Town Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency. Furthermore, Chapter 4 of the Specific Plan requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, planting shade trees on south- and west-facing sides of buildings, requiring that five percent of unrequired parking spaces be equipped for charging of electric vehicles only, and requiring that an electrical conduit be installed at the time of construction to facilitate the future of EV charging stations to at least 10 percent of parking spaces.

Table 4.10-2 Policy Consistency with *Draft Seaside 2040*

General Plan Policy	Discussion
Land Use and Community Design Element	
Goal LUD-1. An urban form and structure that enhances the quality of life of residents, meets the community’s vision for the future, and weaves new growth area together with long-established Seaside neighborhoods.	
<p>Policy: Balanced Land Uses. Maintain a balanced land use pattern to support a broad range of housing choices, retail businesses, employment opportunities, educational and cultural institutions, entertainment spaces, and other supportive uses on former Fort Ord lands and within long-established Seaside neighborhoods.</p>	<p>Consistent. The Proposed Project would create a mixed-use urban village with a variety of housing opportunities and retail, entertainment, and employment opportunities in close proximity to one another and the CSUMB campus. The Proposed Project would also expand the City’s retail and employment opportunities. By providing a variety of land uses in the Plan Area, the Proposed Project would maintain a balanced land use pattern, consistent with this policy.</p>
<p>Policy: Overall City Structure. Creating a “Campus Town” adjacent to CSUMB that provides for higher-density housing, R&D and employment areas, retail and entertainment uses, and active parks and recreation spaces to support CSUMB students and faculty, as well as permanent Seaside residents.</p>	<p>Consistent. The Campus Town Specific Plan is intended to serve residents, visitors, and students in a “new urbanist” community. Key elements of development in the area would be focused on providing arts and entertainment, retail, housing, visitor lodging, and employment space for the University student population to increase the overall economic opportunity available in the region. The Proposed Project is located south of the CSUMB campus. Therefore, the Proposed Project would create a Campus Town adjacent to CSUMB that provides uses that would support CSUMB students and faculty, as well as permanent Seaside residents.</p>
<p>Policy: Connecting New and Old. Connect new growth areas on former Fort Ord lands with existing Seaside neighborhoods through transportation investments, open space connectivity, wayfinding, and urban design strategies.</p>	<p>Consistent. The Campus Town Specific Plan provides for physical connections between the Plan Area and existing Seaside neighborhoods with frequent street connections and crosswalks, as well as a seamless connection with the Fort Ord Recreation Trail and Greenway (FORTAG) Bicycle network. The Proposed Project would be designed around a network of complete streets that are designed to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. The Proposed Plan provides open space corridors that connect to formal and informal trailheads in the National Monument. Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan includes 4.6.1 <i>Large Lot Standards</i> that requires that large development to be composed of multiple structures and/or be designed to have the appearance of multiple independent buildings and that there are a sufficient number of vehicular and pedestrian connections through the blocks or parcels. Section 6.3, <i>Development Process</i>, of the Specific Plan requires Landscape Plans to include location, dimensions, type, and use for all exterior signs including wayfinding. Therefore, the Proposed Project would connect the former Ford Ord lands of Campus Town with existing Seaside neighborhoods through transportation investments, open space connectivity, wayfinding, and urban design strategies.</p>

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Policy: Contiguous Development. Locate initial new development on former Fort Ord lands adjacent to Seaside’s built environment and CSUMB to create a contiguous expansion of the City.

Consistent. The Plan Area is located on the former Fort Ord adjacent to Seaside’s built environment and CSUMB. Specifically, the Plan Area is bounded to the north by CSUMB and to the south by Ord Community Commissary, Army and Air Force Exchange Service, Ord Military Community housing, the Ord Military Community Recreation Center, and the General Stilwell Community Center of the U.S. Army Garrison Presidio of Monterey. The Proposed Project, specifically the University Village Sub-Area, would extend 6th Avenue from CSUMB to the Plan Area, thereby providing direct access to development that has the potential for student and faculty housing; office; and research and development space, eating establishments, and entertainment venues. Therefore, the Proposed Project would be a contiguous development on former Fort Ord lands adjacent to Seaside’s built environment and CSUMB to create a contiguous expansion of the City.

Goal LUD-2. Increased employment opportunities in Seaside to meet the needs of existing and future residents.

Policy: Jobs-Housing Ratio. Strive for a jobs-to-housing ratio that has at least a 1 to 1 ratio of jobs per employed residents.

Consistent. Although the City’s jobs/housing ratio is addressed on a citywide basis, the Proposed Project helps the City achieve its jobs/housing goals. The Proposed Project provides a diverse mix of uses and housing types consistent with the Future Specific Plan and Public/Institutional designations under *Draft Seaside 2040*. This includes single-family homes, multi-family homes, affordable homes under the City’s inclusionary housing ordinance, within walking distance of the CSUMB campus, as well as up to 150,000 square feet of Retail, Dining, Entertainment, 50,000 square feet of Office, Flex, Makerspace, and Light Industrial, 250 hotel rooms and 75 youth hostel beds. This would result in an estimated 751 new jobs. While the Proposed Project would not independently achieve the City-wide job housing balance, this policy is not intended to be fulfilled by every individual project, which have their own unique goals and policies, based upon the underlying land use designations. In addition, the Proposed Project meets the policy intent of creating an environment in which people can both live and work within walking distance of the CSUMB campus, thereby reducing commute lengths and associated environmental effects. This intention is evidenced by the goal this policy is designed to help achieve, which is to “promote a mixture of land uses...to support a community in which people can live, work, shop, and play” (Goal LU-1). As discussed in Section 4.14, *Transportation*, of this EIR, the Proposed Project results in a lower average VMT rate than the average region-wide VMT rate, as well as a lower regionwide boundary VMT per service population under all scenarios studied. As such, the Proposed Project would reduce trip lengths, in part because of the proposed mix of land uses available within the Plan Area, as well as through the provision of a variety of housing types to serve a diverse population in the Monterey Bay area.

Policy: New Employment Districts. Create at least two new employment-designated areas in new growth areas of the City, with a minimum of one district in both Seaside East and Campus Town in accordance with the terms of the base closure agreement.

Consistent. The Specific Plan would be comprised of six sub-areas, including two mixed-use village centers. The Commercial Center (Sub-area CC) east of General Jim Moore Boulevard between Lightfighter Drive and Gigling Road would be defined by a typical main street with street-facing retail. Anchoring the eastern portion of the site, the University Village (Sub-area UV) would draw on the growing hub on the CSUMB campus at 6th Street, extending south to the site with a mixed-use, multi-modal environment that embraces a range of experiences and activities. Both Sub-area CC and Sub-area UV would provide 751 new jobs, resulting in a new employment district. Therefore, the Proposed Project would result in the development of at least two new employment-designated areas.

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<p>Policy: Emerging industries. Support a diverse mix of light industrial, information, maker, boutique food/wine/beer processing, and technology uses in order to provide jobs and tax revenues for the community by allowing emerging economic uses and industries within the Mixed-Use and Employment designations.</p>	<p>Consistent. As shown in Table 2-3, Chapter 2, <i>Project Description</i>, of this EIR the Specific Plan would allow up to 50,000 square feet of office, flex, makerspace, and light industrial uses. These uses would provide jobs and tax revenues for the community by allowing emerging economic uses and industries, potentially including those listed in the policy. Therefore, the Proposed Project would support emerging industries.</p>
<p>Policy: Flex spaces. Expand the number of flex facilities on land designated as Employment to accommodate technology, food/light manufacturing, and service tenants and diversify the City's economic base.</p>	<p>Consistent. The Proposed Project would allow flex spaces. Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan allows a flex block, a small footprint freestanding building designed for commercial uses on the ground floor; and flex shed, a building designed for occupancy by light manufacturing, workshop, and warehouse uses. The flexibility offered by the Form-Based Code would foster diversification of the City's economic base</p>
<p>Policy: Makerspaces. Encourage collaborative workspaces with Form-Based Code tools for the design, prototyping, and creation of manufactured works (makerspace).</p>	<p>Consistent. Specific Plan Policy 1.6.10 encourages a variety of Building Types within proximity to one another, including types that may not yet exist in the area, such as Live/Work or makerspaces. Allowing a variety of Building Types within proximity can foster collaboration among these workspaces and support home businesses. Therefore, the Proposed Project would encourage makerspaces.</p>
<p>Policy: Live/work housing. Protect and allow live/work spaces that meet the changing needs of work, establish artists/ spaces, and meet people's desire to live and work in close proximity.</p>	<p>Consistent. Specific Plan Policy 1.6.10 encourages a variety of Building Types within proximity to one another, including types that may not yet exist in the area, such as Live/Work or makerspaces. Allowing a variety of Building Types within proximity can foster collaboration among these workspaces and support home businesses. Therefore, the Proposed Project would allow live/work spaces to meet the needs of work, establish artists/spaces, and allow people to live and work in close proximity.</p>
<p>Policy: Home businesses. Support home businesses that meet city planning and permitting requirements and create jobs and opportunities for entrepreneurship, including development of live/work spaces.</p>	<p>Consistent. Specific Plan Policy 1.6.10 encourages a variety of Building Types within proximity to one another, including types that may not yet exist in the area, such as Live/Work or makerspaces. Live/Work allows an integrated work space within a residence; ground-floor office space with residential living spaces above. Allowing a variety of Building Types within proximity can foster collaboration among these workspaces and support home businesses.</p>

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Goal LUD-6. Visible and strong arts and cultural identity in Seaside.	
<p>Policy: New cultural facilities. Seek opportunities to establish new cultural facilities to meet Seaside’s desire for art, music, and other cultural activities.</p>	<p>Consistent. Section 4.5, <i>Land Use Standards and Guidelines</i>, of the Specific Plan allows civic and cultural facilities, including but not limited to libraries, public recreation facilities, museums, art galleries, movie theaters, and auditoriums.</p>
<p>Policy: Art in public places. Promote art that celebrates Seaside’s natural environment by increasing art installations in public spaces and by using art as a teaching opportunity related to the natural environment.</p>	<p>Consistent. The Campus Town Public Development Standards encourage a variety of public art types, such as painted sidewalks, murals, and installations. Public art, garden sculptures, and installations, are encouraged specifically along paths within the linear parks along Gigling Road from General Jim Moore Boulevard to the Sports Park at 7th Avenue. Section 3.6.4, <i>Public Art</i>, of the Specific Plan states that consideration should be given to the incorporation of public art throughout the Plan Area, especially at mixed-use areas and open spaces. Partnerships with CSUMB and local arts organizations are encouraged for the commission and installation of art pieces that highlight the creativity and passion of the local artist community.</p>
<p>Policy: Art in development projects. Promote the creation and/or funding of public art as part of new development and redevelopment projects.</p>	<p>Consistent. As described in Section 3.6, <i>Streetscape Guidelines</i>, of the Specific Plan, consideration should be given to the incorporation of public art throughout Campus Town, especially at mixed-use areas and open spaces, such as painted crosswalks and garden sculptures. Partnerships with CSUMB and local arts organizations are encouraged for the commission and installation of art pieces that highlight the creativity and passion of the local artistic community.</p>
<p>Policy: Artist housing. Allow live-work spaces in Mixed Use and Employment designations that provide artist living quarters.</p>	<p>Consistent. As described in Section 4.5, <i>Land Use Standards and Guidelines</i>, of the Specific Plan Live/Work is an allowed use in five out of the six Sub-areas within the Specific Plan. Allowable Live/Work is defined as including the following: an integrated work space within a residence with ground-floor office space with residential living spaces above.</p>
Goal LUD-7. A community that actively participates and engages in decision-making processes.	
<p>Policy: Area plans. During area planning processes, encourage continuous participation by those who will be affected by the plan, including residents, property owners, and businesses, as well as the general public and interested groups.</p>	<p>Consistent. The Campus Town Specific Plan was designed with a robust community engagement process that included several public meetings, a week-long design charrette open to everyone, and an open-house for two-days a week, every other week in the City’s satellite planning and economic development office, known as “Seaside Creates.”</p>

Goal LUD-9. A safe environment oriented and scaled to pedestrians and bicyclists.

Policy. Streetscape design. Create pedestrian-oriented streetscapes by establishing a unified approach to street tree planting, sidewalk dimensions and maintenance, pedestrian amenities, and high-quality building frontages.

Consistent. The Specific Plan also includes goals and policies to develop well-designed, pedestrian-oriented streetscapes and to create a walkable community by providing motorized intersection density of 238 intersections per square mile. The Specific Plan includes development standards to encourage a unified approach. Chapter 4, *Private Realm Standards and Guidelines*, of the Specific Plan would ensure new development in the private realm exhibits to have high standards of urban design, architecture, and landscaping. These private standards are intended to maintain a consistent street frontage throughout the subareas with uniform building placement and frontage along the street, to create a built environment that emphasizes pedestrian scale and variety by using fenestration, awnings, and frequent building entries. In the Specific Plan Section 3.5, *Landscape Standards and Guidelines*, specific, allowable street trees and landscape planting types would be determined by their location and function. Section 3.6, *Streetscape Guidelines*, of the Specific Plan would require streetscape design elements, such as specific paving palette, street furniture, street lighting, and public art as a function of street type.

Policy. Walkable neighborhoods. Enhance existing neighborhoods with walkable streets, a diverse mix of housing types, and neighborhood services (such as stores, recreational facilities, and child-care) within walking distance.

Consistent. The Proposed Project features a tightly woven and highly walkable gridded network of complete streets and paths, a diverse mix of uses and housing types, and ample parks and plazas. Sub-Area CE: Central, which runs from General Jim Moore Boulevard in the west to 7th Street in the east, would serve the greatest variety of building types and uses. This Sub-Area is characterized by mixed-use development of varying residential and commercial opportunities. Other sub-areas that includes mixed-use development include Sub-Area UA: University Village and Sub-Area: Commercial Center. The Proposed Project would provide an urban form and structure that enhances the quality of life of residents, and weaves new growth areas together with long established Seaside neighborhoods.

Policy. Pedestrian-supportive building design. Require new and substantially rehabbed commercial and mixed-use projects to follow best practices for pedestrian-supportive design:

- Ensure pedestrian orientation of ground floor uses in new development.
- Place primary building facades and entrances near the front property line or back of sidewalk. In limited cases, allow small plazas and active landscaped areas for social gathering between the building and sidewalk.
- Scale building elements to pedestrian scale.
- Design new buildings along corridors to provide for a rear building transition between the

Consistent. The Specific Plan would result in pedestrian-oriented streetscapes by utilizing best practices for pedestrian-supportive design including pedestrian orientation of ground floor uses in new development. The Plan identifies six sub-areas whose character is intended as very walkable with a diverse mix of Building Types and supportive of mixed uses. Streets and spaces would be appropriately framed by human-scaled buildings with clearly identifiable entries. The Standards and Guidelines would support the enhancement and expansion of the pedestrian realm by ensuring building placement and frontage along the street; maintaining a consistent street frontage or “street” wall throughout the subareas; creating a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using fenestration, awnings, and frequent building; and ensuring that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level. As specified in Section 4.6, *Urban Standards and Guidelines*, of the Specific Plan Urban Blocks designed for occupancy by a variety of uses such as retail, hotel, and service uses do not require minimum parking; however, if parking is provided than it would be provide in an underground garage, surface lot behind the building, tuck-under, a mid-block shared above ground garage of a combination of. Section 4.6.1, *Large Lot Standards and Guidelines*, of the Specific Plan would require that streets

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primary arterials and any adjacent low-density residential neighborhoods.

- Require parking internal to buildings that face primary arterials or side streets to use appropriate design (such as faux facades, green walls, public murals, etc.) to minimize its visual impact.
- Require that new development include wide sidewalks, trees, pedestrian furniture, safe pedestrian crossings and direct connections to the front entrances of retail and services.
 - Encourage new commercial developments to have common driveways to minimize the number of curb cuts along any given block to improve pedestrian safety.

are pedestrian-friendly and lined with building fronts while still accommodating surface parking lots required by Large Format Uses. The Proposed Project would include complete streets that allow for multiple modes of travel to travel safely throughout the Plan Area. Improvements under the Proposed Project would include wide sidewalks for pedestrians and bike lanes on selected streets. Section 3.3, *Thoroughfare Types and Standards*, of the Specific Plan requires sidewalks, street trees, and landscaped parkways for individual thoroughfare types as depicted on Figure 3.1 in the Specific Plan. A High-Intensity Activated crosswalk Beacon, or HAWK Beacon would be installed across General Jim Moore Boulevard at Colonel Durham Street. A curb bump out and a median refuge area would also be installed contributing to a safe pedestrian crossing.

Goal LUD-10. A City with beautiful and vibrant architecture and building design that reflects the culture and character of Seaside.

Policy: Iconic Design. Allow iconic and memorable building designs, particularly on larger non-residential properties in the Main Gate and Campus Town areas.

Consistent. The Specific Plan includes Section 4.7, *Architectural Standards and Guidelines*, of the Specific Plan that allows for iconic and memorable building design. Section 4.7.1 of the architectural standards states that proposed buildings in the Plan Area shall be varied to create a unique and attractive Campus Town and avoid a uniform and monotonous urban form. Buildings are required to be composed of a variety of forms and contrasting shapes and should employ attractive and complementary building materials and architectural features.

Policy: Ornamentation. Use building organization and construction to derive scale and articulation rather than surface ornamentation.

Consistent. Specific Plan Policy 1.6.4 states that development in the Plan Area would be required to use building organization and construction to derive scale and articulation rather than surface ornamentation. According to Section 4.7.1 of the architectural standards, the massing, scale, and architectural style of proposed buildings in the Plan Area would be required to be varied to create a unique and attractive Campus Town. The standards require the overall scale, massing, roof form, materials, and architectural style of new structures to provide a variety of forms, depth and texture, and encourage a cohesive neighborhood character by building structures at a scale that is appropriate to the street.

Goal LUD-11. A network of pedestrian-oriented, human-scale and well-landscaped streetscapes throughout Seaside.

ADA requirements. All streets should be ADA compliant and meet National Association of City Transportation Officials (NACTO) standards for sidewalks, street trees, and planting strips, and pedestrian-oriented lighting. Street lighting should provide adequate night-time visibility for pedestrians.

Consistent. The Proposed Project would be required to meet ADA requirements pursuant to Title 24 of the California Code of Regulations. The Campus Town Specific Plan Chapter 3, *Public Realm Standards and Guidelines*, provides a hierarchy of street types (refer to Figure 3.1) that provides a key to the individual street type sub-sections. Each street type sub-sections requires standards widths for sidewalks, planted parkways, etc. The Specific Plan Form Based Code, Section 3.5, *Landscape Standards and Guidelines*, of the Specific Plan requires specific street trees and landscape planting types, the location of which would be determined by their location and function. As discussed in Section 4.1, *Aesthetics*, of this EIR, the Proposed Project would minimize the effect of new lighting on nighttime ambient light levels by the design of light fixtures and by adherence to development standards set forth in the City's Municipal Code regarding lighting. The City's Zoning Ordinance (SMC Chapter 17.30, Standards for all Development and Land Uses) regulates the maximum height, energy efficiency, position, maximum illumination, and other parameters of lighting fixtures throughout the City. Section 4.6, *Urban Standards and Guidelines*, of the Specific Plan summarizes specific ADA standards where applicable, or simply notes that ADA accessibility standards apply. For example, Section 4.6.3.C of the Specific Plan, Shopfronts may be raised no more than 18 inches in height, measured from the adjacent Sidewalk grade, provided there is ADA accessibility into the space and subject to the review and approval of the Zoning Administrator. Specific Plan sidewalk, street tree, planting strip, and lighting requirements meet NACTO standards.

Policy. Landscaping and urban forest. Plant new drought-tolerant street trees and high-quality landscaping where it is currently lacking.

Consistent. Specific Plan Section 3.5, *Landscape Standards and Guidelines*, requires specific street trees and landscape planting types, the location of which would be determined by their location and function. In accordance with RUDG landscape palettes, the appropriate incorporation of suitable street trees and vegetation were selected to provide visibility at the street level, ornamental or seasonal aesthetic value, shade and density, and climate suitability. Minor street trees have been selected for their drought tolerance, growth rate, and low maintenance. The allowable landscape palette, shown in Table 3.3 of the Specific Plan, indicates the Water Use Classification of Landscape Species (also known as the WUCOLS Rating) of each planter tree/tree-shrub. With the exception of one species, which has a moderate water WUCOLS Rating, the remainder of allowable plant species have either a very low or low WUCOLS rating.

Policy. Pedestrian amenities. Commercial area streets should have high-quality and attractive pedestrian amenities, including planters, bicycle racks, bus shelters, trash cans, and other similar amenities.

Consistent. The Specific Plan, Chapter 3, *Public Realm Standards and Guidelines*, requires Main Street/6th Avenue and General Jim Moore Boulevard to include street furniture. Curb extensions along Main Street are also required to be furnished with pedestrian or bicycle facilities or both. Section 3.6, *Streetscape Guidelines*, of the Specific Plan provides an appropriate palette of street furniture; these include: bus shelters, waste/recycling receptacles, bike racks, benches, and other similar amenities. Palettes presented in this section provide an overall design intent that may be added to or modified based on City direction. Furthermore, Section 4.7.15, *Service and Auxiliary Equipment*, of the Specific Plan requires trash areas visible from public streets or other properties to be enclosed by walls their entrances enclosed by a door. All these standards would ensure a high-quality and attractive pedestrian amenities in commercial portions of the Plan Area.

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Policy. Street lighting. Commercial area street lighting should be pedestrian-oriented, attractively designed and provide for visibility and security.

Consistent. Specific Plan Section 3.6.3, *Street Lighting*, provides a palette for street lighting, scaled to either the pedestrian or roadway as appropriate. Streetscape standards and guidelines contained within the Specific Plan would ensure attractively-designed lighting for both visibility and security. Refer also to the CPTED policy discussion below for more discussion about security. As discussed in Section 4.1, *Aesthetics*, of this EIR, the Proposed Project would minimize the effect of new lighting on nighttime ambient light levels by the design of light fixtures and by adherence to development standards set forth in the City's Municipal Code regarding lighting. The City's Zoning Ordinance (SMC Chapter 17.30, Standards for all Development and Land Uses) regulates the maximum height, energy efficiency, position, maximum illumination, and other parameters of lighting fixtures throughout the City.

Policy. Improved connections. Improve pedestrian and bicycle mobility by identifying opportunistic connections within the City's neighborhoods to increase access to local parks, schools, neighborhood centers, and neighborhood gathering spaces.

Consistent. The Proposed Project features an urban form with a tightly woven and highly walkable gridded network of complete streets and paths that would improve pedestrian and bicycle mobility through the Plan Area. The Specific Plan would form an urban environment of streetscapes oriented and scaled to pedestrians and bicyclists.

Policy. CPTED. Rely upon CPTED principles when designing streetscapes.

Consistent. As discussed in Section 4.13, *Public Services and Recreation*, of this EIR development of the Proposed Project would be required to conform to the Specific Plan's Form-Based Code standards that require utilization of Crime Prevention Through Environmental Design (CPTED). CPTED is aimed at deterring criminal behavior by designing the physical environment in ways that reduce identifiable crime risks would be implemented, and thus, a proportional increase in the number of incidences is not anticipated. As an example, the plan's urban form would result in a safe urban environment oriented and scaled to pedestrians and bicyclists. The standards in the proposed Specific Plan would result in pedestrian-oriented streetscapes by utilizing best practices for pedestrian-supportive design including pedestrian orientation of ground floor uses in new development.

Goal LUD-18. Abundant and high-quality natural open space on former Fort Ord lands.

Open space corridors. Balance the need to create more housing, employment, retail, and entertainment uses on former Fort Ord lands with open space corridors that support natural vegetation communities, scenic vistas, and sensitive habitats within new growth areas. Open space corridors should connect to formal and informal trailheads in the National Monument, where possible.

Consistent. The Proposed Project would provide housing, employment, and retail uses, while also providing for physical connections between the Plan Area and established areas of Seaside with street connections and crosswalks, as well as a connection to FORTAG trail spurs. As shown in Section 3.4, *Open Space Network and Type Standards*, of the Specific Plan, Open Space Network and Type Standards, a series of open spaces link the central east-west street, forming a green network that unites the Plan Area. Linear parks along Gigling Road also provide a green link that runs from General Jim Moore Boulevard to 7th Avenue, connecting to a variety of open spaces along the way.

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Goal LUD-19. Design new Seaside neighborhoods on former Fort Ord lands sustainably by linking land use, transportation, and infrastructure development to increase non-automobile travel, protect sensitive habitat, and reduce infrastructure costs.

Policy: Diverse neighborhoods. Create diverse mixed-income neighborhoods with a range of residential housing types for different economic levels, household types for different economic levels, household sizes, and age groups.

Consistent. The Proposed Project features a diverse mix of uses and housing types. Each of the six sub-areas are unique and would allow a variety of housing types to support various income levels and age groups (i.e., the nearby CSUMB campus and residents of Seaside). Allowable residential housing types include single-family dwellings, rowhouses, townhouses, multi-family housing for rent or sale, student housing, and senior housing.

Policy: Job Generation. Create a least two new employment-designated areas, with a minimum of one district in both Seaside East and Campus Town, in accordance with the terms of the base closure agreement.

Consistent. The Proposed Project would be comprised of six sub-areas, including two mixed-use village centers. The Commercial Center (Sub-area CC) east of General Jim Moore Boulevard between Lightfighter Drive and Gigling Road would be defined by a typical main street with street-facing retail. Anchoring the eastern portion of the site, the University Village (Sub-area UV) would draw on the growing hub on the CSUMB campus at 6th Street, extending south to the site with a mixed-use, multi-modal environment that embraces a range of experiences and activities. Both Sub-area CC and Sub-area UV would provide 751 new jobs, resulting in a new employment district. Therefore, the Proposed Project would result in the development of at least two new employment-designated areas.

Policy: Access to amenities. Strive to create development patterns such that the majority of residents are within one-half mile walking distance of a variety of neighborhood-serving uses, such as parks, grocery stores, restaurants, churches, cafes, dry cleaners, laundromats, banks, hair care, pharmacies, civic uses, and similar uses.

Consistent. The Proposed Project would provide an urban form and structure and a tightly woven and highly walkable gridded network of complete streets and paths that would provide access to a diverse mix of uses and housing types. Sub-Area CE: Central, which runs from General Jim Moore Boulevard in the west to 7th Street in the east, would serve the greatest variety of building types and uses. This Sub-Area is characterized by mixed-use development of varying residential and commercial opportunities. Other sub-areas that includes mixed-use development include Sub-Area UA: University Village and Sub-Area: Commercial Center. As shown on Figure 2.10 of the proposed Specific Plan, the majority of residents would be located within one-half mile of neighborhood-serving uses.

Policy: New urban spaces. Require new developments to provide public parks, plazas and square that provide interesting urban spaces in planned districts and neighborhoods.

Consistent. Specific Plan Section 3.4, *Open Space Network and Type Standards*, includes a system of open space that is categorized into seven Open Space Types, which range from verdant recreationally-activated Greens to hardscaped civic Plazas capable of hosting community events such as farmers markets and seasonal fairs.

Policy: Expanded mobility. Ensure new development supports non-automobile mobility by providing safe, comfortable, and convenient pathways for pedestrians and bicyclists and waiting areas for transit.

Consistent. The Specific Plan's urban form would result in a safe urban environment oriented and scaled to pedestrians and bicyclists. Specific Plan Chapter 4, *Private Realm Standards and Guidelines*, supports the enhancement and expansion of the pedestrian realm by providing connections within blocks and better integrating a green network. Sidewalk widths would be appropriate to their context and sufficient to support strolling, café seating, and other amenities found in a pedestrian-oriented environment. Section 4.6, *Urban Standards and Guidelines*, of the Specific Plan provides standards for providing pedestrian paths to increase

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accessibility throughout the development. Chapter 3, *Public Realm Standards and Guidelines*, of the Specific Plan provides standards for sidewalk widths based on street type. As stated in Chapter 3 of the Specific Plan every street is designed to accommodate bike traffic. The majority of new streets are designed for slow-moving traffic with one travel lane in each direction. Section 3.6, *Streetscape Guidelines*, of the Specific Plan provides an appropriate palette of street furniture, including bus shelters and other similar amenities.

Policy: Internal connectivity. Require development projects to have a high-level of internal connectivity (minimum 150 intersections per square mile) and to be well-connected to the surrounding area.

Consistent. The Proposed Project achieves a high level of internal connectivity with 238 motorized intersections per square mile, exceeding the internal connectivity policy of 150 motorized intersections per square mile. Furthermore, the Proposed Project would exceed a combined motorized and non-motorized intersection density of 300 intersections per square mile. This would increase the Plan Area’s connections to the surrounding area.

Policy: Traffic modeling. Ensure future traffic study methodologies balance automobile, transit, walk, and bike mode shares.

Consistent. The Campus Town Specific Plan Transportation Analysis (Fehr & Peers 2019; refer to Appendix K) contains a transit, bicycle, and pedestrian evaluation in addition to consideration of vehicle miles travelled (VMT) and transportation deficiencies and improvements via a level of service (LOS) analysis of intersections and freeway segments. As such, the analysis considers a variety of transportation modes, consistent with this policy. Refer to Appendix K and Section 4.14, *Transportation*, of this EIR for more information.

Goal LUD-20. Seamlessly connect new growth areas on former Fort Ord lands with the rest of the City.

Policy: Visual connections. Provide visual connections, including wayfinding, between existing development and new development, and between open space on former Fort Ord lands.

Consistent. The Proposed Project provides for visual connections between the existing context and new development; for example, with open space and street connections along Gigling Road and through the standards that require the housing and mixed development along all of the major perimeter streets to front these thoroughfares.

Policy: Physical connections. Require future development projects to better integrate with existing development by physically connecting new development on former Fort Ord lands with frequent streets, transit, bicycle, and pedestrian connections to ensure easy access from historic Seaside.

Consistent. The Specific Plan provides for physical connections between the Plan Area and the existing land uses with frequent street connections and crosswalks, as well as a connection with FORTAG. Furthermore, the Proposed Project would be designed to create a transit oriented corridor at Lightfighter Drive and General Jim Moore Boulevard at 6th Avenue and Gigling. Additionally, the Fort Ord Base Reuse Plan contemplates a transit center on the border of the City of Seaside and the City of Marina at Second Avenue near Lightfighter Drive. Between these Transit Oriented Development areas.

Policy: Contiguous expansion. Locate initial new development on former Fort Ord lands adjacent to Seaside’s built environment and CSUMB to create a contiguous expansion of the City.

Consistent. The Proposed Project would be located adjacent to Seaside’s built environment and CSUMB. The Specific Plan ensures contiguous expansion by locating Phase 1 between General Jim Moore Boulevard and SR 1, and directly connecting the Plan Area to the Main Gate site by extending 2nd Avenue. Furthermore, Phase 2 includes the University Village, which would draw on the growing hub on the CSUMB campus at 6th Street, down to the Plan Area with a mixed-use, multi-modal environment that embraces a range of experiences and activities.

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Goal LUD-21. New development supports the preservation or enhancement of the City's natural resources.

Policy: Low-impact development. Require new construction to use low-impact development techniques to improve stormwater quality and reduce run-off quantity.

Consistent. As described in the *Preliminary Post-Construction Stormwater Control Plan for Campus Town*, the Proposed Project would provide a low-impact development approach that includes on-lot retention for individual lots. Sandy dune soils with moderate to high percolation rates underlay most of the site and provide an opportunity to infiltrate on a lot by lot basis. Rainfall runoff, up to the 100-year event, can be infiltrated on each lot without producing runoff that would normally be tributary to a storm drain system. This approach results in approximately 837 distributed drainage management areas (i.e., 243 west and 594 east). These LID techniques would improve stormwater quality and reduce run-off quantity.

Policy: Native species. Encourage new development to support a diversity of native species and manage invasive species.

Consistent. As specified in Specific Plan Section 3.5, *Landscape Standards and Guidelines*, the Specific Plan encourages a diversity of native grasses and shrubs to enhance the landscape character of the Monterey Bay region. In addition, Proposed Project development would remove non-native invasive species currently found within the Plan Area, including ice plant mats. By replacing non-native invasive species with primarily native plantings, the Proposed Project would be consistent with this policy.

Goal LUD-22. Resilient neighborhoods on former Fort Ord lands.

Policy: Wildfire risk. Require that all future developments on former Fort Ord lands take steps to reduce wildfire risk as part of the site review process.

Consistent. According to Section 4.17, *Wildfire*, of this EIR the Proposed Project would not exacerbate existing fire risk. The Plan Area has historically been built out, and the Proposed Project would increase the density of development within the Plan Area, with new structures and infrastructure which are constructed to modern fire and code and safety standards. Furthermore, as noted above in the regulatory setting, increases in density, such as those from the Proposed Project have also been shown to reduce fire risk. As shown in Figure 1.12 of the Specific Plan, throughout the development of the Fort Ord base and its subsequent closure, a patchwork of utility systems (i.e., electric, communications, gas, water, storm, and sewer) have been installed to serve the Plan Area. Development implemented under the Proposed Project would replace this older patchwork infrastructure with new modern power, telephone, cable, and natural gas plans, which would be submitted concurrent with final tract maps and improvement plans per phase. New development and infrastructure would be subject to statewide standards for fire safety in the California Fire Code, as incorporated by reference in SMC Section 15.04.170. Furthermore, the Plan Area would increase access to and through the Plan Area with new thoroughfares, and would replace existing deteriorated roadways.

Policy: Hazard mitigation. Support plans and policies that mitigate existing hazards and reduce the risk of urban and wildfire threats.

Consistent. As discussed in Section 4.17, *Wildfire*, of this EIR the Plan Area is located in an urbanized area that is outside of a CAL FIRE-designated Very High Fire Hazard Severity Zone. Therefore, preparation of a project emergency evacuation plan is not required. Development of new roadways in the Plan Area would be required to comply with Fire Code Chapter 10 which addressed fire related Means of Egress. The Plan Area would increase access to and through the Plan Area in the county with new thoroughfares and would replace existing deteriorated roadways. Therefore, the Proposed Project would support plans and policies that mitigate existing hazards and reduce the risk of wildfire.

General Plan Policy

Discussion

Policy: Resource efficiency. Through more stringent water and energy standards, require new development to be more water and energy efficient and use fewer natural resources in order to increase long-term neighborhood resilience.

Consistent. Chapter 4, *Private Realm Standards and Guidelines*, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings. Chapter 4 also requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency and encourages surface parking areas to be covered in solar panels. The Proposed Project would also be required to comply with the 2019 Building Energy Efficiency Standards, which include mandatory requirement for solar ready buildings.

Chapter 5, *Infrastructure*, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to Seventh Avenue. Following installation of this recycled water main, recycled water would be used to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible.

These water and energy standards would ensure that the Proposed Project is water and energy efficient, consistent with this policy.

Goal LUD-23. Transform the City’s northern area into a mixed-use, economically-vibrant Campus Town that serves the student population and leverages its geographic adjacency to CSUMB.

Policy: Coordination with CSUMB. Strengthen the relationship between the City and Cal State University-Monterey Bay, Marina, and other regional partners. Hold regular meetings with CSUMB to discuss plans for the “campus town” area.

Consistent. The Specific Plan was conceived in coordination with CSUMB during a public design charrette. CSUMB faculty, students, and administrative personnel participated in the public design charrette. Additionally, the proposed Specific Plan was presented to the University community at CSUMB’s Student Center to receive additional feedback.

Policy: High Density and Mixed-Use. Establish a coordinated, mixed use area that supports higher-density housing, shopping, services, jobs, offices, and open space. Future development shall accommodate the following uses:
High-density residential development, with some developments targeting students and/or CSUMB

Consistent. The Proposed Project provides for mixed-use development and identifies several areas for high density and mixed-use development, including:

- Some of the high-density that would be targeted to students and/or CSUMB staff, as appropriate.
- One of the mixed-use areas that could house R&D spaces is located along 6th Avenue, which would provide direct access to CSUMB. In addition, live-work development is allowed throughout the Plan Area.
- A one-acre community gathering space, surrounded by retail and entertainment uses, would be provided, as well as an additional 1/3-acre space also surrounded by retail/dining opportunities.

General Plan Policy	Discussion
<p>staff, as appropriate. New R&D, flex space, live/work, and “makerspaces” close to CSUMB, to expand the number and diversity of jobs in Seaside. A minimum of 1 to 2 acre community gathering space surrounded by retail and entertainment uses. Dynamic research and development uses (including labs and light manufacturing) with easy access to the university. These uses will accommodate new public-private ventures and entrepreneurial activities. Active recreation and gathering places, trails, and new parks, plazas and ground level landscaped open spaces to serve students, employees and residents.</p>	<ul style="list-style-type: none"> ▪ Additional park spaces are provided for active recreation and gathering places, while a new trail is provided along Gigling Road. ▪ Research and development space over ground-floor retail in the University Village.
<p>Policy: Pedestrian-Supportive Design. Require new projects to follow best practices for pedestrian-supportive design. Ground floors should be active along all primary frontages.</p>	<p>Consistent. The Specific Plan follows best practices for pedestrian-supportive design. The Specific Plan Section 4.7, <i>Architectural Standards and Guidelines</i>, would ensure that there are active uses along primary streets in the form of an urban block to avoid exposing blank walls on street fronts.</p>
<p>Policy: FORTAG Trail. Support implementation of the FORTAG regional trail and coordinate with FORTAG about trail design and connectivity, and art opportunities.</p>	<p>Consistent. The design of Campus Town included coordination with FORTAG during the design charrette. FORTAG trail spurs and separately planned bicycle infrastructure improvements would connect with the proposed bikeways within the Plan Area. Figure 2.9 in the proposed Specific Plan includes a conceptual bicycle and trails network diagram, including the FORTAG proposed bicycle trail and where connections to FORTAG trail would occur within the Plan Area. The sports field at Gigling and 7th Avenue would include a distinctive gateway element to the National Monument and public restroom facilities at the edge or within 500 feet of the sports field area.</p>
<p>Policy: Intersection Density. Design street and block patterns to provide safe, convenient, and comfortable circulation for pedestrians and bicyclists. Intersection density should be at least 300 intersections per square mile (including both motorized and non-motorized segments).</p>	<p>Consistent. The Proposed Project would achieve a high level of internal connectivity with a combined motorized and non-motorized intersection density of at least 300 intersections per square mile. In addition, the plan is well-connected to the surrounding area.</p>

General Plan Policy	Discussion
<p>Policy: Connectivity. Improve access and connections for all modes to CSUMB.</p>	<p>Consistent. The Proposed Project provides for expanded mobility by providing for wide sidewalks on both sides of every street, plus additional pedestrian and bike trails. Several streets also include bike lanes. In addition, anchoring the eastern portion of the site, the University Village would draw on the growing hub on the CSUMB campus at 6th Street, down to the Plan Area with a mixed-use, multi-modal environment that embraces a range of experiences and activities.</p>
<p>Policy: Area-wide Coordination. Promote coordinated design and development between plans, new projects, and existing uses and properties.</p>	<p>Consistent. The Specific Plan was developed as part of an effort in area-wide coordination. This includes coordination with the City regarding design and development of the following: Main Gate at the intersection of 2nd Avenue and Lightfighter Drive, the Presidio on potential redevelopment of the fire station and the design of General Jim Moore Boulevard, as well as CSUMB as described above.</p>
<p>Policy: Gateway Points. Signage and gateway elements should be implemented by new development to draw visitors to the Dunes State Beach and the National Monument. At these entry points, visitor-serving amenities, such as restaurants, bike and water sport rentals, and lodging are encouraged.</p>	<p>Consistent. The Proposed Project includes a neighborhood park at the Plan Area’s southeastern corner, which among other things acts as an informal gateway to the Dunes State Beach west of SR 1 and the Proposed Project, and the Fort Ord National Monument southeast of the Proposed Project. A gateway feature in the Sub-Area EE: East End would provide a gateway feature to promote the Fort Ord National Monument.</p>
<p>Goal H-3: Ample new housing affordable available to extremely low, very low, low, and moderate-income households in Seaside.</p>	
<p>Policy: Multifamily Housing Construction. Encourage the construction of high-quality, well-designed multifamily housing and residential mixed-use projects along Broadway Avenue, Fremont Boulevard, the City’s existing multifamily neighborhoods, Campus Town, and Seaside East Specific Plan Areas.</p>	<p>Consistent. The Proposed Project would provide for high-quality multi-family housing in The Commercial Center Sub-Area along General Jim Moore Boulevard and the University Village Sub-Area along 6th Avenue. The Commercial Center would include multifamily housing and residential mixed-use development, including permitted uses such as rowhouses, townhouse, flex lofts, and carriage houses. At least 60 percent of the required ground-floor frontages must have office or residential uses above.</p>
<p>Goal H-9: An open process that facilitates community involvement in the development of housing policies and programs and enhance accountability.</p>	
<p>Policy: Community engagement by developers. Encourage developers of any major project to have neighborhood meetings with residents early in the process to undertake early problem solving and facilitate a more informed, efficient, and constructive development review process.</p>	<p>Consistent. The Specific Plan was designed with a robust community engagement process led by the City, Specific Plan consultant, and developer that included several public meetings, a week-long design charrette open to everyone, and an open-house for two-days a week, every other week in the City’s satellite planning and economic development office, known as “Seaside Creates.”</p>

General Plan Policy

Discussion

Goal HSC-8. Building and landscapes that promote water conservation, efficiency, and the increased use of recycled water.

Policy: Water innovation. Encourage innovative water recycling techniques such as rainwater capture, use of cisterns, and installation of greywater systems.

Consistent. Chapter 5, *Infrastructure*, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to 7th Avenue. Following installation of this recycled water main, recycled water would be used to irrigate public street landscape medians, public open space, and landscaping for commercial/flex sites and residential front yards. Recycled water may also be provided for toilets, floor sinks, and other applicable uses allowed under the California Building Code. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible.

Policy: Conservation design requirements. Continuously update and improve water conservation and landscaping requirements for new development.

Consistent. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible.

Goal HSC-8. Building and landscapes that promote water conservation, efficiency, and the increased use of recycled water.

Policy: Water innovation. Encourage innovative water recycling techniques such as rainwater capture, use of cisterns, and installation of greywater systems.

Consistent. Chapter 5, *Infrastructure*, of the Specific Plan requires the installation of a recycled water main in Lightfighter Drive from 1st Avenue to General Jim Moore Boulevard and adjacent to Gigling Road from General Jim Moore Boulevard to Seventh Avenue. Following installation of this recycled water main, recycled water could be used to irrigate public street landscape medians, public parks, and commercial/flex sites. Recycled water may also be provided for domestic (toilet) use by multi-family residential units. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. Therefore, the Proposed Project would be consistent with Goal HSC-8 by reducing potable water use through water conservation and water efficiency.

Policy: Conservation design requirements. Continuously update and improve water conservation and landscaping requirements for new development.

Consistent. The Specific Plan requires that development adhere to the requirements of Title 24, which includes standards for water-conserving plumbing and fixtures. In addition, the Proposed Project would comply with Section 17.30.040(G) of the Seaside Municipal Code, which requires the use of water-efficient irrigation systems unless infeasible. Therefore, the Proposed Project would be consistent with this policy by reducing potable water use through water conservation and water efficiency.

General Plan Policy

Discussion

Goal HSC-9. Energy efficiency buildings that use energy from renewable sources.

Policy: Renewable Energy. Encourage the installation of renewable energy generation sources in the design and development of new development to reduce energy costs and support resource conservation.

Consistent. Chapter 4, *Private Realm Standards and Guidelines*, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. In addition, Chapter 4 of the Specific Plan requires exterior architectural lighting to use LED and other technologies to maximize energy efficiency and encourages surface parking areas to be covered in solar panels. The Proposed Project would also be required to comply with the 2019 Building Energy Efficiency Standards, which include mandatory requirement for solar ready buildings. Furthermore, Monterey Bay Community Power (MBCP), which is the default energy provider in the Plan Area, provides carbon-free electricity, and PG&E, which is the provider for those who opt out of MBCP, must provide carbon-free electricity no later than 2045. Because of these energy saving features, the Proposed Project would reduce energy costs, consistent with this policy. Regarding the installation of renewable energy generation sources, Chapter 4 of the Specific Plan requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings. These features would align with the environmental performance objectives of Goal HSC-11.

Goal HSC-11. New construction that meets a high-level of environmental performance.

Policy: Solar-Ready Buildings. Require commercial, mixed-use, and multifamily buildings to be solar ready by providing a solar zone and infrastructure such as solar panel standoffs and conduit.

Consistent. Chapter 4, *Private Realm Standards and Guidelines*, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency and solar-ready features.

Policy: Passive Solar Techniques. Encourage new development to reduce building energy use by:

- Maximizing interior daylighting.
- Using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity to reduce solar heat gain.

Planting shade trees on south- and west-facing sides of new buildings to reduce energy loads.

Consistent. Chapter 4, *Private Realm Standards and Guidelines*, of the Specific Plan requires all new construction to meet the requirements of Title 24, which would ensure that buildings incorporate appropriate energy efficiency features. Furthermore, Chapter 4 requires all new construction to utilize passive solar techniques to the maximum extent practicable by maximizing interior daylighting, using cool exterior siding, roofing, and paving materials with relatively high solar reflectivity, and planting shade trees on south- and west-facing sides of buildings. These features would align with the environmental performance objectives of Goal HSC-11.

General Plan Policy	Discussion
Goal HSC-12. A Zero-Waste Program that increases recycling and reduces food scraps and green waste sent to the landfill.	
<p>Policy: Commercial and multifamily recycling. Promote GreenWaste Recovery’s recycling programs expanding outreach to commercial and multifamily residences, including programs that convey the lifecycle effects from green purchasing and recycling.</p>	<p>Consistent. As discussed in Section 4.16, <i>Utilities and Service Systems</i>, of this EIR the Proposed Project would be required to adhere to <i>Draft Seaside 2040</i>. Goal CFI-6 of the General Plan aims to reduce solid waste sent to the landfill. Increased recycling and waste diversion would reduce rates of solid waste disposal. In addition, the City of Seaside is required by AB 939 to divert 50 percent of solid waste from landfills. The Materials Recovery Facility is capable of recovering up to 75 percent or more of the mixed waste stream from both commercial and multi-family sources, single-stream recyclables, as well as construction and demolition loads (Monterey Regional Waste Management District 2018).</p>
<p>Policy: Waste containers. Promote waste reduction, recycling, and composting by making separate containers available in gathering areas of City-owned facilities.</p>	<p>Consistent. Section 3.4.2, <i>Open Space Types</i>, of the Specific Plan states requires that the public open space network be equipped with recycling receptacles in addition to waste receptacles. Composting receptacles would be required to be installed at such time composting service becomes available. Section 3.6.2, <i>Street Furniture</i>, of the Specific Plan provides an initial palette of appropriate street furniture selections, including separate containers for waste and recycling.</p>
<p>Policy: Recycled and locally-sourced materials. Encourage new construction projects to use recycled and locally-sourced building materials in projects.</p>	<p>Consistent. The proposed Specific Plan does not require nor prohibit the Proposed Project to use recycled and locally-source building materials. The developer may choose to use such materials, and the City may encourage the developer to use such materials, consistent with this policy.</p>
<p>Policy: Salvage and recycle construction materials. Ensure construction demolition achieves the State’s 50 percent target for material salvage and recycling of non-hazardous construction materials.</p>	<p>Consistent. In accordance with 2016 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction and demolition waste, thereby exceeding the target identified in this policy.</p>
Goal CFI-6. A flexible and effective system that reduces solid waste and waste resources.	
<p>Policy: Construction demolition. Require construction demolition to meet or exceed the State’s 50 percent targets for material salvage and recycling of non-hazardous construction materials.</p>	<p>Consistent. In accordance with 2016 CALGreen requirements, the Proposed Project would be required to achieve a minimum of 65 percent diversion rate for construction and demolition waste.</p>

General Plan Policy	Discussion
Goal PO-7. Environmental Sustainability and Awareness at New and Existing Park and Recreational Facilities.	
Policy: Conservation and efficiency. Increase energy and water efficiency at new and existing park and recreation facilities.	Consistent. Chapter 3, <i>Public Realm Standards and Guidelines</i> , of the Specific Plan contains requirements for the public open space network to implement high-efficiency LED lighting or other comparable high-efficiency lighting technology. Similarly, Section 3.5, <i>Landscape Standards and Guidelines</i> , of the Specific Plan includes a landscape palette ¹ that would require street trees and shrubs that are largely California natives with low water requirements, which would reduce water usage at the public open space area envisioned by the Specific Plan. Based on these standards, the Project would increase energy and water efficiency at park and recreation facilities.
Policy: Stormwater Infiltration. Design future parks to use natural processes to capture, treat, and infiltrate stormwater.	Consistent. Section 5.3, <i>Conceptual Storm Water System</i> , of the Specific Plan proposes a storm drain pipe network that would collect runoff from all internal residential streets and convey stormwater to these basin areas, which would be designed to provide retention up to the 100-year storm event. Section 5.3.2, <i>Low Impact Development</i> , of the Specific Plan would require LID techniques and stormwater control measures for residential and commercial uses that manage rainfall at the source. Furthermore, Chapter 3, <i>Public Development Standards and Guidelines</i> , of the Specific Plan would require parkways to be designed as infiltration planters with appropriate plant material.
Policy: Solid waste diversion. Promote solid waste diversion at City parks and recreation facilities through recycling and composting.	Consistent. As required by Chapter 3, <i>Public Realm Standards and Guidelines</i> of the Specific Plan, the public open space network would be equipped with recycling receptacles in addition to waste receptacles. Composting receptacles are required to be installed at such time composting services become available.
Goal M-1. A citywide network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.	
Policy: Planning for all modes and transportation/land use integration. Design streets holistically, using a complete streets approach, which considers pedestrians, bicyclists, motorists, transit users, and other modes together to adequately serve future land uses.	Consistent. The proposed Campus Town Specific Plan is designed around a network of “complete streets” that meets the needs of all users, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

¹ The landscape palette that would be required in the Campus Town Specific Plan is recommended in FORA’s RUDG.

General Plan Policy	Discussion
<p>Policy: Roundabouts. Consider installation of roundabouts as shown on Figure 23, provided the cost of roundabouts does not result in overspending on motor vehicle traffic improvements at the expense of other modes.</p>	<p>Consistent. Implementation of the Proposed Project would include the installation of two roundabouts along General Jim Moore Boulevard, one at the intersection with Gigling Road and the other at Lightfighter Drive.</p>
<p>Goal M-2. Mobility options that serve the multi-modal access and travel needs generated by new development in a manner suitable to the local context.</p>	
<p>Policy: Coordination with new development. Improve the Seaside circulation system in concert with public and private land development and redevelopment projects.</p>	<p>Consistent. Section 1.5, <i>Plan Goals</i>, of the Specific Plan includes goals to develop a Mixed-Use Urban Village that is designed to seamlessly connect to adjacent neighborhoods, and create an open space network that is linked through well-designed, pedestrian-oriented streetscapes, and Section 1.6, <i>Plan Policies</i>, of the Specific Plan includes policies to implement a multi-modal transportation network on-site through the design of complete streets for all forms of mobility, to ensure that safety for pedestrians and bicyclists be considered alongside safety for vehicle occupants, and to ensure a minimum density of 235 intersections per square mile to achieve walkability.</p>
<p>Policy: Parking Standards. Maintain efficient and updated parking standards to ensure development provides adequate parking, while reducing reliance on automobiles.</p>	<p>Consistent. The proposed Specific Plan includes parking standards for placement of parking spaces, but would not require minimum parking requirements for commercial or multi-family uses; thereby reducing reliance on automobiles. Chapter 4, <i>Private Realm Standards and Guidelines</i>, of the Specific Plan includes parking standards for new development in the private realm. Private Development Standards and Guidelines would require parking in surface lots or garages at the rear of buildings so that parking does not dominate the built environment. Section 4.6.3, <i>Frontage Standards and Guidelines</i>, of the Specific Plan, identifies allowable Frontage Types for each sub-area and defines performance measures of each Frontage Type ensuring that buildings define the street as a public “room” to minimize the disruption of frontages by parking entries and placement. Under Section 4.6, <i>Urban Standards and Guidelines</i>, of the Specific Plan there would be no minimum parking requirements for commercial or multi-family uses.</p>
<p>Policy: Greenhouse gas emissions and vehicle miles traveled (VMT) reductions. Support development and transportation improvements that help reduce greenhouse gas emissions and VMT. Strive to reduce VMT below regional averages on a “per resident” and “per employee” basis.</p>	<p>Consistent. As discussed in Section 4.14, <i>Transportation</i>, of this EIR the VMT per service population ratio generated by the Proposed Project would be more than 15 percent below existing VMT per service population ratio in the region. As described in Section 4.7, <i>Greenhouse Gas Emissions</i>, of this EIR Proposed Project GHG emissions would be less than significant with implementation of Mitigation Measure GHG-1. Therefore, the Proposed Project would reduce GHG emissions and VMT, consistent with this policy.</p>

General Plan Policy	Discussion
<p>Policy: Traffic calming. Consider the implementation of traffic calming measures to reduce speeding and make streets user-friendly for all modes of transportation, including pedestrians and bicyclists.</p>	<p>Consistent. The Proposed Project would install two roundabouts along General Jim Moore Boulevard, one at the intersection with Gigling Road and the other at Lightfighter Drive. The intent of these two roundabouts is to calm traffic and signal drivers that this area is intended for slower moving traffic. Roadways within the Plan Area (i.e., main streets and local streets) would be designed for slow traffic speeds with shared use traffic lanes that accommodate bicycles with one travel lane in each direction and two curbside parking lanes. Sidewalks provide ample room for pedestrians. Streets are landscaped with street trees and continuous parkways with paved pass-throughs to the sidewalk.</p>
<p>Policy: Multi-modal connectivity. Promote pedestrian and bicycle improvements that improve connectivity between existing and new development.</p>	<p>Consistent. The Proposed Project provides for expanded multi-modal connectivity by providing pedestrian and bicycle improvements. Wide sidewalks are planned on both sides of every street, and additional pedestrian and bike trails are planned. Every street is designed to accommodate bike traffic. The majority of new streets are designed for slow-moving traffic with one travel lane in each direction. Bicycle lanes are also provided on key streets including Lightfighter Drive, Malmedy Road, 6th Avenue, Gigling Road, and General Jim Moore Boulevard, to connect to existing and planned bicycle routes in the surrounding area. Along all other streets in the Plan Area, bicycles and vehicles would share the roadway.</p>
<p>Policy: Pedestrian amenities. Require new development and redevelopment to increase connectivity through direct and safe pedestrian connections to public amenities, neighborhoods, shopping, and employment destinations throughout the City.</p>	<p>Consistent. The Specific Plan’s urban form would result in a safe urban environment oriented and scaled to pedestrians and bicyclists. In addition, the Specific Plan would result in pedestrian-oriented streetscapes by utilizing best practices for pedestrian orientation of ground floor uses in new development. The proposed Specific Plan Chapter 4, <i>Private Realm Standards and Guidelines</i>, supports the enhancement and expansion of the pedestrian realm by providing connections within blocks and better integrating a green network. Sidewalk widths would be appropriate to their context and sufficient to support strolling, café seating, and other amenities found in a pedestrian-oriented environment.</p>
<p>Policy: Landscape treatments. Encourage landscape strips between streets and sidewalks on all new and/or improved streets, when feasible.</p>	<p>Consistent. Specific Plan Section 3.5, <i>Landscape Standards and Guidelines</i>, provides a list of trees species that are allowable for each street type. The majority of street trees would be located in minor streets (i.e., typical residential streets). Along major streets, like Main and Central Streets, special tree species underline the streets’ significance within the hierarchy of the street network. Furthermore, flowering-accent planter trees are located at street intersections and other important locations. Accent trees are located in landscape planters situated in curb extensions at street intersections. Along boulevards, General Jim Moore Boulevard and Lightfighter Drive, larger street trees would be required on the wider street sections and center medians. Like the street trees, the type of planting and parkway are determined by their location and function. For example, in typical residential streets, traditional parkways with native grasses and shrubs would enhance the landscape character.</p>

General Plan Policy

Discussion

Goal M-3. Pedestrian facilities that connect land uses, address safety concerns, and support land use and urban design goals.

Policy: Pedestrian paths and sidewalks. Provide adequate sidewalk widths and clear paths of travel based on the street classifications.

Consistent. The Proposed Project would provide ample sidewalks along all streets, plus additional walking paths; and ensures ample pedestrian facilities that connect land uses, address safety concerns, and support land use and urban design goals.

Policy: Pedestrian Amenities. Widen sidewalks in areas of high pedestrian activity to provide space for streetscape improvement and amenities, as appropriate and feasible.

Consistent. The Proposed Project would provide pedestrian amenities by utilizing best practices for pedestrian-supportive design. The Specific Plan Standards and Guidelines would support the enhancement and expansion of the pedestrian realm by ensuring building placement and frontage along the street; maintaining a consistent street frontage or “street” wall throughout the subareas; creating a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using fenestration, awnings, and frequent building; and ensuring that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level. Improvements under the Proposed Project would include wide sidewalks for pedestrians and bike lanes on selected streets. Section 3.3, *Thoroughfare Types and Standards*, of the Specific Plan requires sidewalks, street trees, and landscaped parkways for individual thoroughfare types as depicted on Figure 3.1 in the Specific Plan.

Policy: Pedestrian access to Land Uses. Provide pedestrian access to all land uses in Seaside.

Consistent. The Specific Plan would require the implementation of best practices for pedestrian-supportive design including pedestrian orientation of ground floor uses in new development. The Standards and Guidelines would support the enhancement and expansion of the pedestrian realm by ensuring building placement and frontage along the street; maintaining a consistent street frontage or “street” wall throughout the subareas; creating a built environment that emphasizes pedestrian scale and variety by activating ground floor frontages, using fenestration, awnings, and frequent building; and ensuring that streets and spaces with high volumes of pedestrian traffic are comfortable, protected from the sun, and visually and physically engaging at the ground level.

Policy: Crossings at barrier locations. Enhance pedestrian and bicycle crossings and pathways at key locations across physical barriers such as highways and road barriers.

Consistent. A High-Intensity Activated crosswalk Beacon, or HAWK Beacon would be installed across General Jim Moore Boulevard at Colonel Durham Street. A curb bump out and a median refuge area would also be installed contributing to a safe pedestrian crossing.

General Plan Policy

Discussion

Goal M-4. Accessible regional connections to parks, recreational facilities, and open space.

FORTAG trail. Support implementation of the FORTAG regional walking and bicycling trail.

Connections to Fort Ord National Monument. Promote the development of safer routes and trails connecting Seaside to the National Monument, and support provision of visitor serving amenities that complement bicycling.

Consistent. The Specific Plan would provide bicycle lanes on key streets including Lightfighter Drive, Malmedy Road, 6th Avenue, Gigling Road, and General Jim Moore Boulevard with the potential to connect to existing and planned bicycle routes in the surrounding area, including the FORTAG bicycle network. Specific Plan Chapter 3, *Public Realm Standards and Guidelines*, includes bicycle network and facility standards. As shown in Section 3.4.2.4 of the Specific Plan, a string of parks would be located along Gigling Road, terminating at a new sports park at the southwest corner of Gigling and 7th Avenue. The Specific Plan requires a distinctive gateway element to the Fort Ord National Monument at this sports park. The Proposed Project would include visitor serving amenities, such as eating and drinking establishments, lodging, and quality goods and services that complement bicycling.

Goal M-10. Environmentally sustainable transportation.

Electric vehicle charging stations. Support the development of a network of electric vehicle charging stations throughout Seaside.

Consistent. Specific Plan Section 4.5, *Land Use Standards and Guidelines*, requires an EV charging area within the following Sub-Areas: WE: West End, CC: Commercial Center, CE: Central, UV: University Village. Furthermore, Section 4.6, *Urban Standards and Guidelines*, of the Specific Plan requires that where unrequired parking spaces are provided that at least 10 percent of the parking spaces shall be equipped for the charging of electric vehicles.

