

**MITIGATION MONITORING AND REPORTING PROGRAM – THE PROJECTS AT MAIN GATE**

NOTES: *Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon an environmental impact report (EIR). The purpose of the monitoring or reporting program is to ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the EIR.*

Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
<p>4.1-1 In order to minimize potential aesthetic-related impacts due to the removal of existing mature cypress, as well as the obstruction of existing views of the Monterey Peninsula and Pacific Ocean from adjacent uses, the project proponent shall submit a detailed landscaping plan that provides adequate screening along the Highway 1 Corridor, consistent with the requirements of the Highway 1 Design Corridor Design Guidelines and Specific Plan, prior to the issuance of any grading and/or building permit. In addition, the landscape plan shall also detail additional landscape treatments along Second Avenue to minimize visual impacts associated with the construction of the hotel. The landscaping plan shall be subject to the approval of the Board of Architectural Review. A minimum 30’ landscape setback from the existing Caltrans right-of-way shall be designated on the project plans. All existing mature cypress, 6” or greater in diameter, within the setback shall be retained. If trees are removed within the landscape setback, replacement trees of appropriate size shall be planted at a 3:1 ratio. Additional replanting shall be required within the 30’ landscape setback to retain the visual integrity of the Highway 1 Corridor. If there is not adequate space on-site for additional tree replacement planting, an alternative site shall be identified for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes. Appropriate alternative locations shall be determined by the Deputy City Manager – Resources Management Services or designated representative.</p> <p>Project landscaping shall be monitored by the landscape architect for a duration of three years. The landscape architect shall submit annual monitoring reports to the City of Seaside after each successive year detailing the success of landscaping. Success shall be based on an 80% survival rate. If it is determined that the replanting has not been successful, additional replanting shall be required by the City of Seaside. Subsequent replacement planting shall be monitored for a duration of three years from the time of replanting.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	<p></p>
<p>4.1-2 In order to minimize tree removal and associated visual impacts, final design-level improvement plans shall retain existing mature cypress trees to the greatest extent possible. Final design-level plans shall be prepared in</p>	<p>Prior to Issuance of Building Permit (Design Plans) During Construction (Monitoring)</p>	<p>Applicant Applicant’s Arborist</p>	<p>City of Seaside</p>	<p></p>

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<p>consultation with a registered arborist/forester to minimize tree removal and ensure the health of remaining trees. Prior to the issuance of any grading and/or building permits, final plans shall be subject to the review and approval of the Deputy City Manager – Resources Management Services or designated representative. If the removal of existing mature cypress is required the applicant shall submit evidence demonstrating that there are no feasible design alternatives to avoid tree removal. In the event that tree removal is required, the project proponent shall prepare a tree removal and replacement plan for each phase of construction, subject to the review and approval of the Deputy City Manager – Resources Management Services or designated representative. The tree removal and replacement plan shall identify specific grading limits and building footprint siting that minimizes tree removal, as well as appropriate tree replacement ratios (minimum of 3:1) and replanting locations. If there is not adequate space on-site for additional tree replacement planting, an alternative site shall be identified for additional tree planting. Alternative sites may include local parks or schools or installation of trees on adjacent properties for screening purposes. Appropriate alternative locations shall be determined by the Deputy City Manager – Resources Management Services or designated representative. Building, street, parking lot and other proposed structures shall be adjusted to the greatest extent possible to reduce tree removal. All ground disturbing activities shall be monitored by the arborist/forester to ensure impacts to retained trees are minimized.</p>				
<p>4.1-3 In order to reduce the visual impacts from project development, prior to the commencement of any grading activities, the project proponent shall arrange to have transplanted trees identified in the arborist report contained in Appendix D of this EIR. All candidate trees shall be transplanted in accordance with applicable industry standards and/or the recommendations contained the Arborist Report. These recommendations are summarized as follows:</p> <ul style="list-style-type: none"> <li>▪ Use of special equipment including hand carts, winches, tree spades, or cranes.</li> <li>▪ Ball/burlap or box hand-dug large trees, using additional support from rope or wire. Boxing is preferred.</li> <li>▪ Use only qualified personnel for use of tree spades.</li> </ul>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	

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<ul style="list-style-type: none"> <li>▪ Trees with root balls smaller than 12 inches in diameter for each 1 inch in trunk caliper should not be transplanted.</li> <li>▪ Till an 18 to 25 inch wide band adjacent to the outer edge of the root ball.</li> <li>▪ Where tree stability is questionable, guy at three locations using non-abrasive materials.</li> <li>▪ For each inch in caliper, a year is typically required for transplant recovery.</li> <li>▪ All trees should be evaluated by a qualified arborist, generally once in spring and once in summer for up to five years.</li> <li>▪ Protect the transplanted trees during construction activities with fencing.</li> <li>▪ Keep the root ball moist but not soaked.</li> <li>▪ Apply minor nitrogen treatments to each tree.</li> </ul> <p>The transplantation of candidate trees shall be monitored by a registered arborist to ensure that applicable standards are adhered to during the course of transplanting activities. Candidate trees shall be transplanted within the 25’ landscaped setback identified in Mitigation Measure 4.1-1. In addition, trees may also be transplanted within the 100’ development setback identified in mitigation measure 4.1-4. All transplanted trees shall be monitored throughout project construction and operation by the project arborist. In the event that transplantation of individual trees is not successful, the project proponent and/or his successor in interest shall be responsible for providing appropriately sized replacement trees.</p>				
<p>4.1-4 In order to minimize impacts associated with the construction of new structures along the Highway 1 Corridor, the project proponent shall submit detailed plans delineating a 100’ setback from the Highway 1 right-of-way, subject to the review and approval of the Deputy City Manager – Resources Management Services, or designated representative, prior to issuance of grading/building permits. At no time shall any development, including project signage, parking, or construction-related activities, be permitted within the setback. All existing mature trees within the 100’ setback shall be retained.</p>	Prior to Issuance of Building Permit	Applicant	City of Seaside	
<p>4.1-5 In order to minimize the contrast between built elements and the surrounding environment, the project proponent shall submit detailed color palettes and</p>	Prior to Issuance of Building Permit	Applicant	City of Seaside	

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<p>building materials for each new structure to the City of Seaside Community Development Department. Appropriate colors shall effectively blend structures with the surrounding landscapes. Reflective building material shall be prohibited to prevent visual impacts related to increased glare and lighting. Prior to the issuance of any building permit, proposed colors and building materials shall be subject to the review and approval of the Board of Architectural Review.</p>				
<p>4.1-6 In order to ensure that project signage does not degrade the existing visual character of the Highway 1 Corridor, the project proponent shall submit detailed plans as required by Specific Plan Design Measure 4-1 delineating a 100’ signage setback from the required 100’ building setback identified in Mitigation Measure 4.1-3, subject to the review and approval of the Deputy City Manager – Resources Management Services or designated representative, prior to the issuance of any grading and/or building permit.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	
<p>4.1-7 In order to minimize potential excess glare and lighting, the project proponent shall submit a detailed lighting plan subject to the review and approval of the City of Seaside the Deputy City Manager – Resources Management Services or designated representative prior to issuance of any grading and/or building permit. The lighting plan shall, at a minimum, comply with the provisions of Section 17.30.070 of the Seaside Municipal Code, which stipulates standards for outdoor lighting. Applicable standards are identified below.</p> <ul style="list-style-type: none"> <li>▪ Maximum Height: Outdoor light fixtures shall not exceed 14 feet in height or the height of the nearest structure, whichever is less.</li> <li>▪ Energy-Efficiency: Outdoor lighting shall utilize energy-efficient (high pressure sodium, low pressure sodium, hard-wired compact fluorescent, or lighting technology that is of equal or greater efficiency) fixtures and lamps.</li> <li>▪ Positioning: Fixtures shall be properly directed, recessed, and/or shielded (e.g., downward and away from adjoining properties) to reduce light bleed and glare onto adjacent properties or public rights-of-way, by:             <ol style="list-style-type: none"> <li>1. Ensuring that the light source (e.g., bulb, etc.) is not visible from off the site; and</li> </ol> </li> </ul>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	

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<p>2. Confining glare and reflections within the boundaries of the subject site to the maximum extent feasible.</p> <ul style="list-style-type: none"> <li>▪ Maximum Illumination. No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zone except on the site of the light source.</li> <li>▪ No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Zoning Administrator.</li> <li>▪ New Light Fixtures on Commercial Buildings: Installation of new light fixtures on commercial buildings shall be subject to review and approval by the Zoning Administrator</li> </ul>				
<p>4.3-1 In order to reduce particulate emissions during construction, the project applicant or contractor shall submit to the City of Seaside Public Works Director a construction dust mitigation plan for review and approval prior to issuance of any grading permits. This plan shall specify the methods of dust control that would be utilized, demonstrate the availability of needed equipment and personnel, use reclaimed water for dust control, and identify a responsible individual who can authorize implementation of additional measures as needed. The construction dust mitigation plan shall, at a minimum, include the following measures:</p> <ul style="list-style-type: none"> <li>▪ Limit grading activity to a maximum of 7.86 acres daily. As more detailed construction information becomes available, emissions from grading activities could be reassessed to determine if the area of grading could be increased. Such an assessment would have to be conducted using appropriate assumptions and mitigation measures.</li> <li>▪ Water all active construction areas, including haul roads, at least twice daily and more often during windy periods. Active areas adjacent to existing businesses should be kept damp at all times. If necessary, during windy periods, watering is to occur on all days of the week regardless of onsite activities.</li> <li>▪ Cover all trucks hauling trucks or maintain at least two feet of freeboard.</li> <li>▪ Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.</li> <li>▪ Sweep daily all paved access roads, parking areas and staging areas at construction sites.</li> </ul>	<p align="center">Prior to and During Project Construction</p>	<p align="center">Construction Contractors</p>	<p align="center">City of Seaside and MBUAPCD</p>	

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<ul style="list-style-type: none"> <li>▪ Sweep streets daily if visible soil material is deposited onto the adjacent roads.</li> <li>▪ Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas.</li> <li>▪ Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles.</li> <li>▪ Limit traffic speeds on unpaved roads to 15 mph.</li> <li>▪ Replant vegetation in disturbed areas as quickly as possible.</li> <li>▪ Suspend excavation and grading activity when hourly-average winds exceed 15 mph and visible dust clouds cannot be contained within the site.</li> </ul>				
<p>4.3-2 In order to avoid impacts from diesel emissions, the following measures shall be implemented by the project contractor to reduce particulate emissions from on-site construction equipment. Prior to the issuance of any grading permits, the project proponent shall submit a diesel risk reduction plan that includes the measures below to the satisfaction of the City of Seaside Public Works Director.</p> <ul style="list-style-type: none"> <li>▪ All off-road construction vehicles/equipment greater than 100 horsepower that will be used on site for more than one week shall: 1) be manufactured during or after 1996, and 2) shall meet the NOx emissions standard of 6.9 grams per brake-horsepower hour. Alternatively, the project shall implement a combination of the following emission reduction measures on some or all of the above described vehicles equipment, if they can be identified to the risk to below relevant MBUAPCD thresholds:             <ul style="list-style-type: none"> <li>▪ -Use alternative fuels (such as biodiesel blends),</li> <li>▪ -Require diesel particulate matter filters on equipment,</li> <li>▪ -Require diesel oxidation catalyst on equipment.</li> </ul> </li> <li>▪ The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors).</li> <li>▪ Diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks could keep their engines running continuously as long as they were onsite and</li> </ul>	<p align="center">During Project Construction</p>	<p align="center">Construction Contractors</p>	<p align="center">City of Seaside and MBUAPCD</p>	

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<ul style="list-style-type: none"> <li>staged away from residential areas.</li> <li>▪ Properly tune and maintain equipment for low emissions.</li> <li>▪ Stage large diesel powered equipment at least 200 feet from any active land uses (e.g., residences).</li> <li>▪ Limit the pieces of equipment used at any one time.</li> <li>▪ Minimize the use of diesel-powered equipment (i.e., wheeled tractor, wheeled loader, roller) by using gasoline-powered equipment.</li> <li>▪ Limit the daily hours of operation for heavy-duty equipment.</li> </ul>				
<p>4.3-3 In order to reduce regional air pollutant emissions, the application for site plan review (and approval of all proposed construction of structures and site improvements, including but not limited to determination of substantial conformance, building permits and grading permits in conformance with Section 8.4 - Development Review and Application Procedures of the Specific Plan) shall include the following measures to minimize impacts to the extent feasible, subject to approval by the City:</p> <ul style="list-style-type: none"> <li>▪ Design buildings to be energy efficient. Specifically, buildings shall exceed Title 24 energy efficiency standards by 20%. Buildings shall take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use. Applicant should consider pursuing Leadership in Energy and Environmental Design (LEED) Platinum Certification.</li> <li>▪ Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings. A typical LEED requirement is that developments ensure that at least 75 % of all regularly occupied spaces receive a minimum daylight illumination of 25 footcandles.</li> <li>▪ Install light colored cool pavements, and strategically placed shade trees.</li> <li>▪ Install energy efficient heating and cooling systems, appliances and equipment, and control systems.</li> <li>▪ Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting.</li> <li>▪ Limit the hours of operation of outdoor lighting.</li> <li>▪ Use solar heating, automatic covers, and efficient pumps and motors for pools and spas associated with any proposed hotel pools and spas.</li> <li>▪ Provide onsite renewable energy system(s) and solar water heaters. Nonpolluting and renewable energy potential includes solar, wind,</li> </ul>	Prior to Issuance of Building Permit	Applicant	City of Seaside	

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<p>geothermal, low-impact hydro, biomass and bio-gas strategies. When applying these strategies, projects may take advantage of net metering with the local utility.</p> <ul style="list-style-type: none"> <li>▪ Project shall orient 75% or more of homes and/or buildings to face either north or south (within 30° of N/S). Building design includes roof overhangs that are sufficient to block the high summer sun, but not the lower winter sun, from penetrating south facing windows. Trees, other landscaping features and other buildings are sited in such a way as to maximize shade in the summer and maximize solar access to walls and windows in the winter.</li> <li>▪ Install a vegetated/green roof that covers at least 50% of roof area, or alternatively, a “cool roof.” The reduction assumes that a vegetated roof is installed on a least 50% of the roof area or that a combination high albedo and vegetated roof surface is installed that meets the following standard: <math>(\text{Area of SRI Roof}/0.75) + (\text{Area of vegetated roof}/0.5) \geq \text{Total Roof Area}</math>. Design of the green roof shall incorporate water consumption reduction measures.</li> <li>▪ Install only high efficiency toilets and water fixtures, such as automatic timed faucets.</li> <li>▪ Create water-efficient landscapes by using landscape designs with drought tolerant local native, non-invasive plants only, including trees with low carbon emissions and high carbon sequestration potential.</li> <li>▪ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff.</li> <li>▪ Use reclaimed water for landscape irrigation in new developments and on public property when such reclaimed water is made available. Install the infrastructure to deliver and use reclaimed water.</li> <li>▪ Design buildings to be water-efficient. Design and install rainwater harvesting and storage systems for at least 50% of the project’s roof area for use as landscape irrigation.</li> <li>▪ Restrict the use of water for cleaning outdoor surfaces and vehicles.</li> <li>▪ Implement low-impact development practices such as retaining storm water and using it onsite that maintain the existing hydrologic character</li> </ul>				



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<p>of the site to manage storm water and protect the environment.</p> <ul style="list-style-type: none"> <li>▪ Coordinate the design of landscaped areas with the project’s stormwater management plan to promote biofiltration, infiltration, reduce impervious surfaces and treat stormwater runoff from at least 90% of the average annual rainfall.</li> <li>▪ Develop a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.</li> <li>▪ Provide shuttle service to public transit. The hotel shall be required to provide a shuttle to/from the airport and downtown Monterey.</li> <li>▪ Provide public transit incentives such as free or low-cost monthly transit passes.</li> <li>▪ Include pedestrian and bicycle-only streets and plazas within developments. Create travel routes that ensure that destinations may be reached conveniently by public transportation, bicycling or walking.</li> <li>▪ Orient the project and provide access to existing transit, bicycle, or pedestrian corridors. Minimize or eliminate setback between project and existing or planned adjacent uses and sidewalks, and between different buildings on project site. Buildings shall be oriented towards existing or planned street frontage. Primary entrances to buildings shall be located along planned or existing public street frontage.</li> <li>▪ Provide safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).</li> <li>▪ Include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Design roadways to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features. Roadways that converge internally within the project shall be routed to avoid “skewed intersections;” which are intersections that meet at acute, rather than right, angles. Intersections internal and adjacent to the project shall feature one or more of the following pedestrian safety/traffic calming design techniques: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, and</li> </ul>				

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<p>roundabouts or mini-circles. Streets internal and adjacent to the project shall feature pedestrian safety/traffic calming measures such as on-street parking, planter strips with street trees, and chicanes/chokers (variations in road width to discourage high-speed travel).</p> <ul style="list-style-type: none"> <li>▪ Limit idling time for commercial vehicles, including delivery and construction vehicles by posting information on the applicable state laws that are in effect at the time of issuance of certificate of occupancy that restrict idling and designating a disturbance coordinator to enforce the law. The current applicable state law is contained within Title 13, California Code of Regulations section 2485.</li> <li>▪ If available at the time of issuance of the first certificate of occupancy for the project, the applicant shall provide for permanent Transportation Management Association (TMA) membership and funding requirement. Funding to be provided by Community Facilities District or County Service Area or other nonrevocable funding mechanism. Transportation Demand Management Measures (TDMs) have been shown to reduce employee vehicle trips up to 28% with the largest reductions achieved through parking pricing and transit passes.</li> <li>▪ Provide on-site shops and services for employees</li> <li>▪ Provide adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For large employers, provide facilities that encourage bicycle commuting, including locked bicycle storage or covered or indoor bicycle parking. (e.g., one bike rack space per 20 vehicle/employee parking spaces).</li> <li>▪ Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.</li> <li>▪ Provide “end-of-trip” facilities including showers, lockers, and changing space (e.g., four clothes lockers and one shower provided for every 80 employee parking spaces, separate facilities for each gender for projects with 160 or more employee parking spaces).</li> <li>▪ Includes designated bicycle route connecting all units, onsite bicycle parking facilities, offsite bicycle facilities, site entrances, and primary building entrances to existing Class I or Class II bike lane(s) within one half mile. Bicycle route shall connect to all streets contiguous with project site. Bicycle route shall have minimum conflicts with automobile</li> </ul>				

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<p>parking and circulation facilities.</p> <ul style="list-style-type: none"> <li>▪ Provide a pedestrian access network that internally links all uses and connects to all existing/planned external streets and pedestrian facilities contiguous with the project site. Project design shall include a designated pedestrian route interconnecting all internal uses, site entrances, primary building entrances, public facilities, and adjacent uses to existing external pedestrian facilities and streets. Pedestrian routes shall have minimal conflict with parking and automobile circulation facilities. Streets (with the exception of alleys) within the project shall have sidewalks on both sides. All sidewalks internal and adjacent to project site shall be a minimum of five feet wide. All sidewalks shall feature vertical curbs. Pedestrian facilities and improvements such as grade separation, wider sidewalks, and traffic calming shall be implemented wherever feasible to minimize pedestrian barriers. All site entrances shall provide pedestrian access.</li> <li>▪ Site design and building placement shall minimize barriers to pedestrian access and interconnectivity and shall eliminate physical barriers such as walls, berms, landscaping, and slopes between on- and off-site uses that impede bicycle or pedestrian circulation.</li> <li>▪ Establish an employee and/or customer paid parking system, including a permanent and enforceable method of maintaining user fees for all parking facilities. To optimize the effectiveness, the facility shall not provide customer or employee validations, and daily charge for parking must be equal to or greater than the cost of a transit day/monthly pass plus 20%.</li> <li>▪ Provide minimum amount of parking required. Once land uses are determined, the trip reduction factor associated with this measure can be determined by utilizing the Institute of Transportation Engineers (ITE) parking generation publication. The reduction in trips can be computed as shown below by the ratio of the difference of minimum parking required by code and ITE peak parking demand to ITE peak parking demand for the land uses multiplied by 50%. Percent Trip Reduction = <math>50 * [(min\ parking\ required\ by\ code - ITE\ peak\ parking\ demand) / (ITE\ peak\ parking\ demand)]</math></li> <li>▪ Provide parking reduction less than code. This measure can be readily</li> </ul>				

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<p>implemented through a shared parking strategy, wherein parking is utilized jointly among different land uses, buildings, and facilities in an area that experience peak parking needs at different times of day and day of the week.</p> <ul style="list-style-type: none"> <li>▪ Locate parking facilities away from street frontage.</li> <li>▪ Provide parking lot areas with 50% tree cover within 10 years of construction, in particular low emitting, low maintenance, native drought resistant trees. This measure reduces urban heat island effect and requirement for air conditioning, effective when combined with other measures (e.g., electrical maintenance equipment and reflective paving material).</li> <li>▪ Prohibit open wood burning fireplaces in the hotel units unless they are natural gas-fired or EPA certified wood heaters that meet EPA’s particulates emission standard of 7.5 grams per hour.</li> <li>▪ Use only low-VOC paints (i.e., paints that contain at least 22% less VOC by volume than requirements of adopted coatings rules as of the date of this document).</li> </ul> <p>No certificate of occupancy for any phase or portion thereof of the project shall be granted until all of the applicable measures have been implemented by the project proponent. The proponent shall demonstrate that measures that must be implemented throughout the life of the project are included in all applicable CC&amp;Rs, commercial center rules and regulations, and draft tenant lease agreements.</p> <p>The above measures would reduce emissions of ozone precursors; however, based upon the Urbemis model analysis in Appendix B, these reductions can only be demonstrated at this time to reduce emissions by less than 5%. In some cases such as the energy and water conservation measures, the reductions would occur due to reduced energy generation at the various regional power plants and these reductions in ozone precursors can not be attributed to the project. In particular, the majority (98%) of ozone precursor emissions due to project operation are vehicular travel. The transportation demand management and facility improvements provided above have been incorporated into the traffic modeling and Urbemis analyses to the extent</p>				

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possible; however, the effectiveness and adequacy of these measures is unknown, precluding substantial quantitative emission reductions.				
4.3-4 In addition to measures listed above under mitigation 4.3-3, in order to further reduce greenhouse gas emissions, the application for site plan review (and approval of all proposed construction of structures and site improvements, including but not limited to determination of substantial conformance, building permits and grading permits in conformance with Section 8.4 - Development Review and Application Procedures of the Specific Plan) shall include the following measures: <ul style="list-style-type: none"> <li>▪ Preserve existing trees, and plant replacement trees at a set ratio.</li> <li>▪ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>▪ Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.</li> </ul>	Prior to Issuance of Building Permit	Applicant	City of Seaside	
4.7-1 If project activities cannot avoid the nesting season (generally March 1 – August 31), the applicant shall retain a qualified biologist to conduct focused pre-construction surveys for nesting birds within 30 days of the commencement of construction activities to avoid impacts to any nesting birds present. The pre-construction surveys shall be conducted in all areas that may provide suitable nesting habitat within 300 feet of the construction area. If active nests are found, the biologist shall establish a suitable construction buffer until the young have fledged. For construction activities that occur outside of the nesting season (generally September 1 through February 28), pre-construction surveys are not required.	Prior to Project Construction (30 days)	Applicant	City of Seaside	
4.4-2 In order to minimize impacts to trees that would be retained on the site, a tree protection program shall be provided to the City and implemented under the guidance of a monitoring qualified arborist during construction. Prior to the issuance of any grading permit, the project applicant shall submit evidence, including design-level plans to the City of Seaside Public Works Director demonstrating that tree protection measures are incorporated for both the pre-construction and construction phases of the project. This program should include, at a minimum, the following features:  <u>Pre-construction</u>  1. The applicant shall retain a qualified arborist to monitor the site during	Prior to Issuance of Grading Permit	Applicant	City of Seaside	

**MITIGATION MONITORING AND REPORTING PROGRAM – THE PROJECTS AT MAIN GATE**

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<b>Mitigation Measures</b>	<b>Timing of Implementation</b>	<b>Responsibility for Implementation</b>	<b>Verified for Compliance</b>	<b>X</b>
<p>construction. The construction supervisor shall meet with the consulting arborist before beginning work to discuss work procedures and tree protection.</p> <p>2. Fence all trees to be retained to completely enclose the Tree Protection Zone prior to demolition, grubbing or grading. Fences shall be 6 foot chain link or equivalent as approved by consulting arborist. Fences are to remain until all grading and construction is completed.</p> <p>3. Prune trees to be preserved to clean the crown and to provide clearance. All pruning shall be completed or supervised by a certified arborist and adhere to the Best Management Practices for Pruning established by the International Society of Arboriculture.</p> <p><u>During Construction</u></p> <p>1. No grading, construction, demolition or other work shall occur within the Tree Protection Zone. Any modifications must be approved and monitored by the consulting arborist.</p> <p>2. Any root pruning required for construction purposes shall receive the prior approval of, and be supervised by, the consulting arborist.</p> <p>3. Supplemental irrigation shall be applied as determined by the consulting arborist.</p> <p>4. If injury should occur to any tree during construction, it shall be evaluated as soon as possible by the consulting arborist so that appropriate treatments can be applied.</p> <p>5. No excess soil, chemicals, debris, equipment or other materials shall be dumped or stored within the Tree Protection Zone.</p> <p>6. Any additional tree pruning needed for clearance during construction must be performed or supervised by an Arborist and not by construction personnel.</p> <p>As trees withdraw water from the soil, expansive soils may shrink within the root area. Therefore, foundations, footings and pavements on expansive soils near trees shall be designed to withstand differential displacement.</p>				

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<b>Mitigation Measures</b>	<b>Timing of Implementation</b>	<b>Responsibility for Implementation</b>	<b>Verified for Compliance</b>	<b>X</b>
<p>4.5-1 In order to ensure that project-impacts to potentially unknown resources are avoided, the project proponent shall be responsible for on-going monitoring of project construction. Prior to the issuance of any grading permit, the project proponent shall provide the City of Seaside with documentation identifying construction personnel that will be responsible for on-site monitoring. If during the course of project construction, archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 165 feet of the find until a qualified professional archaeologist can evaluate it. Work shall not recommence until the project archaeologist has submitted documentation to the City indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.</p>	<p>During Project Construction</p>	<p>Applicant &amp; Applicant's Archaeologist</p>	<p>City of Seaside</p>	
<p>4.7-2 In order to ensure that the proposed project does not impact buried human remains during project construction, the project proponent shall be responsible for on-going monitoring of project construction. Prior to the issuance of any grading permit, the project proponent shall provide the City of Seaside with documentation identifying construction personnel that will be responsible for on-site monitoring. If buried human remains are encountered during construction, work in that area must halt and the archaeologist and the coroner immediately notified. If the remains are determined to be Native American, then the NAHC must be notified within 24 hours as required by Public Resources Code 5097. The NAHC will notify designated Most Likely Descendants who will provide recommendations for the treatment of the remains within 24 hours. The NAHC will mediate any disputes regarding treatment of remains. Work shall not recommence until the project archaeologist, coroner, and NAHC, submit documentation to the City indicating that buried human remains have been adequately salvaged and no further remains have been identified within the area of disturbance.</p>	<p>Prior to Issuance of Grading Permit (Documentation) During Project Construction (Monitoring)</p>	<p>Applicant Construction Contractors</p>	<p>City of Seaside</p>	
<p>4.6-1 In order to minimize potential safety risks associated with seismic hazards and on-site soils, the project proponent shall retain a registered geotechnical engineer prepare a design-level geotechnical analysis prior to the issuance of any grading and/or building permit. The design-level analysis shall address site preparation measures and foundation design requirements appropriate for on-site soils. The design-level analysis shall be submitted to the satisfaction of the City of Seaside Public Works Director prior to the issuance of any</p>	<p>Prior to Issuance of Grading or Building Permits</p>	<p>Applicant</p>	<p>City of Seaside</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM – THE PROJECTS AT MAIN GATE**

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Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
grading and/or building permit. Final design-level project plans shall be designed in accordance with the approved geotechnical analysis.				
<p>4.6-2 In order to reduce on-site erosion due to project construction and operation, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods by a registered civil engineer or certified professional. The erosion control plan shall incorporate best management practices consistent with the requirements of the National Pollution Discharge Elimination System (NPDES). The erosion component of the plan must at least meet the requirements of SWPP required by the California State Water Resources Control Board. If earth disturbing activities are proposed between October 15 and April 15, these activities shall be restricted per the requirements of Seaside Municipal Code Section 15.32.180(I). Prior to the issuance of any permit, the project proponent shall submit detailed plans to the satisfaction of the City of Seaside Public Works Director. The components of the erosion control plan and SWPP shall be monitored for effectiveness by City of Seaside Public Works. Erosion control measures may include, but not be limited to, the following:</p> <ul style="list-style-type: none"> <li>a. Limit disturbance of soils and vegetation disturbance removal to the minimum area necessary for access and construction;</li> <li>b. Confine all vehicular traffic associated with construction to the right-of-way of designated access roads;</li> <li>c. Adhere to construction schedules designed to avoid periods of heavy precipitation or high winds;</li> <li>d. Ensure that all exposed soil is provided with temporary drainage and soil protection when construction activity is shut down during the winter periods; and</li> <li>e. Inform construction personnel prior to construction and periodically during construction activities of environmental concerns, pertinent laws and regulations, and elements of the proposed erosion control measures.</li> </ul>	Prior to Issuance of Grading or Building Permits	Applicant	City of Seaside	
4.6-3 In order to ensure that construction and post construction erosion is minimized, all disturbed areas shall be re-planted with appropriate native vegetation (see Appendix C of the Specific Plan for suggested plant palette). A re-vegetation and landscaping plan shall be prepared by a landscape	Prior to Issuance of Building or Grading Permits (Landscape Plan) During and After Construction (Monitoring)	Applicant  Landscape Architect	City of Seaside	



**MITIGATION MONITORING AND REPORTING PROGRAM – THE PROJECTS AT MAIN GATE**

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<b>Mitigation Measures</b>	<b>Timing of Implementation</b>	<b>Responsibility for Implementation</b>	<b>Verified for Compliance</b>	<b>X</b>
<p>architect that includes erosion control replanting. This plan shall include construction and post construction replanting schedules to ensure adequate re-vegetation occurs throughout project construction and operation and shall be prepared consistent to the requirements of the Specific Plan. This plan shall be reviewed and approved by the City of Seaside Board of Architectural Review, prior to the issuance of any grading or building permit. Implementation of construction phase replanting shall be monitored by the City of Seaside to ensure erosion control replanting is successful.</p> <p>Project replanting shall be continually monitored by the landscape architect for a duration of three years. The landscape architect shall submit annual monitoring reports to the City of Seaside after each successive year detailing the success of landscaping. Success shall be based on an 80% survival rate. If it is determined that the replanting has not been successful, additional replanting shall be required by the City of Seaside.</p>				
<p>4.7-1 In order to minimize potential human health hazards associated with the historical use of the project site, the project proponent shall retain a qualified professional to perform a Phase I Environmental Site Assessment consistent with the recommendations of the Initial Environmental Review and in accordance with American Society for Testing and Materials (ASTM) process E1527. This report shall be approved by the City of Seaside Director of Public Works prior to the issuance of any grading permit. If the results of the Phase I indicate that previous uses may have impacted on-site soils and/or groundwater, the project applicant shall conduct a Phase II subsurface testing program prior to the issuance of a grading permit. If results indicate the presence of such materials in excess of screening levels for commercial uses, a Remediation Plan shall be prepared and implemented to reduce contamination to acceptable levels, maintain the safety of construction workers and future site users, and assure proper management of contaminated materials in accordance with state and local regulatory requirements. This plan shall be subject to review and approval by the Monterey County Health Department. Evidence shall be provided to the City of Seaside, prior to the issuance of any grading permit, demonstrating that all necessary remedial actions have been completed pursuant to the approved Remediation Plan.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	

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<b>Mitigation Measures</b>	<b>Timing of Implementation</b>	<b>Responsibility for Implementation</b>	<b>Verified for Compliance</b>	<b>X</b>
<p>4.7-2 In order to reduce human health risks to construction personnel and future site occupants, the project proponent shall retain a qualified consultant to survey all buildings for asbestos under the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines prior to demolition. If asbestos containing material is documented within existing on-site structures, all potentially friable asbestos shall be removed prior to building demolition in accordance with NESHAP guidelines. Prior to the issuance of a grading permit, the project proponent shall submit written evidence to the City of Seaside Community Development Director from a qualified consultant demonstrating that all asbestos containing material has been properly removed and demolition activities may proceed without exposing construction personnel to asbestos related-hazards.</p>	<p align="center">During Project Construction</p>	<p align="center">Applicant</p>	<p align="center">City of Seaside</p>	
<p>4.7-3 In order to reduce human health risks to construction personnel and future site occupants, the project proponent shall retain a qualified consultant to conduct a lead-based paint survey to evaluate the presence of lead-based paint prior to demolition. If lead-based paint is observed within existing buildings and the surrounding area, all peeling and flaking lead-based paint shall be removed and properly disposed of separately from building debris, in accordance with current Department of Toxic Substances Control polices. All site soils contaminated by lead-based paint shall be removed and properly disposed prior to any construction activities. Prior to the issuance of a grading permit, the project proponent shall submit written evidence to the City of Seaside Community Development Director from a qualified consultant demonstrating that all lead-based paint has been properly removed and that no further health hazards related to lead-based paint exist on-site.</p>	<p align="center">Prior to Demolition</p>	<p align="center">Applicant</p>	<p align="center">City of Seaside</p>	
<p>4.7-4 In order to minimize potential health and safety risks due to the exposure to OE, the project proponent, prior to the issuance of any grading permit, shall coordinate with the Presidio of Monterey, Directorate of Environmental and Natural Resources Management (DENR), to develop a safety program that specifies protocols relative to Munitions and Explosives of Concern (MEC) in accordance with Cal-OSHA and U.S. Department of the Army regulations. This program shall be approved by the U.S. Army and the approved program shall be submitted to the City of Seaside Deputy City Manager – Resources Management Services, or designated representative,</p>	<p align="center">Prior to Issuance of Grading Permit</p>	<p align="center">Applicant</p>	<p align="center">City of Seaside</p>	

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Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
<p>prior to the issuance of any grading or building permit. In the event that OE are uncovered during the course of project construction and other site disturbing activities, all work shall cease and Presidio Police shall be notified. Work shall not commence until the ordnance has been removed from the site and the surrounding site soils have been sampled and remediated to acceptable levels if soil sampling reveals lead or other soil contamination has occurred due to the presence of munitions.</p>				
<p>4.7-5 In order to minimize potential health and safety risks due to the exposure to OE, all construction personnel shall attend a U.S. Army sponsored OE safety debriefing, prior to the issuance of any grading or building permit. This briefing shall identify the variety of OE that is expected to exist on the former Fort Ord and the necessary actions to be taken if a suspicious item is discovered during the course of project construction. The project proponent and/or their agent shall submit written evidence to the City of Seaside Deputy City Manager – Resources Management Services or designated representative from the U.S. Army demonstrating that construction personnel have received OE identification training, prior to the issuance of any grading or building permit.</p>	<p>Prior to Issuance of Grading or Building Permits</p>	<p>Construction Contractors</p>	<p>City of Seaside</p>	
<p>4.8-1 In order to avoid water quality impacts during construction, the applicant shall obtain a National Pollution Discharge Elimination System Program General Construction Permit from the State Water Resources Control Board and prepare an erosion control plan, prior to the issuance of a grading permit. Specific requirements are detailed in mitigation measures 4.6-2 and 4.6-3 in 4.6 above.</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	
<p>4.10-1 In order to avoid interior noise impacts at the proposed hotel, the applicant shall prepare a project-specific acoustical analysis prior to issuance of a building permit for the hotel. Final project design shall incorporate the recommendations of the analysis to achieve interior noise levels of 45 CNEL for portions of the hotel exposed to exterior noise levels greater than 65 dBA CNEL. Building sound insulation requirements shall include the provision of forced-air mechanical ventilation for all hotel units, so that windows can be closed at the occupant’s discretion. Special building construction techniques (e.g., sound-rated windows and building facade treatments) may be required for hotel units adjacent to Second Avenue. These treatments include, but are not limited to, sound-rated windows and doors, sound-rated wall</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	

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Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
<p>constructions, and acoustical caulking. The specific determination of necessary treatments shall be conducted on a unit-by-unit basis. Evidence shall be provided to the City of Seaside, prior to the issuance of the building permit, demonstrating that all recommendations have been incorporated into final hotel design.</p>				
<p>4.10-2 In order to reduce the cumulative traffic noise impacts from the project on future planned residential uses, the applicant shall incorporate noise reduction methods where feasible. These measures shall be identified and incorporated into final plans prior to project occupancy if noise attenuation measures have not been implemented by the future residential uses. Possible methods to reduce noise on the project site include the following measures:</p> <ul style="list-style-type: none"> <li>▪ Constructing noise barriers to shield future sensitive outdoor use areas proposed along Second Avenue to reduce noise levels by five dBA CNEL. Final design of such barriers, including an assessment of their feasibility and reasonableness, would be required during project level review.</li> <li>▪ Repaving the segment of Second Avenue north of the project site to Imjin Parkway to reduce noise levels by two to three dBA CNEL.</li> <li>▪ Installing traffic calming measures to slow traffic along Second Avenue to reduce noise by smoothing out the rise and fall in noise levels caused by speeding vehicles.</li> <li>▪ Providing sound insulation treatments to the residential buildings, such as sound rated windows and doors, to reduce noise levels in interior spaces.</li> </ul>	<p>Prior to Project Occupancy</p>	<p>Applicant</p>	<p>City of Seaside</p>	
<p>4.11-1 In order to ensure that project buildout incorporates Criminal Prevention through Environmental Design (CPTED) measures to minimize potential police protection impacts, the project proponent shall submit site plans, landscaping plans, and other design-level documentation to the satisfaction of the City of Seaside Police Department prior to the issuance of any grading and/or building permit. The City of Seaside Police Department shall review documentation to ensure that the proposed project, to the extent feasible, implements the following principles:</p> <ul style="list-style-type: none"> <li>▪ Maximizing the visibility of people, parking areas, and buildings;</li> <li>▪ Providing clear lines of site so that shoppers and vehicles are completely</li> </ul>	<p>Prior to Issuance of Grading or Building Permits</p>	<p>Applicant</p>	<p>City of Seaside Police Dept</p>	

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Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
<p>visible;</p> <ul style="list-style-type: none"> <li>▪ Concentrating trees and bushes outside of parking lots, with any other landscaping limited inside of the parking lot to allow a full view by police, security, and other personnel;</li> <li>▪ Providing adequate lighting in the parking lots to illuminate all areas and allow video surveillance and observation by security as a deterrent to criminals;</li> <li>▪ Providing target hardening at entry and access doors, windows, gateways, walls, and fencing;</li> <li>▪ Installing burglary and video alarms in all locations.</li> </ul>				
<p>4.11-2 In order to ensure adequate site surveillance for police protection purposes, the project proponent shall submit evidence to the City of Seaside Police Department demonstrating that a wireless digital video surveillance system that provides indoor and outdoor video surveillance will be provided, prior to the issuance of any grading and/or building permit. The surveillance system shall be monitored by on-site security staff and available to the City of Seaside Police Department via a wireless connection, subject to the review and approval of the City of Seaside Police Department. The security system shall be installed and operational prior to the occupancy of any new building within the project site.</p>	<p>Prior to Issuance of Grading or Building Permits</p>	<p>Applicant</p>	<p>City of Seaside Police Dept</p>	
<p>4.11-3 In order to avoid impacts to police services and response times, the project proponent shall pay a fair share development fee for the purpose of expanding Police Department headquarters office space, creating a substation, expanding the wireless communications system, and other facilities and equipment. Prior to the issuance of any building permits, the project proponent shall pay a fair share development fee in the amount of \$175,047, as identified in Table 5 of the Seaside Main Gate Fee Update (April 2008) or equivalent as determined in the Development and Disposition Agreement, for use at the former Fort Ord as determined by the Police Chief and approved by the City Manager.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	
<p>4.11-4 In order to avoid impacts to fire facilities and services, the project proponent shall pay a fair share development fee to fund the construction and operation of a new Fire substation in north Seaside. Prior to the issuance of any building permits, the project proponent shall pay a fair share development fee in the estimated amount of \$357,939, as identified in Table 3 of the</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	

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Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
Seaside Main Gate Fee Update (April 2008) or equivalent agreed to in the Development and Disposition Agreement, for the purpose of providing the fire apparatus for use at the former Fort Ord as determined by the Fire Chief and approved by the City Manager.				
4.11-5 The applicant shall pay a school impact fee pursuant to the criteria set forth within California Government Code Section 65995. Prior to the issuance of building permits, the applicant shall pay required school mitigation fees, subject to the review and approval of the City of Seaside and Monterey Peninsula Unified School District. The fees set forth in Government Code Section 65996 constitute the exclusive means of both “considering” and “mitigating” school facilities impacts of projects [Government Code Section 65996(a)]. They are “deemed to provide full and complete school facilities mitigation” [Government Code Section 65996(b)].	Prior to Issuance of Building Permit	Applicant	City of Seaside	
4.11-6 In order to assure that the proposed project does not impede and/or otherwise restrict future access to the planned Fort Ord Dunes State Park, the City of Seaside shall grant to State Parks an access easement of sufficient size to permit pedestrian access and possibly vehicular access via the Highway 1 underpass at First Street. In addition, the City of Seaside shall enter into an agreement with State Parks allowing future parking within the project site for future park patrons. All necessary easements and agreements shall be recorded prior to issuance of any certificate of occupancy.	Prior to Project Occupancy	Applicant	City of Seaside	
4.11-7 In order to avoid impacts to Fort Ord Dunes State Park by hotel patrons from increased park access and use, the project proponent shall, in consultation with State Parks and the City of Seaside, provide appropriate educational signage at and/or around the Highway 1 underpass prior to the issuance of a certificate of occupancy. Signage shall identify appropriate beach access points, sensitive habitats and associated wildlife, designated park trails, and appropriate laws and regulations pertaining to the protection of sensitive plant and animal species, at a minimum. If Fort Ord Dunes State Park is not open at the time the project proponent seeks a certificate of occupancy, educational signage shall be provided indicating the closed status of the park. Appropriate educational material and notification shall also be provided at the proposed beach concierge office.	Prior to Project Occupancy	Applicant, State Parks, City of Seaside	City of Seaside	
4.12-1 General Jim Moore Boulevard and Broadway Avenue: Signalize the intersection and add a northbound left-turn lane and protected left-turn	Prior to Issuance of Building Permit	Applicant	City of Seaside	

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Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
phasing on Broadway Avenue. These improvements are part of the City of Seaside CIP program. The estimated cost for the improvements is approximately \$396,000. The project would account for approximately 6% of the volume increase at this intersection under long-term cumulative plus project conditions. The project shall make a fair-share contribution of \$23,000 towards the intersection improvements to the City of Seaside prior to issuance of any building permits.				
4.12-2 Second Avenue and First Street: Signalize the intersection and provide protected left-turn phasing along First Street. Construction and funding of these improvements would be the responsibility of the project. It is estimated that improvements to the intersection will cost approximately \$432,000. The project proponent shall include the above improvements on final design plans and submit to the City of Seaside Public Works Director and City of Marina for approval, prior to issuance of any building permits. The project applicant shall also be responsible for obtaining an encroachment permit from the City of Marina in connection with the above improvements.	Prior to Issuance of Building Permit	Applicant	Cities of Seaside and Marina	
4.12-3 SR 1 and Imjin Parkway West: Signalize the intersection and add a second westbound left-turn lane. These improvements are part of the City of Marina traffic impact fee program. It is estimated that the intersection improvements will cost approximately \$800,000. The project would account for approximately 3% of the volume increase at this intersection under long-term cumulative plus project conditions. The project proponent shall make a fair-share contribution of \$24,000 towards these improvements through payment of the City of Marina traffic impact fee. The project proponent shall show evidence of payment of the impact fee to the City of Seaside prior to issuance of any building permits.	Prior to Issuance of Building Permit	Applicant	Cities of Seaside and Marina	
4.12-4 Widening of Imjin Parkway between Imjin Road and Reservation Road to four lanes is included within the City of Marina’s traffic impact fee. The estimated cost for the widening is \$1,200,000. The project would account for 2% of the volume increase along this segment under long-term cumulative plus project conditions. The project shall make a fair-share contribution of \$23,000 towards this widening through payment of the City of Marina traffic impact fee. The project proponent shall show evidence of payment of the impact fee to the City of Seaside prior to issuance of any building permits.	Prior to Issuance of Building Permit	Applicant	Cities of Seaside and Marina	
4.12-5 Second Avenue and Light Fighter Drive: Add a second southbound and	Prior to Issuance of Building Permit	Applicant	City of Seaside	

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Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
<p>eastbound left-turn lane and a separate westbound right-turn lane. The addition of a second eastbound left-turn lane at the intersection is part of the City of Seaside CIP. The other improvements described above are not included in the CIP. It is estimated that all identified improvements at the intersection will cost approximately \$3,314,000. The project would account for approximately 31% of the volume increase at this intersection under long-term cumulative plus project conditions. The project shall make a fair-share contribution towards the intersection improvements of approximately \$1,011,000, paid to the City of Seaside prior to issuance of any building permits.</p>				
<p>4.12-6 Second Avenue and Eighth Street: Signalize the intersection and provide protected left-turn phasing on Second Avenue. These improvements are part of the City of Marina traffic impact fee program. It is estimated that these improvements will cost approximately \$920,000. The project would account for approximately 13% of the volume increase at this intersection under long-term cumulative plus project conditions. The project shall make a fair-share contribution towards the intersection improvements of approximately \$118,000, through payment of the City of Marina traffic impact fee. The project proponent shall show evidence of payment of the impact fee to the City of Seaside Public Works Director prior to issuance of any building permits.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>Cities of Seaside and Marina</p>	
<p>4.12-7 Second Avenue and Third Street: Signalize the intersection. This improvement is part of the City of Marina traffic impact fee program. It is estimated that this improvement will cost approximately \$332,000. The project would account for approximately 23% of the volume increase at this intersection under long-term cumulative plus project conditions. The project shall make a fair-share contribution towards the intersection improvements of approximately \$78,000, through payment of the City of Marina traffic impact fee. The project proponent shall show evidence of payment of the impact fee to the City of Seaside Public Works Director prior to issuance of any building permits.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>Cities of Seaside and Marina</p>	
<p>4.12-8 Widening of Second Avenue between Imjin Parkway and Third Street to four lanes is currently being implemented by the City of Marina. The estimated cost for the complete widening is about \$4,300,000. The project would account for 5 to 12% of the volume increase along the segment under</p>	<p>Prior to Issuance of Building Permits</p>	<p>Applicant</p>	<p>City of Seaside</p>	



## MITIGATION MONITORING AND REPORTING PROGRAM – THE PROJECTS AT MAIN GATE

NOTES: *Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon an environmental impact report (EIR). The purpose of the monitoring or reporting program is to ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the EIR.*

Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
long-term cumulative plus project conditions. The project shall make a fair-share contribution towards the roadway widening through payment to the City of Marina. Depending on the improvements required at the building permit stage, the fair share contribution could be up to an estimated \$372,000. The project proponent shall show evidence of payment of the impact fee to the City of Seaside Public Works Director prior to issuance of any building permits.				
4.12-9 Widening of Imjin Parkway between Imjin Road and Reservation Road to four lanes is included within the City of Marina traffic impact fee. Improvements to Imjin Parkway, between SR 1 and Second Avenue, are being implemented as part of the University Villages project. The widening of Imjin Parkway, between Imjin Road and Reservation Road, will cost an estimated \$1,200,000. The project will account for 2% of the volume increase along the segment under long-term cumulative plus project conditions. The project shall make a fair-share contribution towards the roadway widening of approximately \$23,000. The project proponent shall show evidence of payment of the impact fee to the City of Seaside Public Works Director prior to issuance of any building permits.	Prior to Issuance of Building Permit	Applicant	Cities of Seaside and Marina	
4.12-10 Widening SR 1 to four lanes in each direction would be required to maintain acceptable levels of service. The payment of FORA fees is considered adequate mitigation for regional cumulative impacts to the freeway. The project proponent would be responsible for payment of an estimated \$7,902,963 in FORA development fees. Approximately \$3,643,267 of this fee would be applied to transportation/transit improvements in accordance with FORA's Development Fee Allocation, as presented in the Seaside Main Gate Fee Update (April 2008). The project proponent shall show evidence of payment of the FORA impact fee to the City of Seaside Public Works Director prior to issuance of any building permits.	Prior to Issuance of Building Permit	Applicant	City of Seaside	
4.12-11 The project proponent shall provide a fair-share contribution towards the 13 intersection improvements required under the long-term cumulative scenario if any of the listed improvements are not funded prior to issuance of any permits for the project. This would be accomplished through payment of applicable FORA fees, City of Marina traffic impact fees, and/or fair-share contributions to the Cities of Seaside and Del Rey Oaks depending on the improvement location.	Prior to Issuance of Building Permit	Applicant	Cities of Seaside, Marina, and Del Rey Oaks	

**MITIGATION MONITORING AND REPORTING PROGRAM – THE PROJECTS AT MAIN GATE**

NOTES: *Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon an environmental impact report (EIR). The purpose of the monitoring or reporting program is to ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the EIR.*

<b>Mitigation Measures</b>	<b>Timing of Implementation</b>	<b>Responsibility for Implementation</b>	<b>Verified for Compliance</b>	<b>X</b>
4.12-12 General Jim Moore Boulevard and Light Fighter: Add a second eastbound left-turn lane. This improvement is included in the City of Seaside CIP. It is estimated that the cost for this improvement will be approximately \$1,654,000. The project would account for approximately 10% of the volume increase at this intersection under long-term cumulative plus project conditions. The project shall make a fair-share contribution towards the intersection improvements of approximately \$158,000, paid to the City of Seaside prior to issuance of any building permits.	Prior to Issuance of Building Permit	Applicant	City of Seaside	
4.12-13 The widening of Imjin Parkway between Second Avenue and Reservation Road to six lanes is not included within the City of Marina’s traffic impact fee. It is estimated that the widening will cost \$6,611,000. The project would account for 3% of the volume increase along the segment under long-term cumulative plus project conditions. The project shall make a fair-share contribution towards the roadway widening through payment to the City of Marina of approximately \$213,000. The project proponent shall show evidence of this payment to the City of Seaside Public Works Director prior to issuance of any building permits. This will mitigate project impacts with the exception of the segment of Second Avenue between Imjin Parkway and Third Street, where widening is not feasible due to lack of right-of-way. The impact at this location is considered significant and unavoidable.	Prior to Issuance of Building Permit	Applicant	Cities of Seaside and Marina	
4.12-14 Widening SR 1 to four lanes in each direction would be required to maintain acceptable levels of service. The payment of FORA fees is considered adequate mitigation for regional cumulative impacts to the freeway. The project proponent would be responsible for payment of an estimated \$7,902,963 in FORA development fees. Approximately \$3,643,267 of this fee would be applied to transportation/transit improvements in accordance with FORA’s Development Fee Allocation, as presented in the Seaside Main Gate Fee Update (April 2008). The project proponent shall show evidence of payment of the FORA impact fee to the City of Seaside Public Works Director prior to issuance of any building permits.	Prior to Issuance of Building Permit	Applicant	City of Seaside	
4.12-15 The project applicant shall contribute funding towards the improvement of regional facilities through payment of FORA fees. The payment of FORA fees is considered adequate project mitigation for regional cumulative impacts to the freeway. Other projects outside the Fort Ord boundaries would be required to contribute to the TAMC regional traffic impact fee.	Prior to Issuance of Building Permit	Applicant	City of Seaside	

**MITIGATION MONITORING AND REPORTING PROGRAM – THE PROJECTS AT MAIN GATE**

NOTES: *Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon an environmental impact report (EIR). The purpose of the monitoring or reporting program is to ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the EIR.*

Mitigation Measures	Timing of Implementation	Responsibility for Implementation	Verified for Compliance	X
<p>Due to the possible infeasibility of improvements to regional facilities, this impact is considered significant and unavoidable. The project would be responsible for payment of an estimated \$7,902,963 in FORA development fees. Approximately \$3,643,267 of this fee would be applied toward transportation/transit improvements in accordance with FORA’s Development Fee Allocation (refer to Appendix J). The project proponent shall show evidence of payment of the FORA impact fee to the City of Seaside Public Works Director prior to issuance of any building permits.</p>				
<p>4.12-16 Project Entrance along Second Avenue: The project shall construct the west leg of the eastbound left-turn lane at the main Project Entrance along Second Avenue to include two left turn lanes with a minimum of 500 feet of storage space. The project proponent shall include the above improvements on final design plans to the satisfaction of the City of Seaside Public Works Director, prior to issuance of any building permits.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	
<p>4.12-17 First Street and Second Avenue: The project shall construct a minimum of 225 feet of storage capacity for the eastbound left- turn lane at the intersection of First Street and Second Avenue. The project proponent shall include the above improvements on final design plans to the satisfaction of the City of Seaside Public Works Director, prior to issuance of any building permits.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	
<p>4.13-1 In order to ensure that project infrastructure is adequate to serve the proposed project, the project proponent shall submit design-level infrastructure plans to the satisfaction of the City of Seaside Public Works Director and the MCWD prior to the issuance of any grading and/or building permit. Project plans shall be designed by a registered engineer and shall be in conformance with MCWD engineering specifications. The project proponent shall obtain a water permit from MCWD prior to issuance of any grading and/or building permit. All applicable fees, as determined by MCWD at the time of application submittal, shall be paid to MCWD prior to the issuance of any grading and/or building permit by the City of Seaside. The project proponent shall submit an approved water system permit to the City of Seaside as evidence documenting compliance with this measure.</p>	<p>Prior to Issuance of Grading or Building Permits</p>	<p>Applicant</p>	<p>City of Seaside</p>	
<p>4.13-2 In order to ensure that the project contributes its proportional share towards regional infrastructure improvements related to water supply as identified by</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	

**MITIGATION MONITORING AND REPORTING PROGRAM – THE PROJECTS AT MAIN GATE**

NOTES: *Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon an environmental impact report (EIR). The purpose of the monitoring or reporting program is to ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the EIR.*

<b>Mitigation Measures</b>	<b>Timing of Implementation</b>	<b>Responsibility for Implementation</b>	<b>Verified for Compliance</b>	<b>X</b>
<p>FORA, the project proponent shall be responsible for paying \$7,902,963 in FORA fees, of which \$1,183,864 is allocated for water supply augmentation improvements, as identified in the Seaside Main Gate Fee Update (April 2008). This fee shall be paid prior to the issuance of any building permits. The project proponent shall submit evidence to the City of Seaside demonstrating that FORA impact fees have been paid, prior to the issuance of any certificate of occupancy.</p>				
<p>4.13-3 In order to ensure that project infrastructure is adequate to serve the proposed project, the project proponent shall submit design-level infrastructure plans to the satisfaction of the City of Seaside Public Works Director and the Marina Coast Water District (MCWD), prior to the issuance of any grading and/or building permit. Project plans shall be designed by a registered engineer and shall be in conformance with MCWD engineering specifications. The project proponent shall obtain a sewer permit from MCWD prior to issuance of any grading and/or building permit. All applicable fees, as determined by MCWD at the time of application submittal, shall be paid to MCWD prior to the issuance of any grading and/or building permit by the City of Seaside. The project proponent shall submit an approved sewer permit to the City of Seaside as evidence documenting compliance with this measure.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside and MCWD</p>	
<p>4.13-4 In order to prevent the wasteful use of energy, all new structures constructed as part of the proposed project shall be required to comply with at least two of the sustainable design guidelines contained in the Specific Plan. Prior to the issuance of any building permit for each new structure, the project proponent shall submit design-level plans documenting compliance with at least two of the sustainable design guidelines, subject to the approval of the Board of Architectural Review.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>City of Seaside</p>	