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RECORDED AT REQUEST OF
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SEASIDE REDEVELOPMENT AGENCY

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OFFICE OF RECORDER
COUNTY OF MONTEREY
SALINAS, CALIFORNIA

Mr. [Signature]

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NEIGHBORHOOD DEVELOPMENT PROGRAM

LAGUNA GRANDE AREA

G 15098

CALIFORNIA A-2-2

URBAN RENEWAL PLAN

September 23, 1969

ND 401

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A. DESCRIPTION OF N.D.P. URBAN RENEWAL AREA

PROJECT AREA DESCRIPTION:

The boundaries of the Urban Renewal Area are schematically delineated on the Boundary Map (URP-1), and on all other exhibit maps of the Urban Renewal Plan. The Urban Renewal Area is located in the City of Seaside, County of Monterey, State of California and is more particularly described as follows:

- (1) Beginning at a point on the easterly side of Fremont Boulevard where the northerly side of Portola Drive, of the City of Del Rey Oaks, intersects with said Fremont Boulevard, said point also being the point where the City limits of the City of Seaside and the City of Del Rey Oaks meet; thence,
- (2) Southerly along the common boundary between the two cities to the point of intersection with the boundary of the City of Monterey; thence,
- (3) Along the various courses and distance of the common boundary line between the City of Seaside and the City of Monterey in a westerly direction to a point on the northwesterly boundary of said Fremont Boulevard; thence,
- (4) Northerly along the westerly boundary of said Fremont Boulevard to a point where said westerly boundary intersects with northerly boundary of that certain Parcel No. 2 described in a deed from Monterey Investment Company to Phil H. Calabrese and Muriel E. Calabrese, his wife, recorded in Book 2123 at Page 240, Official Records of the County of Monterey, on February 16, 1961; thence,
- (5) Westerly along the northerly boundary of above mentioned Parcel No. 2 to a point of beginning of said Parcel No. 2; thence,
- (6) Southerly along the westerly boundary of said Parcel No. 2 to a point of intersection with the common boundary between the City of Seaside and the City of Monterey; thence,
- (7) Northwesterly along the said common boundary between the said Cities to a point where the said boundary intersects with the easterly line of Del Monte Boulevard as the same existed on August 26, 1969; thence leaving said common boundary

- (8) Northerly along the said easterly line of said Del Monte Boulevard to a point of intersection with the prolongation of the southerly line of Humboldt Street as the same existed on August 26, 1969; thence,
- (9) Westerly along the southerly boundary of said Humboldt to the point of intersection with the common boundary of the City of Seaside and the City of Monterey; thence,
- (10) Westerly along said common boundary between the City of Seaside and the City of Monterey to a point of intersection with the easterly boundary of State Highway No. 1 as the same existed on August 26, 1969; thence,
- (11) Northerly along said easterly boundary of said State Highway No. 1 (Freeway) to a point of intersection with the common boundary between the City of Seaside and the City of Sand City; thence,
- (12) In a generally southerly and easterly direction along the courses and distances of said common city limits boundary line to a point along the northerly boundary of Olympia Avenue where said common boundary departs therefrom in a northerly direction; thence,
- (13) Along the prolongation of the aforementioned northerly boundary of said Olympia Avenue to the point where said prolongation intersects with the easterly boundary of Del Monte Boulevard; thence,
- (14) In a southerly direction along the easterly boundary of said Del Monte Boulevard to a point of intersection with the northerly line of Elm Avenue; thence,
- (15) Northeasterly along the northerly boundary of Elm Avenue to a point opposite the prolongation of a line running northerly between Lots 9 and 11 of Block 23 of Vista Del Rey Tract; thence,
- (16) Southeasterly along said prolongation between said Lots 9 and 11 and the prolongation of said line to a point of intersection with the northerly boundary of Amador Avenue; thence,
- (17) Westerly along the northerly line of said Amador Avenue to a point opposite the line between Lots 5 and 7 of Vista Del Rey Tract; thence

- (18) Southerly along said line between said lots and the prolongation of said line to a point where said line intersects with the northerly line of Sonoma Avenue; thence,
- (19) Southerly across said Sonoma Avenue to a point, said point being the rear lot line between the Lots of Block 7 Laguna Grande Subdivision fronting on Trinity Avenue and Canyon Del Rey Boulevard; thence,
- (20) Southerly and easterly along said line to a point where said line intersects with the westerly line of Allston Street; thence,
- (21) Easterly along the prolongation of the rear lot line between the lots facing on Trinity Avenue and Harcourt Avenue in Block 8 Laguna Grande Subdivision to a point where said line intersects with the easterly line of Hillsdale Street; thence,
- (22) Northerly along the easterly line of Hillsdale Street to a point where said Hillsdale Street intersects with the southerly line of Trinity Avenue; thence,
- (23) Along the southerly boundary line of said Trinity Avenue to a point where said line intersects with the westerly boundary of Fremont Boulevard; thence,
- (24) Southerly along said westerly line of said Fremont Boulevard to a point of intersection of the westerly line of Fremont Boulevard with the northerly line of Charles Avenue; thence,
- (25) Southeasterly in a straight line across said Fremont Boulevard to the point of beginning.

STUDY AREA DESCRIPTIONS:

In order to more clearly present the plan proposals for the Project Area, we have elected to divide the Project Area into more manageable Study Areas. These Study Areas were developed according to the unique problems presented by each Study Area neighborhood. (See Map URP-1 Boundary Map)

STUDY AREA I: Is defined as that area bounded by the freeway, Rey and Olympia Avenues, Del Monte Boulevard and Humboldt Street. This area is unique in its strong freeway orientation, its relative isolation from the remainder of the community and its hilly topography.

STUDY AREA II: Is bounded by the east and north property line of the Laguna Grande Lake parcel and Del Monte, Canyon Del Rey and Fremont Boulevards. This area is unique in its strong Laguna Grande Lake orientation and large open spaces.

STUDY AREA III: Is bounded by Fremont and Canyon Del Rey Boulevards, Trinity and Harcourt and includes the east frontage parcels on Canyon Del Rey between Harcourt and Del Monte. This area is unique in virtue of the existing residential development that is to be rehabilitated and the growing Civic Center complex.

B. STATEMENT OF DEVELOPMENT OBJECTIVES:

The General development objectives of this plan are to eliminate the blight and deterioration presently existing in the Project Area while conserving and rehabilitating as much of the existing development as is consistent with good planning and urban economic practice.

STUDY AREA I DEVELOPMENT OBJECTIVES:

This Study Area is presently developed with a large number of substandard, blighted residential buildings, small lots and a confused street pattern, all of which detract from the high land use potential derived from its locational relationship to the newly constructed freeway and freeway interchange.

The development objective for this area is to remove the existing blighted development including structures, streets and utilities and to reparcel the area for redevelopment at its highest and best land use. Factors to be considered in this replanning are: locational relationship to the freeway and freeway interchange, the views of Monterey Bay, Roberts and Laguna Grande Lakes derived from the area's rolling topography and the findings of the Economic and Market Analysis Study.

The benefits derived from the attainment of the above objectives are the strengthening of the community's economic base through the redevelopment of this area at its highest and best use thereby increasing the revenues this area presently contributes to the community. Socially the community will benefit from the elimination of the blighting influence this area presently creates in the physical environment.

STUDY AREA II DEVELOPMENT OBJECTIVES:

Study Area II is sparsely populated with scattered land uses including a high percentage of blighting developments. These blighting uses include large autowrecking and construction yards all of which receive, or seek to receive, no benefit by virtue of their locational relationship to Laguna Grande Lake.

Since this lake is the last major natural amenity from which Seaside may benefit economically and socially, it is one of the objectives of this Plan to redevelop this Study Area with new land uses which would maximize the lake shore utilization for the citizenry of the community as well as utilizing the lake as an asset to the new uses developed on the lake shore sites.

To best achieve these objectives, the general elimination of all blighting conditions in the Area is necessary. Reparcellization of the land to accommodate the land uses proposed by the Economic and Market Analysis Survey is another objective of this Plan.

The economic benefit, to the City's yearly revenue base, of redeveloping this Study Area at its highest and best use is obvious but possibly the most important benefit of this Plan will be the social benefit attained by providing citizen access to the Laguna Grande Lake shore since public water-oriented park lands are not abundant in Seaside.

STUDY AREA III DEVELOPMENT OBJECTIVES:

This Study Area is characterized by a highly mixed development of standard, rehabilitable and substandard buildings. The largest portion of these buildings are residential. The major new developmental influence in the Area is the growing Civic Center which is anchored by the City Hall.

The objective for this Study Area is conservation and rehabilitation of all feasible structures within the context of good planning and urban economic practice. New multi-family sites should be assembled and marketed in this Study Area to provide additional housing for the community.

The benefits derived from the attainment of these objectives are the rehabilitation of the existing residential neighborhood and the provision of additional housing for the community while eliminating the blighting elements in the Study Area which negatively influence the environment in which the standard and rehabilitable structures presently exist.

C. GENERAL LAND USE PLAN

(1) Land Use Map

Attached hereto as Map URP-2 and as an integral part of the Plan is a map designated as the Land Use Map showing the predominant land uses to be permitted in the Project Area and the location of the circulation routes.

- (2) Description of each predominant land use category shown on the Land Use Map, including densities to be permitted or required.

STUDY AREA I LAND USE DESCRIPTIONS

- a. Visitor Commercial (First Priority): This land use classification encompasses hotel-motel development and related commercial-retail uses necessary to support a hotel-motel complex (i.e. restaurants and service stations). The unit density for this use would range from 30 to 35 units per acre with the parking provided at the rate of 1 space per unit.
- a'. Residential (Second Priority): This land use designation refers to multi-family development ranging from 22 to 30 units per acre with 1.5 to 2 parking spaces per unit.
- b. Parks and Greenbelts: This land use classification refers to public parks and greenbelts. It is the intent of this Plan to locate a transportation center in the greenbelt shown on the northwest frontage of Del Monte Boulevard.

STUDY AREA II LAND USE DESCRIPTIONS

- a. Convention Center (First Priority): This land use designation refers to a 2,500 - 3,000 seat public convention center facility.
- a'. Commercial (Second Priority) This land use designation refers to community shopping areas including such uses as retail and personal services establishments such as department, drug, clothing, hardware, furniture, book and variety stores and offices, restaurants and other similar uses.

The maximum site coverage by buildings or structures would be 35% with a parking provision of 5 spaces per 1,000 sq. ft. of gross leasable area.

- b. **Planned Professional-Residential:** This land use designation refers to a Planned Unit Development including apartments and professional office uses. The apartment density would range from 22 to 30 units per acre with 1.5 to 2 parking spaces per unit and the offices would provide from 10,000 to 15,000 square feet of floor area with 5 parking spaces per 1,000 square feet of gross leasable area.
- c. **Parks and Greenbelts:** This land use classification refers to public parks and greenbelts.

STUDY AREA III LAND USE DESCRIPTIONS

- a. **Commercial:**
 - 1) **At Del Monte and Canyon Del Rey Boulevards:** This commercial land use area refers to heavy commercial and semi-industrial development as described by the General Service District ("G-S") as contained in the Zoning Ordinance of the City of Seaside. (Exhibit D, Section 2)
 - 2) **Fremont Boulevard and Charles Avenue Commercial Frontage:** The Commercial land use designation in these areas refers to commercial uses which do not specialize in serving the pedestrian shopper. The area would specifically retain the present Highway Service District ("H-S") Zoning as described by the Zoning Ordinance of the City of Seaside (Exhibit D, Section 3)
- b. **Residential:** The residential land use classification utilized in Study Area III refers largely to the retention and rehabilitation of the existing residential structures. Where it is possible to assemble multi-family apartment sites, through the demolition of clusters of substandard buildings, apartment complexes with a density of 22 units per acre are proposed. These complexes would provide 1.5 to 2 parking spaces per unit.
- c. **Civic Center:** This land use designation refers to the Civic Center developing around the new City Hall.

- (3) Planning criteria or standards to be used to determine the following:
 - a. Type, intensity and location or other uses permitted or required in predominant land use categories (accessory or supporting uses).
 - 1) Section C.(1)
 - b. Type, location and other characteristics or requirements of the internal circulation system.
 - 1) The Laguna Grande Traffic Analysis Report by Wilbur Smith & Associates for the Redevelopment Agency of the City of Seaside including Estimated 1985 Traffic Volumes and Capacity (Exhibit B).
 - c. Need, type, location, and other characteristics of public improvements and facilities not identified on the Land Use Plan Map.
 - 1) Passive recreation areas are to be provided in the plan as needed.

D. URBAN RENEWAL TECHNIQUES TO BE USED TO ACHIEVE PLAN OBJECTIVES

- (1) The Agency proposes to redevelop the Laguna Grande Project Area in accordance with this Urban Renewal Plan. To accomplish this objective, a combination of conservation, rehabilitation and clearance are the techniques used to achieve the Plan's objectives.

The areas proposed for rehabilitation and acquisition in the year 1970-71 are shown on the 1970 Land Disposition Supplement Map (URP-3).

Generally, the Plan provides certain redevelopment and conservation or rehabilitation activities for the prevention as well as the elimination of blight and deterioration to the extent permitted by law, as follows:

- a. Acquisition, demolition, and redevelopment of real property for the general improvement of the economic welfare of the community.
- b. Development of vacant land for use in accordance with the Plan.
- c. Relocation assistance to families, individuals, and businesses who will be displaced by the Plan.
- d. Disposition by the Agency through lease or sale of all real property in the Project Area acquired by the Agency. Any such sale or lease shall be contingent upon the development and use of the property in conformance with the Plan.
- e. Reconstruction vacation and construction of public right-of-ways, public utilities and any other improvements necessary to accomplish the objectives in accordance with the Plan.
- f. Obtaining of financing necessary to effectuate or implement the Plan. (Exhibit A)

(2) Rehabilitation

- a. Description of conditions under which rehabilitation of properties or areas will be permitted.

It is the intention of this Plan to rehabilitate as many structures within the Project Area as is consistent with economic feasibility, as determined by the application of the Property Rehabilitation Standards, and good planning and urban economic practice.

- b. Description of conditions under which property will be acquired for rehabilitation by the LPA or others.

The Plan does not anticipate the acquisition of any properties to be rehabilitated.

- c. Property Rehabilitation Standards

Property Rehabilitation Standards will be included in the Owner Participation Agreements. These standards set forth the minimum requirements for rehabilitable structures in the Project Area. (Exhibit C)

The Agency will notify the property owners of the necessary repairs and rehabilitation and set a reasonable time for their accomplishment.

A building, structure or improvement to be rehabilitated shall be considered satisfactory, and the Agency shall so certify, if it meets the standards of this paragraph and the Property Rehabilitation Standards. All exterior architectural features shall be repaired and restored as necessary. All sanitary, electrical, plumbing, and structural deficiencies shall, to the satisfaction of the City Building Department, be brought to within the minimum requirements of the following City Codes: the Uniform Building Code, the Uniform Housing Code, the Uniform Electrical Code, the Uniform Plumbing Code and the Fire Prevention Code.

(3) Acquisition and Clearance:

Description of conditions under which property will be acquired and cleared in order to:

a. Remove substandard conditions:

Generally, the Agency will acquire only those properties which are designated substandard to a degree requiring clearance, or are economically infeasible of rehabilitation.

b. Remove blighting conditions:

If the Agency finds that the acquisition of a property is necessary to the execution of this Plan, the Agency may, at its discretion, acquire said property at fair market value by negotiation or by gift, dedication or condemnation. Compensation shall be paid in the manner provided by law.

c. Provide land for public improvements or facilities:

The Agency may acquire, clear and dedicate or convey to the City of Seaside the new public right-of-ways, park and greenbelt areas and land for other public improvements and facilities when they are in accordance with the objectives of the Plan.

d. Promote historic or architectural preservation:

The Agency may acquire, clear and dedicate or convey land for the promotion of historic or architectural preservation when it is in accord with the objectives of the Plan.

e. Provide land for redevelopment and other Plan objectives:

Property will be acquired when the uses are not in accordance with the provisions of this Urban Renewal Plan.

E. LAND DISPOSITION SUPPLEMENT

As Map URP-3 and as a supplemental part of the Plan is a map designated as the 1970 Land Disposition Supplement Map showing the proposed action elements for the year 1970-1971.

- (1) Specific land use designations and standards or controls and other restrictions to be imposed on land to be offered for sale or lease.

STUDY AREA I

It is the intention of the Agency to purchase Lots 7 through 10 in Block 301 in order to assemble and market them as one parcel for the purpose of developing the transportation center proposed for that location by this Plan.

As a public use to be located in a public greenbelt it is the intent of this Plan to treat the transportation center as a Planned Unit Development thereby providing maximum design flexibility while reserving for the Agency and the City the authority to approve or reject the physical plans.

STUDY AREA II

It is the intention of the Agency to acquire Lot 13 on Block 401 for the purpose of either initiating the assemblage of those properties proposed by this Plan to be redeveloped as a convention center or to market said parcel to a redeveloper in compliance with the second priority re-use established by this Plan.

If the parcel is to be redeveloped for the first priority convention center, a public use, it would be designed as a Planned Unit Development with the Agency and the City reserving the authority to approve or reject the proposed physical plan.

If the parcel is to be redeveloped as the second priority commercial development it will be governed by the Community Retail Commercial District (CRC) zoning restrictions set forth in the Zoning Ordinance of the City of Seaside. (See Exhibit D, Section I, Community Retail Commercial District or "C-R-C" District)

STUDY AREA III

It is the intention of the Agency to acquire Lot 10 on Block 355 for the purpose of expanding the present Civic Center site. Since this parcel would be redeveloped as a public use, it is the intent of this Plan that said parcel be treated as a small Planned Unit Development reserving for the Agency and the City, the authority to approve or reject the proposed physical plans.

The Agency intends to rehabilitate forty structures in this Study Area but will not acquire and dispose of any of the rehabilitated structures.

GENERAL LAND USE CONTROLS

The following land use controls shall apply to all buildings and real property in the Project Area whether or not acquired by the Agency.

- a. Public utilities may be allowed in all areas by use permit of the Agency. All utilities will be placed underground.
- b. There shall be no outside storage of any goods or materials exposed to the public view.
- c. All building sites shall be kept neat and clean. All open areas shall be maintained with asphalt or concrete paving, grass or living ground cover.
- d. No structure of a temporary nature, tent, shack, garage or other out building shall be used as a residence or a place of business, except business uses which may be allowed temporarily during construction.
- e. No real property shall be used or maintained as a dumping ground for rubbish or salvage. Trash and garbage shall be kept in sanitary containers adequately screened from all public thoroughfares. Salvage stored for expeditious removal shall also be properly screened from public view.
- f. No oil drillings, oil development operations, oil refining, quarrying or mining operations of any kind shall be permitted upon or in any lot, nor shall oil wells, tanks, tunnels, mineral excavations or shafts be erected, maintained or permitted upon any parcel.

- g. There shall be no further subdivision of any parcels in the project area after the Agency has disposed of all property owned by it.
- h. Appropriate zoning changes necessary to accommodate and protect redevelopment and rehabilitation efforts, will be made at the time of individual project implementation.
- i. The Agency shall lease or sell at not less than fair market value all real property acquired by it in the Project Area, except property conveyed by the Agency to the City of Seaside. All such leases or sales shall be conditioned on the development and use of said property in conformity with the Plan.

(2) Circulation Requirement

As Map URP-3 and as a supplemental part of the Plan is a map designated as the 1970 Land Disposition Supplement Map illustrating the relationship of the parcels as described in E.(1) above to the street circulation pattern.

STUDY AREA I

The parcel assembled by acquiring Lots 7 through 10 on Block 301 is served by Del Monte Blvd., a major thoroughfare with a capacity of 22,000 vehicles/day and a projected volume of 21,000 vehicles/day for 1985. (See Exhibit B Estimated 1985 Traffic Volumes and Capacity by Wilbur Smith & Associates) Thus, the site is adequately served by a major street for at least the next fifteen years.

STUDY AREA II

If Lot 13, Block 401 is acquired for either assemblage into a parcel slated for priority re-use one, a convention center, or priority re-use two, commercial, it is more than adequately served by two major streets (Del Monte Blvd. and Canyon Del Rey) as well as benefiting from direct access to the freeway interchanges at Del Monte and Humbolt. (See Exhibit B Estimated 1985 Traffic Volumes and Capacity by Wilbur Smith & Associates)

STUDY AREA III

The traffic circulation around the Civic Center is virtually unchanged by the addition of Lot 10, Block 355 to the Civic Center site. Harcourt and Hilby will remain collector streets with Canyon Del Rey Blvd. acting as the major street in the vicinity of the Civic Center.

The rehabilitation of forty structures in STUDY AREA III will have little or no effect upon the circulation network as it is to be retained.

(3) Statement of Obligations to be Imposed on Redevelopers

- a. Any redeveloper purchasing or leasing any cleared or vacant land or property from the Agency, and any individual retaining ownership in any property in the Project Area will be obligated:
- 1) To devote the property to, and only to, and in accordance with the uses and other controls specified in this Plan.
 - 2) To begin and complete any improvements on said property within periods of time as determined by the Agency.
 - 3) Not to build any structures, buildings, or improvements except in accordance with plans and specifications first approved by the Board of Architectural Review.
 - 4) In the sale, lease, or occupancy of the property, not effect or execute any agreement, lease, conveyance, or other instrument whereby the property, or any part thereof, is restricted upon the areas of race, color, creed or national origin.

The foregoing obligations will be covenants running with the land for 20 years from the date of approval of this Plan by the City Council, except Section (3)a.4) which shall be a covenant running in perpetuity and shall be binding on all parties, their heirs, successors and assigns and shall be incorporated in all Land Disposition Agreements and Owner Participation Agreements.

b. Owner Participation

- 1) Participation
 - a) Owners of property in the Project Area at the time of adoption of this Plan may participate in the redevelopment of the area in accordance with rules and regulations respecting owner participation adopted by the Agency pursuant to Article 6 of the California Community Redevelopment Law. Any such owner participation will be in accordance with provisions of the California Community Redevelopment Law respecting owner participation.

b) Owners of property with standard or rehabilitable structures not acquired for purposes of this Plan may participate in the carrying out of this Plan and retention of their property, provided they agree to:

(a) Impose upon such property the standards, restrictions and controls of this Plan and

(b) Perform necessary repairs and architectural remodeling and make any necessary property purchases, sales, or dedications within the time specified by the Agency.

c. Non-Participation

In the event any owner of property in the Project Area is unwilling or unable to participate as stated above, the Agency may acquire such property in the manner provided by law. A purchaser from the Agency of any such property so acquired will agree to abide by the conditions of the Plan as stated under the Section of Redeveloper's Obligations.

(4) Commitments to provide the stipulated percentage of low- and moderate-income housing in predominantly residential re-use urban renewal areas.

Not applicable.

(5) Statement of urban design objectives or controls

a. All plans for proposed use of real property, proposed construction, demolition or alteration of buildings or structures situated upon said property prior to commencing such proposed uses, construction, demolition or alterations shall be submitted to the Agency and the Board of Architectural Review for approval. Such plans shall set forth the following information in writing:

1) A description of the real property on which the proposed use, construction, alteration, or demolition of buildings or structures is to be conducted.

- 2) A general narrative description of the proposed use, construction, alteration or demolition of buildings situated upon said land.
- 3) A statement and site plan drawings as necessary, showing the type of construction or alteration proposed, location of proposed buildings, off-street parking and loading facilities, landscaped areas; utility services, building area fences and walls, building height, general description of the type of architectural design for building and type of building material to be used.
- 4) Any additional information requested in writing by the Agency and/or the Board of Architectural Review.

(6) Duration of controls

The provisions of this Plan respecting land use and building requirements for the Project shall be covenants running with the land and binding on all parties, their heirs, successors and assigns for a period of twenty (20) years.

The twenty (20) year duration of the aforementioned provisions shall begin on the date of the approval of this Plan by the City Council.

All aforementioned provisions and requirements shall apply to all real property within the Project Area whether or not it is acquired by the Agency.

EXCEPTIONS

Where unnecessary hardship, practical difficulties, or consequences inconsistent with the general purposes of this Plan result from the literal interpretation and enforcement of the restrictions and limitations imposed by this Plan, the Agency, upon receipt of a verified application from the owner of the property affected, stating fully the grounds of the application and facts relied upon, and upon its own further investigation, may grant adjustments under such conditions and safeguards as it may determine, consistent with the general purpose and intent of this Plan, provided that in no instance will any adjustment be granted that will change or alter the land uses or other basic requirements of the Plan.

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If the purpose of this Plan, in relation to a particular property, has been accomplished by private action prior to adoption of this Plan, the Agency at its discretion, may refrain from purchasing such property.

F. OTHER PROVISIONS NECESSARY TO MEET REQUIREMENTS OF APPLICABLE STATE OR LOCAL STATE OR LOCAL LAW.

(1) Relocation

a. Policy

- 1) The Redevelopment Agency finds that, for families to be displaced from housing facilities in the Project Area, there are or will be made available in the community adequate permanent housing facilities for such displaced occupants at rents within their means.

b. Relocation Payments

- 1) The Agency will make relocation payments to persons (including individuals, families, and business concerns) displaced by the Project, for moving expenses and direct losses of personal property for which reimbursement or compensation is not otherwise made. Such payments will be made pursuant to Agency rules and regulations.

(2) Non-Discrimination Clauses

Express provisions shall be included in all deeds, leases, and contracts which the Agency proposes to enter into with respect to the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of any land in a redevelopment project in substantially the following form:

- a. In deeds the following language shall appear -
"The grantee herein covenants by and for himself, his heirs, executors, administrators, and assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, tenure, or enjoyment of the premises herein conveyed, nor shall the grantee himself or

any person claiming under or through him, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use or occupancy of tenants, lessees, subtenants, sublessees, or vendees in the premises herein conveyed. The foregoing covenants shall run with the land."

- b. In leases the following language shall appear -
"The lessee herein covenants by and for himself, his heirs, executors, administrators, and assigns, and all persons claiming under or through him, and this lease is made and accepted upon and subject to the following conditions:

That there shall be no discrimination against or segregation of any person or group of persons, on account of race, color, creed, national origin, or ancestry, in the leasing, subleasing, transferring, use, occupancy, tenure, or enjoyment of the premises herein leased nor shall the lessee himself, or any person claiming under or through him, establish or permit any such practice or practices of discrimination or segregation with reference to the selection, location, number, use, or occupancy, of tenants, lessees, sublessees, subtenants, or vendees in the premises herein leased."

- c. In contracts entered into by the Agency relating to the sale, transfer, or leasing of land or any interest therein acquired by the Agency within any survey area or redevelopment project the foregoing provisions in substantially the forms set forth shall be included and such contracts shall further provide that the foregoing provisions shall be binding upon and shall obligate the contracting party or parties and any subcontracting party or parties, or other transferees under the instrument.

G. PROVISIONS FOR AMENDING PLAN

(1) Adoption

Upon adoption of an ordinance of the City Council of the City of Seaside, approving this Plan in the manner and form required by the California Community Redevelopment Law, this Plan will be the official Redevelopment Plan in the Project Area and will be recorded in the Land Records of the County as provided by Law.

(2) Amendments

The Redevelopment Plan may be amended by ordinance of the City Council of the City of Seaside with the concurrence of the Agency after the public hearings required by the California Community Redevelopment Law. In no event will the Plan be amended during the period of time specified in this Redevelopment Plan in any manner which will adversely affect any land in the Area whose owners and successors in interest are obligated to devote such land to the uses specified in this Plan, except with the written consent of the then owners of such land.

H. E X H I B I T S

EXHIBIT A: FINANCING PLAN

EXHIBIT B: TRAFFIC ANALYSIS

EXHIBIT C: PROPERTY REHABILITATION STANDARDS

EXHIBIT D: GENERAL LAND USE CONTROLS

SECTION 1: COMMUNITY RETAIL COMMERCIAL DISTRICT
OR "C-R-C" DISTRICT

SECTION 2: GENERAL SERVICE DISTRICT OR "G-S"
DISTRICT

SECTION 3: HIGHWAY SERVICE DISTRICT OR "H-S"
DISTRICT

SECTION 4: OFF-STREET PARKING REQUIREMENTS

FINANCING PLAN

To facilitate more rapid renewal and development of urban areas on an effective scale, and to encourage more efficient and flexible utilization of public and private development opportunities by a local community, the Secretary of the U. S. Department of Housing and Urban Development, under Sections 131, 132, 133 and 134 of Title I of the Housing Act of 1949 and related laws, is authorized to make financial assistance available under this title to local public agencies for undertakings and activities which are carried out under a Neighborhood Development Program.

The Neighborhood Development Program consists of Urban Renewal Project undertakings and activities in two urban renewal areas which are planned and carried out on the basis of annual increments in accordance with the provisions of Title I, Section 131, for planning and carrying out Urban Renewal Projects.

Upon the approval of a Neighborhood Development Program by the Federal Government, the cost of any undertakings and activities authorized as part of the program shall be financed in accordance with the Loan, Capital Grant, Rehabilitation Grant, and Relocation Grant under Section 132 of Title I of the Housing Act of 1949.

Capital Grant financing is to be made through funding agreements with the Federal Government on a three-fourths (3/4), one-fourth (1/4) basis under provisions of Section 103(a)(2)(B) of Title I of the Housing Act of 1949.

For the purpose of determining the eligibility of local grant-in-aid in connection with undertakings and activities carried out under a Neighborhood Development Program, the Local Public Agency will provide financing credits under provisions of Section 133 of Title I of the Housing Act of 1949.

For the purposes of this Finance Plan, all provisions of Section 134 of Title I will prevail and all subsequent Neighborhood Development Program applications will adopt a similar Finance Plan.

Wilbur Smith & Associates, Inc.

REEL 656 PAGE 754

CALIFORNIA

CABLE: WILSMITH

CONSULTING ENGINEERS AND CITY PLANNERS

LAGUNA GRANDE TRAFFIC ANALYSIS REPORT

808 MARKET STREET

SAN FRANCISCO, CALIF. 94104

415-483-8840

September 10, 1969

Mr. Michael D'Amico
 D'Amico & Associates
 230 Powell Street
 San Francisco, California

Dear Mr. D'Amico:

The following analysis of traffic circulation and parking requirements in the Laguna Grande Neighborhood Development Project in Seaside, California, is submitted in accordance with our agreement of June 12, 1969.

Project Boundaries

The Laguna Grande NDP area is generally bounded by Fremont Boulevard on the east, Laguna Grande Lake and Humbolt Street on the south and State Highway No. 1 on the west. The northerly project boundaries are along Rey Street and Olympia Avenue between State Highway 1 and Del Monte Boulevard. Between Del Monte Boulevard and Hillsdale Street the boundaries follow the rear property line of parcels fronting on Canyon Del Rey Boulevard and Harcourt Avenue. From Hillsdale Street to Fremont Boulevard, the boundary is along the southerly right-of-way line of Trinity Avenue.

EXHIBIT B

Circulation Element

State Highway No. 1 is a freeway and as such provides high speed access to the site from throughout the region.

Interchanges with arterial streets serving the project are provided at Humbolt Street and Del Monte Boulevard at English Avenue.

Canyon Del Rey Boulevard-Humbolt Street is an east-west arterial traversing the project area and connecting with State Highway 1 and the Monterey-Salinas Highway. Within the project boundaries, this arterial has an 80-foot right-of-way and four traffic lanes (in most places).

Del Monte Boulevard is a north-south arterial route serving the communities of Pacific Grove, Monterey, Seaside and Sand City. Within the immediate environs of the Laguna Grande project, Del Monte Boulevard has a pavement width of 64 feet within an 80-foot right-of-way.

Fremont Boulevard is a major route serving the Seaside downtown area and also a means of access between the Seaside residential area and the freeway as well as serving as a connection to the Monterey Peninsula airport. There is an 88-foot roadway which has four traffic lanes, two parking lanes with maneuvering lanes plus a left turn lane in the center of the roadway.

Hilby (50-foot right-of-way) and Harcourt (60-foot right-of-way) Avenues connect Canyon Del Rey and Fremont Boulevards and are located on either side of the Civic Center Complex. These facilities accommodate two traffic lanes plus parking lanes in a 40-foot pavement width.

The Recommended Plan

There are three areas where major changes in land use are contemplated; the remainder of the project being suggested for rehabilitation of existing homes or open space. These areas are discussed below.

AREA I. Northwest Quadrant of Humbolt Street and Del Monte Boulevard - This 16-acre area is suggested for visitor-commercial development with possibly 500 guest rooms replacing the existing single family development.

AREA II. A. Site Across Canyon Del Rey Boulevard from the City Hall - An apartment house complex of approximately 80 units in addition to possibly 10,000 square feet of office space is proposed for this area.

B. Southeast Quadrant of Del Monte Boulevard and Del Rey Boulevard - There are several alternative land uses for this 16-acre site which include a 3,000-seat convention center, commercial development, light industry or visitor-commercial, with a convention center or commercial site being the most probable development.

AREA III. A. Northeast Quadrant of Del Monte Boulevard and Canyon Del Rey Boulevard - A small commercial development is contemplated which would be primarily pedestrian oriented thereby having a small vehicle trip generation impact.

B. Northwest Quadrant of Canyon Del Rey Boulevard and Fremont Boulevard - This 3+ acre triangular parcel is suggested for commercial development replacing the existing strip commercial along Fremont Boulevard within the project boundaries.

Off-street parking requirements for the types of development proposed are listed in the following tabulation. As noted, these requirements are based upon the Seaside zoning ordinances and based upon comprehensive parking studies by Wilbur Smith & Associates, and these requirements will result in the provision of an adequate parking supply.

Traffic generation values of similar types of development are also listed in the following tabulation which were used in estimating the traffic impact of the proposed new developments.

<u>TYPE USE</u>	<u>PARKING REQUIREMENTS (a)</u>	<u>TRAFFIC GENERATION</u>
Visitor - Commercial	1.0 space/guest room	4-6 trips per guest room
Apartments	1.5 spaces/1-2 bedrooms 2.0 spaces/3 bedrooms	6-8 trips per unit
Commercial	5 spaces/1,000 sq. ft. of gross leasable area	30-40 trips per 1,000 sq. ft. of retail floor area
Convention Center	1 space/3 seats or 4 spaces/1,000 sq. ft. of exhibit space plus 1 space per 2 employees	
Restaurants	1 space/4 seats	40 trips/1,000 sq.ft

(a) Seaside zoning requirements - Convention Center excluded.

Area I - Assuming development of 500 guest rooms, the traffic generation would be in the range of 2,000 - 3,000 vehicle trips per day, it is estimated. Almost all of these trips would be served by Humbolt Street and distributed to State Highway 1, Canyon Del Rey Boulevard and Del Monte Boulevard.

This area is presently occupied by single-family homes, and the added traffic generation, if any, would probably be minor.

Area II-A - The potential residential-commercial development will generate an estimated 700 vehicle trips per day which will be served by Canyon Del Rey Boulevard. Parking requirements will be approximately 160 spaces for the apartment complex and 50 for the office space based upon zoning requirements.

Area II-B - Future development in this area can be one of several alternative uses or possibly a combination of uses. For the purposes of evaluating the traffic impact, intensive commercial development will be assumed on this 16+ acre parcel.

Allowing five parking spaces (350 square feet each) per 1,000 square feet of gross leasable area, an area of 2,750 square feet is required for each unit of floor area; thus approximately 200,000 square feet of commercial space can be provided on the 16-acre parcel.

For 200,000 square feet of development, 1,000 parking spaces would be required as per zoning ordinances. Traffic generation at the rate of 30-40 vehicle trips per 1,000 square feet would be in the range of 6,000-8,000 trips (arriving and departing) per day.

This area is served by Del Monte Boulevard and Canyon Del Rey Boulevard and either route is almost equally accessible; hence the projected volume is distributed evenly to these streets.

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Traffic generation of a convention center would probably average less than at a commercial development but the flow would not be distributed rather evenly over several hours at a convention center as would be the case at a commercial center.

Area III-A - The proposed development is expected to serve pedestrian activity primarily and, as such, will not be a major generator of traffic nor have significant off-street parking requirements.

Area III-B - Due to the fact that it is contemplated to relocate the existing strip commercial along Fremont to this area, there should not be an appreciable increase in total traffic demand. In fact, such a plan should reduce the existing dependence upon Fremont Boulevard for access to these sites since ingress-egress will be possible via Canyon Del Rey and Fremont Boulevards in the proposed plan. Another benefit will be to reduce the number of left turns into the existing strip development which is a major impediment to orderly traffic flow.

Projected Traffic Volumes

Figure 1 presents a graphical illustration of projected 1985 traffic volumes and roadway capacity on the major streets and highways serving the project area. These projections for State Highway 1, Canyon Del Rey Boulevard and Del Monte Boulevard were made by the California Division of Highways. Projected volumes on Fremont Boulevard and Canyon Del Rey Boulevard south of Fremont Boulevard were based on 1975 projections contained in the Fremont Boulevard Median Study prepared by Hahn, Wise and Associates, Inc. in 1965. (It was

not within the scope of this project to make independent estimates of non-Laguna Grande NDP traffic.)

In that report, Fremont traffic volumes were estimated to increase at about 2-3 percent per year and reach 25,000 vehicles per day by 1975. (A recent traffic count indicated approximately 27,000 vehicle trips, thus exceeding the projected volume.)

The capacity of a street not only depends upon the number and width of lanes but the composition of traffic, the percentage of turning movements, cross-traffic volume, hourly distribution by direction, pedestrian activity and traffic control devices.

Fremont Boulevard currently has an 88-foot paved width which is adequate for development of a 6-lane divided facility with left turn lanes which could accommodate approximately 35,000 vehicles per day, 30 percent more than the highest volume recorded.

Projected 1985 traffic volume on Canyon Del Rey Boulevard easterly of Fremont Boulevard was based upon an annual increase of five percent from the 8,000 trips per day forecasted to occur by 1975 in the aforementioned report by Hahn, Wise and Associates, Inc. This results in a projected 1985 volume of 13,000 vehicles per day which is near the capacity of this two-lane roadway which has controlled access.

The following tabulation summarizes the data presented in Figure 1 and includes recommendations to accommodate future traffic volumes which have been projected. For purposes of this analysis, it has been assumed that traffic generation

resulting from new developments in the Laguna Grande NDP is not included in these estimates.

<u>NOTE</u>	<u>LOCATION</u>	<u>PROJECTED 1985 VOLUME</u>	<u>STREET SECTION</u>	<u>CAPACITY</u>
	State Highway 1 So. of Humbolt	44,000	4 lanes (e)	40 - 50,000
	State Highway 1 No. of Humbolt	54,000	4 lanes (e)	40 - 50,000
	Del Monte Blvd. So. of Humbolt	17,600	4 lanes (e) plus pkg.	17 - 22,000
	Del Monte Blvd. No. of Humbolt	21,200	4 lanes (e) plus pkg.	17 - 22,000
	Humbolt Street S.H. 1 to Del Monte	11,400	4 lanes (p) plus pkg.	17 - 22,000
	Canyon Del Rey Del Monte to Fremont	8,000	4 lanes (p) plus pkg.	17 - 22,000
	Canyon Del Rey East of Fremont	13,000	2 lanes (e)	9 - 13,000
	Fremont Blvd. Project Area	32,000	6 lanes (p)	33 - 37,000

e. = existing (p) = proposed

As seen in the accompanying table, State Highway 1 will be operating near capacity levels by 1985 as will Del Monte Boulevard north of Humbolt - Canyon Del Rey; Fremont Boulevard (assuming removal of existing curb parking) will be near capacity.

Removal of curb parking along Del Monte Boulevard will increase the capacity of this facility and provide better operating characteristics.

Traffic Impact of Laguna Grande NDP

There are three areas (I, II-A and II-B) which are proposed for new development which will generate additional vehicle traffic in the project area. (Area III-A is expected to be primarily pedestrian oriented and Area III-B is a center for the relocation of the existing strip development along Fremont Boulevard within the project.)

Traffic generation of Areas I, II-A and II-B is estimated to represent a maximum of 11,700 additional vehicle trips per day which will occur primarily on Humbolt Street - Canyon Del Rey Boulevard and Del Monte Boulevard. Del Monte Boulevard will be operating near capacity but Humbolt - Canyon Del Rey will still be below the capacity levels of a 4-lane street.

It is suggested that the following street sections be developed to accommodate future traffic.

Humbolt Street - Canyon Del Rey Boulevard between State Highway 1 and Fremont Boulevard should be developed to accommodate four traffic lanes plus parking or disabled vehicle lanes.

Fremont Boulevard traffic is expected to warrant the provision of three traffic lanes in each direction and this can be accomplished within the existing pavement width.

Del Monte Boulevard is expected to be operating at near capacity levels for a 4-lane facility with parking; hence it is suggested that at some future date parking may have to be restricted in peak hours or possibly at all times.

If a significant commercial development is located in Area II-B it would be prudent to provide for the possible future need to widen the right-of-way by 26 feet to provide for three traffic lanes in each direction plus a left turn lane.

Urban Design Considerations

Urban design is a combination of function and aesthetics and several such improvements of this nature have been recommended.

The closure of Francis Avenue and Marin Street at Canyon Del Rey Boulevard will discourage non-residential traffic on Francis Avenue. Thus it will enhance the environment for residents by making it safer and reducing the level of noise from auto traffic.

Certain other streets were suggested to be vacated within the project boundaries for reasons of improving sites for development. They are Elm, Charles, and Amador Avenues and Don Street. These streets serve abutting development and the suggested closure within the project boundaries will not have any adverse effect upon major traffic movements. In fact, the closure of Elm and Amador, which are very close to the Del Monte Avenue - Canyon Del Rey Boulevard intersection should serve to increase the efficiency and safety of this intersection.

It will be necessary to vacate certain streets in Area I to create optimum sites for proposed development, and the traffic circulation in that area will be largely determined by the requirements of the developers and topography. Thus it would be premature to suggest any circulation system at this time.

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Cul-de-sacs have been indicated on several "blind" streets where motorists must currently use a private driveway to turn around. These improvements on Lopez Avenue, Sutter, Placer and Theresa Streets have been planned (for automobile requirements) so as not to require the removal of any existing improvements.

In Retrospect

The project area is well served by all types of roadways. They are: freeways (State Highway 1), arterial streets (Del Monte Avenue, Canyon Del Rey Boulevard - Humbolt Street and Fremont Boulevard), and collector streets such as Harcourt and Hilby Avenues. Projected volumes of 1985 traffic are such that the roadways can accommodate these volumes.

In conclusion, we are of the opinion that the circulation element of the recommended plan, incorporating the recommendations contained herein, will result in a desirable level of traffic service within the project.

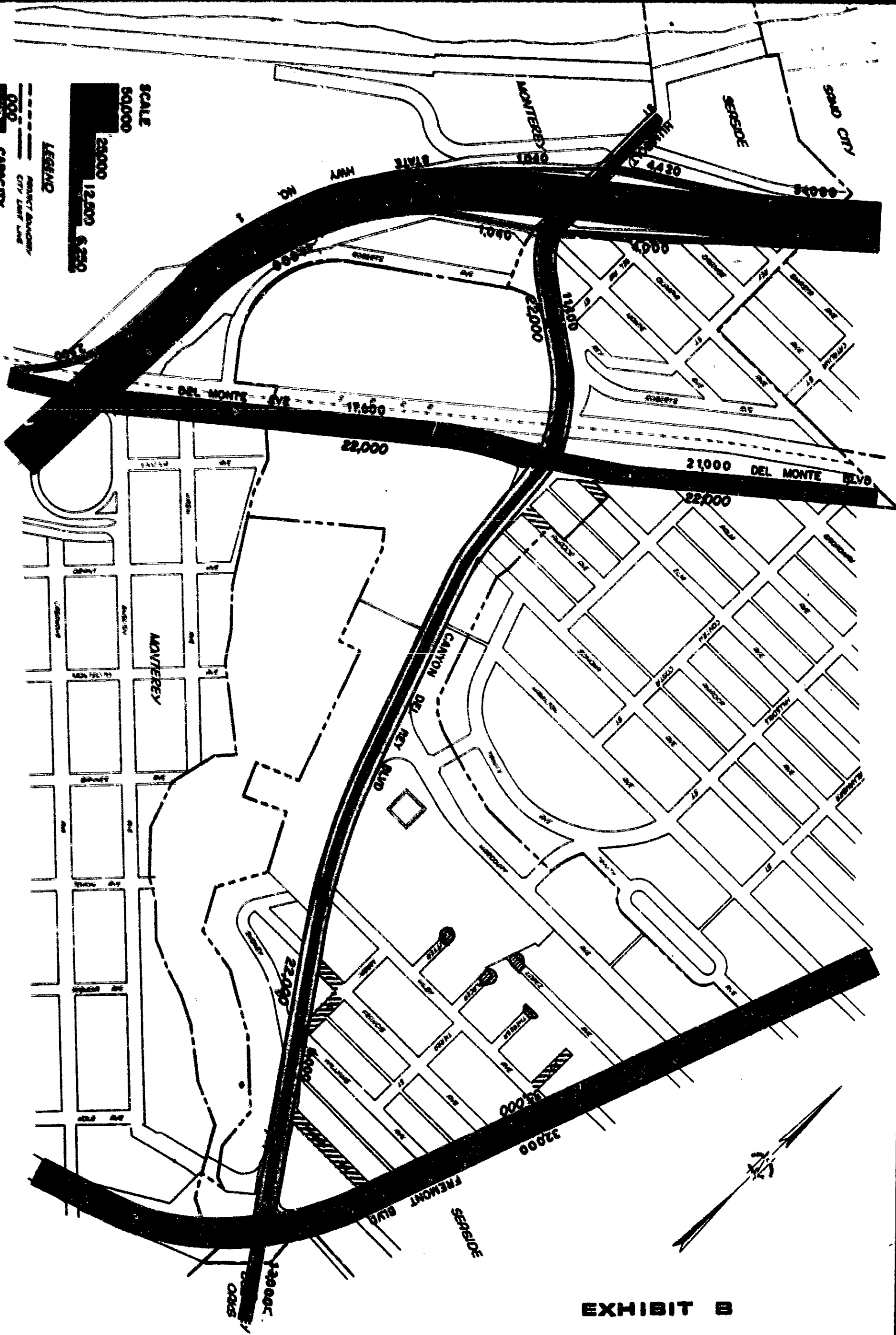
Very truly yours,



Paul N. Bay, Manager
San Francisco Office

Registered Professional Engineer
California No. 18677

RWH/db



ESTIMATED 1985 TRAFFIC VOLUMES & CAPACITY
LAGUNA GRANDE NDP ENVIRONS

W.A. Sals & Associates

EXHIBIT B

SEASIDE, CALIFORNIA

<u>STREET</u>	<u>LIMITS</u>	<u>R/W WIDTH</u>	<u>PVMT. WIDTH</u>	<u>NUMBER TRAFFIC LANES</u>	<u>NUMBER PARKING LANES</u>	<u>SIGNALS</u>
Del Monte Blvd.	West of Freeway	80 ft.	64 ft.	4	2	
Del Monte Blvd.	Freeway to Canyon Del Rey	80 ft.	64 ft.	4	2	@ Canyon Del Rey Blvd.
Del Monte Blvd.	East of Canyon Del Rey	80 ft.	64 ft.	4	2	@ Canyon Del Rey Blvd.
Harcourt Ave.	East of Canyon Del Rey	60 ft.	40 ft.	2	2	
Fremont Blvd.	West of Canyon Del Rey	100 ft.	88 ft.	4	2	@ Canyon Del Rey Blvd.
Fremont Blvd.	East of Canyon Del Rey	100 ft.	88 ft.	4	2	@ Broadway
Humbolt St.	North of Del Monte Blvd.	80 ft.	36 ft.	2	2	
Canyon Del Rey	Del Monte Blvd. to Fremont	80 ft.	48 ft.	4	2	@ Fremont
Canyon Del Rey	South of Fremont	80 ft.	35 ft.	2	2	@ Fremont
Roberts Ave.	Del Monte to Humbolt	50 ft.	35 ft.	2	2	
Freeway		200 ft. & varies	48 ft.	4		
Hilby	Fremont to Canyon Del Rey	50 ft.	40 ft.	2	2	
Williams	Fremont to Canyon Del Rey	60 ft.	36 ft.	2	2	
Charles	Fremont to Canyon Del Rey	50 ft.	36 ft.	2	2	
Francis	Sidney to Fremont	50 ft.	35 ft.	2	2	
Lopez	West End to Fremont	40 ft.	32 ft.	2	1	
Tierra	Williams to Hilby	50 ft.	35 ft.	2	2	
Theresa, Placer, Don, Sutter	Hilby to North End	40 ft.	30 ft.	2	1	
<u>Marin</u>	<u>Canyon Del Rey to North End</u>	<u>50 ft.</u>	<u>35 ft.</u>	<u>2</u>	<u>1</u>	

RESIDENTIAL PROPERTY REHABILITATION STANDARDS
FOR LAGUNA GRANDE REDEVELOPMENT PROJECT
NDP 11 A-2

All properties in the Laguna Grande Project Area NDP 11 A-2 shall comply with the standards set forth in all applicable statutes, codes, and ordinances, as amended from time to time, relating to the use, maintenance, facilities, and occupancy of property, including but not limited to, the building, plumbing, heating, electrical, and housing codes. These code standards are hereby incorporated by reference and made a part of these Property Rehabilitation Standards.

In addition to compliance with local statutes, codes, and ordinances, all properties in the Laguna Grande Project Area NDP 11 A-2 devoted in whole or in part to residential uses shall conform to the following objectives and standards:

Access to the Building

Walks and steps shall be provided for all weather access to the building and constructed so as to provide safety, reasonable durability and economy of maintenance.

Dilapidated or Blighted Structures

All dilapidated portions of existing properties or blighted structures which are not economically repairable shall be removed.

Site Criteria

To develop the individual site or group of sites so that obsolescence is overcome, and the development is appropriate and an asset to the neighborhood in which it is located.

Site Improvements

The open space of each property shall provide (a) for the immediate diversion of water away from buildings and disposal from the lot, (b) prevent soil saturation detrimental to structures and lot use, and (c) where needed, appropriate paved walks, parking areas, driveways, exterior steps and landscaping.

Objective

To assure a living unit which provides for a healthful environment and complete living facilities arranged and equipped for suitable and desirable living conditions commensurate with the type and quality of the property under consideration.

Provide each living unit with space necessary for suitable living, sleeping, cooking and dining accommodations, storage, laundry and sanitary facilities; also, provide space of such size and dimensions so as to permit placement of furniture and essential equipment.

Room Sizes

The size of rooms shown in the table below shall be minimum for the subdividing of existing spaces or for the construction of new rooms. Unremodeled existing rooms where considered of adequate size and arrangement for the intended function by the proper authority are acceptable.

Name of Space 1	Minimum Area (Sq. Ft.) (2)			Least Dimension (2)
	0-BR LU	1 & 2 BR LU	3 or more BR LU	
LR	NA	140	150	10'-0"
DR	NA	80	100	7'-8"
K	NA	50	60	5'-4"
K'ette	20	25	40	3'-6"
BR (Double)	NA	110	110	8'-8"
BR (Single)	NA	90	90	7'-0"
LR-DA	NA	180	200	(3)
LR-DA-K	NA	220	250	(3)
LR-DA-SL	220	NA	NA	(3)
LR-SL	190	NA	NA	(3)
K-DA	80	80	110	(3)
K'ette-DA	60	60	90	(3)

Notes

(1) Abbreviations:

LU = Living Unit
 LR = Living Room
 DR = Dining Room
 DA = Dining Area
 K = Kitchen

K'ette = Kitchenette
 BR = Bedroom
 SL = Sleeping Area
 NA = Not Applicable
 0-BR = No separate bedroom

(2) Variations to these areas and dimensions may be permitted when existing partitions preclude precise compliance, and the available area or dimensions do not hinder furniture placement and the normal use of the space.

(3) The least dimension of each room function applies, except for the overlap or double use of space in combination rooms.

Privacy and Arrangement

A degree of privacy shall be provided commensurate with suitable living conditions by means of the proper location of exterior openings to exterior conditions, and by the interior arrangement of rooms.

A bathroom shall not be separated from all bedrooms of a living unit by locating it a full story above or below the bedrooms.

Kitchen Facilities

Each living unit shall have a specific kitchen space, which contains a sink with counter work space and has hot and cold running water, adequate space for installing cooking and refrigeration equipment, and for storing cooking utensils.

Closets and General Storage

Clothes closet space shall be provided within bedrooms or conveniently located nearby. In addition, each living unit shall have a suitable space within the unit or a locked space elsewhere within the building for general storage.

Required clothes closet space shall not be located within a kitchen.

Public Spaces

Artificial light shall be provided in all public spaces.

Public Entrance Spaces

Provide either natural ventilation of at least 5 percent of floor area or mechanical ventilation.

Doors and Access Openings

Provide openings adequate in size to admit furniture and equipment to all spaces and to permit inspection for repair and maintenance.

Exterior Doors

Exterior doors shall have safe locks.

For attic and basementless spaces, the minimum access opening should be 14 x 22 inches.

Exterior Appurtenances

All exterior appurtenances or accessory structures which serve no useful purpose, or those in a deteriorated condition which are not economically repairable, shall be removed. Such structures include porches, terraces, entrance platforms, garages, carports, walls, fences, miscellaneous sheds.

Trash and Garbage Disposal

Every dwelling and multifamily building shall be supplied with a means of disposal or removal of trash and garbage.

Where disposal will not take place promptly there shall be a convenient and appropriate temporary and sanitary storage for trash and garbage provided, which is inaccessible to rodents.

Fire Protection

To assure a high degree of safety to life and property preservation, by the separation of living units and the use of materials which will retard the spread of fire and prevent the passage of flame, smoke and hot gases through open or concealed spaces within the building, and to provide means of egress which will permit persons to leave the building with safety in an emergency, and permit access for fire control personnel.

The underside of all existing flights of wood stairs to remain, if exposed, shall be covered with a noncombustible material.

Materials and Products

To provide materials of such kind and quality as to assure that the dwelling will provide: (a) appropriate structural strength, (b) adequate resistance to weather and moisture, and (c) reasonable durability and economy of maintenance.

Construction

To assure that the construction of the building will provide: (a) sufficient structural strength and rigidity, (b) adequate protection from corrosion, decay, insects and other destructive forces, (c) necessary resistance to the elements, (d) reasonable durability and economy of maintenance, and (e) acceptable quality of workmanship.

Basement and Foundation Walls

Any deficiencies in proper grading or paving adjacent to the building shall be corrected to assure surface drainage away from basement walls.

Inspection and Correction

A careful inspection by qualified persons shall be made of each building and accessory structure on each property for evidence of actual or potential infestation or access channels. Existing buildings where found to have defects that will permit the entrance of rodents, termites or other vermin shall be corrected by appropriate preventive measures. Damaged or deteriorated structural members shall be replaced.

Inspection For Decay and Deterioration

An inspection shall be made of both interior and exterior construction for evidence of rot, rust or decay damage or other hazards. Where structural damage to such materials is found to exist, correction shall be provided.

Exterior and Interior Finishes

To assure that the building will acceptably: a) prevent the entrance or penetration of moisture and weather, b) protect from damage by decay, corrosion, insects and other destructive elements and c) provide reasonable durability and economy of maintenance.

Roof Drainage

Each dwelling shall have a controlled method of disposal of water from roofs where necessary to prevent damage to the property, and to avoid causing unsightly staining of walls and windows where adequate roof overhangs are not provided.

Windows, Doors and Other Openings

Existing^{windows} and doors, including their hardware shall operate satisfactorily and give evidence of continuing acceptable service. Defective glass or locking mechanisms shall be replaced or corrected.

Finish Floors

Finish floors shall be appropriate to the use of the space; be in good condition, provide reasonable ease of maintenance, and an extended service life.

Kitchen and bathroom floors. Floors in kitchens and bathrooms shall be of a durable, waterproof, non-absorptive material, such as asphalt, vinyl-asbestos, vinyl-plastic, rubber or ceramic tiles, or linoleum. Wood finish flooring shall not be used for these rooms.

Alterations and Repairs

All alterations, repairs and other improvements shall be harmonious and tie in with existing materials to remain in an acceptable manner.

Mechanical Equipment

To provide mechanical equipment for the building and its living units that will meet the needs of the intended occupants and be of a quality and condition which will assure: (a) safety of operation, (b) adequate capacity for its intended use, (c) protection from moisture, corrosion or other destructive elements, (d) reasonable quietness of operation, and (e) reasonable durability and economy of maintenance.

Heating

Heating facilities shall be provided for each living unit and other spaces that will (a) assure interior comfort, (b) be safe and convenient to operate, (c) be economical in performance, and (d) be quiet in operation and free from objectionable drafts.

Domestic Water Heating and Storage

Each building and living unit within the building shall have domestic hot water in quantities sufficient for the needs of the occupants.

4.183 Maximum Allowable Height:

The maximum building or structural height of all buildings shall be 50 feet.

4.184 Minimum Building Site and Lot Width Required:

1. Minimum building site - 20,000 sq. ft., which may be a combination of building area and usable parking area.
2. Minimum lot width - 100 feet
3. Minimum lot depth - 150 feet

4.185 Maximum Building Site Coverage by Buildings or Structures: 35%

4.186 Minimum Yards Required - Front, Side and Rear Yard:

No building shall be closer than 15 feet to any public street or property, or lot line, unless a lesser setback is approved by a Use Permit granted by the Planning Commission.

4.187 Fences and Walls:

Fences and walls (masonry, brick or similar type) are permitted but not required. Such fences and walls shall not exceed eight (8) feet in height, and where the same are located within 20 feet of any access drives entering into any public street or any private street used for vehicular access the same shall not exceed three (3) feet in height. Exterior appearance of such fences shall be ornamental.

4.188 Minimum Off-Street Parking Required:

The provisions of Section 5.30 shall apply in determining the amount of parking space that must be provided for each use. The parking space shall be improved as set forth in said section. (Exhibit F)

4.189 Elevations, Site Plans and Landscaping Approval:

Elevations, Site Plans, Walls and detailed Landscaping Plans shall be approved by the Board of Architectural Review or the Planning Commission. Besides approval of detailed Landscaping Plans, the Board of Architectural Review or the Planning Commission shall determine that no less than 15% of the gross land area is landscaped and maintained.

Section 4.18 COMMUNITY RETAIL COMMERCIAL DISTRICT OR "C-R-C"
DISTRICT

Purpose

To designate and promote the orderly development of a regional or community shopping area as a retail facility for the primary market area.

4.180 Uses Permitted:

The following uses permitted within a building:

Retail stores and personal services establishments, including but not limited to department stores, drug stores, clothing stores, banks, furniture stores, appliance stores, barber shops, beauty shops, book stores, hardware stores, variety stores, food stores, offices, restaurants and other retail sales and services of a similar character.

4.181 Uses Permitted Subject to Obtaining a Use Permit:

1. Outdoor sales, when of a permanent character and appurtenant to an allowed use; drive-in retail establishments when of a type listed under the preceding paragraph.
2. Launderettes; coin-operated laundries, and cleaning shops.
3. Service stations: as an accessory use to a principal permitted use.
4. Parking lots and parking garages.
5. Public and public utility uses when no service yard, corporation or storage yard.

4.182 Accessory Buildings and Uses Permitted

1. Accessory buildings only if constructed simultaneously with or subsequent to the main building on the same lot.
2. Accessory uses normally incidental to permitted uses.
3. Enclosed refuse storage of a type approved by the Planning Commission.
4. Signs appurtenant to permitted uses. Maximum size of sign shall be as follows: Total area of signs shall not exceed 50 sq. ft. of single-faced signs or 100 sq. ft. of double-faced signs, or 20% of the building face upon which it is situated, whichever is greater, but not to exceed 400 sq. ft. of single-faced sign or 800 sq. ft. of double-faced sign.

Section 4.21 GENERAL SERVICE DISTRICT OR "G-S" DISTRICT

Purpose

To provide a district for the heavier types of commercial, semi-industrial uses and service uses which do not specialize in pedestrian traffic and are more appropriately located away from the central business district.

4.210 Uses Permitted:

The following uses within a building:

1. Wholesale stores and storage, distributing plants, printing plants.
2. Cold storage plants, locker plants.
3. Offices for business and professional purposes.
4. Research and development plants; electronic plants within a building; light manufacturing uses.
5. Gasoline service stations; public and public utility uses. (Pump islands and utility structures may be outside of a building).

4.211 Uses Permitted Subject to Obtaining a Use Permit:

- i. Residential uses for caretakers in conjunction with permitted uses, but not including any other residential uses.
2. Restaurants and cafeterias, motels, hotels, food stores.
3. Outdoor sales establishment of any building material yards, contractors yards, including service yards and corporation yards.
4. Automotive, truck, trailer, boat sales, rental and service.
5. Non-appurtenant advertising structures.

Section 4.22 HIGHWAY SERVICE DISTRICT OR "H-S" DISTRICT

Purpose

To provide a district for the commercial uses which do not specialize in serving the pedestrian shopper, but rather, because of the character of the uses, are more appropriately located along the highway or major street.

4.220 Uses Permitted:

1. Uses Permitted

1. Motels, hotels, restaurants, cocktail lounges.
2. Gasoline service stations and auto repair garages, minor.
Auto, trailer and boat equipment sales, rental and service, food stores, furniture stores.
3. General offices, reproduction services, commercial schools, barber shops, beauty shops.
4. Public and public utility uses.

4.221 Uses Permitted Subject to Obtaining a Use Permit:

1. Mortuaries.
2. Animal hospitals and clinics completely within a building including runs. Auto repair garage, major.
3. Bottling and distributing plants; building supplies.
4. Other retail and service uses.
5. Social halls and clubs.
6. Service yards and corporation yards.

4.222 Accessory Buildings and Uses Permitted:

1. Accessory buildings, only if constructed simultaneously with or subsequent to the main building on the same lot.
2. Accessory uses normally incidental to the uses permitted.
3. Signs - not over seventy-five (75) square feet, or three (3) square feet of sign, each face, for each lineal foot of frontage, whichever is larger.

Section 4.217 Fences and Walls:

Walls are permitted but not required. Such fences and walls shall not exceed eight (8) feet in height, and where the same are located adjacent to any access into a public street the same shall not exceed three (3) feet in height. Exterior appearance of such fences shall be ornamental.

4.218 Minimum Off-Street Parking Required:

The provisions of Section 5.30 shall apply in determining the amount of parking space that must be provided for each use. The parking space and loading area shall be improved as set forth in said section. (Exhibit F)

4.219 Elevations, Site Plans and Landscaping Approval Required:

Elevations, Site Plans and Landscaping Plans shall be approved by the Board of Architectural Review or the Planning Commission prior to the issuance of a building permit. Such required landscaping shall be maintained.

Section 4.223 Maximum Allowable Height:

The maximum building or structural height of the main building shall be fifty (50) feet.

4.224 Minimum Building Site and Lot Width Required:

1. Minimum building site: Ten thousand (10,000) sq. ft.
2. Minimum lot width: One hundred (100) feet.
3. Minimum lot depth: One hundred (100) feet.

4.225 Maximum Building Site Coverage by Buildings or Structures:

100% except for parking, yards and landscaping requirements.

4.226 Minimum Yards Required:

1. Front Yard

Each lot in the H-S District shall have a front yard extending across the full width of the subject property of a depth of not less than fifteen (15) feet, unless 50% or more of the block is developed, and where a landscaping plan is approved and maintained in the front of the development.

2. Side Yard

No side yards required, unless contiguous to an "R" District, then ten (10) feet.

3. Rear Yard

No rear yard required, unless contiguous to an "R" District where not abutting an alley, then rear yard shall be ten (10) feet.

4.227 Fences and Walls:

Fences and walls are permitted but not required. Such fences and walls shall not exceed eight (8) feet in height, and where the same are located adjacent to any access to a public street the same shall not exceed three (3) feet in height. The street side of such fence shall be of ornamental appearance.

Section 4.228 Minimum Off-Street Parking Required:

The provisions of Section 5.30 shall apply in determining the amount of parking space that must be provided for each use. The parking space shall be improved as set forth in said section. (Exhibit F)

4.229 Elevations, Site Plans and Landscaping Approval Required:

Elevations, Site Plans and Landscaping Plans shall be approved by the Board of Architectural Review or the Planning Commission prior to the issuance of a building permit. 10% of the building site area shall be landscaped and maintained.

Section 4.212 Accessory Buildings and Uses Permitted:

1. Accessory buildings, only if constructed simultaneously with or subsequent to the main building.
2. Accessory uses normally incidental to the uses permitted.
3. Signs - maximum size, seventy-five (75) square feet, or three (3) square feet for each lineal foot of frontage of building.

4.213 Maximum Allowable Height:

The maximum building or structural height of the main building shall be fifty (50) feet.

4.214 Minimum Building Site and Lot Width Required, Unless Optional Design Standards Are Used:

1. Minimum building site: Two thousand (2,000) square feet.
2. Minimum lot width: Twenty-five (25) feet.

4.215 Maximum Building Site Coverage by Buildings or Structures:

The maximum coverage of a lot by all structures may be one hundred (100%) per cent less required parking and landscaping and yard requirements.

4.216 Minimum Yards Required:

1. Front Yard
None required, unless contiguous to an "R" District, then such front yard shall be ten (10) feet.
2. Side Yard
Ten (10) feet along the side of an interior lot line or combined footage totaling ten (10) feet on either side of a common lot line. This requirement shall not apply on corner lots or where more than one (1) public access is provided. The required ten (10) feet may be used as access to parking or loading area; a side yard of ten (10) feet shall also be provided when side is contiguous to an "R" District.
3. Rear Yard
None required, unless contiguous to an "R" District and where there is no alley, then such rear yard shall be ten (10) feet.

Section 5.30 OFF-STREET PARKING REQUIREMENTS

5.301 Location of Parking Spaces, Common Facilities:

All off-street parking spaces, whether in a garage, or open area, shall be so located as to be accessible and usable for the parking of motor vehicles. Common parking facilities may be provided in lieu of individual requirements; provided, the common parking facilities have a total number of parking spaces not less than the total number of individual requirements, less any individual requirements actually provided, and meet the requirements of the zone in which they are located.

"Accessible", as used above, in reference to a garage not having an entrance on an alley, means that there shall be an unobstructed paved surfaced area extending from the garage entrance directly away therefrom for the full distance to the public street. Such surfaced area shall be the full width of the garage for the first twenty (20) feet and access driveways shall be connected by a paved drive of ten (10) feet minimum width with the public thoroughfare for single-family development; and fifteen (15) feet minimum width for any development exceeding three units.

Improvements for driveways or access to garages shall be developed and maintained as provided in the Improvement Standards of the City of Seaside.

5.302 Minimum Requirements:

The following off-street parking requirements shall apply to all buildings erected, and new or extended uses commenced after the effective date of this Ordinance. For any use not specifically mentioned herein, the Planning Commission shall determine the amount of parking required. A fraction of 1,000 sq. ft. can be calculated as the basis of one (1) space for each 200 sq. ft. of General Living Area but not less than two (2) spaces. Fractional requirements for residential development shall be calculated on the next highest even requirement.

Single family homes	2 garages or carports per unit
Duplexes-Triplexes	1½ garages or carports per unit
Apartments, multiple dwellings in R-3 Districts	1½ garages or carports per dwelling unit, plus ½ open space per unit for three or more bedrooms
Apartments, multiple units, R-4 District	1½ garages or carports per dwelling unit of two or less bedrooms 2 garages or carports per dwelling unit for 3 or more bedrooms

5.304 Additional Parking Requirement:

a. Any parcel of land hereafter used for off-street parking, a car or trailer sales shall be developed with paving according to city specifications, with bumper guards if specified by the Planning Commission, and shall be enclosed by a fence of solid concrete block or similar material, when such areas are adjacent to any "R" District. Said fence to be constructed 72" in height behind the front setback area and 36" in height in any front setback area.

b. Parking required in any district must be on site, except as provided in this section.

c. Joint use of parking facilities may be allowed under the following conditions:

1. When there is no conflict in time of use.
2. When there is sufficient parking for all uses.

d. Parking required in C-1 and C-R-C Districts may be reduced below the stated requirements in any portion of such district included within a public parking district or assessment district for financing off-street parking facilities when approved by the Planning Commission.

e. Surfacing. Any off-street parking area shall be surfaced with a minimum of five (5) inches of imported base material and a double application of asphalt and gravel to City Engineer approval, so as to provide a durable and dustless surface, shall be so graded and drained as to dispose of all surface water accumulated within the area and shall be so arranged and marked as to provide for orderly and safe loading and unloading and parking and storage of vehicles.

5.305 Required Loading Space:

In any C-R-C or C-S District in connection with any building or part thereof having a gross floor area of 5,000 sq. ft. which is to be used for any of the purposes set out in the districts there shall be provided and maintained on the same building site a minimum of one (1) off-street loading space plus one (1) additional loading space for each 20,000 sq. ft. of gross floor area.

Churches, any District	1 parking space for each 5 seats
Hotels, Motels	1 parking space per unit
Mobilehome courts in "T" Districts, when combined with R-2, R-3, or R-4 Districts; When combined with an H-S District	1½ parking spaces per unit
Schools	1 space per unit 1 parking space for each classroom and office
Beauty Colleges and/or Schools of Cosmetology	1 parking space for each instructor, plus one space for each four students
Offices, stores, service uses in C-N and C-1, C-R-C, C-5, H-S, R-C Districts	5 parking spaces for each 1,000 sq. ft. of gross leasable area
Restaurants, Bars, any District	1 space for each car to be served, if a drive-in, plus one space for each four seats
Service Station, any District	2 spaces for each working bay, plus one space for each employee on the largest shift
Warehousing, wholesale stores, any District	1 space for each 2,000 sq. ft. of gross floor area
Industrial uses, lumber yards, cabinet shops, plumbing, heating, electrical shops, bottling plants, distribution centers, data processing, storage, warehousing or processing, research and development, administrative offices. Public utility equipment and administrative buildings.	Minimum of two spaces for every three employees on the shift having the largest number of employees, but not less than one space for each 2,000 sq. ft. of gross area of ground and building used for any of the allowed uses

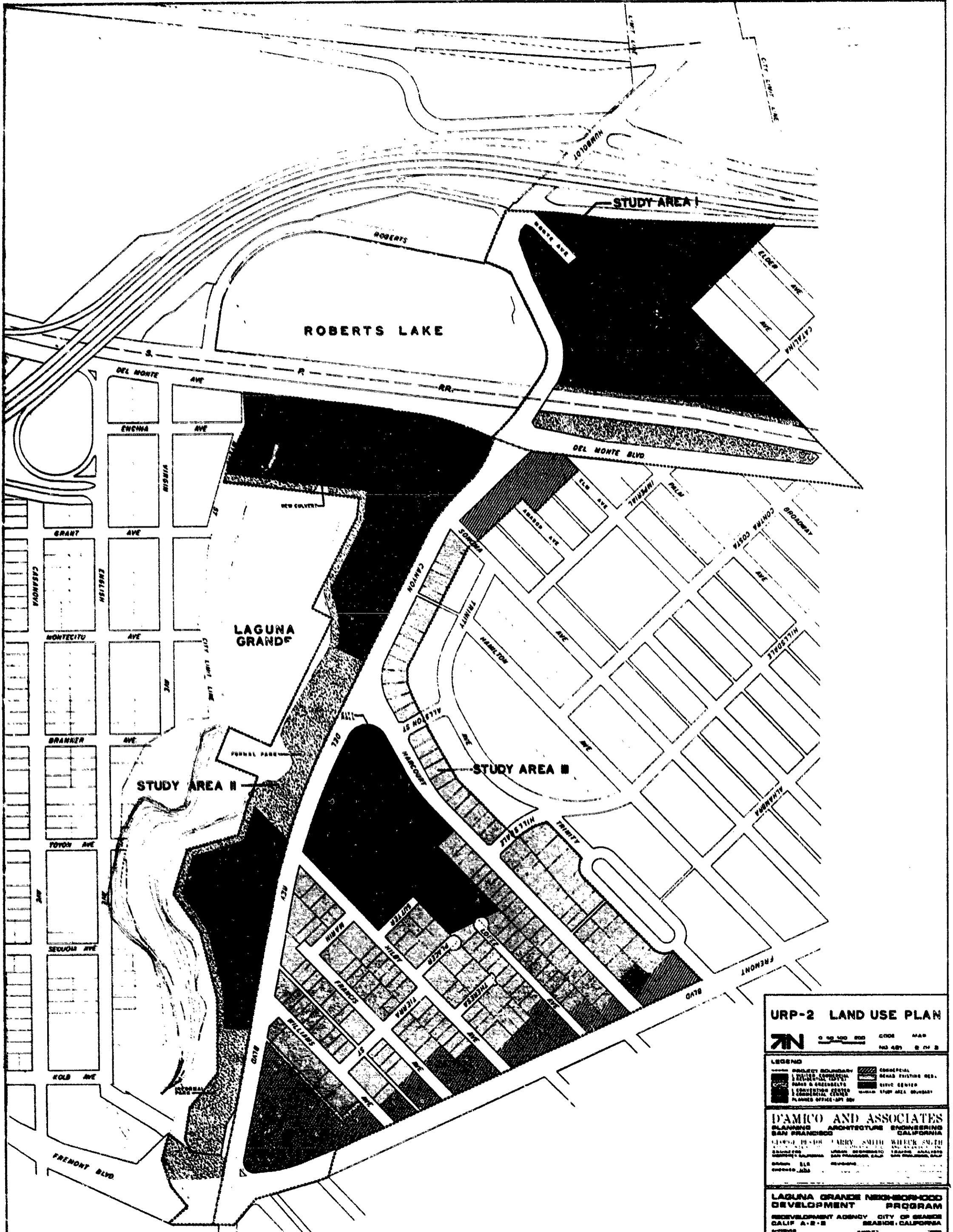
5.303 Off-Street Parking in Buildings or Structures:

Any portion of a structure designed to be used for automobile parking by tenants, their patrons or guests, and when no more than twenty-five (25%) per cent of the spaces are to be used for public parking shall not be counted in calculating the maximum allowable gross floor area set out in the various districts in this Ordinance. Any structure designed totally for parking and designed to meet parking requirements may be located off site but not more than 150 feet from the use that it is to serve.

REEL 656 PAGE 784

M A P S

- URP-1 BOUNDARY MAP
- URP-2 LAND USE PLAN
- URP-3 LAND DISPOSITION
SUPPLEMENT MAP



URP-2 LAND USE PLAN

DN 0 50 100 200 FEET MAP NO. 487 2 OF 2

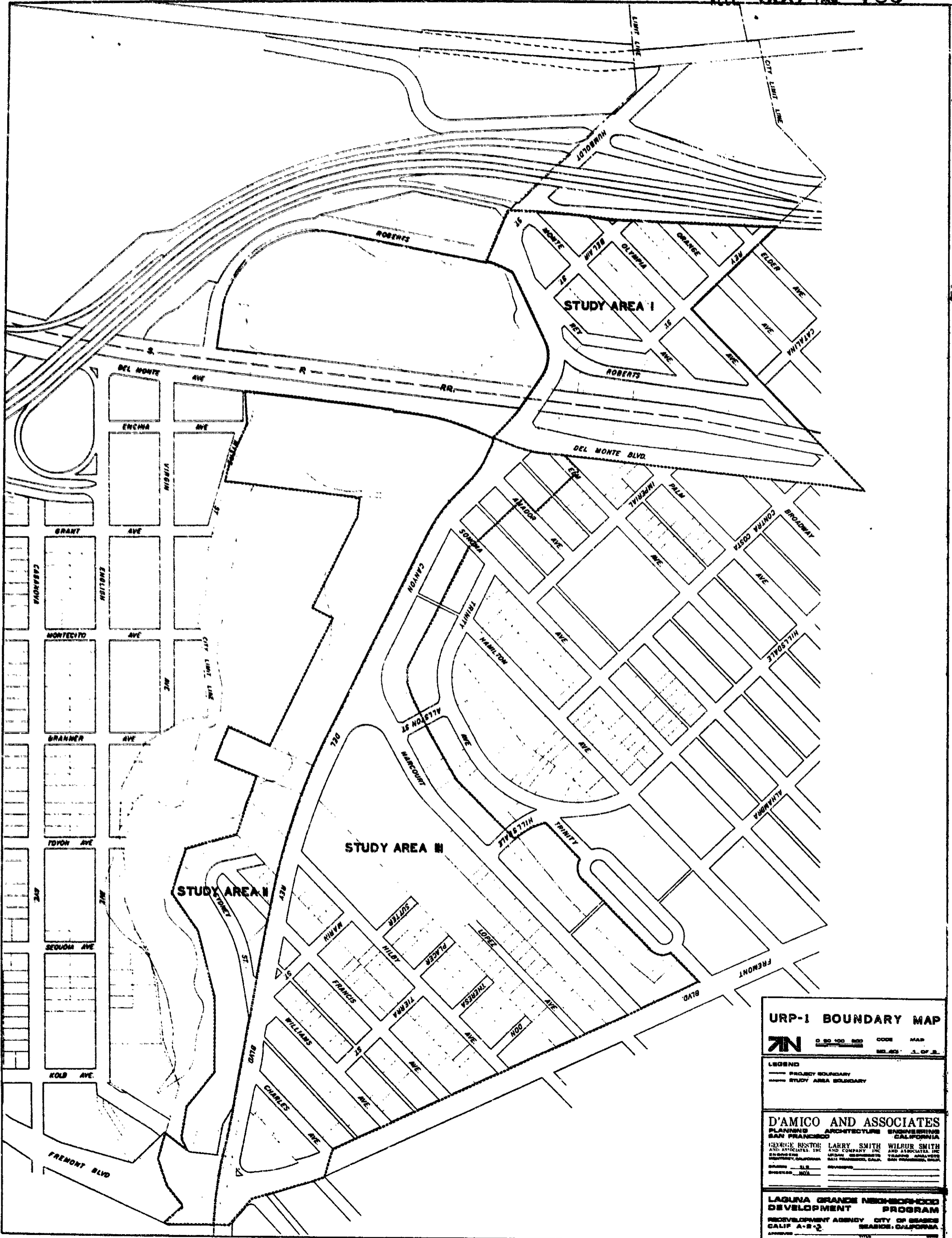
LEGEND

	PROJECT BOUNDARY		COMMERCIAL
	EXISTING ROAD		BEHIND EXISTING RES.
	PLANNED OFFICE/ART BLDG		CIVIC CENTER
	CONVENTION CENTER		STUDY AREA BOUNDARY
	COMMERCIAL CENTER		

D'AMICO AND ASSOCIATES
 PLANNING ARCHITECTURE ENGINEERING
 SAN FRANCISCO CALIFORNIA

GEORGE H. D'AMICO LARRY SMITH WILBUR SMITH
 ARCHITECT ARCHITECT ARCHITECT
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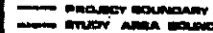

LAGUNA GRANDE NEIGHBORHOOD DEVELOPMENT PROGRAM
 RECEIVEMENT AGENCY CITY OF SAN FRANCISCO
 CALIF. A-2-B SEASIDE, CALIFORNIA



URP-1 BOUNDARY MAP


0 50 100 200
FOOT
SCALE
MAP
SHEET
1 OF 2

LEGEND

 PROJECT BOUNDARY
 STUDY AREA BOUNDARY

D'AMICO AND ASSOCIATES
 PLANNING ARCHITECTURE ENGINEERING
 SAN FRANCISCO CALIFORNIA

GEMRICE RESTON LARRY SMITH WILBUR SMITH
 AND ASSOCIATES, INC AND COMPANY, INC AND ASSOCIATES, INC
 ENGINEERS ARCHITECTS PLANNERS
 SAN FRANCISCO, CALIF. SAN FRANCISCO, CALIF. SAN FRANCISCO, CALIF.

DRAWN: SLS
 CHECKED: MGA

**LAGUNA GRANDE NEIGHBORHOOD
 DEVELOPMENT PROGRAM**

REDEVELOPMENT AGENCY CITY OF SEASIDE
 CALIF. A-2-2 SEASIDE, CALIFORNIA

