

**MINUTES  
JOINT SAND CITY COUNCIL AND SUCCESSOR AGENCY  
OF THE REDEVELOPMENT AGENCY**

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SPECIAL MEETING – April 19, 2018  
7:00 P.M.  
CITY COUNCIL CHAMBERS

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Mayor Carbone opened the meeting at 7:01 p.m.

The Pledge of Allegiance was led by Police Chief Brian Ferrante.

Present: Mayor Mary Ann Carbone  
Vice Mayor Blackwelder  
Council Member Hubler  
Council Member McDaniel  
Council Member Hawthorne {excused absence}

Staff: Todd Bodem, City Administrator  
Jim Heisinger, City Attorney  
Leon Gomez, City Engineer  
Brian Ferrante, Police Chief  
Charles Pooler, City Planner  
Connie Horca, Deputy City Clerk

**AGENDA ITEM 3, COMMUNICATIONS**

**A. Written**

There were no written comments.

Mayor Carbone explained the purpose of public comments for this meeting and described which items are on the agenda and not open for comment at this time.

**B. Oral**

7:05 P.M. Floor opened for Public Comment.

There was no comment from the Public.

7:05 P.M. Floor closed to Public Comment.

## **AGENDA ITEM 4, PRESENTATIONS**

### **A. Presentation of Draft Environmental Impact Report for South of Tioga Project by EMC Planning Group, Inc.**

Mayor Carbone introduced the presentation to begin with City Planner, Charles Pooler and then Richard James, from EMC Planning Group before moving on.

City Planner, **Charles Pooler**, spoke on the South of Tioga Project, which has been in the works for two decades. When construction of the Edgewater Center was being completed in 1997, the City and Redevelopment Agency at that time were looking for the next area of Sand City to fix. The South of Tioga area was targeted for the next focus for another project. Public hearings were held April 15<sup>th</sup>, April 21<sup>st</sup>, and May 6<sup>th</sup> as a result. June 2001, the area was officially selected for redevelopment. A Request for Qualifications was sent out in June 2001 to all property owners and developers in the area in addition to being posted in the Herald in regard to this area considered heavily blighted. May 7, 2001, the responses were considered and the RDA chose the Orosco Group since they maintained a good relationship with City after having developed the Edgewater center and submitted the most complete and thorough proposal for the project. In October 2001, an agreement was entered.

Multiple developments were considered for the project, including retail, mixed-use spaces, and an additional gas station. The project has overcome many roadblocks in the process of completing a final plan, which wasn't submitted until April 2017. In June 2017, a resubmittal was required. A notice of preparation for the Environmental Impact Review (EIR) was sent out in June 2017. Also, a public presentation was presented to the City Council and those in attendance in October 2017.

**Richard James** of EMC Planning, explained his position within the project as EMC Planning was contracted to complete the Environmental Impact Review (EIR), biological work, and assist Charles Pooler with the processing of the project. Richard will continue to comment on the main issues that were identified in the draft Environmental Impact Review, out for review March 2<sup>nd</sup> and extended by the City Council from April 16<sup>th</sup> to April 20<sup>th</sup>, 2018 at 5:00 pm.

The first issue was found in the Aesthetics category; light and glare were considered a potential issue due to the height of some of the buildings, especially those facing the East Dunes residential area and the windows facing west. A solution would be non-glare glazing on those windows. Lighting

on the exterior of the building is hard to gage at this point and so a lighting plan will be developed and passed through the Design Review Committee.

Air quality was addressed as the next potential issue. Dust, toxins from the diesel equipment and Tier III engine equipment will be under strict regulations to minimize impact during construction, taking into account, the Clean Air Plan. The mitigation to reduce emissions would consist of the completion of the sidewalk connection along Tioga Avenue from the TAMC Railway to provide a connection to the bus stop on Del Monte Boulevard.

Even though an acre has been set aside for habitat there are still a number of ecological impacts identified. The Coastal Dunes Scrub and Smith Dune Butterfly would be most affected. This is being handled through a habitat conservation plan for the approval of the United States Fish and Wildlife Service, as the particular species are federally protected.

There are a number of other potential impacts to several other species including bats, lizards, owls, which will be primarily mitigated through a preconstruction survey. For example, the start of construction will take into account the nesting season of local birds. There is also a requirement for construction worker education of certain species. Some tree removal will require replacement under the City's ordinance, but the project already calls for trees in excess of how many currently stand.

The issues with the number of cultural resources are unknown. One building was identified as historic, placed in 2010, is a moveable building and so will not be considered in danger of significant impact. There are always possibilities with digging, grading, and excavation that some kind of archeological resources will be uncovered and there are standard procedures in place to handle such a situation.

Soil erosion, from wind and rain, will be addressed with standard conditions. If winds get high, the project will be covered or secured in some fashion. With the excavation of the parking garages, there is the potential for soil instability and could lead to a collapse. As a result, EMC Planning is ensuring a plan prior to excavation.

The Phase 1 Environmental Assessment included a walk around the site to address any possible concerns in addition to a historical assessment. Two or three underground tanks were found with no documentation that they had been removed. The Phase II Environmental Report will include a more in-depth examination, including soil tests and sonar to see if the tanks are still in place. This will be carried out after the project approval as it is a costly procedure.

Construction noise was the only noise impact associated with project. Although there are not a lot of residences near the site, there is a mitigation measure for noise.

Due to the issues with the reliability of the desalination plant, there are some concerns with the availability of water for the project. A mitigation measure has been put in to ensure there is no issue with water allocation and plans for three new wells will be constructed to assure the functioning of the desalination operation before the project moves forward.

Lastly, traffic, will be assessed later and in more detail by the traffic engineer for the project. The draft Environmental Impact Review (EIR) has found traffic issues at five locations, one being in Sand City at California and Playa Avenues which requires a signal light. The others are in Seaside. For the most part, those are mitigated through a payment of fees. Some are considered in the EIR to be significant and unavoidable. These are unable to be mitigated by the City of Sand City, due to location and jurisdiction.

#### **B. Presentation of the South of Tioga project by DBO Development #30.**

Mayor Carbone introduced Matt Nohr to speak on behalf of DBO Development.

**Matt Nohr**, project manager from the Orosco Group, came to the podium to introduce the consultants present to speak on their overview of the project. He specified that Don Orosco will give a brief overview of the project. Then architect, Paul Adamsen, will give a Power Point presentation to explain the specific elements of the hotel and residential project. Keith Higgins will go over the traffic component, to be followed by Matt Nohr to conclude the presentation and anticipate any questions.

**Don Orosco**, of the Orosco Group, addressed the Council, and expressed his strong ties to the community, of which he has been involved since 1994. Meeting with Kelly Morgan, City Planner at the time began his relationship with the City.

He recognizes the project as a trifecta in Monterey County development history. Orosco commended the City on its accomplishments of establishing itself as a retail hub, developing its desalination plant, and working to place itself in the top five for revenue per capita from the TOT after the development of the EcoResort. Tonight, the entire development project will be introduced by the primary architect on the project. He looks forward to the feedback from those in attendance. The involvement of the Orosco group in the area has consisted of pulling together a team of those most capable to understand the goals of those in the community. This team has produced many projects in Sand City, Seaside, Del Rey Oaks, and the surrounding area. Don Orosco

gave the names of those with involvement in the project.

**Paul Adamsen**, studio director with TC Architects, gave the Power Point presentation on the project. The architects have been commissioned to do a comprehensive plan to include the potential uses of the property in one design. The project has been referred to a gateway to the West End area. It sits on a piece of underused territory as the buildings on it does not achieve its maximum potential. He illustrated the neighboring territory comprised of the shopping center and the Dunes, residential but largely habitat. He discussed the grade of the site, with a drop of nearly forty (40) feet from the west of the project to the east. The project will be more unified in design than anything that has been in its place to date. The architects will look on key historical points and the surrounding habitat to draw from for their designs. The buildings will not be straight and north-agonal, like the rest of town, but curve with the site, accommodating themselves with the topography. They aim to embrace nature, arranging the buildings to protect and enhance the experience of the existing habitat. They will also suggest that the pallet of materials used on the exterior of the building be noble in character, be authentic, those that are intrinsic to the area historically and have integrity within themselves. These illustrations are to show the architects have worked with the surrounding environment to design this project best for the topography.

There is an alternate scheme the developers are considering, where instead of two hotels, there would be one hotel on the corner of Tioga and California. There would be the same number of guest rooms, and the parking would be the same, but the hotel would be on two different sites.

Operating a gateway to the West End, the project would include a sign to announce the area at the corner of Tioga and California. The plan includes a new roadway to allow access through the site. The two hotels would form a gateway. They are lower than the residential buildings at four stories each, set back behind landscaping. There is always landscaping surrounding the buildings, to introduce to the buildings sequentially. The pallet of materials would include wood, metal, brick, etc., historic to the area, to give vibrancy-rich variety to the area overall. The buildings are not only broken up, but seem different and separate to allow views out onto the neighborhood and into the habitat. The project works as a gateway, also, by allowing a view into nature. Mr. Adamsen continued to describe the images created for the project to give an idea of the buildings within the neighborhood as well as the views from the building itself.

Mr. Adamsen discussed each parcel, two being residential and two for the hotels. He showed the sample elevation of the buildings, all code compliant and within zoning regulations. Each hotel contains the requisite parking for zone use. No other parking will be required. The first residential parcel is a

100-unit building with an open terrace for the residents. He affirmed that the project is within the height maximum. There will be two levels of concrete to accommodate parking and five stories of wood for essentially a five-story building. The residential buildings, again, are broken up to appear to be four buildings.

Architects have been utilizing virtual reality to provide a realistic view of how the project will look. Parking is very well accommodated within the project, underneath the buildings and not visible from the street. In addition, there is adequate overflow to accommodate guests for events. The buildings give the feel of a series of townhouses, even though there is one floorplan.

To conclude, landscaping is part of the development as the environmental expert noted. There will be a new driveway, a new bike lane, and new pedestrian access. Strategic openings allow you to connect with the natural environment. Mr. Adamsen thanked the audience for their time.

**Keith Higgins**, traffic engineer working around the Monterey Peninsula since 1980, spoke on the traffic study, a standard traffic impact analysis for all major projects. A number of developments were analyzed, as were future projects which are currently in development or have not yet began development. The study included analysis of the highway, bike trails, and nineteen intersections, within Sand City, Seaside, and Monterey. With regard to existing conditions, four intersections were deemed inefficient. The project does not create any significant impacts, but does add traffic to the already deficient conditions.

The Canyon Del Rey, Highway 1 ramp will warrant signals in the future. TAMC has defined the freeway as needing to be widened to six lanes at this location. While this project is not fully funded, these impacts are considered significant and unavoidable.

The project will include sidewalks around the perimeter of the project as well as sidewalks within the project alongside roads. The sidewalk will also be extended over the railway to allow pedestrian access over to Del Monte Boulevard. The project is going to create bike lanes along Tioga Avenue.

Currently Tioga Avenue, during morning peak hours, carries around one hundred and twenty (120) vehicles to gradually grow to nearly two hundred and sixty (260) as a result of the project. In the evening peak hours, traffic will rise from about three hundred (300) vehicles to three hundred and seventy (370), for about a twenty percent (20%) increase. Tioga Avenue will still work at an "A" level of service, meaning with little congestion. Amenities along Tioga Avenue will sooth traffic issues with installments of left turn lanes, the removal of street-side parking, multiple entrances into the project, and the removal of multiple driveways currently along the street.

The parking summary dictates that the project does comply with parking requirements. The Parking Institute data supports this finding and is detailed in the project outline.

**Matt Nohr** returned to the podium to remark on the quality of consultants working on the project with those who have presented as example of this. He concluded the presentation by commenting on Sand City is a living entity and this project is part of its evolution. The project is described as a missing link for the City to bring a cohesive balance of a sustainable mixed-use community. Retail is present, but the transit-occupant hotels and residences are not. This project is consistent with a number of land use policies and every relevant Sand City code. The project benefits are substantial. It will remove urban decay, beautify the area, assist with the housing element of the area, improve the safety of streets within and surrounding the project, increase tax revenue to promote other projects, create short term and long term job opportunities while supporting current occupations in the area, and establishes a 0.9 acre dedicated habitat. He spoke on comments received by the Design Review Committee, including those on traffic, parking, building height, zoning requirements, and housing density. The quality of developments and the benefits from the outdoor amenities are fantastic within this plan.

Council Members, **McDaniel**, asked for a better description of the amenities that will bring the residents and community to the project that have been mentioned.

**Matt Nohr** suggested the help of Paul to address this.

**Paul Adamsen** spoke on private and public features. Private features would include balconies and patios, while public features include the top of the podium at the center of the project to be used as an informal gathering space. Typically a portion of public space will be indoors. All of the streets will be walkable and bikeable. The sidewalks will be continuous and there is open space throughout the project. There are no community specific spaces, such as parks, but the project addresses the community by sitting back from the street setting, essential for the pedestrian experience.

**Matt Nohr** assured that more partners in the project are present if there are any specific questions. He also asked to speak at the end of public comment to clarify any points of confusion made by a member of the public.

Council Member, **McDaniel**, asked about the overflow on-street parking.

**Matt Nohr** pointed out the current spaces used for public parking, in addition to those that would be made available by removing driveways.

Council Member, **McDaniel**, then questioned the shared parking ability mentioned in the plan.

**Matt Nohr** discussed the shared parking opportunities between the separate buildings.

Council Member, **McDaniel**, then questioned the parking in relation to the hotel staff specifically.

**Matt Nohr** mentioned that the parking demand of the hotel is highest at night, when the rooms are full and staff is not present. When the staff is present during the day, the hotel rooms are typically empty.

**Mayor Carbone** questioned the parking on the new street to be developed.

**Paul Adamsen** specified that the new street within the development would include street-side parking. He believes that there is the possibility to double the number of parking spaces on California Avenue with the closure of driveways along that street.

Council Member, **McDaniel**, asked how to access the materials presented.

**Matt Nohr** assured that the materials are available online and that links to these resources have been provided.

## **AGENDA ITEM 5, PUBLIC HEARING**

### **Receipt of public comments regarding the South of Tioga project and the Draft Environmental Impact Report for the South of Tioga project.**

8:31 P.M.

Sand City business owner **Andy Briant** commented that he started Fashion Streaks 26 years ago in Sand City. He and his wife love the City and his business and life will be tremendously impacted and will be moving out as the development proceeds. Regardless of the impending changes to their lives, he is a massive advocate for the project. This would place Sand City on the map internationally. Such an opportunity as presented tonight may not present itself again. If you take the time to drive around the City, you realize the tremendous improvements that can happen here as a result of this project. The Council can be visionaries or sit back and remain as part of the status quo. He respectfully requested the Council embrace the project and run with it.



Public Member **James Kendall** commended the presentation which covered a lot of the issues the public had questions about. As a Pacific Grove resident, he compared the impediment of growth when a City does not consider development as presented tonight. This project adds a great amount of amenities to Sand City. As a young person, housing is difficult as well as owning a home in the area. Many apartments that are available for rent are subpar, built 40 years ago, class C product, and it is nice to see a project with ocean views, that will be built to meet the needs of the present generation as well accessibility to shopping. The Peninsula is dependent on tourism and adding more hotel rooms to the City would improve our standing as a world class location. The hotels are centrally located, highway accessible, adding to short term jobs through construction activities, and long term jobs within the hospitality industry.

Public Member **Ted Lim** commented that he was raised on the Peninsula, left for several years, and coming back to see Sand City's growth was a good surprise. The City is yet at another cross road with an opportunity to take a blighted part of the Monterey Peninsula to create change. As a long term Monterey Peninsula native, this project is something that he would like to see happen in his lifetime.

Sand City resident **Michael Morris** commented that the presentation was professionally presented; however, the development is "San Jose", and is not Monterey Peninsula. It is a beautiful thing, but not a beautiful thing here. He is a proponent for development but this proposed development is wrong for Sand City. There will be neither open space nor amenities for the residents. It is a project that would exclude the residents. His suggestion as expressed at a prior presentation would be to place balloons at the corners of where the proposed buildings to delineate the heights of the buildings. This project needs to go back to the drawing board, work with DBO, and figure out what will work here. It is the wrong project for the area.

Sand City resident, **Suzanne St. John**, resident at 1884 Oceanview Avenue, commented this project is 43 yards from her home and she is the closest resident to the development. As a land developer, building the first subdivision in Sand City with homes valued at \$1M, she does not want to see this grotesque monster construction in the City. She would like to see development, but not this project in the City. This needs to be scaled down and constructed as something responsible. The Council was voted in by the residents to watch out for them, and she would like the Council to make decisions on behalf of the residents.

Sand City resident **David Perry** who has lived in the City for 18 years commented that this project will be bordering his property at the end of Scott Street. He has seen and heard numerous proposals for this site and Sand City does not need a project of this size and magnitude. Hotels and condos were not part of the Vibrancy Plan questionnaire filled out at the West End Festival or at the meeting at the Independent. Has the City Council examined what impact tripling the population in the area would have, and the City services that will be

needed following the influx and completion of the project? The City has a restricted budget and this project does not bode well for the future expansion of this City if the community is not financially stable and secure. The Staff and Council should be more focused on a sensible and reasonable approach to redevelopment in this area.

Sand City resident **Patrick Casey** commented that he is a resident of 1875 Oceanview Avenue. This project is inconsistent with the character and feel of Sand City. The total number of rooms for the three buildings combined would be 600+ units between the apartment and residential units and is the equivalent of 3 Embassy Suites. The impacts are going to be greater than expressed. This project does not provide any uses or facilities for the current residents, attractions for anyone to come to Sand City, or home ownership opportunities. Hotels and apartments do not build value. Homeownership is key to economic growth and vitality in a community. The traffic impacts are going to be much heavier than anticipated. An average of 70,000 cars travel on Highway 1 per day passed Sand City. The estimated traffic impacts are 7,800 car trips per day which is 15% of the daily traffic on Highway One. Funneling 15% of the traffic from Highway 1 would create a big traffic impact. Garages are not normally used as parking, but rather for storage. Most families have more than 1 car and the parking would also be a greater problem as well as the impact at Costco for people who look for parking there. This project should be a transition from the Edgewater shopping center to the East Dunes. The logical choice would be to create a project for commercial uses and single family residences, which is entirely consistent with the look and feel of Sand City. A project like that would benefit the community, will mitigate traffic concerns, and will enhance the character and feel of Sand City.

Community Manager of the Independent building, **Ashley Wayland**, commented that the Independent is a large hub of the majority of the residents living in Sand City. There is a huge demand for housing as the occupancy rate at her building is 95%. A large attraction to her building is its new construction and people are attracted to the look, feel, and smell of the building. There are approximately 100 parking spots and she has not experienced any resident complaints about finding a parking space. She is in favor of the development, a great thing for the community, and feels there is a great need for housing.

Third generation Seaside City resident **Tiffany Wheeler** commented that her family has spent 120 years in the area. Her property has ocean views and she is concerned about her view being obstructed by this project, altering the value of her property and diminishing the inheritance her children will receive. She asked that her considerations along with other residents in the area be considered regarding this project.

Sand City resident **Charles Schreimmel** commented that when he hears the term "blight" about his hometown, it is insulting. What brings people here after dark are "Post No Bills" and the Sanctuary Rock Gym. People who are in the

military contribute a lot to the economy but are not long term residents. He finds it tiring to hear that customers find it hard to live here. His landlord has lived here for many years and to call the building he built be referred to as 'blight' is disrespectful.

Sand City resident **Don Difede** who lives on Dias Avenue asked what will happen with the traffic from his house to Orchard Supply? What will happen in a few years due to the traffic that only takes him 5 minutes to go home for 20 minutes for lunch? Where is the water coming from? He receives a stipend of \$1400 from social security. They cannot afford to live in Sand City due to the price of housing. He concluded by asking when the development will start ground breaking.

Monterey Peninsula resident and Chartwell School teacher **Elizabeth Darovic** provided a definition of 'sanctuary' in her comments regarding another luxury hotel which abounds in the area. All of this development comes at a cost; although the tourists may win yet another hotel, the locals lose the precious few meeting places that exist. There are no real social options for locals that do not directly involve alcohol. She expressed the benefits, advantages and community that the Sanctuary Rock gym provides to her son, her students, and to herself as she currently nurses a chronic illness. In conclusion, she stated what her daughter commented regarding Sanctuary: "That place is like a home for so many people!".

Public Member **Sebastian Atcitty** commented that he has been climbing at Sanctuary Rock Gym for 2 years now and if the gym were not there, they would be at home watching TV or at a bar. It's a place where one can make friends, socialize, and place your stress into climbing. He has made many friends at Sanctuary with other people on the Youth Climbing League. It is a place where you can get a work-out and the one thing Monterey can live without are more hotels.

Public Member **Keeha Levitan** who recently moved to the area commented that Sanctuary Rock Gym has been better for her instead of therapy as she suffers from ADHD and has found an environment where she can let go. She has gone back to school, made progress in her career. The gym has made her stronger, and the community it represents has been her support. Sanctuary provides unconditional love, support, and encouragement. This project will eliminate the positive aspects and entire culture that the community represents. She requested that the Council vote against approving the project.

Pacific Grove resident, **Patrick Webber** commented that as a local environmental non-profit employee and graduate of CSUMB he finds the high cost of housing in the area a challenge. It has been his desire since the age of five (5) to live and pursue his career here even though the pay and benefits open to him in the Bay Area are much greater. His sense of mission in helping the

Peninsula keeps him here. The people and storied artist that have lived here provide a rich history. Sanctuary is a place where people in San Francisco wish they could go. It would be a shame to develop the local du jour take on what a community should look like. There is something incredible that draws people to the City, and without Sanctuary, he would personally not come into the City, and would seek some other place to find community with better pay.

City of Seaside resident **Paula Duncan** commented that it was a good presentation and that she had to miss the Seaside meeting in order to be present this evening. Ms. Duncan expressed her thoughts on Max Krammerer who will need to relocate his business. She agrees that the proposed project looks like "San Jose" and anticipates all the people coming here to live because of the cost of living in San Jose, and then this place will be too high and has no idea where they will go to after that. She compared the Monterey Bay Shores project which does not interfere with the mood and feeling of the community; however, this proposed West End project is not us. West End is an artistic enclave that the City has invited, encouraged and advertised. Now it is being called "blight", because they can't afford to live in the proposed development area. Artists are always being pushed out and it's unfortunate because they serve a purpose in the community. Our traffic is already bad along Fremont Avenue. This is starting to look more like a tourist attraction more than a community to live in.

Sand City resident **Tom Batcha** commented on "tweaks" that could make this work. The Environmental Impact Report (EIR) addresses the wait times at several intersections as a result of this project which cannot be fixed and it should be discussed with Cal-Trans and the City of Seaside before proceeding with the project. A bike path would be nice to have along the North end of the project so that beach access is available without people having to worry about turn signals. The EIR talks about 5 story buildings instead of 7 stories for residential units. This project is too big and cutting the 2 stories would make a big difference. The residential units with 4 stories would be better esthetically. When the Bungalows project was being constructed, there were mini-earthquakes due to the earth movers. If there is a way to mitigate the vibration it would help those of us who live within the area.

9:20 P.M. The Mayor requested a recess.

9:35 P.M. The meeting was re-adjourned.

Public Member **Patty Velez** expressed her concerns regarding the impacts to long established businesses in Sand City who have been operating for 20-40 years and supporting the City's revenues. This is a unique residential community and the impacts to the residents who have lived here just as long, should be considered as well. The building manager of the Independent spoke to housing issues, stating that more apartments should be available here. An apartment will

be available for rent at \$1,900 per month for 540 square feet at the Independent. Students and young adults cannot make that kind of rent when they are just starting out. There is coastal dune scrub habitat in this area which is very sensitive and will be impacted by this project. There is talk about preserving an acre of habitat for this project; however there will be foot traffic from the proposed residential units. There are several species stated in the EIR, which are federally and state protected. It was mentioned that a habitat conservation plan (HCP) has been developed and she questioned whether a biological opinion will be conducted for the biological impacts to the dune habitat in the HCP. She does not believe that the landscaping provided in the project qualifies as coastal dune habitat for the species being discussed. It is nice, but it is not the same.

**Joseph Navarez** voiced his concern with the discussion of sidewalks, open space, and the other amenities discussed. He insists that these do not replace the amenities lost with the removal of Sanctuary Rock Gym. He claims the project will have a negative impact on the area as it will take away from the beauty, have a negative impact on the residents, and increase traffic. Sanctuary Rock Gym is in line with the Vibrancy Plan, where “big box” condos are not. It would be shameful to seize property from the current tenants for the benefit of the developer. He complained about the fumes generated from the desalination plant. He concluded with a personal story about the relationship his family has with the Rock Gym.

**Kirk Kozlowski** with Saratoga Capital, the management for the Independent, shared facts on the demographics of their building. He described the diversity of residents of Sand City who love the area. The municipality needs to support residents committed to housing, renters and otherwise. Retail relies on available housing.

**Tim Duran**, resident of Seaside, chose their residence for its views of the bay. He complained that the houses recently built in Sand City obscure their views. He insists that if Sand City loses the views it provides, it will lose the entirety of its appeal. If the project is completed, it will destroy the City.

**Caroline Degray** remarked that there has been no mention of how the project will address homelessness in the area and the size of the police force in relation to the increase in population. If the area becomes more metropolitan, the increase in population will see an increase in homeless citizens. The increase in high-rent housing in the area will encourage an increase in the rent of current rental properties. The issue of sand has also not been addressed in regard to the condition of personal property and maintenance will become more of an issue with the start of construction. The members of the community in the military are unable to remain in the area as a result of the cost of living.

**Megan Dole**, resident of Sand City, described the vibe of Sand City to be comprised of side-by-side businesses. New developments should not be feared.

Sand City is often referred to as a shopping center and the artist community is not often recognized. The rock gym draws in the community and visitors to the area as it is unique to Monterey County. It would be beneficial for the hotel to keep it in business. She commented that there could be more done to incorporate the intentions of the community into the project plans to avoid a divide between the current residents and the soon-to-be residents of the development. Sand City should encourage development that pulls it from turning into a commuters' town.

**Roy Meadows**, resident, discussed the community feel of the City of mixed-use properties. The project does not provide a mixed-use feel with a skewed ratio of residences to businesses. He suggested a development with a definition of mixed-use closer to that of current buildings would maintain the feel of the City.

**Matthew Elliot** spoke on Sanctuary Rock Gym's role within the community of Monterey County stating that the project would destroy this community.

**Steve Wilson**, resident, stood to represent himself and his sister of the Wilson Family Trust. He commended the project but insisted that nothing in the project appeals to the citizens of the area. The development cuts off access from major roadways to his property. He also worries with his ability to dispose of his sewage with the increase in developments downhill from his residence. He commented on the availability of parking as a result of the increase in job opportunities. He doubted the credibility of the traffic survey. He said that he does not mind the development of a hotel and residences, but that this project is too large and does not blend with the current buildings in the City. He suggested that the concrete of the bottoms stories of the project would be unsightly. He asked Don Orosco to be respectful to the wishes of the community.

**Brian Clarke**, resident, expressed his shock at the eminent domain approach. His insisted that a property should not be seized for the benefit of a private business.

**Don Orosco** concluded the discussion by commending the staff on the project and insisting on his community-oriented disposition. He assured those in attendance that he has taken the public comments to heart. He addressed the concerns with "blight" in Sand City, eminent domain, and challenges faced as a developer. He finished by speaking on the motivations for Sanctuary to remain in their current property.

**Patrick Webster**, biologist, spoke on the natural habitat affected by development in Sand City.

**Steve Wilson**, resident, complained about the disturbance from the vibrating rollers that come with construction. He suggested rubber tires as they dramatically reduce the impact.

10:39 P.M. Floor closed to Public Comment

**Mayor Carbone** thanked those in attendance for their attendance, comments, and presentations. Further comments can be received in writing by tomorrow, April 20, 2018 at 5:00 pm. She mentioned that a notice will be posted in regard to the May 1, 2018 City Council meeting at 5:30 pm in the Sand City Council Chambers.

#### **AGENDA ITEM 6, ADJOURNMENT**

Motion to adjourn the City Council meeting was made by Council Member Carbone, seconded by Council Member Blackwelder, to the next regularly scheduled City Council meeting on Tuesday, May 1, 2018 at 5:30 p.m. There was consensus of the Council to adjourn the meeting at 10:42 p.m.

  
Linda K. Scholink, City Clerk