

Seaside General Plan: Key Issues and Opportunities

Planning Commission / City Council Review Draft

October 13, 2016

1. Market and Economics	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Increasing education levels	Since 2000, Seaside residents have made great strides in educational attainment. The proportion of Seaside residents who completed a bachelor's degree, associate's degree or higher-level education increased significantly, placing it on par with the Monterey County average. However, there are significant differences in educational attainment by ethnicity and gender. White and male residents are far more likely to achieve higher levels of education than other ethnicities and female residents.
Falling median household incomes	Despite rising educational levels and declining unemployment rates, median household incomes in Seaside have stagnated (since 2000) or declined sharply (since 2014). Lower incomes reduce economic mobility and make residents less resilient.
Employee inflow/outflow	Jobs in Seaside match educational attainment levels, but employee inflow/outflow remains out of balance (only 6.8 percent live and work in Seaside).
Strong tourism industry cluster	Tourism is captured in the "arts, entertainment, recreation, and hospitality services" which is the strongest industry cluster in Seaside. Businesses do best when they cluster with like businesses, ¹ so there exists a unique opportunity to leverage the strong tourism industry in Seaside.
Strong light industrial auto cluster	Auto-oriented light industrial uses represent a strong economic base in Seaside. Capitalizing on the strong auto cluster in Seaside presents an opportunity to create a cohesive regional destination for repair and maintenance-oriented industries in addition to auto sales.
Changes in vehicle ownership patterns	Trends towards self-driving cars and on-demand rideshare services provided by companies, such as Lyft and Uber, may reduce overall vehicle ownership and slow auto sales. This may be an issue for businesses located within the auto center (dealers and auto service providers) and future City tax revenues, among others. This, however, may allow areas of the auto center to evolve into different uses.
Expansion of the service sector	Service jobs are an important element of the local economy and the City should seek to expand the existing service industry cluster, and focus on providing housing that meets income levels of workers in this industry.
Hotel accommodations	A key opportunity for hospitality-oriented business growth exists in the areas adjacent to California State University Monterey Bay.
Expansion of economic development	California State University Monterey Bay (CSUMB) features an entrepreneur program. Some lands on the former Fort Ord can be dedicated to this purpose, including possible incubator sites coordinated with CSUMB.
Land uses and zoning	Seaside currently has no dedicated industrial zone, separating repair and maintenance businesses into either the 'Automotive Commercial (CA)' zone or the 'Heavy Commercial (CH)' zone. Businesses such as Quality

¹ Porter, Michael. "Clusters and the New Economics of Competition." *Harvard Business Review*, November/December 1998.

Seaside General Plan: Key Issues and Opportunities

1. Market and Economics	
<i>Key Issue / Opportunity</i>	<i>Description</i>
	Transmissions, Hans Auto Repair, and Sullivan’s Tire Pros & Auto Service exist in varying zones yet boast similar services serving regional clients. There may be demand for approximately ten acres of industrial land.
Commercial rents do not support new development	The current high ends of commercial asking rents in Seaside are well below anticipated development costs in Seaside. \$1.60 per square foot per month, support an all-in development cost (including land, entitlements, and construction costs) of \$147.69. This hinders new development.
Pace of new development	Pace of development projects in Seaside has been relatively slow until recently. Seaside may want to review and revise the development process.
Reliance upon auto-related sales tax and TOT revenues	Seaside’s Auto Center and related businesses will continue to be a major contributor to the City’s fiscal health. The City relies significantly on sales tax largely derived from auto sales and auto related businesses and Transit Occupancy Tax (TOT) for its General Fund Revenue. The City has identified Sales and Transaction Tax, and Transit Occupancy Tax as significant sources for revenue growth. The City must find ways to market and brand this industry and solidify its place in the region. Other tax revenue generators, such as restaurants and other businesses positioned to capture spending from tourists and CSUMB population offer the City an opportunity to further diversify its sales tax base.
Identify new revenue sources	The City has been able to balance its budget in recent years by drawing upon reserves, and has identified the need to develop new revenue sources, such as a new stormwater fee or a Community Revitalization and Investment Authority (CRIA) to establish tax increment districts for infrastructure improvements.
Job opportunities / vocational training	The City needs to develop more job opportunities and career pathways in Seaside. Linking residents with vocational training can support work force development by reducing the skills gap between residents and job requirements, lowering unemployment, and increasing incomes. It is desirable to attract more research and development business professionals to Seaside.
Small businesses	Seaside features many small businesses and restaurants. The City has an opportunity to continue to help strengthen the existing small businesses as well as grow and attract new businesses. The City could partner with CSUMB and/or other organizations to incubate small businesses and entrepreneurs, including creating shared work spaces, supporting pop-up businesses, and allowing more flexibility in zoning for temporary uses.

Seaside General Plan: Key Issues and Opportunities

2. Community Design and Land Use	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Inadequate entry points	There are seven identified entry points in Seaside. Many of these entry points have not been established with markers or features. There is an opportunity to strengthen these entrances in the General Plan.
Walkable blocks	New development should develop a street network that supports a balanced transportation system where the safety of pedestrians and bicyclists must be considered.
Stable neighborhoods	Seaside has a variety of residential neighborhoods that provide a sense of place for the community. The General Plan can ensure that existing stable neighborhoods are maintained and that high-quality amenities are available in all neighborhoods.
Corridor redevelopment	Broadway Avenue, Del Monte Avenue and Fremont Boulevard can evolve into attractive, walkable areas which will increase the number of destinations in the City, expand the tax base, and add to the City's identity.
Predominantly single-family residential	Residential uses in Seaside are predominantly single family. The limited mix of housing types presents challenges for certain groups such as those who recently graduated from college, young professionals, and the elderly who may not want the responsibility or cannot afford the price of a single-family home. New multifamily and mixed-use development may address this issue.
Multifamily housing	There is a relatively small amount of multifamily housing in the City (21%) and some of the existing stock is generally old and in disrepair. The City can examine how to improve multifamily properties to allow for reconstruction with higher densities for an incentive for redevelopment.
Lack of downtown central commercial corridor	Seaside does not have a real downtown where residents congregate. While the West Broadway Urban Village Plan provides a vision of a revitalized downtown corridor new private development in this area will provide benefits for the entirety of Seaside.
Lack of regional destinations	Compared to other peninsula cities, there are few destinations in Seaside to attract visitors from the region. The City should seek opportunities to capture regional tourism, as well as expand the image of the community and its tax base.
Lack of local gathering spots	Seaside should strive to create local establishments where people gather in neighborhoods and commercial areas.
Extended vacancies of storefronts	Businesses closed for a prolonged period have left several commercial areas to fall into disrepair along the City's commercial corridors. Vacant storefronts can be converted into viable establishments for temporary as well as long-term uses. The permitting process should be streamlined to expedite eliminating blighted commercial areas.
Overcrowded and non-conforming residential neighborhoods	The dense inner neighborhoods of Seaside proper ² are perceived by many residents to be overcrowded. The City should strive to preserve and maintain existing non-conforming, multifamily residential at high quality, which may include code compliance issues, accelerated building inspections, and a streamlined process for reconstruction.

² Seaside proper is the area south of Military Avenue and west of General Jim Moore Boulevard.

Seaside General Plan: Key Issues and Opportunities

2. Community Design and Land Use	
Key Issue / Opportunity	Description
Planning for former Fort Ord lands	<p>There are many opportunities to develop additional residential, retail, industrial, and office uses in the former Fort Ord lands, especially in Seaside East, Main Gate, Surplus II and the 26-acre parcel. Planning for these areas should be coordinated, seek to expand the tax base and diversify the type of jobs in the community including incubator space for R&D and startups.</p> <p>Very few cities have this large an amount of land for new development and the City of Seaside could see great benefits from new uses. Challenges for development to occur include the availability of water to support new development, the demolition of existing buildings in the developable area and infrastructure costs.</p> <p>Currently, the former Fort Ord area is disconnected with the rest of the City. Development in this area needs to be done in such a way that the new areas are physically and psychologically part of Seaside so that there are not multiple distinct “Seasides.” The City also needs to ensure that zoning is consistent with the desired direction of the Fort Ord Base Reuse Plan and Regional Urban Design Guidelines.</p>
Opportunities for infill development	<p>There are multiple opportunities for infill development in Seaside proper, including West Broadway, Del Monte Boulevard and Fremont Boulevard. Developments ensure development is more pedestrian and bicycle-friendly, with a diversity of uses. A streamlined development process can be established to facilitate strategic infill development.</p>
Fort Ord National Monument	<p>Seaside can leverage tourism generated by the Fort Ord National Monument. This can include additional recreational facilities, lodging, retail, and enhanced identity.</p>
Partnership with CSUMB	<p>Having a university within its city limits presents an opportunity for the City of Seaside. California State University at Monterey Bay (CSUMB) is planning for increased demand for land uses that accommodate housing, food service, and overnight accommodation businesses associated with expected CSUMB growth. The partnership with CSUMB is an opportunity for educational services, tourism, plus economic and community development, and recreation.</p>
Seaside Resort	<p>The Seaside Resort will provide a high-quality, full-service visitor-serving resort with hotel, timeshare, and residential lots that take advantage of being located within an existing golf course facility. It is an opportunity to become a regional destination that the City can continue to leverage for tourism and economic benefit.</p>
Allowed zoning and existing uses	<p>Some Seaside residential parcels have an existing density that exceeds the permitted density by the zoning code. It may be difficult to reinvest in these “grandfathered”, adding new bedrooms or bathrooms, because any changes to the parcel would trigger a zoning change and potentially a general plan amendment.</p>

Seaside General Plan: Key Issues and Opportunities

3. Transportation + Parking	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Complete streets	Ensure that “complete streets” are provided that accommodate all users, consistent with the California Complete Streets Act.
High rate of transit ridership	Seaside residents have a much higher rate of transit ridership, and a lower rate of driving alone to work, compared to the countywide average. Seven percent of Seaside residents use transit for trips to and from work, more than three times the countywide average. The City should ensure that transit riders have adequate facilities and new developments accommodate transit users when feasible.
Add bicycle lanes	Streets with excess capacity provide opportunities to convert underutilized motor vehicle lanes to bicycle lanes or wider sidewalks, supporting the “Complete Streets” goal.
Pedestrian and bicycle collisions	Lengthy pedestrian crossing distances are required at many locations around Seaside which may warrant additional crosswalks or warning markings/signalization. In addition, a significant number of reported bicycle collisions occurred at the intersection of Canyon del Rey and Del Monte Boulevards. Nearly 30 percent of reported pedestrian and bicycle collisions occur on Fremont Boulevard. Consider adopting policies to improve bicycle capacity and ensure traffic enforcement.
Lack of designated bicycle facilities	An alternate bicycle route should be considered as Fremont Boulevard has no current bicycle facilities and is not designated as a future bikeway in the Bicycle Master Plan. More than one-fourth of reported bicycle collisions occurred along Fremont Boulevard in the past six years. Policies to improve safety must be considered. New developments could include street amenities like bicycle lockers where feasible.
Fort Ord pedestrian design	As development progresses in Fort Ord, pedestrian-friendly guidelines must be followed to improve safety and offer an enhanced quality of life for residents, visitors, and businesses.
Lack of bicycle lanes	Typically, many bicyclists find Class II bicycle lanes to be the most comfortable riding environment on City streets. However, bicycle lanes are provided on just 17 percent of Seaside’s arterial and collector street network, and none within Seaside Proper. TAMC’s Transportation Plan proposes a mix of Class II and Class III bicycle routes.
Narrow local streets and on-street parking	Some local streets in Seaside are one-way streets with a curb-to-curb width of 26 feet. Since the supply of on-street parking on both sides of local streets is often very important to residents, these streets were converted to one-way operation, in order to maintain the supply of on-street parking.
Street and sidewalk conditions	Sources of funding for infrastructure improvements are a priority since the City has aging roads and sidewalks that need improvement.
Planned transportation improvements	The updated Circulation Element should suggest improvements for the purposes of expanding pedestrian capacity as well as increasing bicycle and transit capacity.
Parking requirements	Off-street parking requirements identified in the current zoning ordinance may preclude or restrict the development and/or reuse of some commercial properties. Consider adopting policies that allow for the re-use of existing commercial buildings.
Residential parking shortage	Many of the older neighborhoods have small homes with 1 car garages, which often create parking issues in some areas. Recent ordinance revisions have limited parking of trucks, campers and trailers on City streets.

Seaside General Plan: Key Issues and Opportunities

3. Transportation + Parking	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Beach and Fort Ord National Monument access	The limited access points to the beach and Fort Ord National Monument from the City are popular with residents and tourists to the area. Fort Ord development should consider better access and trailhead amenities.
Individual mobility	On-demand car services, changing consumer preferences, and technological breakthroughs in the auto industry such as self-driving cars may change individual mobility. Already fewer young people (16 to 24) hold a driver's license and own cars than in previous decades. Future transportation demand may need to be met by a variety of transportation options, including on-demand car services, transit, and biking, and may change how streets accommodate different users and on-site parking needs, among others.
Transit connections to CSUMB	Limited transit service connects Seaside proper to CSUMB. The City could work with MST and CSUMB to increase service to the university.

DRAFT

Seaside General Plan: Key Issues and Opportunities

4. Housing Conditions	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Demographic shifts	<p>Several shifts in the City’s population and household compositions have implications on housing demand. Specifically:</p> <ul style="list-style-type: none"> • Increased young adults (18-24) due to increased enrollment at CSUMB; • Decreased adults in the family-forming age (25-44); • Increased senior population (65+); and • Increased single households, including seniors living alone. <p>These trends typically lead to demand for smaller housing units and alternative housing options to the traditional single-family homes, including options for rental housing.</p>
Gentrification	<p>Since 2009, the percentage of households earning less than \$50,000 per year increased 5.3% and \$100,000 annually increased by 2.5% Housing prices have not followed the same pattern of change.</p>
Housing problems relating to housing age, cost burden, overcrowding, and mismatch between housing needs and supply.	<ul style="list-style-type: none"> • About 75 percent of the housing stock is comprised of single-family homes built over 30 years ago, with 41 percent of the households being owner-households. This implies a significant portion of the City’s single-family homes are being used as rentals. • While both home prices and rents are increasing, renter-households are disproportionately impacted by housing problems such as cost burden and overcrowding. Approximately 54 percent of the renter-households vs. 43 percent of the owner-households are experience housing cost burden. Overcrowding is also more prevalent among renter-households at 19 percent compared to four percent of overcrowded owner-households. • Older homes tend to need rehabilitation or substantial repairs. Non-owner occupied homes may not receive maintenance on as timely basis as a home with an on-site owner.
Mismatch between housing preferences and available housing types	<p>Sufficient housing is not affordable to lower income households such as those with service occupation jobs or CSUMB students, staff, and recent graduates. These groups have expressed frustration in finding housing. On city-owned lands, emphasize multifamily development and quality affordable housing to accommodate those in need.</p>
Residential growth	<p>The City is beginning to see revived interests in residential development, which will increase the quantity of housing stock. Between 2000 and 2015, the City’s housing stock actually declined by 92 units.</p>
Water supply	<p>The Monterey Peninsula has long faced water supply challenges that have hindered new residential development opportunities. Seaside has a remaining water allocation balance of 43 acre-feet (in the former Fort Ord).</p>
Housing for CSUMB students	<p>The numbers of University students have increased and they need more housing, and the City can encourage housing development near the college. Consider additional public-private partnerships.</p>
Infill opportunities.	<p>There are opportunities for affordable housing and new development throughout the City, underscoring that sustainable and smart growth can make the City a more attractive place.</p>
Increasing homeless.	<p>Regulations in other communities are increasing the homeless population in Seaside. The City should consider strengthening partnerships with regional organizations, such as the Coalition of Homeless Services Providers and the Monterey County Behavior Health Services Department. The City should consider policies that accommodate emergency shelters and transitional housing.</p>

Seaside General Plan: Key Issues and Opportunities

5. Parks and Public Facilities	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Park funding	The City has renovated several existing parks and plans to upgrade parks and recreation facilities. There may be opportunities to expand park funding through the adoption of a Quimby or other park mitigation fee ordinance. The City could also seek partnerships with the Monterey Peninsula Regional Parks District who is actively investing in urban parks.
Lack of neighborhood / community parks	While Seaside has a large number of parks, nearly half of them are small mini-parks and generally less than an acre in size. Alternative uses such as community gardens, tot lots, group picnic areas or other gathering purposes should be considered.
Park access	Several Seaside neighborhoods, such as Terrace East and West, have limited park access and high proportions of lower-income, non-white residents. The City could target adding new facilities in these areas.
Poor condition	Based on analysis conducted for the Park and Recreation Master Plan, many parks were in poor condition and lack adequate facilities. Since that time, the City has upgraded many parks. Several parks have needs to be addressed.
Adequate indoor facilities	There are several indoor facilities including an indoor community center, swimming pool, and youth education center in good condition needing only minor renovations.
Few sports fields	The City maintains few youth baseball/softball fields and no soccer fields. The Monterey Peninsula Unified School District owns several athletic facilities. A joint-use agreement with the school district was signed in
Fort Ord National Monument	The Fort Ord National Monument presents a significant opportunity for the City. Branding and marketing the City as a gateway to Fort Ord could result in increased economic development and tourism.
Police and Fire response times	Redevelopment of the former Fort Ord lands may result in increased incident response times which can be addressed by relocating or adding stations and substations.
Waste diversion	The City should continue to coordinate with Green Waste Recovery to increase recycling participation and organics diversion programs; and continue involvement in the Monterey County Integrated Waste Management Task Force to increase diversion rates to meet the requirement to divert 75 percent of waste by 2020. The City could adopt and implement a sustainability action plan that focuses on enhancing and expanding recycling efforts of local businesses, residences, and City government buildings; and encouraging the re-use of materials.

Seaside General Plan: Key Issues and Opportunities

6. Conservation and Natural Resource Management	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Vegetation communities	Roughly 30 percent of Seaside consists of natural vegetation communities that could support special status plants and animals. The majority of natural communities are located within the boundaries of the former Fort Ord, but natural communities are also present in the coastal zone. As most development potential for the City is available within the former Fort Ord, measures to preserve important natural communities should be incorporated into the General Plan Update. Although limited in Seaside, coastal habitat present between the Pacific Ocean and Roberts Lake could be restored where necessary, and managed to support natural vegetation communities and special status species. Create an approved vegetation list for planning purposes.
Critical habitat	Critical habitat within five miles of the City includes Monterey spineflower, western snowy plover, California red-legged frog, Yadin’s piperia, steelhead, and tidewater goby. No critical habitat is located within the limits of the City of Seaside.
Special status species	A number of special status plants and animals have the potential to occur in natural habitat in the former Fort Ord, and within other portions of Seaside, including federal and state listed species such as California red-legged frog, California tiger salamander, and Monterey spineflower. Protection of these species is an important priority for any future land use options within the former Fort Ord, and protection measures should be incorporated into the General Plan Update. The greatest potential for protection of these species is through protection of high quality suitable habitat and through the restoration of disturbed areas, with the goal to provide areas that would support special status species, and regain the full function and value of the natural communities present within former Fort Ord.
Paleontological resources	Portions of the City of Seaside include geologic formations that may contain fossils. Opportunities for protecting paleontological resources can generally be incorporated as specific measures on a project by project basis, when evaluated by a qualified paleontologist.
Cultural resources	Significant or important cultural resources may exist within the limits of Seaside. If resources are identified, measures to preserve them should be considered.
Former Fort Ord vistas	The Fort Ord lands, largely undeveloped, provide open space vistas east of General Jim Moore Boulevard. New development there will be governed by the Fort Ord Regional Urban Design Guidelines.

Seaside General Plan: Key Issues and Opportunities

7. Hazard, Air Quality, and Noise	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Flooding and sea-level rise	Seaside has been certified as Tsunami ready. Areas within the 100-year flood zone are limited to a small coastal area west of Highway 1, Roberts Lake, and Laguna Grande Lake. Sea-level rise could worsen flooding in these areas and could also impact the area north of Broadway Avenue along Del Monte Boulevard. Collaboration between jurisdictions and agencies to develop successful adaptation measures should continue.
Wildfire hazard	As a result of many years of drought, almost all of the eastern half of Seaside, east of General Jim Moore Boulevard and within the former Fort Ord, is designated as having a very-high fire hazard or moderate fire hazard.
Earthquake hazards	Most earthquake movement in Seaside and Monterey County have originated from the San Andreas Fault, an active fault located outside of the county. However, severe ground shaking could occur from any active faults in the County and Seaside.
Hazardous materials	Hazardous materials sites in Seaside include: one Superfund site, two hazardous waste and substance sites, and 35 listed leaking underground storage tank sites, including seven active cases. The General Plan should include an updated status on remediation of hazards, and a remediation strategy in coordination with the regulating agencies and FORA.
Fort Ord superfund site	The southeast corner of Seaside, generally east of General Jim Moore Boulevard and south of Eucalyptus Road, remains a munitions hazard area. Seaside should continue to coordinate with FORA Environmental Services Cooperative Agreement (ESCA) regarding remnant safety hazards and future utilization of the land. Also, the majority of the former Fort Ord buildings in Seaside and on the CSUMB campus have either been removed or reused. Continue to partner with FORA and CSUMB for opportunities to reuse or remove the remaining buildings.
Stationary emissions	The City of Seaside has very few, if any, industrial facilities and emissions from stationary sources are anticipated to be lower than the surrounding areas; however, commercial facilities, including automotive sales centers, contribute to stationary emissions. A key consideration of the General Plan Update will be the interplay between land use planning, air quality, and sensitive receptors.
Mobile emissions	Although air pollution is not significant in Seaside, a primary source of air pollution in the City is mobile emissions, primarily U.S. Highway 1, Fremont Boulevard, and Del Monte Boulevard. There may be opportunities within the General Plan to utilize land use planning to reduce exposure to these pollution sources, through strategies such as siting sensitive receptors away from pollution sources or requiring measures such as air filtration and ventilation in higher-risk buildings.
Greenhouse gas emissions	Transportation is a large source of greenhouse gas emissions. In the City of Seaside, a large amount of car traffic is from Highway 1, with other traffic relating to residential and commercial development. Opportunities to reduce greenhouse gas emissions in the City through the General Plan could include further development of alternative transportation, such as public transit, bicycle facilities, and pedestrian facilities.
Climate Action Plan	The City of Seaside has not yet adopted a climate action plan. Going forward, a key opportunity for the City is to complete a greenhouse gas inventory, through the Association of Monterey Bay Area Government's Energy Watch program, and use that inventory to develop and adopt a climate action plan.

Seaside General Plan: Key Issues and Opportunities

7. Hazard, Air Quality, and Noise	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Existing noise sources	<p>Transportation activity – primarily along Highway 1 and Highway 218 and other major roadways like General Jim Moore Boulevard, Broadway Avenue, Del Monte Boulevard, Lightfighter Drive, Fremont Boulevard, Gigling Road, Hilby Avenue, and Imjin Road – are the primary source of noise in Seaside.</p> <p>Noise from the Monterey Regional Airport has also increased recently as flights paths were modified to accommodate runway construction. These flight paths will revert back to the previous pattern in late 2017. Other sources of noise include intermittent construction activities and heavy commercial operations. Noise considerations are most important for land uses near these sources.</p>

8. Utility Infrastructure	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Existing potable water extractions	Existing potable water extractions from the Carmel River, Seaside Basin, and Salinas Aquifers are limited and on a reducing schedule. Mandates on pumping from the Carmel River are being reduced. All of these reductions significantly affect development opportunity and have the potential to create water shortages for existing customers if new supplies are not developed.
Seaside Municipal Water District service area	Seaside Municipal Water District customers may face water shortages as early as 2019 due to groundwater pumping limitations in the Seaside Basin Adjudication.
Cal-Am service area	A portfolio of new water sources are under development by Cal-American Water Company (Cal-Am), Monterey Regional Water Pollution Control Agency (MRWPCA), and Monterey Peninsula Water Management District (MPWMD). The new sources are planned to offset reduced extractions from existing Cal-Am sources; it is unknown whether any of the new water sources would provide water for new development or for intensification of existing uses.
Marina Coast Water District service area	Two water projects are proposed which may provide additional supply to the Fort Ord community, a recycled water project and a desalination project. The timing of these projects is uncertain; and until these projects are implemented, water supply will limit development of the former Fort Ord lands.
Sanitary sewer	Division of future sewer service areas within the former Fort Ord lands is under discussion by Seaside County Sanitation District (SCSD) and Marina Coast Water District (MCWD). Programmed CIP projects include improvements required for anticipated redevelopment of Fort Ord, but do not currently include improvements required for annexation of Study Areas E and F into SCSD. Should SCSD annex Areas E and F, the current Rate Study would need to be revised to incorporate the required system improvements.
Stormwater deficiencies	Over \$50 million in storm drainage CIP projects are identified in the City’s 2013 Stormwater Master Plan. Additional major system improvements are anticipated due to increasingly stringent stormwater regulations. Implementation of a stormwater utility fee is therefore needed. Changes in permitting and coastal development requirements also are anticipated to require changes in city ordinances and procedures.

Seaside General Plan: Key Issues and Opportunities

9. Health and Community	
<i>Key Issue / Opportunity</i>	<i>Description</i>
Physical activity levels	Seaside students tend to score worse than the rest of Monterey County on physical fitness tests, suggesting that more students are at risk to obesity and other health challenges related to inactivity.
Preventable disease	Risks for Seaside’s leading causes of death – heart disease, stroke, and Alzheimer’s – can be reduced through better nutrition, increased opportunities for physical activity, reduced poverty, and better education.
Lack of medical services	Seaside is defined as a Medically-Underserved Area, which means that residents lack access to health care services. This can increase vulnerability to a variety of diseases, both through a lack of preventive care and a lack of post-diagnosis care.
Crime levels	Although violent and property crime levels are perceived as persistent and relatively consistent over time, Seaside actually has lower crime rates than Monterey City, Monterey County, and California. Nonetheless, the City has developed a reputation for crime and gang activity. Family friendly events and outreach by the Police and other public agencies will help improve the city’s image.
Lack of healthy food options	There are fast food restaurants and a relatively small number of healthy food options in Seaside. There are very few healthy food markets in the City that are affordable. An addition of a farmers market and mini-markets that sell fruits and vegetables would improve the situation. The City can work with community-based organizations and the Public Health Department to encourage convenience stores to prominently locate and sell fruits and vegetables.
Services	Workshop groups called out the lack of health services for elderly in the City and/or too many hurdles to access the existing health services. Groups documented the need for more educational services.
Language education	<p>There is a sizeable contingent of non-citizens living in the City, which presents unique challenges for community engagement and service provision. Approximately one-third of Seaside’s population is foreign-born and of those residents, nearly three-quarters are not citizens.</p> <p>About one-quarter of Seaside residents do not speak English fluently, and one-eighth of residents are linguistically isolated. Households that lack English fluency are at risk of becoming disconnected from social services and government programs.</p>
Youth development	The City can support youth development programs led by community-based organizations related to education, mentorship, and recreation, among others. City support could include activity programming, and allowing space for a youth activities in the City.
Cultural and performing arts	Cultural and performing arts are key elements of Seaside’s identify. The City could support this identify by developing space or allowing space for cultural and performing arts spaces.
Childcare	Countywide there is a childcare facility shortage (both childcare centers and home-based facilities). Without access to adequate, quality childcare, parents often forgo job opportunities to stay home and care for their children. The City could encourage development of childcare facilities within the City.