

City of Salinas

200 Lincoln Ave., Salinas, CA 93901

www.cityofsalinas.org



Meeting Agenda - Final

Tuesday, June 13, 2023

4:00 PM

SALINAS ROTUNDA

City Council

Mayor Kimbley Craig

Councilmembers:

Carla Viviana González, District 1 - Tony Barrera, District 2

Steve McShane, District 3 - Orlando Osornio, District 4

Andrew Sandoval, District 5 - Anthony Rocha, District 6

Steven S. Carrigan, City Manager

Christopher A. Callihan, City Attorney

City Clerk's Office: (831) 758-7381

ZOOM WEBINAR PARTICIPATION**JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:**

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Webinar ID: 816 6949 3109

If prompted to enter a participant ID, press #.

PLEDGE OF ALLEGIANCE**ROLL CALL****CLOSED SESSION**

*Receive public communications from the audience on Closed session items.
The City Council will recess to closed session pursuant to:*

[ID#23-417](#)

- a. Existing Litigation** - California Government Code Section 54956.9, conference with legal counsel regarding, *Rick Augustine v. City of Salinas*, Workers' Compensation Appeals Board Case Number(s): Unassigned.
- b. Anticipated Litigation** - California Government Code Section 54956.9(e) (3), conference with legal counsel regarding potential litigation (one case).
- c. Labor Negotiations** - California Government Code Section 54957.6, with its designated labor representatives Steven S. Carrigan, City Manager; Jim Pia, Assistant City Manager; Christopher A. Callihan, City Attorney; Katherine Hogan, Assistant City Attorney; Mark Roberts, Finance Director; Marina Horta-Gallegos, Human Resources Director; Sylvia Enriquez, Senior Human Resources Analyst; Che Johnson, Liebert Cassidy Whitmore, regarding labor relations with Service Employees International Union (SEIU), SEIU Supervisors, Salinas Municipal Employees Association/SEIU, Association of Management Personnel, Police Officers Association, Police Management Association, International Association of Firefighters, Fire Supervisors Association, Confidential Management Employees, Confidential Non-Management Employees
- d. Pending Litigation** - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding, *Santa Rita Union High School District, et al. v. City of Salinas et al.*, Monterey County Superior Court Case No. 20CV000242.
- e. Pending Litigation** - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding, *Alisal Union School District, et al.*

v. City of Salinas, et al., Monterey County Superior Court Case No.
20CV00340.

THE CITY COUNCIL WILL RECONVENE IN THE ROTUNDA AT 5:00 P.M.

PROCLAMATION

Juneteenth, June 19, 2023

PUBLIC COMMENT PROCEDURES

If you wish to make a general public comment or comment on a specific agenda item, you are encouraged to attend the City Council meeting in person. Public comment may also be submitted via email at PublicComment@ci.salinas.ca.us and will be entered into the record.

PUBLIC COMMENT TIME RESTRICTIONS

Public comments generally are limited to two minutes per speaker; the Mayor may further limit the time for public comments depending on the agenda schedule.

GENERAL PUBLIC COMMENTS

Receive public communications on items that are not on the agenda and that are in the City of Salinas' subject matter jurisdiction. Comments on Consent, Consideration, and Closed session items should be held until the items are reached. The public may request that the legislative body consider adding an item for consideration on a future agenda. The public may comment on scheduled agenda items, including closed session items, as they are considered.

PUBLIC HEARINGS

[ID#23-303](#)

General Plan Amendment 2022-001 and Rezone 2022-001; Amend the General Plan Land Use Designation from Residential Medium Density (8-15 Units/Acre) to Residential High Density (15-24 Units/Acre) and Rezone from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1) of a vacant 2.6-acre lot located at 1 Preston Street

Recommendation: Approve a Resolution affirming the findings, adopting the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approving a General Plan Amendment (GPA 2022-002) changing the General Plan Land Use designation from Residential Medium Density to Residential High Density; and adopt an Ordinance to Rezone from Residential Medium Density to Residential High Density (RZ 2022-001).

[ID#23-268](#)

Parking Citation Fee Update

Recommendation: Approve a Resolution adopting the updated schedule of parking citation fines.

[ID#23-359](#)

2023 Salinas Municipal Airport Rates and Fees Schedule

Recommendation: Approve a Resolution adopting the 2023 Salinas Municipal Airport Rates and Fees Schedule.

ID#23-416

Fiscal Year 2024 Operating and Capital Improvement Budgets and Annual

Appropriations Limit

Recommendation: Approve a Resolution approving the Fiscal Year 2024 Proposed Operating Budget for the City of Salinas and Successor Agency to the former Salinas Redevelopment Agency; the Fiscal Year 2024 Capital Improvement Budget for the City of Salinas; and Resolution establishing the appropriations limit for fiscal year 2024 at \$310,220,680.

CONSENT AGENDA

All matters listed under Consent Agenda may be enacted by one motion unless a member of the Council or the public requests discussion or a separate vote.

ID#23-415**Financial Claims**

Recommendation: Approve financial claims report.

ID#23-288**2023 Storm Sinkhole Emergency Repairs**

Recommendation: Approve a Resolution authorizing procurement of emergency services pursuant to Salinas Municipal Code Section 12-24 for the 2023 Storm Sinkhole Emergency Repairs and authorize the City Manager to execute a contract and amendment with Granite Rock Company for an amount not to exceed \$300,000.00.

ID#23-285**Amendment No. 2 to Agreement for Services with Benitez Security Services, Inc.**

Recommendation: Approve a Resolution authorizing the City Manager or designee to execute Amendment No. 2 to Agreement for Services #22ARPA04 with Benitez Security, Inc. to increase the compensation amount by \$420,000 to total amount not to exceed \$906,000 and extend the term to March 31, 2024.

ID#23-315**Salinas City Center Improvement Association 2022 Annual Report**

Recommendation: Approve a Resolution accepting and approving the Salinas City Center Improvement Association (SCCIA) 2022 Annual Report

ID#23-317**Cityworks Software License Renewal**

Recommendation: Approve a Resolution authorizing the purchase of a license renewal for Cityworks Software not to exceed \$71,000.00.

ID#23-343**Agreement for Professional Services with Kosmont & Associates, Inc for Economic Consulting Services**

Recommendation: Approve a Resolution authorizing the City Manager or his designee to execute an Agreement for Professional Services (Agreement) between the City of Salinas and Kosmont & Associates Inc, ("Kosmont") in the amount of \$40,000 annually with a total not to exceed amount of \$120,000.00 over a three-year period for general consulting services in economic development, real estate, and financial analysis.

ID#23-347**City Yard Security Gate Upgrade**

Recommendation: Approve a Resolution authorizing an agreement with American Door & Gates to upgrade the City Yard Security Gate System at 426 Work Street for a cost not to exceed \$63,500.00.

ID#23-350**Award of Contract for the Cesar Chavez Park DG Path**

Recommendation: Approve a Resolution awarding a contract for the Cesar Chavez Park DG Path improvements to NR Development, Inc for the sum of \$602,500.00; authorizing the establishment of Capital Improvement Project (CIP) 9361, "Cesar Chavez Trail," with appropriation(s) totaling \$559,000; approving the transfer of \$559,000 from AVP CIP 9246 to CIP 9361.

ID#23-352 SB 1 Road Repair and Accountability Act - FY 2023/24 Projects

Recommendation: Approve a Resolution adopting a list of projects for Fiscal Year 2023-24 funded by SB 1: The Road Repair and Accountability Act of 2017.

ID#23-363 Senate Bill 567 (Durazo): Homelessness Prevention Act

Recommendation: Consider approving a Resolution in support of Senate Bill 567 (Durazo).

ID#23-364 2023-2024 Prioritization of Traffic Calming Projects

Recommendation: Approve a Resolution approving the proposed neighborhood traffic calming project prioritization list for fiscal year 2023-2024.

ID#23-365 2023-2024 Prioritization of Restriping Projects

Recommendation: Approve a Resolution approving the 2023-2024 Prioritization of Restriping Projects.

ID#23-374 City Hall Emergency Roof Repair, Project No. 8170

Recommendation: Approve a Resolution approving Contract Change Order No. 1 to F C & Sons Roofing, Inc. for the City Hall Emergency Roof Repair, Project No. 8170 in the amount of \$412,031.00 plus an additional 20% for construction contingency in the amount of \$129,254.20; authorize the City Manager to execute all necessary documents; and authorize expenditure cost for all professional emergency moving, Information Technology changes and unforeseen moving/transition expenses in an amount not to exceed \$100,000.

ID#23-382 Microsoft Office 365 and Azure AD License Renewal

Recommendation: Approve a Resolution authorizing the purchase and renewal of Microsoft Office 365 Software and Azure Active Directory from Dell, Inc., in an amount not to exceed \$321,000.

ID#23-395 Replacement of Playground Structures at Natividad and Steinbeck Neighborhood Parks

Recommendation: Approve a Resolution authorizing the City Manager to enter into an Agreement with Miracle Playsystems Inc. and Ross Recreation Inc. for the purchase of playground equipment and labor to replace playground structures at Natividad and Steinbeck Neighborhood Parks.

ID#23-397 SpeakWrite Transcription Agreement for Fiscal Year 2023-24

Recommendation: Approve a Resolution authorizing the execution of a Service Agreement for transcription services with SpeakWrite LLC in an amount not to exceed \$100,000 for Fiscal Year 2023-24.

ID#23-398 Direct Purchase of Emergency Equipment for Police Vehicles

Recommendation: Approve a Resolution authorizing the direct purchase of emergency equipment to upfit 10 police vehicles for a total cost not to exceed \$223,884.73.

[ID#23-399](#)**Direct Purchase of AB-481 Equipment**

Recommendation: Approve a Resolution authorizing the direct purchase of unmanned aerial vehicles and associated equipment, diversionary devices, and ammunition for a total cost not to exceed \$59,994.91.

[ID#23-414](#)**Modification to Classification - Salary Schedule**

Recommendation: Approve a Resolution to amend the Classification - Salary Schedule to reflect the previously authorized salary adjustment for the Police Managers Association effective in the first full period of July 2023.

COUNCILMEMBERS' REPORTS, APPOINTMENTS AND FUTURE AGENDA ITEMS

Receive communication from Councilmembers on reports, appointments and future agenda items. Councilmember comments are generally limited to three minutes.

CLOSED SESSION

*Receive public communications from the audience on Closed session items.
The City Council will recess to closed session pursuant to:*

[ID#23-411](#)

- a. **Existing Litigation** - California Government Code Section 54956.9(d) (1), conference with legal counsel regarding New Harvest Christian Fellowship Church v. City of Salinas, US District Court (ND) Case no. 5:19-cv-00334-SVK.
- b. **Performance Evaluation and Labor Relations** - California Government Code Section 54957 and 54957.6, public employee performance evaluation and labor relations with unrepresented employee (City Manager).
- c. **Anticipated Litigation** - California Government Code Section 54956.9(d)(2)(e)(5), conference with legal counsel regarding significant exposure to litigation (one case).

ADJOURNMENT

Patricia M. Barajas, City Clerk

AGENDA MATERIAL / ADDENDUM

Any addendums will be posted within 72 hours of regular meetings or 24 hours of special meetings and in accordance with Californian Government Code Section 54954.2 and 54956. City Council agenda reports and other writings distributed to the legislative body may be viewed at the Salinas City Clerk's Office, 200 Lincoln Avenue, Salinas, and are posted on the City's website at www.cityofsalinas.org in accordance with California Government Code section 54597.5. The City Council may take action that is different than the proposed action reflected on the agenda.

Disability-related modification or accommodation, including auxiliary aids or services, may be requested by any person with a disability who requires a modification or accommodation in order to participate in the meeting. Language interpretation may be requested as soon as possible but by no later than 5 p.m. of the last business day prior

to the meeting. Requests should be referred to the City Clerk's Office At 200 Lincoln Avenue, Salinas, 758-7381, as soon as possible but by no later than 5 p.m. of the last business day prior to the meeting. Hearing impaired or TTY/TDD text telephone users may contact the city by dialing 711 for the California Relay Service (CRS) or by telephoning any other service providers' CRS telephone number.

PUBLIC NOTIFICATION

This agenda was posted on June 8, 2023 at the City Clerk's Office, in the Council Rotunda, and the City's website.

Meetings are streamed live at <https://salinas.legistar.com/Calendar.aspx>, televised live on Comcast Channel 25 and on <http://www.youtube.com/thesalinaschannel> at 4:00 p.m. on the date of the regularly scheduled meeting and will be broadcast throughout the day on Friday, Saturday, Monday and Wednesday following the meeting. For the most up-to-date Broadcast Schedule for The Salinas Channel on Comcast 25, please visit or subscribe to our Google Calendar located at <http://tinyurl.com/SalinasChannel25>. All past City Council meetings may also be viewed on the Salinas Channel on YouTube at <http://www.youtube.com/thesalinaschannel>.



Legislation Text

File #: ID#23-417, Version: 1

- a. Existing Litigation** - California Government Code Section 54956.9, conference with legal counsel regarding, *Rick Augustine v. City of Salinas*, Workers' Compensation Appeals Board Case Number(s): Unassigned.
- b. Anticipated Litigation** - California Government Code Section 54956.9(e)(3), conference with legal counsel regarding potential litigation (one case).
- c. Labor Negotiations** - California Government Code Section 54957.6, with its designated labor representatives Steven S. Carrigan, City Manager; Jim Pia, Assistant City Manager; Christopher A. Callihan, City Attorney; Katherine Hogan, Assistant City Attorney; Mark Roberts, Finance Director; Marina Horta-Gallegos, Human Resources Director; Sylvia Enriquez, Senior Human Resources Analyst; Che Johnson, Liebert Cassidy Whitmore, regarding labor relations with Service Employees International Union (SEIU), SEIU Supervisors, Salinas Municipal Employees Association/SEIU, Association of Management Personnel, Police Officers Association, Police Management Association, International Association of Firefighters, Fire Supervisors Association, Confidential Management Employees, Confidential Non-Management Employees
- d. Pending Litigation** - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding, *Santa Rita Union High School District, et al. v. City of Salinas et al.*, Monterey County Superior Court Case No. 20CV000242.
- e. Pending Litigation** - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding, *Alisal Union School District, et al. v. City of Salinas, et al.*, Monterey County Superior Court Case No. 20CV00340.



Legislation Text

File #: ID#23-303, Version: 1

General Plan Amendment 2022-001 and Rezone 2022-001; Amend the General Plan Land Use Designation from Residential Medium Density (8-15 Units/Acre) to Residential High Density (15-24 Units/Acre) and Rezone from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1) of a vacant 2.6-acre lot located at 1 Preston Street

Approve a Resolution affirming the findings, adopting the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approving a General Plan Amendment (GPA 2022-002) changing the General Plan Land Use designation from Residential Medium Density to Residential High Density; and dopt an Ordinance to Rezone from Residential Medium Density to Residential High Density (RZ 2022-001).



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: MAY 16, 2023 – CONTINUED
JUNE 13, 2023

DEPARTMENT: COMMUNITY DEVELOPMENT

FROM: LISA BRINTON, ACTING DIRECTOR

THROUGH: COURTNEY GROSSMAN, PLANNING MANAGER

BY: GRANT LEONARD, PLANNING MANAGER
OSCAR RESENDIZ, ASSOCIATE PLANNER

TITLE: GENERAL PLAN AMENDMENT 2022-001 AND REZONE 2022-001;
A VACANT 2.6 ACRE SITE LOCATED AT 1 PRESTON STREET

RECOMMENDED MOTION:

It is recommended that the City Council take the following two actions:

1. Approve a resolution affirming the findings, adopting the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approving a General Plan Amendment (GPA 2022-002) changing the General Plan Land Use designation from Residential Medium Density to Residential High Density; and
2. Adopt an Ordinance to Rezone from Residential Medium Density to Residential High Density (RZ 2022-001).

EXECUTIVE SUMMARY:

The City of Salinas is proposing a General Plan Amendment (GPA) to change the land use designation from Residential Medium Density (8-15 units/acre) to Residential High Density (15-24 units/acre) and Rezone (RZ) from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1) of a vacant 2.6-acre lot located at 1 Preston Street. An Initial Study and Mitigated Negative Declaration have been prepared for the project, which is known as ER 2022-009. The purpose of the GPA and RZ is to facilitate the production of high-density housing, consistent with the City's General Plan. The GPA and RZ would facilitate the development of up to approximately 76 housing units (anticipating a density bonus). A draft ordinance for the GPA and RZ is provided as an attachment to this staff report.

The project does not involve construction or other physical changes to the site because there are currently no development proposals. The project is intended to encourage future higher density development that would provide new housing consistent with the Salinas General Plan. This

project is being partially funded by Senate Bill 2 (SB 2) grant funding for the purpose of increasing housing production in the City.

BACKGROUND:

In December 2019, the City accepted a SB 2 grant award from the state Housing and Community Development Department (HCD) in the amount of \$310,000. Grant funds are to be used to facilitate the production of housing by undertaking the necessary planning and environmental studies and analyses to consider changing land use and zoning designations of identified opportunity sites to allow for higher density residential or mixed-use development. This SB 2 grant award enabled the City to undertake the planning and environmental study and analysis required to prepare the proposed Amendments. The SB 2 grant is awarded to cities for the preparation, adoption, and implementation of plans that streamline housing development approval and accelerate housing production.

DISCUSSION:

The purpose of the proposed General Plan Amendment and Rezone is to facilitate the production of high-density housing, consistent with the City's General Plan. The GPA and RZ would affect 2.6 acres and would facilitate the development of up to approximately 76 housing units (anticipating a density bonus). The project would allow for greater housing density and more flexible development standards. These proposed general plan and zoning changes are shown on Exhibit "D". The project does not involve construction or other physical changes to the site.

The property is located in the Residential Medium Density (R-M-3.6) Zoning District with Focused Growth (FG-2: North Main Street/Soledad Street) and Flood District (F) overlays. The following provides an overview of the land uses and zoning districts adjacent to the project site:

North:	Parks (P) - Flood District (F) overlay
South:	Mixed Arterial Frontage (MAF) – Focused Growth (FG-2: North Main Street/Soledad Street) /Flood District (F) overlays
East:	Residential High Density (R-H-2.1) – Focused Growth (FG-2: North Main Street/Soledad Street) /Flood District (F) overlays
West:	Single-family Residential/Low Density Residential (R-L-5.5) - Flood District (F) overlay

General Plan Amendment 2022-001

Per the 2002 Salinas General Plan, the "High-Density Residential" designation allows for development of row houses, condominiums, and apartments. The designation allows a maximum of 24 units per net acre. Uses such as mobile and modular homes, public facilities, day care, churches and others that are compatible with and oriented toward serving the needs of the high-density neighborhood may also be considered. The maximum density of this land use designation may be increased in accordance with the density bonus provisions of the California Government Code and the City's Zoning Ordinance.

Per the 2002 Salinas General Plan, Focused Growth Areas are existing urbanized areas where additional growth and/or redevelopment and revitalization would be appropriate and provide benefits to the community. By selectively increasing density of development in a manner compatible with the surrounding neighborhoods, the pressure to develop agricultural lands is also reduced.

The project site is currently designated “Residential Medium Density (8-15 du/ac)”. The proposed Amendment is consistent. The proposed General Plan Amendment would change the existing designation for the project site and amend the General Plan Land Use and Circulation Policy Map to align with the proposed rezoning of the site to Residential High Density (15-24 du/ac). The Amendment would be consistent with Salinas General Plan policies and the General Plan land use designation of the adjacent site to the east of the subject site.

The proposed General Plan Amendment is consistent with General Plan Goal H-1, by increasing the allowed density and providing a range of housing opportunities to adequately address existing and projected needs in Salinas. The project also furthers General Plan Policy H-1.3, by identifying adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project is consistent with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

Rezone 2022-001

Residential- High Density (R-H-2.1) provides for high density multifamily dwelling units where the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 20 dwelling units per net acre without density bonus. Per Zoning Code Section 37-30.140, the purpose of the “Residential high density (R-H)” land use designation is to provide appropriately located areas for high density and multifamily dwellings consistent with the General Plan and with standards of public health and safety established by the Municipal Code. This includes:

- Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts.
- Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements.
- Achieve design compatibility through site development regulations and design standards.
- Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings.
- Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment.
- Ensure the provision of public services and facilities needed to accommodate planned population densities.
- Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design

principles and promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design.

For the proposed Residential High Density Development Regulations to be permitted, the project site will need to be rezoned “Residential High Density” (R-H). The purpose of the proposed Rezone is to facilitate the production of housing which per R-H-2.1 Zoning Code Section 37-30.150(j)(1) the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 20 dwelling units per net acre without density bonus.

The proposed rezoning of the project site would be consistent with Residential High Density (R-H) District and Focused Growth (FG) Overlay District. The project would comply with the development regulations and design standards of both the R-H and FG-2 District by:

- Creating healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors.
- Increasing pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit.
- Encouraging creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space, and create revitalized neighborhoods through infill development and redevelopment activities.

Consideration of Amendments

Chapter 37, Article VI, Divisions 12 and 14 provides for a process whereby all General Plan and Zoning Code Amendments are brought before the Planning Commission for a recommendation to the City Council for consideration and a final decision. On April 19, 2023, the Planning Commission held a public hearing to review the proposed Amendments and approved the attached Planning Commission Resolution 2023-03 recommending that the City Council adopt the proposed Mitigated Negative Declaration, approve General Plan Amendment 2022-001 and Rezone 2022-001. The April 19, 2023, Planning Commission Staff Report and draft Planning Commission minutes are provided as attachments to this staff report.

The City Council may approve the proposed Amendments if all of the findings set forth in the attached City Council Resolution and Ordinance are established. Per Zoning Code Section 37-60.930(d), an affirmative vote of not less than four (4) votes of the City Council is required for the Council to approve the General Plan Amendment. Prior to taking action on the proposed Amendments, the City Council will need to affirm environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA).

CEQA CONSIDERATION:

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not result in a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program have been included in the project

(see Reso Exhibit “2”). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk’s Office on January 27, 2023; the deadline for comments was February 26, 2023. The State Clearinghouse received the document on January 27, 2023; the deadline for Clearinghouse comments was February 26, 2023 (SCH Number 2023010626). Comments received are discussed below.

On May 20 and June 2, 2021, the City of Salinas mailed local tribes a Senate Bill (SB) 18 and Assembly Bill (AB) 52 notification letter via certified mail. Under AB 52, Native American tribes are provided 30 days to respond and request further project information and request formal consultation. Under SB 18, tribes are provided 90 days to respond. The City did not receive a request for formal consultation under AB 52. As of the date this report was written, no requests for additional consultation were received.

It should be noted that the circulated Initial Study and Mitigated Negative Declaration incorrectly stated the General Plan land use designation of Residential High Density maximum density to be 15- 20 units/acre when the correct maximum number of units per acre is 24. Staff has identified this error and the final ordinance to City Council reflects the correct density of 15-24 units/acre.

Agency Responses:

Public comment was received via email on February 9, 2023, from Mr. Gavin McCreary, Project Manager, Site Evaluation and Remediation Unit, Site Mitigation and Restoration Program, Department of Toxic Substance Control. Comments and response to comments are paraphrased below with complete comment and response being provided as attachments to this report.

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site. Page | 6 DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND. DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of Health and Safety Code section 101480 should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation

and the government agency who will be responsible for providing appropriate regulatory oversight.

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 Information Advisory Clean Imported Fill Material.
4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).

Staff Response: The CEQA consultant (Rincon Consultants, Inc.) prepared the following response to DTSC's comments. Staff provided comments via email to Mr. McCreary.

1. Health and Safety Code section 101480 authorizes a responsible party, as defined, to request that a local officer supervise remedial action if a release of waste occurs, and remedial action is required. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, no items of potential environmental concern were identified at the project site. Therefore, oversight of a qualified regulatory investigation and no remedial action would be required at this time. No revisions to the IS-MND are required in response to this comment.
2. Please refer to Section 5, Cultural Resources, of the Initial Study for additional information on historic uses of the project site. As discussed therein, it was found that the project site was generally undeveloped until the 1970s. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, future operation activities on the project site are not anticipated to release hazardous wastes or substances, but construction activities could result in the transport, storage, or use of potentially hazardous materials. The project would be required to comply with various federal, state, and local regulations, including those set forth by DTSC, which are designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. No items of potential environmental concern were identified at the project site. Therefore, there are no required investigations or remediation needed, and no revisions to the IS-MND are warranted.
3. According to DTSC, there are currently no established standards within applicable statutes and regulations that address environmental requirements for imported fill material.¹ Sampling of backfill soil would not be required. Additionally, the property owner would be liable if contaminated soil were imported to the site. No revisions to the IS-MND are required in response to this comment.
4. Based on review of historical topographic maps from 1910 to 1964, the project site has not been used for agricultural purposes. Furthermore, the project site has not been used for weed abatement or related activities. As discussed within Section 9, Hazards and Hazardous Materials, compliance with existing DTSC regulations would reduce the

risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction. No revisions to the ISMND are required in response to this comment.

STRATEGIC PLAN INITIATIVE:

The proposed Amendments support the City of Salinas Strategic Plan 2022-2025 goal of Housing/Affordable Housing by creating opportunities for future housing development. The proposed GPA and RZ will facilitate the production of higher-density housing of up to approximately 76 housing units (anticipating a density bonus), consistent with the City's General Plan.

DEPARTMENTAL COORDINATION:

Community Development Department Advanced Planning and Plan and Project Implementation (APPI) division administers the implementation of the SB2 grant, managed the preparation of the Initial Study Mitigated Negative Declaration and drafted the Amendments in coordination with other CDD divisions (Current Planning and Housing), Public Works, Economic Development staff and the City Attorney's office.

FISCAL AND SUSTAINABILITY IMPACT:

There are no additional fiscal impacts to the City's General Fund associated with the approval of the Amendments. Staff time for managing the SB2 grant and the preparation of CEQA documents was fully funded by SB 2 grant funds. Staff time dedicated to preparing the Amendments and this report is already incorporated in the 2022-2023 Community Development APPI division budget.

ATTACHMENTS:

1. Draft City Council Resolution for GPA 2022-001 and Mitigated Negative Declaration with the following Exhibits:
 - Reso Exhibit 1: Initial Study/Mitigated Negative Declaration (ISMND), dated January 2023
 - Reso Exhibit 2: Mitigation Monitoring and Reporting Program
 - Reso Exhibit 3: Proposed General Plan Amendment 2022-001 (GPA 2022-001) Map and Proposed Rezone 2022-001 (RZ 2022-001) Map
2. Draft Rezone Ordinance for Rezone 2022-001 with following Exhibits:
 - Ord Exhibit 1: Initial Study/Mitigated Negative Declaration (ISMND), dated January 2023
 - Ord Exhibit 2: Mitigation Monitoring and Reporting Program
 - Ord Exhibit 3: Proposed General Plan Amendment 2022-001 (GPA 2022-001) Map and Proposed Rezone 2022-001 (RZ 2022-001) Map
3. Planning Commission Staff Report dated April 19, 2023- Packet with exhibits
 - Exhibit 1: Mitigated Negative Declaration and Mitigation Monitoring Program

- Exhibit 2: Proposed General Plan Land Use and Zoning Map
 - Exhibit A Project Location
 - Exhibit B Surrounding Land Uses
 - Exhibit C Existing Zoning District
 - Exhibit D Proposed General Plan Land Use and Zoning Map
 - Exhibit E Letter from Department of Toxic Substance Control, from Mr. Gavin McCreary, Project Manager, Dated February 9, 2023.
 - Exhibit F Initial Study/ Mitigated Negative Declaration (ISMND), dated January 2023
 - Exhibit G 1 Preston Street - Mitigated Monitoring and Reporting Program
4. Unofficial Planning Commission Minutes for April 19, 2023
 5. Planning Commission Resolution
 - Exhibits for PC Resolution

RESOLUTION NO. _____ (N.C.S.)

**RESOLUTION BY THE SALINAS CITY COUNCIL ADOPTING A MITIGATED
NEGATIVE DECLARATION, MITIGATION MONITORING AND REPORTING
PROGRAM AND APPROVING AN AMENDMENT TO THE SALINAS GENERAL
PLAN TO CHANGE THE GENERAL PLAN DESIGNATION FROM RESIDENTIAL
MEDIUM DENSITY (8-15 UNITS/ACRE) TO RESIDENTIAL HIGH DENSITY (15-24
UNITS/ACRE) OF A VACANT 2.6-ACRE LOT LOCATED AT 1 PRESTON STREET
(GPA 2022-001 RELATED TO RZ 2022-001)**

WHEREAS, on June 13, 2023, the Salinas City Council held a duly noticed public hearing to consider General Plan Amendment 2022-001 and related Rezone 2022-001 of a vacant 2.6-acre lot located at 1 Preston Street as described in more detail below:

1. General Plan Amendment 2022-001 (GPA 2022-001); Change the land use designation from Residential Medium Density (8-15 units/acre) to Residential High Density (15-24 units/acre); and
2. The related Rezone 2022-001 (RZ 2022-001); Change the Zoning designation from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1);

WHEREAS, the City, in accordance with requirements of CEQA and CEQA Guidelines prepared an Initial Study Mitigated Negative Declaration, for General Plan Amendment 2022-001 and related Rezone 2022-001 herein incorporated by reference and included as Exhibit “1”; and

WHEREAS, the City completed and filed a Notice of Intent to Adopt a Mitigated Negative Declaration with the Monterey County Clerk on January 27, 2023 which commenced a 30-day local public review period starting on January 27, 2023 and ended on February 26, 2023; mailed a Notice of Public Hearing to all property owners located within 300-feet the project site on January 27, 2023; and posted the Notice of Intent to Adopt a Mitigated Negative Declaration in locations throughout the City of Salinas City Hall and administrative offices on January 27, 2023; and

WHEREAS, the City mailed the Mitigated Negative Declaration to the State Clearinghouse on January 27, 2023, which commenced a 30-day local public review period starting on January 27, 2023, and ending on February 26, 2023 (SCH Number 2023010626); and

WHEREAS, on April 19, 2023, the Salinas Planning Commission, held a duly noticed public hearing to consider Rezone 2022-001 and related GPA 2022-001; and

WHEREAS, the Planning Commission considered a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed GPA 2022-001 and RZ 2022-001 and independently determined that all impacts were adequately addressed in accordance with the California Environmental Quality Act; and

WHEREAS, the circulated Initial Study and Mitigated Negative Declaration incorrectly

stated the maximum density as 15-20 units/acre when the actual Residential High Density designation is 15-24 units/acre, and this error has been subsequently corrected in the Ordinance; and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, considered the staff report, determined that positive findings could be established for approval of the General Plan Amendment 2022-001 (GPA 2022-001), and adopted Resolution No. 2023-03 recommending that the City Council adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approve RZ 2022-001 and related GPA 2022-001; and

WHEREAS, on May 16, 2023, the City Council weighed the evidence presented at the public hearing, including the staff presentation and the Staff Report which is on file at the Salinas City Clerk's Office and the Community Development Department, and all public testimony and documentary evidence introduced and received at the public hearing, together with the record of environmental review; and

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approves a resolution:

- a. Adopting the proposed Mitigated Negative Declaration; and
- b. Adopting the Mitigated Monitoring and Reporting Program (MMRP) contained in Exhibit "2"; and
- c. Approving General Plan Amendment 2022-001; and
- d. Adopting the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

For the Mitigated Negative Declaration:

The City Council hereby finds that a Mitigated Negative Declaration has been prepared with respect to the project in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the guidelines promulgated thereunder. Further, this Council has independently reviewed and considered the information contained in the Initial Study and related environmental documents, together with the comments received during the public review process. On the basis of the whole record before it, the Council finds that there is no substantial evidence that the Amendments will have a significant effect on the environment as the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program reduce future project related impacts to less than significant level (see Exhibit "2" of attachment 1) and that the Mitigated Negative Declaration reflects the Council's independent judgment and analysis. On this basis, the City Council adopts the Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program.

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study,

the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program have been included in the project (see Exhibit “2”). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies on January 27, 2023, and posted at the County Clerk’s Office on January 27, 2023; the deadline for comments was February 26, 2023. The State Clearinghouse received the document on January 27, 2023; the deadline for Clearinghouse comments was February 26, 2023 (SCH Number 2023010626).

Public comment was received via email on February 9, 2023, from Mr. Gavin McCreary, Project Manager, Site Evaluation and Remediation Unit, Site Mitigation and Restoration Program, Department of Toxic Substance Control. Comments and response to comments are paraphrased below with complete comment and response being provided as attachments to this report.

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of Health and Safety Code section 101480 should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC’s 2001 Information Advisory Clean Imported Fill Material.
4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural

lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).

Staff Response: The CEQA consultant (Rincon Consultants, Inc.) prepared the following response comments to the comments made by Mr. McCreary and Staff provided comments via email to Mr. McCreary.

1. Health and Safety Code section 101480 authorizes a responsible party, as defined, to request that a local officer supervise remedial action if a release of waste occurs and remedial action is required. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, no items of potential environmental concern were identified at the project site. Therefore, oversight of a qualified regulatory investigation and no remedial action would be required at this time. No revisions to the IS-MND are required in response to this comment.
2. Please refer to Section 5, Cultural Resources, of the Initial Study for additional information on historic uses of the project site. As discussed therein, it was found that the project site was generally undeveloped until the 1970s. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, future operation activities on the project site are not anticipated to release hazardous wastes or substances, but construction activities could result in the transport, storage, or use of potentially hazardous materials. The project would be required to comply with various federal, state, and local regulations, including those set forth by DTSC, which are designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. No items of potential environmental concern were identified at the project site. Therefore, there are no required investigations or remediation needed, and no revisions to the IS-MND are warranted.
3. According to DTSC, there are currently no established standards within applicable statutes and regulations that address environmental requirements for imported fill material.¹ Sampling of backfill soil would not be required. Additionally, the property owner would be liable if contaminated soil were imported to the site. No revisions to the IS-MND are required in response to this comment.
4. Based on review of historical topographic maps from 1910 to 1964, the project site has not been used for agricultural purposes. Furthermore, the project site has not been used for weed abatement or related activities. As discussed within Section 9, Hazards and Hazardous Materials, compliance with existing DTSC regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction. No revisions to the ISMND are required in response to this comment.

For General Plan Amendment 2022-001:

1. ***That the proposed General Plan Amendment is in conformance with all other goals, policies, programs, and land uses of the Salinas General Plan.***

The proposed Amendment is consistent with Salinas General Plan Policies. The proposed General Plan Amendment would change the existing designation for the project site and amend the General Plan Land Use and Circulation Policy Map to align with the proposed rezoning of the site to Residential High Density (15-24 units/acre). The Amendment would be consistent with the General Plan land use designation of the adjacent sites of the subject site. The proposed “Residential High Density (15-24 units/acre)” land designation for the project site is consistent with General Plan Goal H-1, by providing a range of housing opportunities to adequately address existing and projected needs to Salinas. The project also complies with General Plan Policy H-1.3, by identify adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project complies with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

2. *That the proposed General Plan Amendment promotes the public necessity, convenience, and general welfare.*

The General Plan Amendment promotes the public necessity, convenience, and general welfare because the proposal will create additional housing units the City of Salinas.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

Attachments:

- Reso Exhibit 1: Initial Study/Mitigated Negative Declaration (ISMND), dated March 2023
- Reso Exhibit 2: Mitigation Monitoring and Reporting Program
- Reso Exhibit 3: Proposed General Plan Amendment 2022-001 and Rezone 2022-001 Map



1 Preston Street Project

Final Initial Study – Mitigated Negative Declaration

prepared by

City of Salinas

Community Development Department

65 West Alisal Street, 2nd Floor

Salinas, California 93901

Contact: Oscar Resendiz, Associate Planner

prepared with the assistance of

Rincon Consultants, Inc.

2511 Garden Road, Suite C-250

Monterey, California 93940

March 2023



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

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Final Initial Study – Mitigated Negative Declaration

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Appendix B	Biological Resources Assessment
Appendix C	Energy Construction and Operational Energy Fuel Consumption Calculations
Appendix D	Transportation Analysis
Appendix E	Cultural Resources Study

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Initial Study

1. Project Title

1 Preston Street Project

2. Lead Agency Name and Project Sponsor

Community Development Department
City of Salinas
65 W. Alisal Street, 2nd Floor
Salinas, California 93901

3. Contact Person and Phone Number

Oscar Resendiz, Associate Planner
831-775-4259

4. Introduction

The 1 Preston Street Project, herein referred to as project or proposed project, would involve a General Plan Amendment (GPA) and Rezone (RZ) to modify the existing land use and zoning designations of the vacant 2.6-acre lot at 1 Preston Street. The proposed GPA would change the General Plan land use designation of Residential Medium Density (8-15 units/acre) to Residential High Density (15-20 ~~15-24~~ units/acre). The RZ would change the zoning from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The purpose of the proposed GPA and RZ is to facilitate the production of high-density housing, consistent with the City's General Plan. The GPA and RZ would affect 2.6 acres and would facilitate the development of up to approximately 76 housing units (anticipating a density bonus) across approximately 129,202 square feet (sf).

The project is intended to encourage the development of higher density development that would provide new housing that would be consistent with the Salinas General Plan. This project is being partially funded by Senate Bill (SB) 2 grant funding for the purpose of increasing housing production in the city.

5. Project Location

The proposed project is located at 1 Preston Street in Salinas, California. The project site is comprised of a single parcel, Assessor's Parcel Number (APN) 003-161-008-000.

Figure 1 shows the project's regional location, and Figure 2 shows the project site. The site is currently undeveloped and contains natural vegetation, bare soil, and soil stockpiles, located to the west of the termination of Preston Street. Topographically, the site and surrounding areas are relatively flat. The site is bounded by existing residential and commercial development on its eastern border, and to the other three sides by an open space reclamation ditch adjacent to a creek fed by Main Canal.

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and its licensors
© 2021. Salinas Quadrangle. T14S R03E S29. The topographic
representation depicted in this map may not portray all of the features
currently found in the vicinity today and/or features depicted in this map
may have changed since the original topographic map was assembled.

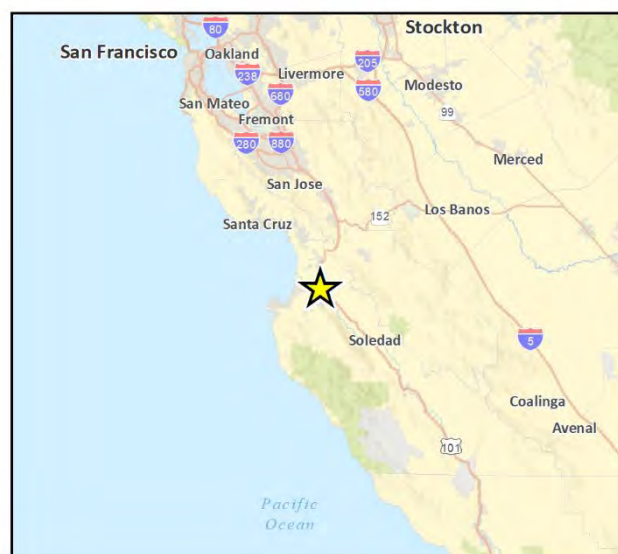
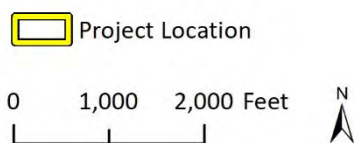


Figure 2 Project Location



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6. General Plan Designation

The project site is designated Residential Medium Density (8-15 units/acre).

7. Zoning

The project site is currently zoned Residential Medium Density (R-M-3.6) with Focused Growth (FG-2: North Main Street/Soledad Street) and Flood District (F) overlays. Surrounding sites are zoned Mixed Arterial Frontage (MAF), Residential High Density (R-H-2.1), Residential Low Density (R-L-5.5) Open Space (OS) and Parks (P). Regulations relating to the current and proposed zones are summarized in Table 1. Figure 4 shows the existing zoning districts on the site, and Figure 5 shows the proposed land use and zoning designations.

Table 1 R-M-3.6, R-H-2.1, FG, and F Zone Regulations

Zone	Comparison
Purpose	
Residential Medium Density (R-M-3.6)	<ul style="list-style-type: none"> Provide appropriately located areas for single-family and medium density multifamily dwellings consistent with the general plan and with standards of public health and safety established by the Municipal Code Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects that meet state and/or city density bonus requirements Achieve design compatibility through the use of site development regulations and design standards; Protect adjoining lower density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to higher density and multifamily dwellings Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment Ensure the provision of public services and facilities needed to accommodate planned population densities Encourage attractive and interesting residential streetscapes, dwelling units, and developments that are pedestrian-oriented and reflect traditional neighborhood design principles Promote safe residential neighborhoods through the use of crime prevention through environmental design (CPTED) features in dwelling and site design Provide for detached and attached single-family dwelling units on small lots where the minimum density is more than eight dwelling units per net acre and the maximum density is not more than twelve dwelling units per net acre without density bonus
Residential High Density (R-H-2.1)	<ul style="list-style-type: none"> Provide appropriately located areas for high density and multifamily dwellings consistent with the general plan and with standards of public health and safety established by the Municipal Code Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements Achieve design compatibility through the use of site development regulations and design standards

Zone	Comparison
	<ul style="list-style-type: none"> ▪ Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings ▪ Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment ▪ Ensure the provision of public services and facilities needed to accommodate planned population densities; ▪ Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design principles; ▪ Promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design ▪ Provide for high density multifamily dwelling units where the minimum density is more than fifteen dwelling units per net acre and the maximum density is not more than twenty dwelling units per net acre without density bonus
<p>Focused Growth Overlay Area 2 (FG-2)</p>	<ul style="list-style-type: none"> ▪ Create healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors ▪ Increase pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit ▪ Provide a mixture of uses to keep the neighborhoods active at all times of the day, not just morning and evening (as in the case of residential zones) or business hours (for commercial zones) ▪ Reduce vehicle trips and traffic by encouraging a mixture of uses and activities in one location ▪ Encourage creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space ▪ Create revitalized neighborhoods through infill development and redevelopment activities.
<p>Flood Overlay (F)</p>	<ul style="list-style-type: none"> ▪ Protect development from flood-related hazards ▪ Protect public health, safety, and general welfare by regulation of development within flood-prone areas ▪ Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters ▪ Control filling, grading, dredging, and other development which may alter drainage patterns and/or increase flood damage ▪ Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas ▪ Control the cumulative effect of development in flood-prone areas that can increase flood heights and velocity, erosion, downstream impacts, and otherwise contribute to flood loss ▪ Enhance water quality and groundwater recharge by identifying areas where resources can be placed for this purpose, such as floodplains or other areas, in accordance with the requirements of the latest adopted edition of the city's National Pollutant Discharge Elimination System (NPDES) permit requirements.
Residential Use Classifications	
<p>R-M-3.6</p>	<p>Accessory dwelling units, day care homes, small employee housing projects, home occupations, manufactured housing, small residential care facilities, detached single family dwellings</p>
<p>R-H-2.1</p>	<p>Accessory dwelling units, day care homes, home occupations, small residential care facilities, domestic animals, and minor utilities</p>
Residential Allowable Density	
<p>R-M-3.6</p>	<p>Minimum density: more than 8 dwelling units per net acre Maximum density: not more than 12 dwelling units per net acre without density bonus</p>
<p>R-H-2.1</p>	<p>Minimum density: more than 15 dwelling units per net acre Maximum density: not more than 20 dwelling units per net acre without density bonus</p>
<p>Notes: Salinas Zoning Code text and information is summarized in the table; for full text and regulations refer to the Salinas Zoning Code Source: Salinas Zoning Code</p>	

8. Setting and Surrounding Land Uses

The project site is vacant but surrounded primarily by urban land uses. As shown in Figure 3, land uses surrounding the project site consist of Medium and Low-Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street. The site is also bound to the north and west by an open space reclamation ditch owned by the Monterey County Water Resource Agency. The reclamation ditch adjacent to the site is fed by water from Alisal Creek, Gabilan Creek, and Natividad Creek. A small passive use park owned by the City of Salinas is located between existing residential developments, roughly 245 feet from the project site on the other side of the reclamation ditch. Additionally, there are several undeveloped lots to the east of Highway 183 located approximately 0.2 and 0.4 mile from the project site. Agriculture uses are located approximately 0.4 mile east of the project site.

9. Description of Project

The project consists of a GPA and RZ to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The project does not involve construction or other physical changes. Because there are currently no development proposals, this Initial Study analyzes the maximum potential buildout of the site, using reasonable assumptions for construction, building height, and other design features. Depending on the final design of proposed development facilitated by the rezoning project, additional project-specific CEQA review may be required, as determined by the City upon receipt of a complete project-specific application. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 76 residential units over roughly 129,202 sf. Based on the existing maximum height allowable in the R-H-2.1 zone, future development would not exceed 45 feet and would be up to approximately four to five stories tall. Development would likely consist of buildings that are either row houses, condominiums, apartments, or other units, ranging in size from 400 square feet to 2,210 square feet, all which would be consistent with the Salinas General Plan description of the High Density Residential land use designation.

Development Regulations

Rezoning of the site would be subject to development regulations of the R-H-2.1 zoning district, as specified in Division 2 of the Salinas Zoning Code. The site is also within the Focused Growth FG-2 North Main Street/Soledad Street and Flood (F) overlay districts. Properties within overlay districts are subject to development regulations of the underlying zoning district except as specified in supplemental regulations (Salinas Municipal Code [SMC] Chapter 27, Article V).

Figure 3 Surrounding Land Uses



Figure 4 Existing Zoning Districts



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Additional sources provided by City of Salinas, 2014.

Figure 5 Proposed General Plan Land Use and Zoning Code Designations



Development of the site would be required to comply with all applicable development regulations, including the following key standards for the R-H-2.1 and overlay districts:

- Maximum building height of 45 feet without a Conditional Use Permit Minimum floor area ratio of 4.0
- Minimum usable open space of 500 square feet per DU
- Minimum one parking space per DU (includes studios) and two parking space per DU (includes two- and three-bedroom units); parking requirements may be reduced through approval of a site plan review or conditional use permit.

Utilities and Services

Police and Fire Services

The site is served by the City of Salinas Police Department and City of Salinas Fire Department. Utility service for development on the site would be provided as described below.

Wastewater

Wastewater treatment service in the City of Salinas is provided by Monterey One Water (M1W), formerly the Monterey Water Pollution Control Agency. Wastewater from the City is transmitted to the M1W Regional Treatment Plant located in Marina, approximately five miles northwest of the City.

Water

Water supply for the site would be provided by California Water Service. Water supply serving the City is groundwater obtained from groundwater.

Storm Drainage

The site is not currently connected to the City's stormwater drainage system. Development of the site would be required to comply with all applicable City and State regulations for stormwater control and mitigation.

Gas/Electricity

Electricity and natural gas service would be provided to the project by Central Coast Community Energy (3CE) through Pacific Gas & Electric (PG&E) infrastructure.

Circulation and Parking

Vehicle access would be provided by a single driveway on Preston Street. The driveway would provide entry and exit to vehicular traffic. Future development would require the provision of approximately 152 parking spaces, which would be surface level and likely dispersed across the site.¹

¹ Parking estimates are based on the Salinas Municipal Code, Article V Division 2, Section 37-50.360, Table 37-50.100, which list parking requirements for different unit types, ranging from one parking space per studio to three parking spaces for a four-bedroom unit. For the purposes of analysis, this document assumes a mix of unit types averaging to two parking spaces per dwelling units.

10. Other Public Agencies Whose Approval is Required

The project includes a GPA and RZ, which requires approval by the Salinas City Council. No other public agencies would be required to approve the project, though approvals may be required for future applications on the site, including from the following agencies:

- Central Coast Regional Water Quality Control Board (RWQCB)
- Monterey Bay Air Resources District (MBARD)
- California Department of Transportation (Caltrans)
- Federal Emergency Management Agency (FEMA)

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On May 20 and June 2, 2021, the City of Salinas mailed local tribes a Senate Bill (SB) 18 and Assembly Bill (AB) 52 notification letter via certified mail. Under AB 52, Native American tribes have 30 days to respond and request further project information and request formal consultation. Under SB 18, tribes have 90 days to respond. The City did not receive a request for formal consultation under AB 52. Copies of AB 52 correspondence for this project are included in Appendix C.

12. Environmental Factors Potentially Affected


This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

13. Determination

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

Oscar Resendiz

Oscar Resendiz

1/23/2023

Date

Associate Planner

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background

As addressed in CEQA analysis, aesthetics refers to visual environmental concerns as perceived from publicly accessible spaces, such as roadways, parks, and designated open spaces. Aesthetics or visual resources analysis is a process to assess the visible change and anticipated viewer response to that change. The Federal Highway Administration (FHWA), Bureau of Land Management (BLM), and U.S. Forest Service (USFS) have developed methodologies for conducting visual analysis that are used across the industry (FHWA 2015; BLM 1984; USFS 1996). These methods have been synthesized and used for this analysis.

While the conclusions of these assessments may seem entirely subjective, value is measured based on generally accepted measures of quality, viewer sensitivity, and viewer response, supported by consistent levels of agreement in research on visual quality evaluation (BLM 1984; FHWA 2015). Modifications in a landscape that repeat basic elements found in that landscape are said to be in harmony with their surroundings; changes that do not harmonize often look out of place and can be found to form an unpleasant contrast when their effects are not evaluated adequately.

Visual quality is a term that indicates the uniqueness or desirability of a visual resource, within a frame of reference that accounts for the uniqueness and “apparent concern for appearance” by concerned viewers (e.g., residents, visitors, jurisdictions) (USFS 1996). A well-established approach to visual analysis is used to evaluate visual quality, using the concepts of vividness, intactness, and unity (FHWA 2015).

- Vividness describes the memorability of landscape components as they combine in striking patterns.
- Intactness refers to the visual integrity of the natural and human-built.
- Unity indicates the visual coherence and compositional harmony of the landscape as a whole.

Setting

The project site is currently vacant and contains minimal ground cover and vegetation primarily along the perimeter of the lot. Various existing trees are visible from the site including a row of mature trees visible from the eastern boundary which blocks views of the abutting commercial lot. Additionally, in front of the trees, an existing concrete wall runs along the eastern boundary. Views in every direction include residential uses consisting of primarily single-family homes and a multi-family development to the north. On the eastern side of the site, opposite the reclamation ditch, an existing retaining wall runs along existing single-family homes. To both the north and south, power transmission poles and lines are visible from and run overhead of the site. A reclamation ditch bounds the site to the west and north. Photos of the site are shown in Figure 6.

Figure 6 Project Site Photos



Photograph 1: View from the project site facing the residences to the east.



Photograph 2: View from project site facing north.

Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas are places from which expansive views of a highly valued landscape can be observed by the public. They can be enjoyed from elevated places in the landscape or from roadways or other public places where the views stretch far into the distance. Scenic vistas may be informally recognized, or officially designated by a public agency.

The Salinas General Plan notes that public views are available from US 101, and that these views are often the first impression of Salinas for visitors. The General Plan Program EIR notes that view corridors of the community from US 101 include “agricultural views in the northern portion of the planning area, views of the [Northridge and Westridge shopping centers and the Auto Center], long vistas into Carr Lake [to the east of the highway], and potential office and commercial development in the central portion of the city” (City of Salinas 2002a). The project site is approximately 0.2 mile southwest of US 101, but is not visible from the highway due to intervening structures. The project site is not proximate to shopping centers or Carr Lake.

Surrounding views around the site include existing residential developments, a reclamation ditch, and telephone lines. Scenic vistas are not available from any part of the site or nearby major roadways, such as State Route (SR) 183 or North Davis Road. The project would facilitate future new development on the site that would include 76 residential units. Based on the existing maximum height allowable in the R-M-3.6 zone, future development would not exceed 45 feet. Development would likely consist of buildings that are either row houses, condominiums, or apartments, consistent with the Salinas General Plan description of the High Density Residential land use designation. The site is distant enough from US 101 and SR 183 that future development would not obstruct views and would not have a substantial effect on a scenic vista. There would be no impact to scenic vistas.

NO IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no roadways in the City of Salinas that are officially designated for the state scenic highway system. However, SR 68 has been identified as potentially eligible for this designation between the Salinas River and US 101 in the City of Salinas. No other road segments in the City are listed as eligible for designation (Caltrans 2019). The site is more than 0.9 mile from SR 68. There is intervening topography, vegetation, and structures that prevent views of the site from this roadway. Future development on the site would not exceed five stories in height; while this is generally taller than the two to three story homes and apartment buildings near the project site, development at the project site would not be visible from SR 68. In addition, there are no scenic resources such as trees, rock outcroppings, or historic buildings on or visible from the project site. Therefore, substantial damage to scenic resources within a state scenic highway would not occur and there would be no impact.

NO IMPACT

- c. *Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is in an urbanized area where existing, surrounding uses are primarily residential and commercial. Buildout of the site as a 76-unit residential development, pursuant to the proposed RZ, would be consistent with existing surrounding residential uses. The City has established design guidelines in the Zoning Code (Section 37-30.140) intended to ensure buildings and dwellings are visually compatible with one another and with adjacent neighborhoods. Design guidelines include, but are not limited to, minimum sizes for lot depth, frontages, and setbacks on all sides; maximum building height and minimum distances between structures; and usable open space and landscaping. Design guidelines for these site features would be applicable to development that occurs under the proposed project, and future development of the site would not conflict with the City's Zoning Code. Further, General Plan Policy CD-2.3, which requires infill development to be consistent with the scale and character of existing neighborhoods, would apply to future development of the project site. Therefore, the project would not conflict with the City's Zoning Code or regulations governing scenic quality. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

Light can be categorized as either a stationary source or a moving source. Stationary sources of light include exterior parking lot and building security lighting, and moving sources of light include the headlights of vehicles driving on roadways near the site. Streetlights and other security lighting also serve as sources of light in the evening hours. Glare is defined as focused, intense light emanated directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces area associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars.

The surrounding area is largely developed with residential and commercial uses. Existing sources of glare include parked cars and from east/west facing windows that reflect the sun as it transitions. In areas where mature street trees exist, glare from parked cars is reduced somewhat. The project site is currently vacant and does not produce substantial sources of light. However, the project would facilitate new development that would introduce new sources of light at the site. Future residential uses on the site would result in higher levels of light and glare as existing surrounding residential uses due to the project's proposed increased height and density. However, future development would be required to comply with SMC Section 37-50.480, which requires building and parking lot lighting be designed to generate the lowest possible amount of light while still providing for safety and security. Specifically, SMC Section 37-50.480 requires the following:

- Outdoor lighting shall employ cutoff optics that allows no light emitted above a horizontal plane running through the bottom of the fixture.
- Parking lots shall be illuminated to no more than an average maintained two and four-tenths footcandle at ground level with uniform lighting levels.
- All building-mounted and freestanding parking lot lights (including the fixture, base, and pole) shall not exceed a maximum of 25 feet in height in all districts.

- Lighting adjacent to other property or public rights-of-way shall be shielded to reduce light trespass.
- No portion of the lamp (including the lens and reflectors) shall extend below the bottom edge of the lighting fixture nor be visible from an adjacent property or public right-of-way.
- A point to point lighting plan showing horizontal illuminance in footcandles and demonstrating compliance with this section shall be submitted for review and approval prior to issuance of a building permit.

New sources of glare would include windows and glass components associated with future development. Large expanses of light-colored walls could also generate glare if they are positioned so the sun shines on them for extended periods. SMC Section 37-30.280 details design standards to reduce glare from new residential development. Relative to glare, this includes the following:

- Restrictions on roof materials, including prohibiting highly reflective surfaces that create glare
- Use of intermittent awnings and canopies to shield windows from direct sun that would create glare
- Prohibiting windows that have reflective glass
- Use of exterior color palettes that are compatible with adjacent structures and that are not highly reflective (e.g., bright white)

Finally, building windows would be required to comply with Title 24 Energy Standards by providing UV protection with polarization to reduce light and glare onto adjacent uses.

Conformance to the City's outdoor lighting standards, design guidelines and ordinances, and Title 24 would keep development facilitated by the proposed RZ from creating a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

The project site is within a primarily developed urban area in the City of Salinas. There is no existing important farmland on or adjacent to the site; the site, as well as all surrounding properties, are designated as “Urban and Built-Up Land” under the Farmland Mapping and Monitoring Program (DOC 2016a). The site is not zoned or designated for agriculture, used for agricultural production, or under a Williamson Act contract (DOC 2016a; Monterey County 2010). Residential developments bound the site to the north, south, and west. Commercial uses are located approximately 0.1 mile from the site along North Main Street. The nearest agricultural operations occur approximately 0.4 mile northeast of the site. As a result, future development pursuant to the proposed project would not convert farmland, conflict with agricultural zoning, or have the potential to result in the loss or conversion of farmland to non-agricultural use. There would be no impact.

NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

The project site is within a developed and urbanized area and there is no forest land on or adjacent to the site. The site, as well as neighboring properties, are not designated or zoned for forest preservation or timber harvesting. Therefore, future development pursuant to the proposed project would not conflict with zoning or cause rezoning of forest land or timberland, or result in conversion of forest land. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gases (ROG),² nitrogen oxides (NO_x), particulate matter with diameters of ten microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

² CARB defines VOC and ROG similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Quality Standards and Attainment

The project site is located in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the Monterey Bay Air Resource District (MBARD). As the local air quality management agency, the MBARD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the NCCAB is classified as being in “attainment” or “nonattainment.” In areas designated as nonattainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts associated with these criteria pollutants, presented in Table 2, are already occurring in that area as part of the environmental baseline condition. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The NCCAB is designated a nonattainment area for the ozone and PM₁₀ CAAQS (CARB 2021).

Table 2 Health Effects Associated with Nonattainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ¹

Source: United States Environmental Protection Agency 2018

Air Quality Management

Because the NCCAB currently exceeds the state ozone and PM₁₀ standards, MBARD is required to implement strategies to reduce pollutant levels to achieve attainment of the CAAQS. In March 2017, MBARD adopted its most recent Air Quality Management Plan (AQMP) to demonstrate a pathway for the region to make progress toward meeting the ozone CAAQS.

Given that NO_x emissions are a precursor to ozone formation, the AQMP includes measures to reduce NO_x emissions that focus on on-road and off-road vehicles (MBARD 2017).

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.

Air Pollutant Emission Thresholds

MBARD has adopted guidelines for quantifying and determining the significance of air quality emissions in its *CEQA Air Quality Guidelines* (MBARD 2008).

Air Quality Management Plan Consistency

The proposed project would be inconsistent with the AQMP, and would therefore have a cumulatively considerable (significant) contribution to significant cumulative air quality impacts, if it would result in either of the following (MBARD 2008; Duymich 2018):

- Population growth generated by the project would cause the population of Monterey County to exceed the population forecast for the appropriate five-year increment utilized in the AQMP; or³
- Construction and operational emissions of ozone precursors would exceed the significance thresholds established by MBARD, which are intended to set the allowable limit that a project can emit without impeding or conflicting with the AQMP's goal of attainment ambient air quality standards.

Regional Criteria Pollutant Significance Thresholds

Table 3 presents MBARD's project-level significance thresholds for construction and operational criteria air pollutant and precursor emissions. These represent levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the NCCAB's existing air quality conditions. For the purposes of this analysis, the project would result in a significant impact if combined construction and operational emissions from development facilitated by the project would exceed the thresholds shown in Table 3.

The CO thresholds provided by MBARD as presented in Table 3 are designed to screen out from further analysis projects that would have a less than significant impact from CO emissions; projects that exceed these thresholds would not necessarily result in a CO hotspot.

Stringent vehicle emission standards in California have reduced the level of CO emissions generated by vehicles over time such that CO hotspots are rarely a concern, except for roadways with very high traffic volumes. The adjacent Bay Area Air Quality Management District (BAAQMD) has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). The NCCAB and the San Francisco Bay Area Air Basin (the jurisdiction of the BAAQMD, which is the air district immediately adjacent to MBARD to the north) are both in attainment for the federal and state standards for CO and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (U.S. EPA

³ In Monterey County, consistency with population forecasts is based on comparing a project's population with countywide forecasts to avoid confusion related to declining population forecasts for cities on the Monterey Peninsula (MBARD 2008).

2020a; BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis. In the absence of an MBARD threshold that establishes a specific vehicle volume, the BAAQMD bright-line threshold for vehicle volume is applied in the following impact analysis. If the project exceeds the screening thresholds then the project would result in an exceedance of CO standards.

Table 3 Air Quality Thresholds of Significance

Pollutant	Source	Threshold of Significance
Construction Impacts		
PM ₁₀	Direct	82 lbs/day ¹
Operational Impacts		
VOC	Direct and Indirect	137 lbs/day
NO _x	Direct and Indirect	137 lbs/day
PM ₁₀	On-site	82 lbs/day ²
CO	N/A	LOS at intersection/road segment degrades from D or better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more
	Direct	550 lbs/day ³
SO _x , as SO ₂	Direct	150 lbs/day

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD CEQA Guidelines.

² The District's operational PM₁₀ threshold of significance applies only to on-site emissions, such as project-related exceedances along on-site unpaved roads. These impacts are generally less than significant. For large development projects, almost all travel is on paved roads, and entrained road dust from vehicular travel can exceed the significance threshold.

³ Modeling should be undertaken to determine if the project would cause or substantially contribute (550 lbs/day) to exceedance of CO ambient air quality standards. If not, the project would not have a significant impact.

Source: MBARD 2008

Odors

The MBARD guidelines state that odor impacts would be significant if the project would result in the emission of substantial concentrations of pollutants that produce objectionable odors, causing injury, nuisance, or annoyance to a considerable number of persons, or endangering the comfort, health, or safety of the public. If construction or operation of the project would emit pollutants associated with odors in substantial amounts, the analysis should assess the impact on existing or reasonably foreseeable sensitive receptors (MBARD 2008).

Toxic Air Contaminants

According to MBARD Guidelines, a project would have a significant impact if it would site a sensitive receptor near an unregulated source of toxic air contaminant (TAC) emissions (e.g., diesel-fuel internal combustion engines, parking areas for diesel fueled heavy duty trucks and buses, gasoline stations, and dry cleaners) that would result in an exceedance of health risk public notification thresholds adopted by MBARD in Rule 1000. The Guidelines also set forth the following thresholds, which are the same as the public notification thresholds (MBARD 2008):

- The hazard index is greater than 1 for acute or chronic impacts
- The cancer risk is greater than 10 in one million for long-term operational emissions or 1 per 100,000 population for temporary construction-related emissions

Cumulative Impacts

MBARD requires an evaluation of cumulative ozone, CO, and PM₁₀ impacts. Cumulative ozone impacts are evaluated based on the project's consistency with the AQMP, while cumulative CO and PM₁₀ impacts are evaluated the same as for project impacts, since air quality impacts are cumulative in nature. The cumulative CO hotspot analysis should account for cumulative traffic volumes to assess cumulative CO impacts.

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., mid-rise apartments and a parking lot), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under *Project Description*.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the default construction schedule and construction equipment list for a project of this type and size. Construction would occur over approximately 12 months, and site grading was assumed to be balanced the site (i.e., no net soil import or export). It is assumed that all construction equipment used would be diesel-powered. This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would comply with MBARD Rules 426 for architectural coatings (50 grams per liter for flat or non-flat coatings; and 100 grams per liter for traffic marking coatings).

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. The default trip generation rates were used, which are based on the Institute of Transportation Engineers (ITE) 10th edition trip generation rates. Emissions attributed to energy use include natural gas consumption by appliances as well as for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project could be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. MBARD uses growth forecasts provided by the Association of Monterey Bay Area Governments (AMBAG) to project population-related emissions, which are used in developing the AQMP for the NCCAB. AMBAG is the regional planning agency for Monterey, San Benito, and Santa Cruz counties, and addresses regional issues relating to transportation, economy, community development, and environment. The AQMP utilizes the 2014 Regional Growth Forecasts adopted by the AMBAG Board

in June 2014 as the basis for emissions forecasting and the land use and transportation control portions of the AQMP (MBARD 2017).⁴

The AQMP population forecast for Monterey County is a population of 479,487 persons in 2030, an increase of 64,430 persons from a population of 415,057 persons in 2010. In 2020, the population of Monterey County was 432,325. (U.S. Census Bureau 2021). The project would involve the development of up to 76 dwelling units. The project is anticipated to provide housing units for 293 new residents in the city (refer to Environmental Checklist Section 14, *Population and Housing*, for details on this calculation). This increase of 293 residents to the 432,325 people living in the County in 2021 would be within the AQMP's projected 2030 population 479,487 persons for Monterey County. Therefore, the project would be within the population forecasts used in the AQMP. Additionally, as described under checklist question (b) below, the project would not exceed MBARD's construction or operational ozone precursor thresholds, as operational VOC and NO_x emissions would be less than 137 pounds per day. For these reasons, the project would not generate air pollutant emissions that would impede or conflict with the AQMP's goal of achieving attainment of the State ozone standards. As a result, the project would not conflict with the implementation of the AQMP. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?*

The NCCAB is designated nonattainment for the ozone and PM₁₀ CAAQS. The following subsections discuss emissions associated with construction and operation of the proposed project.

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles in addition to VOC emissions that would be released during the drying phase of architectural coating. Table 4 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed MBARD thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant.

⁴ On June 13, 2018, AMBAG's Board of Directors adopted the 2018 Regional Growth Forecast. However, the most recent AQMP was adopted prior to this date and relies on the demographic and growth forecasts of the 2014 Regional Growth Forecast; therefore, the 2014 forecasts are utilized in the analysis of the project's consistency with the AQMP. The 2022 Regional Growth Forecast was adopted in June 2022.

Table 4 Estimated Maximum Daily Construction Emissions (lbs/day)

Construction Year	Maximum Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Emissions (lbs/day) - 2022*	107	15	17	<1	8	4
MBARD Thresholds	N/A	N/A	NA	N/A	82 ¹	NA
Threshold Exceeded?	N/A	N/A	NA	N/A	No	N/A

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features.

*Construction timeline is a conservative assumption based upon CalEEMod calculations.

See Appendix A for CalEEMod calculations and assumptions.

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.

Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., fireplaces, architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating and cooking), and mobile sources (i.e., vehicle trips to and from the project site). Table 5 summarizes the project’s maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed MBARD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment, and impacts would be less than significant.

Table 5 Estimated Maximum Daily Operational Emissions (lbs/day)

Emissions Source	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	4	<1	6	<1	<1	<1
Energy	<1	<2	<1	<1	<1	<1
Mobile	1	2	13	<1	3	1
Total	6	2	20	<1	<3	<1
MBARD Thresholds	137	137	550	150	82	n/a
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features.

See Appendix A for CalEEMod calculations and assumptions.

LESS THAN SIGNIFICANT IMPACT

c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Therefore, most sensitive receptor locations are schools, hospitals, and residences (CARB 2005). Sensitive receptors in the project vicinity include single-family residences, the nearest of which is adjacent to the project site's southeastern boundary. The project also includes the siting of new sensitive receptors. Localized air quality impacts to sensitive receptors typically result from CO hotspots and TACs, which are discussed in the following subsections.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

As discussed under *Air Pollutant Emission Thresholds* above, a significant CO impact would occur if project-generated traffic would increase the traffic volume to 44,000 vehicles per hour or greater. The project would generate 413 daily vehicle trips (Appendix A, Table 4.2). The most traveled intersection in or near the project site is the intersection of North Main Street and West Rossi Street. The intersection is approximately 965 feet south of the project site the existing intersection volume is approximately 33,426 average daily vehicles (City of Salinas 2020). Conservatively assuming that all project trips would travel through this intersection, the intersection volume would still not approach the threshold of 44,000 vehicle per hour (BAAQMD 2017). Therefore, the project would not expose sensitive receptors to substantial CO concentrations, and impacts would be less than significant.

Toxic Air Contaminants

The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2020) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 12 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period. According to the California Office of Environmental Health Hazard

Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 12 months) is approximately three percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017).

The maximum PM₁₀ and PM_{2.5} emissions would occur during site preparation and grading activities. These activities would last for approximately nine days. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with demolition, site preparation, and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than one percent of the total 30-year exposure period for health risk calculation. Given the aforementioned, DPM generated by project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

Operation

Common sources of TACs and PM_{2.5} include gasoline stations, dry cleaners, diesel backup generators, truck distribution centers, freeways, and other major roadways (BAAQMD 2017). The project does not propose construction of gas stations, dry cleaners, highways, or roadways or other permitted or non-permitted sources of TAC or PM_{2.5}. The project would not include any stationary sources of TACs or PM_{2.5} that would expose both on-site and nearby off-site receptors to substantial TAC or PM_{2.5} emissions. Impacts from project operation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. In addition, MBARD Rule 402 prohibits the discharge of air contaminants or other materials which would cause a nuisance or detriment to a considerable number of persons or to the public, except for odors from agricultural activities. Overall, project construction would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction-related impacts would be less than significant.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (MBARD 2008). The project would not facilitate the development of any uses associated with objectionable odors. Operational odor emissions from the project would be limited to odors associated with vehicle and engine exhaust and trash receptacles and would be

comparable with those generated by existing residential uses. Therefore, the proposed project would not result in other emissions (including odors) that would adversely affect a substantial number of people. Operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Special-status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service under the Federal Endangered Species Act; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act; 3) recognized as Species of Special Concern by the CDFW; 4) afforded protection under Migratory Bird Treaty Act and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank system.

Rincon Consultants, Inc. (Rincon) biologists reviewed agency databases and relevant literature for baseline information on special-status species and other sensitive biological resources occurring or potentially occurring at the site and in the immediate surrounding area. The following sources were reviewed for background information:

- CDFW California Natural Diversity Database (CNDDDB) (CDFW 2021a)
- Biogeographic Information and Observation System (BIOS) (CDFW 2021b)
- USFWS Information for Planning and Consultation (IPaC) (USFWS 2021a)
- USFWS Critical Habitat Portal (USFWS 2021b)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2021)
- CDFW Special Animals List (CDFW 2021c)
- CDFW Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2021d)

Rincon biologists conducted a review of applicable sources listed above for recorded occurrences of special-status plant and wildlife taxa in the region. For this review, the search included all occurrences within the U.S. Geological Survey 7.5-minute topographic quadrangle encompassing the site (*Salinas*), and the eight surrounding quadrangles. Aerial photographs, topographic maps, soil survey maps, geologic maps, and climatic data in the area were also examined. Rincon biologists additionally conducted a reconnaissance-level site visit to assess the habitat suitability for potential special-status species; map existing vegetation communities and any evident sensitive biological resources currently on site; note the presence of potential jurisdictional waters or wetlands; document any wildlife connectivity/movement features; and record all observations of plant and wildlife species within the project site.

Rincon biologists observed no special status plant and animal species during the reconnaissance survey. Of the 32 special status wildlife species evaluated, 3 species were determined to have a moderate potential to occur; Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*). Of the 45 special-status plant species evaluated, no species had a moderate or greater potential to occur. For further information, please refer to Appendix B.

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Special-Status Plants

Construction activities could result in direct impacts to special-status plant species due to removal of individuals or crushing by heavy equipment. No special-status plants were incidentally observed

during the reconnaissance-level field survey, which was conducted in May 2021, within the spring blooming period when many species are identifiable. A total of 45 special-status plant species are known to occur in the region, but no special-status plants are expected to occur within the project site (Appendix B). The project would have no impact to special-status plants.

Special-Status Wildlife

No federal or State-listed or other special-status wildlife species were observed during the field survey. Of the 32 species evaluated, two species had a low potential to occur and three species had a moderate potential to occur. California red-legged frog (*Rana draytonii*) and Monterey shrew (*Sorex ornatus salarius*) had a low potential to occur. Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*) had a moderate potential to occur in the study area. For the purposes of this analysis, special-status species with low potential to occur will not be addressed further. No other special-status species are expected to occur in the project site. This is due to a lack of species-specific habitat requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). The project site is relatively small and isolated by development from any natural habitats. As such, it does not support a prey base for larger predators/raptors and lacks connectivity to regional populations of special-status species.

Nesting Birds

The site contains nesting bird habitat (Appendix B). If nesting birds protected by the CFGC or MBTA are present on site during construction, direct effects could include injury or mortality from construction activity, or nest abandonment from construction noise, dust, and other project activities. The loss of an active nest would be a violation of the MBTA and CFGC Sections 3503 and 3513 and Mitigation Measure BIO-1 is required for the protection of all nesting avian species that have the potential to occur on or adjacent to the project site.

Coast Range Newt

Suitable aquatic breeding habitat for coast range newt is present adjacent to the project site within the unnamed reclamation ditch, and there is moderate potential for this species to occur within the project site (Appendix B). If coast range newts are present on site during construction, direct effects could include injury or mortality from construction activity. Loss of coast range newt individuals would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-2 is required. With Mitigation Measure BIO-2, impacts would be reduced to a less than significant level.

Western Pond Turtle

Western pond turtle has potential to occur along the adjacent ditch and within the nonnative grassland habitat (Appendix B). If western pond turtles are present on site during construction, direct effects could include injury or mortality from construction activity. Loss of western pond turtles would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-3 is required for the protection of western pond turtles. With Mitigation Measure BIO-3, impacts would be reduced to a less than significant level.

Western Burrowing Owl

Suitable western burrowing owl habitat is present in annual grassland, and ruderal habitat throughout the project site, within the nearby park, and along the adjacent reclamation ditch. Even

though there is a lack of burrows and a high degree of disturbance on site, nearby suitable habitat provided by adjacent open space and reclamation ditch increases the likelihood of western burrowing owl occupying the project site. Therefore, the species is determined to have a moderate potential to occur within the project site (Appendix B). Impacts to western burrowing owls would be limited to construction activities that would directly affect an occupied burrow, such as (temporarily or permanently damaging or destroying the burrow), or construction activities that would disrupt active breeding or wintering owls within 500 feet of the site. Because of the lack of suitable burrows within the project site, direct impacts to active burrows are unlikely; however, burrows could still be on-site and owls could then be disturbed by construction noise and human activity and might abandon active burrows, including during breeding. Loss of western burrowing owls would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-4 is required for the protection of western burrowing owls. With Mitigation Measure BIO-4, impacts would be reduced to a less than significant level.

Mitigation Measure

BIO-1 Nesting Bird Surveys and Avoidance

To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation removal, shall occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey within 14 days of the start of construction. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer.

If nests are found, an avoidance buffer shall be established by a qualified biologist. The buffer shall be established to ensure nesting activity is not disturbed by construction activity, and shall be determined by the qualified biologist based on the species' known tolerances, the proposed work activity, and existing disturbances associated with land uses outside of the site. The buffer shall be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

BIO-2 Coast Range Newt Survey and Avoidance

Pre-construction clearance surveys for coast range newt shall be conducted within 14 days prior to the start of construction (including staging and mobilization), the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction.

BIO-3 Western Pond Turtle Clearance Surveys and Avoidance

Pre-construction clearance surveys for western pond turtle shall be conducted, the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction.

BIO-4 Western Burrowing Owl Surveys and Avoidance

The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the project site, to confirm the presence/absence of active western burrowing owl burrows. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply:

- Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures.
- If avoidance of western burrowing owls is not feasible, then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan shall be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).

Significance After Mitigation

These measures would reduce impacts to nesting birds, coast range newt, western pond turtle, and western burrowing owls to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No CDFW listed sensitive natural communities or riparian habitats are present within the project site. Any riparian habitat correlating with the adjacent reclamation ditch is outside the project limits. Therefore, no impacts to sensitive natural communities are expected. Scattered trees on the site do not constitute woodland. Ruderal vegetation cover, such as that found at the site, is not considered a sensitive natural community. Therefore, the project would have no impact on riparian habitat or other sensitive natural communities.

NO IMPACT

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No jurisdictional waters or wetlands exist within the project site and no direct impacts are anticipated. However, potentially jurisdictional nearby waterways. Future project activities could include grading, excavation, and removal of soil. However, pursuant to the City of Salinas Zoning Code Section 37-50,180(h), a 100-foot setback area would be required from the top of the bank of the reclamation ditch in which no building or development could occur. Furthermore, the project would be required to comply with the City of Salinas General Plan Policies COS-17 and COS-18 which require developments to protect wetland and riparian areas through a 100-foot setback and implement a riparian/wetland habitat mitigation and management plan. Development activities may be considered within the setback area if a City Planner determines the encroachment to be minor and a Biotic Resources Study has determined that the proposed encroachment would not result in significant adverse impacts to the applicable creek or wetland because the implementation of alternative mitigation measures would achieve a comparable or better level of mitigation than the strict application of the 100-foot setback. As stated in the Biological Resources Assessment prepared for the project (Appendix B), a 30-foot reduced setback would be appropriate for this site, as implementation of the SWPPP and erosion control measures (outlined below) would be equally as protective as a 100-foot setback.

Development of the project site would disturb more than one acre of land, which would mandate implementation of a National Pollutant Discharge Elimination System (NPDES)-compliant Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMP) to prevent and retain stormwater runoff and to prevent soil erosion. Such BMPs could include checking vehicles daily for leaks, maintaining vehicles in good working order, providing spill kits, preparing a spill response plan, and sediment and erosion control measures (e.g., straw wattles, silt fending, check dams).

With mandatory implementation of the SWPPP and erosion control measures, a 30-foot reduced setback would be appropriate for the site and impacts to the potentially jurisdictional reclamation ditch would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement corridors are generally linear and consist of things such as coastlines, riverways and riparian zones. Additionally, some wildlife species may move through certain corridors in response to topography, such as a canyon through rugged mountains, or in response to its prey. The adjacent reclamation ditch is a potential wildlife movement corridor, as it passes through the urban landscape. It is not located within the boundaries of the project site. The additional development from the project would not affect wildlife utilizing the reclamation ditch as a movement corridor. Additionally, as described under criterion (c) above, impacts to the off-site reclamation ditch would be less than significant. Therefore, no impacts to wildlife movement corridors would occur.

NO IMPACT

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The Salinas General Plan Conservation and Open Space Element includes Policy COS-5.1, which aims to “protect and enhance creek, corridors, river corridors, the reclamation ditch, sloughs, wetlands, hillsides, and other potentially significant biological resources for their value in providing visual amenity, flood protection, habitat for wildlife and recreational opportunities” (City of Salinas 2002b). The project would be consistent with Policy COS-5.1 as the project would adhere to applicable regulations and implement mitigation measures to reduce potential impacts to a less than significant level, as described under criteria (a) through (d), above.

SMC Chapter 35 sets forth regulations and provisions pertaining to the planting, maintenance, and removal of trees and shrubs in Salinas. According to SMC Section 35.1, the City defines a heritage and/or landmark tree as 1) an oak tree that is at least 24 inches in diameter at two feet above the ground surface; or 2) an oak tree that is visually significant, historically significant, or exemplary in its species. SMC Section 35.18 prohibits the removal of heritage or landmark trees from City property unless approved by the City’s Public Works Director. Heritage and landmark trees do not occur within the project site, and development facilitated by the project would not result in the removal of heritage or landmark trees.

Pursuant to SMC Section 35.9, no person shall root-trim, trim, prune, plant, injure, remove, or interfere with any tree, shrub or plant upon any street, parkway or alley in the City without written permission from the City’s Public Works Director. No trees protected by this policy exist within the project site, therefore the proposed project would not conflict with the SMC, as applicable. In addition, Mitigation Measures BIO-1, through BIO-4 would be implemented to reduce potential impacts. Therefore, impacts would be less than significant with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan area. Therefore, the proposed project would not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript a lead agency determines to be historically significant (*CEQA Guidelines* Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code [PRC] Section 21083.2[a], [b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

In August 2021, Rincon Consultants, Inc. prepared a cultural resources study (~~Appendix C~~ Appendix E) for the project, which included: a cultural resources records search at the California Historical Resources Information System Northwest Information Center (NWIC) located at Sonoma State University; a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search; a pedestrian field survey; and historical topographic map and aerial imagery review.

The NWIC records search was performed to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius surrounding it. Rincon also reviewed were the National Register of Historic Places (NRHP), the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historical maps.

The NWIC records search identified 39 cultural resources studies conducted within a 0.5-mile radius of the project site, one of which evaluated portions of the project site. The NWIC search identified 16 previously recorded cultural resources within a 0.5-mile radius of the project site, none of which occur within the project site.

Rincon contacted NAHC on May 17, 2021, to request an SLF search of the project site. The NAHC emailed a response to the City on June 1, 2021, stating the SLF search was positive, meaning tribal heritage resources are noted in the project site vicinity. However, SLF searches are conducted by USGS quadrangle map, each of which covers an approximately 50- to 70-square-mile area, and the NAHC does not provide the specific location of tribal heritage resources. Therefore, a positive SLF search alone does not necessarily indicate the presence of tribal heritage resources within the immediate vicinity of the project site, as discussed further within Environmental Checklist Section 18, *Tribal Cultural Resources*.

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps from 1910 to 1964 depict the project site as undeveloped surrounded by a channelized creek to the west, south, and north (USGS 2021; NETR Online 2021). Historical topographic maps from 1970 to 1984 depict a structure added within the southeastern portion of the project site (NETR Online 2021). Aerial imagery from 1956 to 2005 depicts the project site as graded with a structure identified in the topographic maps, with housing development growing to the east and the water source as depicted on the topographic maps (NETR Online 2021). By 2009, the aerial imagery shows that the structure is no longer present, and vegetation has developed throughout the project site. Aerial imagery from 2012 depicts the project site in its current state, as graded with residential housing to the east and a channelized canal to the west, south, and north.

The background research and pedestrian field survey did not identify any historical resources within the project site. No built environment resources are present that may be impacted by the project; therefore, the project would not cause a substantial adverse change in the significance of a historical resource. There would be no impact

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The site has been disturbed by the previous development and demolition of a structure from 1970 to 2009. Additionally, the project site was previously used as a staging area, and the City stated that the owner grants access to the project site which has led to further disturbance (City of Salinas 2021a).

Rincon conducted a pedestrian survey of the project site in August 2021. The pedestrian survey consisted of a series of transects oriented generally north-south and east-west, spaced no more than 15 meters apart across the project site. Areas of exposed ground were inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features that indicate the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances, such as burrows, and drainages were also visually inspected. Ground visibility within the project site ranged from poor along the perimeter (less than five percent) to excellent (greater than 95 percent) within the center. No archaeological resources were identified during the pedestrian survey.

Although the SLF search was returned with positive results, no archaeological resources were identified within the project site through the NWIC records search or Rincon's pedestrian survey. Given the negative results of ~~Appendix C~~ Appendix E, the project site is considered to have low archaeological sensitivity. However, it is possible that unanticipated archaeological deposits could be encountered and damaged during the ground-disturbing activities associated with future construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments.

Consequently, mitigation is necessary to ensure that potential impacts to archaeological resources are reduced to a less than significant level.

Mitigation Measure

CUL-1 Unanticipated Discovery of Cultural Resources

If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately to evaluate the find pursuant to PRC Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation (described below), to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measure TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.

If data recovery is required, a Phase III data recovery program plan shall be prepared in accordance with California Office of Historic Preservation's (1990) Archaeological Resource Management Reports (ARMR): Recommended Contents and Format, PRC Section 21083.2, and *CEQA Guidelines* Section 15126.4(b). The plan shall include a discussion of relevant research questions that can be addressed by the resource; methods used to gather data, including data from previous studies;

laboratory methods to analyze the data; an assessment of artifacts recovered and any corresponding field notes, graphics, and lab analyses; and results of investigations.

Cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures. Lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility to be determined on a case-by-case basis in consultation with the City and interested tribal organizations. As applicable, the final Phase I Inventory, Phase II Testing and Evaluation, and/or Phase III Data Recovery reports shall be submitted to the City prior to ground-disturbing activities.

Significance After Mitigation

Mitigation Measure CUL-1 would ensure that impacts to unanticipated cultural resources would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The cultural resources records search did not identify cemeteries or archaeological resources containing human remains within the site. However, the discovery of human remains is always a possibility during ground disturbances, as would be required for future development within the site. Human burials outside of formal cemeteries often occur in prehistoric archaeological contexts. In addition to being potential archaeological resources, human burials have specific provisions for treatment in PRC Section 5097. Additionally, the California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protects them from disturbance, vandalism, or destruction. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and establishes the NAHC as the entity to resolve any related disputes.

If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with PRC Section 5097.98 and State of California Health and Safety Code Section 7050.5 would ensure impacts to human remains are less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

As a state, California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2021). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. Most of California's electricity is generated in state with approximately 28 percent imported from the northwest and southwest in 2019; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2021a and 2021b). In addition, approximately 32 percent of California's electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2021a). In 2018, Senate Bill 100 accelerated the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 60 percent by 2030 and 100 percent by 2045. Electricity and natural gas service would be provided to the project by Central Coast Community Energy (3CE) through Pacific Gas & Electric (PG&E) infrastructure. Table 6 summarizes the electricity and natural gas consumption for Monterey County, in which the project site would be located, and for PG&E, as compared to statewide consumption.

Table 6 2020 Electricity and Natural Gas Consumption

Energy Type	Monterey County	PG&E	California	Proportion of PG&E Consumption	Proportion of Statewide Consumption ¹
Electricity (GWh)	2,434	78,519	279,510	3%	1%
Natural Gas (millions of therms)	110	4,509	12,332	2%	1%

GWh = gigawatt-hours
¹ For reference, the population of Monterey County (437,318 persons) is approximately 1.1 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).
Source: CEC 2021c

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC 2021d). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 12.6 billion gallons sold in 2020 (CEC 2021e). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 1.7 billion gallons sold in 2021e (CEC 2021e). Table 7 summarizes the petroleum fuel consumption for Monterey County in which the project site would be located, as compared to statewide consumption.

Table 7 2020 Annual Gasoline and Diesel Consumption

Fuel Type	Monterey County (gallons)	California (gallons)	Proportion of Statewide Consumption ¹
Gasoline	141	12,572	1%
Diesel	22	1,744	1%

¹ For reference, the population of Monterey County (437,318 persons) is approximately 1.1 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).
Source: CEC 2021e

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Environmental Checklist Section 3, *Air Quality*, and Environmental Checklist Section 8, *Greenhouse Gas Emissions*, respectively.

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The project would use nonrenewable and renewable resources for construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. The CalEEMod outputs for the air pollutant and GHG emissions modeling and default trip generation information from the CalEEMod outputs (Appendix A) were used to estimate energy consumption associated with the project.

Construction Energy Demand

The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. As shown in Table 8, project construction would require approximately 7,967 gallons of gasoline and approximately 31,830 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 8 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	N/A	31,830
Construction Worker Vehicle Trips	7,967	N/A

N/A = not applicable
See Appendix A for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as the California Green Building Standards Code (CALGreen), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Operational Energy Demand

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees. Table 9 summarizes estimated operational energy consumption for the project. As shown therein, project operation would require approximately 48,355 gallons of gasoline and 9,371 gallons of diesel for transportation fuels, 0.32 GWh of electricity, and 11,637 U.S. therms of natural gas. Vehicle trips associated with future residents would represent the greatest operational use of energy associated with the project.

Table 9 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption ¹	
Transportation Fuels		
Gasoline	48,355 gallons	5,309 MMBtu
Diesel	9,371 gallons	1,194 MMBtu
Electricity	0.32 GWh	1,082 MMBtu
Natural Gas Usage	11,637 U.S. therms	637 MMBtu
MMBtu = million metric British thermal units; GWh = gigawatt-hours		
¹ Energy consumption is converted to MMBtu for each source		
See Appendix A for energy calculation sheets and Appendix A for CalEEMod output results for electricity and natural gas usage.		

The project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. In addition, the 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. Also, per CALGreen, all plumbing fixtures used for the project would be high-efficiency fixtures, which would minimize the potential the inefficient or wasteful consumption of energy related to water and wastewater.

Furthermore, the project would increase housing density near to existing commercial uses and the Salinas Transit Center, which is less than one mile south of the project site. The Salinas Transit Center has Amtrak train services, Greyhound bus services, and Monterey-Salinas Transit (MST) bus services. Both Amtrak and Greyhound have routes that travel across the California and the United States. The MST system has bus routes from Watsonville to King City. Several MST bus stops are also along North Main Street and West Rossi Street, which are within walking distance of the project site. The bus stops are for routes 23, 29, 44, 49, and 95. These routes all have stops at the Salinas Transit Center. These factors would minimize the potential of the project to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels.

Based on the estimated operational energy consumption, the energy efficiency requirements under Title 24, and the project site's proximity to public transit, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The City of Salinas has not adopted any renewable energy or energy efficiency plan. However, the City's Conservation/Open Space Element in the General Plan contains policies which seek to encourage energy conservation (City of Salinas 2002b). As demonstrated in Table 10 the project would not conflict with the energy-related policies of the City's General Plan. The project would be required to comply with the nonresidential mandatory measures in the 2019 CALGreen, which

would reduce energy consumption compared to standard building practices. The project would also be required to comply with the energy standards in the California Building Energy Efficiency Standards. Project design features that would help meet these energy standards include low-flow plumbing fixtures, water-efficient irrigation systems, rooftop photovoltaic solar panels, and energy-efficient lighting. Compliance with these regulations would avoid potential conflicts with adopted energy conservation plans. Therefore, the project would result in no impact.

Table 10 Project Consistency with Applicable General Plan Policies

Policy	Consistency
Policy COS-8.1: Enforce State Title 24 building construction requirements	Consistent. Future development facilitated by the project would be required to comply with the latest iteration of Title 24 standards.
Policy COS-8.2: Apply standards that promote energy conservation in new and existing development	Consistent. Future development facilitated by the project would be required to comply with the California Building Energy Efficiency Standards and the California Green Building Standards code, which include energy conservation measures.
Policy COS-8.6: Encourage the creation and retention of neighborhood-level services (e.g., family medical offices, dry cleaners, grocery stores, drug stores) throughout the City in order to reduce energy consumption through automobile use.	Consistent. The project would facilitate the construction of up to 76 residential units on vacant parcels. The demolition of neighborhood services would not occur as part of the project. Neighborhood-level services in the vicinity of the sites include Chin Brothers Grocery & Liquor (on North Main Street), and the Salvation Army Thrift Store and Donation Center (on North Main Street). The project's proximity to existing neighborhood-level services would reduce reliance on automobile energy consumption, in addition to nearby commercial services walkable from the project site.

Source: City of Salinas 2002b

NO IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*
- c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

The site is not located within an identified earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (California Department of Conservation [DOC] 2016b). No known fault lines are located on the site. The closest active fault is the San Andreas Fault, which is located approximately 14.6 miles northeast of the site. Thus, the likelihood of surface rupture occurring from active faulting at the site is remote.

While no faults have been mapped within the City of Salinas itself, the city and surrounding areas could still experience damage from strong seismic shaking and the site is in a zone of very high seismic hazards (City of Salinas 2002b). The City's General Plan (2002) includes goals and policies meant to address earthquake risk in the city, including the following:

Goal S-4: Reduce the risk to the community from seismic activity, geologic conditions, flooding, and other natural hazards.

Policy S-4.1: During the review of development proposals, investigate and mitigate geologic and seismic hazards, or require that development be located away from such hazards, in order to preserve life and protect property.

Policy S-4.6: Ensure that all development and reuse/revitalization projects are developed in accordance with the most recent Uniform Fire Code requirements.

Despite the potential for ground shaking, future development at the site would be required to meet the current CBC seismic-resistance standards that ensure new structures are engineered to withstand the expected ground acceleration at any given location. Additionally, adherence to the General Plan policies described above would require new development to investigate and mitigate potential seismic hazards or to locate development away from these hazards. Compliance with all applicable provisions of state and local construction and designs standards, and implementation of the recommendations of the preliminary geotechnical investigation prepared for the a given development project would reduce the risk of loss, injury, or death due to strong seismic ground shaking. Impacts would be less than significant.

Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during ground shaking. The City primarily experiences earthquake hazards in the form of liquefaction, due to recently deposited sands and silts in areas of high groundwater levels (City of

Salinas 2002b). The liquefaction susceptibility is mapped as high for the site and mapped as low for surrounding areas (County of Monterey 2020). However, as required by Policy S-4.1, the future project applicant would investigate geologic and seismic hazards, including those related to liquefaction, and would be required to comply with recommendations included in the seismic report. Identification of geologic and seismic hazards would be confirmed by the City during review of development proposals. Additionally, the CBC includes specific requirements to address liquefaction hazards, including but not limited to over excavation, recompaction, and/or replacement of fill to minimize liquefaction potential. Required geotechnical investigations performed for future proposed development at the project site would also make site-specific design recommendations to minimize impacts related to liquefaction. Future development at the site would be required to conform to the CBC (as amended at the time of permit approval) as required by law. Compliance with the CBC would result in less than significant impacts related to seismic-related ground failure and liquefaction.

The site is relatively flat and is not located within a mapped landslide area; therefore, there is a very low potential for landslides on the site (County of Monterey 2020). Additionally, with modern construction and adherence to the geology and soil provisions of the CBC, which sets forth seismic design standards (Chapters 16, 18) and geohazard study requirements (Chapter 18), impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The site is currently undeveloped and generally flat, which limits the potential for substantial soil erosion. However, the project would facilitate future higher-density housing development at the site. Construction activities associated with future development could result in erosion or loss of topsoil.

The grading and excavation phase, when soils are exposed, has the highest potential for erosion. However, new development would be required to comply with Salinas Zoning Code Section 29-15(d), Best Management Practices for Construction Sites, which requires all construction to comply with the City's Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion and Sediments. All projects requiring a grading permit are required to submit to the City a SWPPP for control of erosion and stormwater runoff quality during construction. These standards provide direction concerning erosion control, including keeping debris and dirt out of the city's storm drain system, including the reclamation ditch, during construction, requiring submittal of a SWPPP, and requiring low impact development strategies or structural treatment control BMPs.

Additionally, future development would be required to obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit), administered by the State Water Resources Control Board (SWRCB). Environmental Checklist Section 10, *Hydrology and Water Quality* describes how coverage under the NPDES Permit would require implementation of a SWPPP and various BMPs to reduce erosion and loss of topsoil during site construction. Compliance with the NPDES permit and identified BMPs and with appropriate sections of the Salinas Grading Code of Ordinances would ensure impacts related to erosion and loss of topsoil would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Expansive soils have the potential to cause damage to structures through soil movement as the soil changes volume in response to changes in the water content. The site is primarily underlain by Clear Lake clay, Xerorthents loamy which range from moderate to very high expansive soils, as it has a moderate to very high shrink-swell potential (NRCS 2020). The City of Salinas Code of Ordinances requires a soils report for all development projects that investigates soil expansion potential and proposes mitigation for critically expansive soils (Section 31-402.5[b]). Potential mitigation for expansive soils could include but is not limited to over excavation, recompaction, and/or replacement of fill to minimize liquefaction potential. Future soil investigations performed for development at the project site would also make-site specific design recommendations to minimize impacts related to expansive soils. Project construction would be required comply with the CBC and City of Salinas Code of Ordinances, as applicable, which would ensure construction on potentially expansive soils is designed to withstand potential soil movement. Therefore, the project would not create substantial direct or indirect risks to life or property due to expansive soil, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

Future development facilitated by the proposed rezoning would be connected to the local wastewater treatment systems and would not require the installation of septic tanks or alternative wastewater disposal systems. No impact would occur.

NO IMPACT

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The paleontological sensitivities of the geologic units underlying the project site were evaluated to determine if development facilitated project could result in significant impacts to paleontological resources. The analysis was based on the results of an online paleontological locality search and review of existing information in the scientific literature concerning known fossils within geologic units mapped within the project sites. Fossil collections records from the Paleobiology Database and University of California Museum of Paleontology (UCMP) online database were reviewed for known fossil localities in Monterey County (Paleobiology Database 2021; UCMP 2021). Based on the available information contained within existing scientific literature and the UCMP database, paleontological sensitivities were assigned to the geologic units underlying the site. The potential for impacts to scientifically important paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (SVP) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (SVP 2010). This system is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present.

The project site is situated within the Salinas Valley in the Coast Ranges Geomorphic Province, one of eleven major provinces in the California (California Geological Survey 2002). The Salinas Valley is

bounded by the Gabilan and Santa Lucia mountain ranges to the east and west, respectively (California Geological Survey 2002; Norris and Webb 1990). The project site is entirely mapped at the surface by a single geologic unit: Quaternary young (middle to late Holocene) alluvium (Qa), which generally consists of unconsolidated to moderately consolidated alluvial gravel, sand, silt, and clay of valley areas and floodplains (Dibblee and Minch 2007).

Although not mapped within the project boundary, exposures of Quaternary old (early Holocene to Pleistocene) alluvium (Qoa) are prevalent throughout the Salinas Valley and underlie younger alluvial sediments at unknown depths within the project site (Dibblee and Minch 2007). The nearest exposure of Quaternary old alluvium is mapped approximately 100 feet northeast of the project site. Quaternary old (early Holocene to Pleistocene) alluvium consists of dissected, weakly to moderately indurated alluvial gravel, sand, and clay (Dibblee and Minch 2007).

Middle to late Holocene sedimentary deposits within the project site (e.g., Qa) are typically too young (i.e., less than 5,000 years old) to preserve paleontological resources and are determined to have a low paleontological sensitivity at the surface. However, older alluvial deposits are mapped at the surface not far from the project site, and the stratigraphic setting in the vicinity is indicative that Pleistocene (i.e., Qoa) units underlie the middle to late Holocene unit mapped at the surface at potentially shallow depths (Dibblee and Minch 2007).

Quaternary old deposits have a well-documented record of abundant and diverse vertebrate fauna throughout California, including Monterey County (Jefferson 2010; Paleobiology Database 2021; UCMP 2021). A search of the paleontological locality records at the UCMP resulted in 17 fossil localities, which yielded specimens of horse (*Equus*), ground sloth (*Glossotherium*), bison (*Bison*), and camel (*Camelops*), from Pleistocene-aged sediments in Monterey County (Paleobiology Database 2020; UCMP 2020). Therefore, in accordance with SVP guidelines, Quaternary old (early Holocene to Pleistocene) alluvium (Qoa) is assigned a high paleontological sensitivity.

Accurately assessing the boundaries between middle to late Holocene (i.e., Qa) and Pleistocene (i.e., Qoa) units is generally not possible without site-specific stratigraphic data, some form of radiometric dating, or fossil analysis. The depths at which these units become old enough to yield fossils is highly variable, but generally does not occur at depths of less than five feet based on the proximity of geologic units with high paleontological sensitivity (i.e., Qoa) mapped near the project site (Dibblee and Minch 2007).

Because the topography of the project site is generally flat, and no underground structures are envisioned, minimal grading and subsurface excavation would be required. The project site is in an urbanized area and has been previously developed. Given the nature of the proposed improvements and existing site conditions, project-related ground disturbance (i.e., excavations) is not anticipated to include ground disturbance greater than five feet in previously undisturbed areas and is thus unlikely to impact fossiliferous deposits. Although project implementation is not expected to uncover paleontological resources, there is still a possibility for such resources to be uncovered exists, and therefore there is potential the project could destroy a unique paleontological resource which would be potentially significant cannot be excluded.

Mitigation Measure GEO-1 is required to reduce impacts to paleontological resources in the case of unanticipated fossil discoveries. This measure would apply to all phases of project construction and would reduce the potential for impacts to unanticipated fossils present on site by providing for the recovery, identification, and curation of paleontological resources.

Mitigation Measure

GEO-1 Paleontological Resources Monitoring and Mitigation

For grading or excavation exceeding five feet in depth, the City of Salinas shall require the following:

1. **Qualified Paleontologist.** The project applicant shall retain a Qualified Paleontologist prior to excavations that will exceed five feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).
2. **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
3. **Paleontological Monitoring.** Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend that monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time.

In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

- a. **Salvage of Fossils.** If fossils are discovered, the paleontological monitor shall have the authority to halt or temporarily divert construction equipment within 50 feet of the find until the monitor and/or lead paleontologist evaluate the discovery and determine if the fossil may be considered significant. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically-sensitive Quaternary old alluvial deposits.

- b. **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.
4. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

Significance After Mitigation

Mitigation Measure GEO-1 would ensure that impacts to unanticipated paleontological resources would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. Most radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its global warming effect is 28 times greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change 2014).⁵

Anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the concentration of GHGs in the atmosphere that trap heat. Since the late 1700s, estimated concentrations of CO₂, methane, and nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent,

⁵ The Intergovernmental Panel on Climate Change's (2014) *Fifth Assessment Report* determined that methane has a GWP of 28. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

respectively, primarily due to human activity (U.S. EPA 2020b). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

Regulatory Framework

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the California Air Resources Board (CARB) adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of 6 metric tons (MT) of CO₂e by 2030 and 2 MT CO₂e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Association of Monterey Bay Area Governments (AMBAG) was assigned targets of a 3 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2020 and a 6 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2035. AMBAG adopted the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (AMBAG MTP/SCS) in June 2022, which meets the requirements of SB 375.
- **SB 100:** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.
- **California Building Standards Code (California Code of Regulations Title 24):** The California Building Standards Code consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy

efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Part 12 is the CALGreen, which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.

Methodology

GHG emissions associated with project construction and operation were estimated using CalEEMod, version 2020.4.0, with the assumptions described under Environmental Checklist Section 3, *Air Quality*, in addition to the following:

- **Amortization of Construction Emissions.** In lieu of guidance from MBARD to address construction GHG emissions, guidance from South Coast Air Quality Management District's (SCAQMD) is used for this analysis. Per SCAQMD recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008).
- **Service Population.** The project's per person GHG emissions were calculated by dividing total GHG emissions by the project's service population (residents). Average household size varies throughout California; therefore, the service population attributed to this project is based on average household size data specific to Salinas. The average household size in the City of Salinas is 3.85 persons per household (California Department of Finance [DOF] 2021). As such, the project would potentially add an estimated 293 residents (76 units x 3.85 persons per unit) to the City.

Significance Thresholds

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

According to *CEQA Guidelines* Section 15183.5(b), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP; 2016) in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. While the City has begun the process of preparing a Climate Action Plan, the City has not yet adopted a Climate Action Plan that can be used to evaluate the significance of project-level emissions. Additionally, MBARD has not provided quantitative thresholds that a lead agency within the NCCAB may use to evaluate GHG impacts associated with land use projects.

In the absence of local guidance, MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG emissions and related mitigation measures as they best apply to the specific project (MBARD 2017). Starting in 2012, MBARD recommended potentially using the GHG

thresholds for land use projects adopted by the adjacent San Luis Obispo Air Pollution Control District (SLOAPCD).

The SLOAPCD CEQA Air Quality Handbook includes a bright-line threshold and an efficiency threshold. However, per a 2021 memorandum published by SLOAPCD to address interim CEQA GHG guidance, the Air District designed its thresholds to achieve consistency with the statewide 2020 GHG reduction target set by AB 32 and has not yet updated the thresholds to achieve consistency with the statewide 2030 GHG reduction target set by SB 32 (SLOAPCD 2021). Thus, the bright-line threshold and efficiency threshold developed by SLOAPCD are not recommended for projects operational beyond 2020. Instead, the interim guidance from SLOAPCD recommends the following approaches:

1. Consistency with a Qualified Climate Action Plan pursuant to *CEQA Guidelines* 15183 and 15183.5.
2. No-net increase in GHG emissions relative to baseline conditions.
3. The Lead Agency adopts a defensible CEQA GHG threshold that meets local GHG emission targets with best management practices (e.g., the GHG threshold for Sacramento Metropolitan Air Quality Management District) or develop a SB 32 GHG bright-line threshold.

The first and second interim guidance approaches would not be applicable since the City of Salinas has not adopted a qualified CAP and the project would result in an increase in GHG emissions. Thus, this analysis evaluates the project's impact and consistency with statewide emissions targets using a locally appropriate, 2030 project-specific efficiency threshold as described below.

Project-Specific Efficiency Threshold

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. Efficiency thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions (AEP 2016). A locally appropriate 2030 project-specific threshold is derived from CARB's recommendations in the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan).

The State has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

With the release of the 2017 Scoping Plan, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (the project would facilitate residential development and no other land use types such as agriculture or industrial). Accordingly, consistent with the concerns raised in the *Golden Door Properties v. County of San Diego* (2018) and *Center for Biological Diversity v. California Department of Fish and Wildlife* ("Newhall Ranch" case, 2015)

decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally appropriate, evidence-based, mixed-use project-specific threshold consistent with the SB 32 target.

To develop the project-specific efficiency threshold, land use areas identified in the City of Salinas General Plan were first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. A description of major sources of emissions that are included in the 2017 Scoping Plan emissions sectors and representative sources in Salinas are shown in Table 11.

According to the City's General Plan Land Use Map, agricultural lands exist within the City; however, Agricultural Sector source emissions would not be directly impacted by the proposed land uses. Similarly, industrial lands exist within the City; however, the Industrial Sector source emissions as specified in the 2017 Scoping Plan (i.e., oil, gas, and hydrogen production; refineries; general fuel use; and mining operations) do not occur substantially on industrial lands and would not be directly impacted by the proposed land uses.⁶ Therefore, the agricultural and industrial emissions sectors were removed from the State 2030 emissions forecast to retain a more conservative locally appropriate target.

After removing Agricultural and Industrial emissions, the remaining emissions sectors with sources within the City of Salinas planning area were then summed to create a locally appropriate emissions total for a mixed-use project in Salinas, as shown in Table 11. This locally appropriate emissions total was divided by the statewide 2030 service person population to determine a locally appropriate, project-level threshold of 2.4 MT CO₂e per service population that is consistent with SB 32 targets, as shown in Table 12.

While State and regional regulators of energy and transportation systems, along with the State's Cap-and-Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State's long-term targets, local governments can do their fair share toward meeting the State's targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The AEP Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their "substantial progress" toward achieving long-term reduction targets identified in available plans, legislation, or Eos (AEP 2016). Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the anticipated development would impede "substantial progress" toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 State goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State's long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important because these targets have been set at levels that achieve California's fair share of international emissions reduction targets intended to stabilize global climate change effects and avoid the adverse environmental consequences, as noted in the 2017 Scoping Plan (CARB 2017).

⁶ Light and general industrial land uses are present in Salinas; however, these land uses are mostly dedicated to agricultural product processing.

Table 11 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector¹	2030 State Emissions Target (MMT)¹	Locally Appropriate²	Project Specific	Major Sources³
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High Global Warming Potential	11	Yes	Yes	Sulfur hexafluoride (SF ₆) from power stations, HFCs from refrigerants and air conditioning ⁴
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations do not occur substantially within the County
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the County
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶
Scoping Plan Target (All Sectors)	260	No	No	All emissions sectors
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations ⁵
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management ⁵
2030 Locally Applicable Emissions Sectors	153	Yes	Yes	Emissions applicable to the local planning area

MMT = million metric tons

¹ All State targets in MMT CO₂e. See the 2017 Scoping Plan, page 31 for sector details (CARB 2017).

² Locally appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the City of Salinas General Plan land use areas.

³ See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴ SF₆ is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

⁵ The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

⁶ Cap-and-Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.

Table 12 SB 32 Locally Appropriate Project-Specific Threshold

Threshold Source	Threshold Determination Variable	
2017 Scoping Plan	California 2030 Population (persons) ¹	41,028,749
	California 2030 Employment Projection (persons) ²	23,459,500
	Service Population (Residents + Employees) (persons)³	64,488,249
Locally Appropriate Project Threshold	2030 Locally Appropriate Emissions Sectors (MT CO ₂ e)	153,000,000 ⁴
	2030 California Service Population (persons)	64,488,249
	2030 Service Person Target (MT CO₂e per Service Person)	2.4

¹ California Department of Finance 2020. Report P-1A: Total Population Projections, 2010-2060

² Average of employment range projections under implementation scenario. See CARB's 2017 Scoping Plan, page 55 (CARB 2017).

³ This calculation double-counts residents of California who are employed in California; however, this results in a conservative calculation of the service person target as it results in a lower calculated target.

⁴ See Table 11

Furthermore, as discussed below, this report also contains an analysis of how the project complies with other regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this project, the most directly applicable adopted regulatory plans to reduce GHG emissions are AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/ SCS), Assembly Bill (AB) 32, SB 32, EO B-55-18, the 2017 Scoping Plan, and the City's General Plan.

- a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

Construction and operation of the proposed project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Calculations of CO₂, methane, and nitrous oxide emissions are provided to identify the magnitude of potential project effects.

Construction of the proposed project would generate temporary GHG emissions primarily from the use of heavy construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. Total construction emissions would be 354 MT CO₂e. Amortized over a 30-year period per industry standard, construction-related GHG emissions would be equivalent to 12 MT CO₂e per year.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g., fireplaces, landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. As shown in Table 13, annual operational emissions generated by the proposed project combined with amortized construction emissions would total approximately 447 MT CO₂e per year in 2030, or approximately 1.5 MT CO₂e per service person per year, which would not exceed the locally applicable, project-specific threshold of 2.4 MT CO₂e per year. Therefore, impacts would be less than significant.

Table 13 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT CO₂e per year)
Construction	12
Operational	
Area	1
Energy	55
Mobile	354
Solid Waste	18
Water	7
Total Emissions	447
Service Population (Residents)	293
Emissions per Service Person	1.5
Threshold (MT CO₂e per service population per year)	2.4
Threshold Exceeded?	No

Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Several plans and policies have been adopted to reduce GHG emissions in the southern California region, including the State’s 2017 Scoping Plan, AMBAG 2045 MTP/SCS, and local policies contained in the City’s General Plan. The proposed project’s consistency with these plans is discussed in the following subsections.

2017 Scoping Plan

The 2017 Scoping Plan’s strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation.

The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. The project would be served by 3CE for electricity and this utility provider is required to increase its renewable energy procurement in accordance with SB 100 targets. The project would be located in an area served by the Monterey-Salinas Transit (MST) bus service, which provides stops from Watsonville to King City. There are bus stops along North Main Street and West Rossi Street, which are within walking distance of the project site. The bus stops are for routes 23, 29, 44, 49, and 95. These routes all have stops at the Salinas Transit Center, which provides Amtrak train services, and Greyhound bus services. The proximity to these public transit services would encourage future residents to reduce their VMT and associated fossil fuel usage. Furthermore, the project would be required to comply with the Senate Bill 1383, which requires that all residents and business compost organic waste (e.g., food, landscape material, and paper products) into organic waste collection services to

divert organic waste from being disposed of in landfills. For these reasons, the project would be consistent with the 2017 Scoping Plan.

Consistency with the AMBAG 2045 MTP/SCS

AMBAG adopted an updated MTP/SCS, *Moving Forward Monterey Bay 2045*, in June 2022. AMBAG prepares a long-range transportation plan every four years consistent with state and federal laws. The MTP/SCS is reflective of legislation SB 375 described in the *Regulatory Setting* above, to focus land use development around high-quality transit corridors as a means to reduce passenger vehicle GHG emissions.

AMBAG's 2045 MTP/SCS contains three goals that would apply to the proposed project:

- **Access and Mobility.** Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region
- **Economic Vitality.** Raise the region's standard of living by enhancing the performance of the transportation system.
- **Environment.** Promote environmental sustainability and protect the natural environment.
- **Healthy Communities.** Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.
- **Social Equity.** Provide an equitable level of transportation services to all segments of the population.
- **System Preservation and Safety.** Preserve and ensure a sustainable and safe regional transportation system.

The project would facilitate future residential development of up to 76 dwelling units near existing residences, commercial uses, and public transit. The Salinas Transit Center is one mile south of the site, within walking or biking distance. Along North Main Street and West Rossi Street (which are within 0.2 to 0.4 mile of the site, respectively) are the MST bus stops for routes 23, 29, 44, 49, and 95. Placing the project within proximity to the transit center would provide residents reliable travel options and encourage the use of public transit. The project is also less than one mile north of the Central City District and downtown Salinas. Thus, the site is close to existing employment/office buildings, and commercial development. As a result, public transit and alternative transportation modes such as bicycling and walking would be viable means of transportation, which would also reduce VMT. Therefore, the project would encourage new housing and an efficient use of land near alternate modes of transportation and would therefore be consistent with AMBAG's 2045 MTP/SCS.

Consistency with the City of Salinas General Plan

As noted in the discussion of *Regulatory Framework* above, while the City of Salinas General Plan does not contain specific GHG reduction policies, it does contain policies that encourage higher density development, energy efficiency, and multimodal transportation, that would reduce GHG emissions from new development. Table 14 summarizes the project's consistency with the City of Salinas General Plan goals and policies indirectly related to GHG emissions.

Table 14 Project Consistency with the City of Salinas General Plan

Policy	Consistency
Policy H-1.8: Encourage the development of higher density apartments, townhouses and condominiums served by major transit corridors or other non-automotive transport.	Consistent. The project would allow for the construction of higher-density housing on the project site of up to 76 units on the 2.6-acre site, in proximity to the Salinas Transit Center, which is less than one mile south of the project site. The Salinas Transit Center has Amtrak train services, Greyhound bus services, and the MST bus services. Both Amtrak and Greyhound have routes that travel across the California and the United States. The MST system has bus routes from Watsonville to King City.
Policy CD-3.8: Promote the use of alternative modes of transportation, including bus, rail, bicycling and walking. Policy COS-8.5: Encourage land use arrangements and densities that facilitate the use of energy efficient public transit.	Consistent. The project would encourage the use of existing nearby public transit and would promote the use of alternative modes of transportation, due to the proximity to the Salinas Transit Center and MST bus stops. Therefore, the project would be consistent with these policies.
Policy COS-8.1: Enforce State Title 24 building construction requirements. Policy COS-8.2: Apply standards that promote energy conservation in new and existing development.	Consistent. Future development facilitated by the project would be required to comply with Title 24 standards, which promote energy conservation in new buildings. Therefore, the project would comply with these policies.
Source: City of Salinas 2002	

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2017 Scoping Plan, AMBAG's 2045 MTP/SCS, and the City of Salinas General Plan. Consistency with the above plans, policies, regulations and GHG reduction actions/strategies would reduce the project's incremental contribution of GHG emissions. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As a department of the California Environmental Protection Agency (CalEPA), the Department of Toxic Substances Control (DTSC) is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of Resource Conservation and Recovery Act (RCRA) and the California Health and Safety Code. DTSC also administers the California Hazardous Waste Control Law to regulate hazardous wastes.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection with CalEPA consolidates the information submitted by these agencies into a master list, referred to as the Cortese List. The Cortese List is distributed to each city and county where sites on the lists are located. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by DTSC, SWRCB, and CalRecycle.

If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed project would rezone the site to facilitate higher density residential development, including up to 76 new residential units. Future construction activities may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, impacted groundwater, or contaminated soils. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation (USDOT) regulations (USDOT Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through RCRA. DTSC is responsible for implementing the RCRA program, as well as California's own hazardous waste laws, including the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and State requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Compliance with existing regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction.

The project would facilitate future construction of residential units on the site. Residential uses typically do not use or store large quantities of hazardous materials. Operation of the project would not involve the use, storage, transportation, or disposal of hazardous materials other than those typically used for household cleaning, maintenance, and landscaping. Therefore, operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

No schools are located within 0.25 mile of the project site. The nearest schools are Mount Toro High School and El Puente School located approximately 0.55 mile east of the site off Sherwood Drive. There would be no impact.

NO IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The following databases were checked, pursuant to Government Code Section 95962.5, on June 11, 2021, for known hazardous materials contamination at parcels within a 0.25 radius of the site:

- Hazardous Waste and Substances site “Cortese” list (65962.5[a])
- GeoTracker: List of LUST Sites (65962.5[c][1])
- List of solid waste disposal sites identified by the Water Board (65962.5[c][2])
- List of “active” Cease and Desist Order and Cleanup Abatement Order sites (65962.5[c][3])

The project site is not listed on any of these databases, which were compiled pursuant to Government Code 65962.5. Both Envirostor and Geotracker identified several closed cleanup sites within 0.25 mile of the project site. The cleanup action reports and remediation status of these sites indicates that there is no potential for hazardous materials to impact the project site. Accordingly, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials within 0.25 mile of a school. There would be no impact.

NO IMPACT

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The site is not located within a public airport land use plan area or within two miles of a public airport. The Salinas Municipal Airport (SMS) is the closest airport to the site and there are no private airstrips in the vicinity of the site. SMS is a general aviation facility occupying 763 acres, with two runways serving single- and twin-engine aircraft and helicopters, as well as an increasing number of turbo-propeller and turbine engine business jets. The airport is located approximately 2.6 miles southeast of the site, and the site is located outside of the Airport Influence Area and Runway Protection Zone (Salinas Community Development Department 1982). Therefore, no impact related to airport safety would occur.

NO IMPACT

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project would facilitate the development of high-density housing on the site. The site is adequately served by local roadways, and the future development of the site would not require the construction of new roadways or obstruct existing roadways. In addition, local requirements and review procedures would ensure that new development facilitated by the project would not interfere with emergency response or evacuation. For example, new development is required to pay development fees, which would ensure adequate fire and police protection facilities are provided to maintain response time goals. The building permit application for future development on the site would be reviewed by the Department of Public Works and the Salinas Fire and Police Departments for potential problems with emergency access within the City. Therefore, the project would not result in buildings that would block emergency response or evacuation routes or interfere with adopted emergency response and emergency evacuation plans. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The site is located within an urbanized area of the City of Salinas and is primarily surrounded by existing urban development. Furthermore, the site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) or an area of local responsibility (CAL FIRE 2007). Therefore, the project would not expose people or structures to a significant risk involving wildland fires. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The federal Clean Water Act establishes the framework for regulating discharges to Waters of the United States to protect their beneficial uses. The Porter-Cologne Water Quality Act regulates water quality within California and establishes the authority of the SWRCB and the nine Regional Water Quality Control Boards (RWQCBs). The SWRCB requires construction projects to provide careful management and close monitoring of runoff during construction, including on-site erosion protection, sediment management, and prevention of non-storm discharges. The SWRCB and RWQCBs issue NPDES permits to regulate specific discharges. The NPDES Construction General Permit regulates stormwater discharges from construction sites that disturb more than one acre of land.

The site overlies the Salinas Valley Groundwater Basin (SVGB), which extends from north of Marina and Salinas to the Monterey County/San Luis Obispo County line throughout the Salinas Valley. The site is within the 180-400 Foot Aquifer Subbasin of the SVGB, which covers 89,700 acres (140 square miles) of the SVGB. Groundwater is primarily recharged naturally through infiltration of surface water, deep percolation of excess irrigation water, and deep percolation of infiltrating precipitation. Recharge of the aquifer is limited due to the permeability of the Salinas Valley Aquitard, and there are no mapped springs, seeps, or discharge to streams identified in the Subbasin (SVBGSA 2020).

a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Excavation, grading, and other activities associated with construction facilitated by the proposed project would result in soil disturbance that could cause water quality violations through potential erosion and subsequent sedimentation of receiving water bodies. Construction activities could also cause water quality violations in the event of an accidental fuel or hazardous materials leak or spill. If precautions are not taken to contain contaminants, construction activities could result in contaminated stormwater runoff that could enter nearby waterbodies. Construction activities resulting in ground disturbance of one acre or more are subject to the permitting requirements of the NPDES General Permit for Stormwater Discharges associated with Construction and Land Disturbance Activities (Construction General Permit Order No. 2009-0009-DWQ). The Construction General Permit requires the preparation and implementation of a SWPPP, which must be prepared before construction begins. The SWPPP includes specifications for BMPs implemented during project construction to minimize or prevent sediment or pollutants in stormwater runoff.

Construction facilitated by the project would comply with the requirements of the Construction General Permit. In addition, the contractor would be required to implement BMPs identified in the SWPPP to prevent construction pollution via stormwater and minimize erosion and sedimentation into waterways as a result of construction. Additionally, development facilitated the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans.

Compliance with the NPDES Construction General Permit would ensure the proposed project would not violate any water quality standards or water discharge regulations, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The site overlies the SVGB, 180-400 Foot Aquifer Subbasin. The Salinas Valley Basin Groundwater Sustainability Agency developed a Groundwater Sustainability Plan (GSP) for the subbasin, which was adopted in January 2020. The GSP describes current groundwater conditions, develops a hydrogeologic conceptual model, establishes a water budget, outlines local sustainable management criteria, and provides projects and programs for reaching sustainability in the Subbasin by 2040 (SVBGSA 2020).

The site is currently undeveloped and contains natural vegetation, bare soil, and soil stockpiles, located to the west of the termination of Preston Street. Topographically, the site and surrounding areas are relatively flat. The site is bounded by existing residential and commercial development on its eastern border, and to the other three sides by an open space reclamation ditch adjacent to a creek fed by Main Canal. Water supply to the site would be sourced from the local groundwater aquifer. The groundwater basin currently has issues with lowered groundwater elevations, seawater intrusion, and groundwater contamination.

As discussed in Environmental Checklist Section 19, *Utilities and Service Systems*, development facilitated by the project would increase demand for water above existing conditions on the site. The project's estimated water demand would be approximately 8,073,440 gallons per year or approximately 24.8 acre-feet per year (AFY) at full buildout (Appendix A). The project's water demands would be served by California Water Service-Salinas District (Cal-Water). Groundwater is the water source utilized by Cal-Water, with wells that extract water from five different groundwater basins, including the Corralitos-Pajaro Valley Subbasin, Salinas Valley-Langley Area Subbasin, Salinas Valley-180/400 Foot Aquifer Subbasin, Salinas Valley-East Side Aquifer Subbasin, and Salinas Valley-Monterey Subbasin. The project site's potential water demand would be less than 0.2 percent of Cal-Water Salinas District's 2025 water demand of 16,609 AFY (Appendix A). As discussed in Environmental Checklist Section 14, *Population and Housing*, the proposed project would not introduce an unplanned increase in population, and therefore the project's water supply needs are considered in the supply/demand estimates in the Salinas Valley Groundwater Basin 180/400-Foot Aquifer Subbasin Groundwater Sustainability Plan. Therefore, the project would not substantially deplete groundwater resources via water demand.

While development facilitated by the proposed project would construct new impervious surfaces that would prevent groundwater recharge in certain areas of the site, the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development would be required to include such facilities in the final design plans for the site, which would allow for the same volume of groundwater recharge on the site as existing conditions of the vacant site. Additionally, the project site is vacant but surrounded primarily by urban land uses consisting of Medium and Low Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street. Impacts to groundwater recharge would be less than significant.

Because the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater

management of the basin, the proposed project would not conflict with or obstruct implementation of the 180-400 Foot Aquifer GSP.

As discussed under criterion (a), the proposed project would not degrade surface or groundwater quality. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or groundwater management plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- (i) Result in substantial erosion or siltation on- or off-site?*
 - (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
 - (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
 - (iv) Impede or redirect flood flows?*

The site has been graded and contains natural vegetation, bare soil, and soil stockpiles. Development facilitated by the project would involve the construction of up to 76 units and stormwater drainage systems on the site. Construction would not substantially change the topography of the site. However, construction facilitated by the proposed project would include the addition of new impervious surfaces. Future development would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans for the site. Therefore, the project would not result in increased surface runoff that could result in flooding or exceed the capacity of existing stormwater drainage systems. Additionally, the project would not result in additional sources of polluted runoff.

As stated previously, construction facilitated by the project would be conducted in compliance with the State's Construction General Permit (Order No. 2009-0009-DWQ). Preparation of the SWPPP in accordance with the Construction General Permit would require erosion-control BMPs at the construction area. BMPs that are typically specified within the SWPPP may include, but would not be limited to, temporary measures during construction, revegetation, and structural BMPs. Therefore, the project would not result in substantial erosion or siltation during construction.

Construction and operational permitting requirements, including the NPDES Construction General Permit and City of Salinas MS4 Permit, would require erosion-control measures and the construction of on-site retention basins or bioretention facilities. These features would capture and treat stormwater runoff during construction and operation, ensuring no increase in erosion, siltation, surface runoff, or polluted runoff at the site.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the site and surrounding area is located within Flood Zone X, 0.2% Annual Chance Flood Hazard Area (FEMA 2009). Therefore, the project would not alter the flood zone boundaries, cause excess flooding downstream of the site, or impede or redirect flood flows. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

According to FEMA Flood Insurance Rate Maps, a majority of the site and surrounding area is located within Flood Zone X, 0.2% Annual Chance Flood Hazard Area (FEMA 2009). However, the site is bounded to the north, west, and southwest by a reclamation ditch which is located within a Flood Zone AE. Portions of the perimeter of the site are located within Flood Zone AE which is considered a Regulatory Floodway by FEMA. Future development within Flood Zone AE would be required to comply with the SMC Section 9-54.1, which states that all encroachments are prohibited, including fill, new construction, substantial improvement, and other new development unless certification by a registered professional engineer is provided demonstrating that encroachments shall not result in any increase in the base flood elevation during the occurrence of the base flood discharge, and a Conditional Letter of Map Revision is issued by FEMA. In addition, as discussed within Environmental Checklist Section 4, *Biological Resources*, the project would be required to comply with the City of Salinas Zoning Code Section 37-50.180(h) and General Plan Policy COS-17 which would require a 100-foot or 30-foot setback from the bank of the reclamation ditch.

The proposed project involves rezoning the project site, but no specific development proposal exists; therefore, there is not yet a proposed site plan. Any future development would be required to comply with the applicable provisions of the SMC and General Plan Policies outlined above, and development in Flood Zone AE would not be allowed without a Conditional Letter of Map Revision and certification by a registered professional engineer, as described above.

Furthermore, any materials stored on the site that could pollute runoff from flood events would be properly contained and stored per applicable local, state, and federal regulations (refer to Environmental Checklist Section 9, *Hazards and Hazardous Materials*, for additional information). There are no major water bodies within two miles of the site that could cause impacts from seiches on the site. Further, the site is not located in a tsunami inundation zone and there are no large bodies of water that could seiche and inundate the site (DOC 2020). Therefore, inundation of the site would not occur during the one-percent annual flood, the project would not release pollutants into floodwaters, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

The site is surrounded primarily by urban land uses, including residential and commercial development. Development facilitated by the project would not require new roadways or other features that would divide existing communities or make them inaccessible. Additionally, future development of the site would not require internal streets, as the site is located within existing city blocks. Future development facilitated by the project would maintain existing vehicular, bicycle, and pedestrian connections through the surrounding area. No impact related to the physical division of an established community would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project consists of a GPA and RZ to modify the existing vacant 2.6-acre lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). Land uses surrounding the project site consist of Medium and Low Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street, shown in Figure 3. The site is also bound to the north, northwest, and west by an open space reclamation ditch.

Applicable policies intended to reduce environmental effects are discussed throughout the relevant sections of this IS-MND. Table 15 lists additional applicable policies intended to reduce environmental effects of projects from the 2002 General Plan and indicates the project's consistency with those policies. This table also includes policies related to land use and planning, for informational purposes. As described in Environmental Checklist Section 3, *Air Quality*, development facilitated by the project would not conflict with the current AQMP that MBARD adopted to provide a strategy for the attainment of state and federal air quality standards. In addition, as described in Environmental Checklist Section 6, *Energy*, development facilitated by the project would not conflict with General Plan energy-related policies, and as described in Environmental Checklist Section 9, *Greenhouse Gas Emissions*, development facilitated by the project would not conflict with GHG-related policies provided in the City's General Plan. Additionally, as described in Environmental

Checklist Section 10, *Hydrology and Water Quality*, the project would not conflict with adopted water quality standards or policies.

Table 15 Project Consistency with General Plan Policies

Policy	Consistency
Policy LU-1.1: Balanced Land Use Pattern. Achieve a balance of land uses to provide for a range of housing, jobs, libraries, and educational and recreational facilities that allow residents to live, work, shop, learn, and play in the community	Consistent. The project would facilitate the development of under-utilized areas in an urbanized part of Salinas with approximately 76 residential units. The project would provide a higher-density residential option in an area of primarily low and medium density existing residential uses, and the site is located near existing commercial and mixed use development.
Policy LU-1.2: Accommodate Projected Growth. Provide a plan for land uses that includes capacity to accommodate growth projected for 2020 and beyond.	Consistent. The project includes a GPA that would modify the site to increase allowable density increases to create new housing, thereby accommodating projected growth.
Policy LU-2.1 Minimize Growth Impacts to Agricultural Lands. Minimize disruption of agriculture by maintaining a compact city form and directing urban expansion to the north and east, away from the most productive agricultural land.	Consistent. The project would involve infill development in an already urbanized area, where no active agricultural lands exist. Agriculture uses are located approximately 0.4 mile east of the project site.
Policy LU-2.4: Compact Growth. Utilized well-designed infill development and selective increase density within Focused Growth Areas to maintain compact city form.	Consistent. The project would facilitate new infill development to occur in an existing residential area, contributing to a more compact city form with increased density.

As demonstrated in Table 15, development facilitated by the project would be consistent with the applicable land use policies of the 2002 General Plan. Because the project would be consistent with applicable 2002 General Plan policies to avoid or reduce environmental impacts, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The Salinas General Plan states that although quarrying operations have previously occurred in the City's planning area, most mineral extraction sites are no longer considered significant resources. The General Plan does not identify mineral resources within or near the site (City of Salinas 2002b). The site is currently undeveloped, and no mineral extraction presently occurs or is proposed to occur on at the site. Therefore, the project would not affect the availability of any mineral resources. There would be no impact.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions.

Sound levels are described as either a “sound power level” or a “sound pressure level,” which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as L_{pw}) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure, and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), Day-Night Average Level (DNL; may also be symbolized as L_{dn}), and the community noise equivalent level (CNEL; may also be symbolized as L_{den}).

L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).⁷ The relationship between the peak-hour L_{eq} value and the L_{dn} /CNEL depends on the distribution of noise during the day, evening, and night; however noise levels described by L_{dn} and CNEL usually differ by 1 dBA or less. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range (FTA 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage nearby buildings and structures; these levels are identified in Table 16.

Table 16 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended for use by Caltrans, which are based on the

⁷ Because DNL and CNEL are typically used to assess human exposure to noise, the use of A-weighted sound pressure level (dBA) is implicit. Therefore, when expressing noise levels in terms of DNL or CNEL, the dBA unit is not included.

general human response to different levels of groundborne vibration velocity levels, are described in Table 17.

Table 17 Vibration Annoyance Potential Criteria

Human Response	Vibration Level (in/sec PPV)	
	Transient Sources	Continuous/Frequent Intermittent Sources ¹
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

in/sec = inches per second; PPV = peak particle velocity

Source: Caltrans 2020

¹ Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Noise Level Increases over Ambient Noise Levels

The operational and construction noise limits used in this analysis are set at reasonable levels at which a substantial noise level increase as compared to ambient noise levels would occur. Operational noise limits are lower than construction noise limits to account for the fact that permanent noise level increases associated with continuous operational noise sources typically result in adverse community reaction at lower magnitudes of increase than temporary noise level increases associated with construction activities that occur during daytime hours and do not affect sleep. Furthermore, these noise limits are tailored to specific land uses; for example, the noise limits for residential land uses are lower than those for commercial land uses. The difference in noise limits for each land use indicates that the noise limits inherently account for typical ambient noise levels associated with each land use. Therefore, an increase in ambient noise levels that exceeds these absolute limits would also be considered a substantial increase above ambient noise levels. As such, a separate evaluation of the magnitude of noise level increases over ambient noise levels would not provide additional analytical information regarding noise impacts and therefore is not included in this analysis.

Regulatory Setting

Federal Transit Administration

The FTA has recommended noise criteria related to traffic-generated noise in *Transit Noise and Vibration Impact Assessment* that can be used to determine whether a change in traffic would result in a substantial permanent increase in noise (FTA 2018).

Table 18 shows the significance thresholds for increases in traffic-related noise levels. These standards are applicable to project impacts on existing sensitive receivers (as defined under *Environmental Setting* above).

Table 18 Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA DNL or L _{eq})	Allowable Noise Exposure Increase (dBA DNL or L _{eq})
45-49	7
50-54	5
55-59	3
60-64	2
65-74	1
75+	0
dBA = A-weighted sound pressure level	
DNL =Day-Night Average Level	
L _{eq} =Equivalent continuous sound level	
Source: FTA 2018	

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For adjacent residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period. These values are used in the construction noise analysis as the thresholds as the City does not specify construction noise limits.

City of Salinas

SALINAS GENERAL PLAN

The City of Salinas Noise Element contains goals and policies that are designed to protect the community from excessive noise. The Noise Element establishes the following goals and policies that would apply to the proposed project:

Goal N-1: Minimize the adverse effects of noise through proper land use planning.

- Policy N-1.1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions.
- Policy N-1.2:** Require the inclusion of noise-reducing design features in development and reuse/revitalization projects to address the impact of noise on residential development.
- Policy N-1.4:** Ensure proposed development meets Title 24 Noise Insulation Standards for construction.

Goal N-3: Minimize non-transportation related noise impacts.

- Policy N-3.1:** Enforce the City of Salinas Noise Ordinance to ensure stationary noise sources and noise emanating from construction activities, private development/residences and special events are minimized.

Table 19 and Table 20 present the noise standards and noise/land use compatibility standards established by the General Plan Noise Element.

Table 19 Exterior Noise Standards

Designation/District of Property Receiving Noise	Maximum Noise Level, L_{dn} or CNEL, dBA
Agricultural	70
Residential	60
Commercial	65
Industrial	70
Public and Semipublic	60
Source: City of Salinas 2002b	

Table 20 Noise and Land Use Compatibility Matrix

Land Use Category	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential	50-60	60-70	70-75	75-85
Transient Lodging – Motel, Hotel	50-60	60-75	75-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	N/A	50-70	N/A	70-85
Sports Arena, Outdoor Spectator Sports	N/A	50-75	N/A	75-85
Playgrounds, Parks	50-70	N/A	70-75	75-85
Golf Course, Riding Stables, Water Recreation, Cemeteries	50-70	N/A	70-80	80-85
Office Buildings, Business Commercial, and Professional	50-65	60-75	75-85	N/A
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-80	80-85	N/A

¹ Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.

² Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.

³ Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.

⁴ Clearly Unacceptable: New construction or development clearly should not be undertaken.

Source: City of Salinas 2002b

According to the City's General Plan, if the noise level of a project falls within normally acceptable noise levels or conditionally acceptable noise levels, the project would be considered compatible with the noise environment. Normally acceptable noise levels implies that no mitigation would be needed. Conditionally acceptable noise levels implies that minor mitigation may be required to meet the City's and Title 24 noise standards. If the noise level falls within normally unacceptable noise levels, substantial mitigation would likely be needed to meet City noise standards. Mitigation may involve construction of noise barriers and substantial building sound insulation.

CITY OF SALINAS MUNICIPAL CODE

Section 37-50.180 of the Zoning Code identifies performance standards for noise for the receiving property based on its zoning. Residential and Public/Semipublic Districts allow maximum noise levels to be at or below 60 dBA or CNEL; Mixed Use and Commercial Districts allow maximum noise

levels to be at or below 65 dBA or CNEL, as long as interior noise levels at residential developments do not exceed a maximum of 45 dBA from exterior ambient noise; Parks/Open Space Districts allow maximum noise levels to be at or below 70 dBA or CNEL.

SMC Section 5-12.03 describes examples of prohibited noise disturbances, which include the following:

- (a) Residential devices: Yard supplies, radios, television sets, musical instruments, and similar devices. Operating, playing, or permitting the operation or the playing of devices necessary and commonly associated with residential living. Such noise includes, but is not limited to, noise created by power mowers, trimmers, home appliances (radios and televisions), musical instruments, home workshops, vehicle repairs and testing, home construction projects, or similar devices or activities which produces or reproduces sound. Noise generated from residential devices between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to create a noise disturbance across a residential or a commercial property line or at any time to violate the provisions of this section.
- (b) Speakers; Amplified sounds. Using or operating for any purpose any speaker, speaker system, or similar device between the hours of 10:00 p.m. and 7:00 a.m., such that the sound therefrom creates a noise disturbance across a residential property line, or at any time otherwise violates the provisions of this section, except for any noncommercial public speaking, public assembly, or other activity or activity for which a permit has been issued pursuant to the provisions of this Code.
- (c) Animals. Owning or possessing any animal (including a bird) which frequently or for long duration, howls, barks, meows, squawks, or makes other sounds which create a noise disturbance across a residential or a commercial property line.
- (d) Loading and unloading. Loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance across a residential property line or at any time otherwise violate the provisions of this section.
- (e) Emergency signaling devices. The intentional sounding or permitting the sounding outdoors of any fire, burglar, or similar emergency signaling device, except for emergency purposes or testing. Sounding or permitting the sounding of any exterior burglar or fire alarm or any motor vehicle alarm, unless such alarm is terminated within thirty (30) minutes of activation.
- (f) Domestic power tools, machinery. Operating or permitting the operation of any mechanically-powered saw, sander, drill, grinder, lawn or garden tool, or similar tool between the hours of 10:00 p.m. and 7:00 a.m. so as to create a noise disturbance across a residential or a commercial property line.

SMC Section 5.13.01 restricts the use of sound amplifying equipment and sound trucks between the hours of 10:00 p.m. and 7:00 a.m.

Project Noise Setting

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Salinas General Plan Noise Element identifies noise-sensitive land uses as

residences, schools, hospitals, religious meetings, and recreational areas (City of Salinas 2002b). Noise-sensitive receivers nearest to the site are provided in Table 21 below.

Table 21 Nearest Sensitive Receivers to Site

Nearest Receiver	Zoning	Distance from Property Line to Receiver (direction)	Distance from Center of Rezone Site to Receiver
Residences to the east	R-M-3.6	25 feet (east)	130 feet
Residences to the west	R-L-5.5	100 feet (west)	300 feet

Noise Measurements

The most prevalent source of noise in the project site vicinity is vehicular traffic along nearby roadways such as Preston Street adjacent immediately east of the project site and Casentini Street approximately 190 feet north of the project site. To characterize ambient sound levels at and near the project site, two 15-minute sound level measurements were conducted on Wednesday, August 11, 2021 at 12:16 p.m. and 12:34 p.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Noise Measurement (NM) 1 was taken at the entrance of the project site approximately 15 feet from the centerline of Preston Street to capture ambient noise levels of the adjacent residences east of the project site. NM2 was at the northwestern edge of the project site at to capture noise levels near residences along Greenbriar Way and vehicular traffic along Casentini Street north of the project site. Table 22 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix E. Figure 7 shows the noise measurement locations.

Table 22 Project Site Vicinity Sound Level Monitoring Results- Short-Term

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
NM1	Project Site Entrance west of Preston Street	12:16 – 12:36 p.m.	Approximately 15 feet to centerline of Preston Street	48	45	60
NM2	Northeastern edge of project boundary	12:34 – 12:49 p.m.	Approximately 500 feet to centerline of Casentini Street	49	44	60

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; L_{min} = minimum instantaneous noise level; L_{max} = maximum instantaneous noise level

Detailed sound level measurement data are included in Appendix E.

Figure 7 Noise Level Measurement Locations



- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Construction

General Construction

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation rate of 6 dBA per doubling of distance for stationary equipment.

Variation in power from construction equipment imposes additional complexity in characterizing the noise source level. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (FHWA 2006). Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels, but only during certain times of a day. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Typical heavy construction equipment during project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. However, construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Per SMC Section 5-13.01, noise generated by construction activities would be required to occur between the hours of 7:00 a.m. to 10:00 p.m. However, for purposes of analyzing impacts from this project, the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) criteria were used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period (FTA 2018).

Project construction would occur nearest to single-family residences immediately to the east of the project site. Over the course of a typical construction day, construction equipment could be located as close as 15 feet to adjacent properties, but would typically be located at an average distance farther away due to the nature of construction and the size of the project. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 170 feet from the single-family residences immediately adjacent southeast of the project site.

Construction noise is typically loudest during activities that involve excavation and moving soil, such as site preparation and grading. A potential high-intensity construction includes a dozer, grader, and front-end loader working during grading to excavate and move soil. At a distance of 170 feet, a

dozer, grader and front-end loader would generate a noise level of 73 dBA L_{eq} (RCNM calculations are included in Appendix E). Therefore, construction noise levels would not exceed the FTA noise threshold of 80 dBA L_{eq} for residential uses, and impacts would be less than significant.

On-site Operational Noise

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of residential development, such as heating ventilation, and air conditioning (HVAC) units, vehicles arriving and leaving, children at play, and landscape maintenance machinery. Vehicles arriving and leaving, children at play, and landscape maintenance are consistent with the existing noise environment and would not be anticipated to exceed applicable noise level limits from the applicable regulatory thresholds. Therefore, these sources are not considered substantial and are not analyzed further.

Stationary Noise

The primary on-site operational noise source from the project would be HVAC units. This analysis assumes the use of a typical HVAC system for multi-family residential sites, which is a 2.5-ton Carrier 24ABA4030 air conditioner with Puron refrigerant that has a sound power level of 76 dBA (see Appendix E for manufacturer's specifications). The project was assumed to contain 83 HVAC units based on 83 dwelling units. Based on typical locations of HVAC units for multi-family buildings, it is assumed that 83 roof-top HVAC units distributed across the project site would be needed, producing a combined noise level at off-site receivers that is equivalent to all units being located at the center of the project site, which is measured at approximately 160 feet from the nearest off-site sensitive receivers adjacent west of the proposed development boundary along Olive Avenue (see Appendix E for the manufacturer's noise data and HVAC noise calculations). For this analysis and based upon a sound power level of 76 dBA, it is estimated that the sound power level of a single HVAC unit would generate an equivalent sound pressure level of 58 dBA at 7 feet.

HVAC units are considered continuous noise sources. Per SMC Section 37-50.180, project impacts would be significant if operational noise levels from the project's HVAC equipment exceed 60 dBA for nearby residential uses. Noise levels generated by the rooftop HVACs, would be approximately 50 dBA L_{eq} at 160 feet, which would not exceed the City's threshold of 60 dBA for nearby residential areas. Therefore, impacts related to HVAC equipment noise would be less than significant.

Traffic Noise

The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes. Noise levels with and without project generated traffic were developed based on algorithms and reference levels from the Federal Highway Administration's (FHWA's) Traffic Noise Model.

The project would generate additional vehicle trips when compared to existing conditions that would increase noise levels on nearby roadways. As discussed in the project Transportation Analysis, the project is anticipated to generate 377 average daily trips (ADT), including 31 trips during the a.m. peak hour and 32 trips during the p.m. peak hour (Hexagon Traffic Consultants, Inc. 2022).⁸ The Transportation Analysis study area includes roadway segments of North Main Street, West Menke Street, West Rossi Street, and Martella Street (Hexagon Traffic Consultants, Inc. 2022).

⁸ ADT was derived from W-Trans. Transportation Analysis, which utilized 91 townhome dwelling units for the proposed project.

Project traffic intersection movements from the traffic study were used to estimate project ADT for each segment. In the Transportation Analysis, p.m. peak hour traffic was generally shown to consist of higher traffic volumes than the a.m. peak hour; therefore, p.m. peak hour traffic was utilized for conservative purposes. Traffic volumes depicted in this analysis are based on the Transportation Analysis scenarios that include existing conditions, existing plus project trip volumes (Hexagon Traffic Consultants, Inc. 2022).

The posted speed limit on West Menke Street and Martella Street is 25 miles per hour, while the speed limit for North Main Street and West Rossi Street is 40 miles per hour. There was no observed vehicle counts conducted during short term noise measurements due to restricted visibility of the roadway segments and the project site. Therefore, the vehicle classification mix for modeling assumes a typical breakdown of 97 percent automobiles, 2 percent medium trucks, and 1 percent heavy trucks. Traffic distribution through the day was modeled assuming 85 percent of total daily vehicle traffic during daytime hours and 15 percent of daily vehicle traffic during nighttime hours.

The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes from the proposed project. Noise levels with and without project-generated traffic for the existing volumes are shown in Table 23. As shown, traffic noise increases would be up to 2 dBA, which would not exceed the 3 dBA criterion for off-site traffic noise impacts. Impacts would be less than significant.

Table 23 Existing Conditions Traffic Noise Increases

Roadway	Segment	Speed (mph)	Existing Volume ¹ (ADT)	Existing + Project Volume ² (ADT)	Existing Noise Level ¹ (dBA)	Existing + Project Noise Level ² (dBA)	Noise Level Increase ³ (dBA)
West Menke Street	Martella Street to North Main Street (West)	25	420	530	57	58	1
West Menke Street	North Main Street to Bridge Street (East)	25	730	730	60	60	<1
North Main Street	Cassentini Street to West Menke Street (North)	40	25680	25800	73	73	<1
North Main Street	West Menke Street to West Rossi Street (South)	40	25570	25600	73	73	<1
West Rossi Street	Sansome Street to Martella Street (West)	40	11340	11450	70	70	<1
West Rossi Street	Martella Street to North Main Street (East)	40	11700	11790	70	70	<1
Martella Street	West Menke Street to West Rossi Street (North)	25	480	680	59	60	2
Martella Street	West Rossi Street to West Lake Street (South)	25	460	460	59	59	<1

dBA = A-weighted decibels; ADT = average daily trips; mph = miles per hour

¹ Transportation Analysis Existing PM Peak hour trips

² Transportation Analysis Project Trip Distribution

³ Numbers may not add up due to rounding.

Source: Hexagon Traffic Consultants, Inc. 2022

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Construction

Project construction would not involve activities typically associated with excessive groundborne vibration such as pile driving or blasting. The equipment utilized during project construction that would generate the highest levels of vibration may include the operation of a large dozer⁹. The City of Salinas has not adopted standards to assess vibration impacts during construction and operation. However, Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020a; FTA 2018). The thresholds of significance used in this analysis to evaluate vibration impacts are based on these impact criteria, as summarized in Table 17.

Project construction may require operation of vibratory equipment such as a large dozer within 15 feet of off-site residences. A dozer would create approximately 0.089 in/sec PPV at 25 feet (Caltrans 2020). This would equal a vibration level of 0.16 in/sec PPV at a distance of 15 feet.¹⁰ This would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in./sec. PPV, and the structural damage impact to residential structures of 0.2 in/sec PPV. Therefore, temporary vibration impacts associated with the dozer (and other potential equipment) would be less than significant.

Operation

As a residential use, the project would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. No operational vibration impact would occur.

LESS THAN SIGNIFICANT IMPACT

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The nearest public airport to the site is the Salinas Municipal Airport (SNS) located approximately 2.7 miles southeast of the project site. The project would not be located in the airport's 55 dBA CNEL contour (City of Salinas 2002b). Because the site is located outside the noise contours of the SNS, and no other airports are located nearby, the project would not expose people residing or working in the project area to excessive aircraft-related noise. There would be no impact.

NO IMPACT

⁹ Construction equipment assumptions were based on CalEEMod standard construction equipment use as detailed in Appendix E.

¹⁰ $PPV_{Equipment} = PPV_{Ref} (15/D)^n$ (in/sec), PPV_{Ref} = reference PPV at 15 feet, D = distance, and $n = 1.1$

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 76 residential units over roughly 129,202 sf. As such, the project would directly generate population growth. Based on a per-person household rate of 3.85 for the City of Salinas (DOF 2021), the proposed 76 units would add an estimated 293 new residents to the City's population. The 2021 population of Salinas is estimated at 160,206 (DOF 2021). The addition of new residents at the site would therefore increase the population of Salinas to 160,499. AMBAG estimates that the City's population will increase to 175,358 by 2040, an increase of 17,299 residents since 2015 (AMBAG 2022). The population increase facilitated by the proposed project would therefore be within AMBAG's population forecast for the City.

The city also currently has 43,579 housing units (DOF 2021). The addition of 76 units would bring the total number of housing units to 43,655. The latest AMBAG projections also estimate that the number of housing units in the city in 2040 will be 52,229 (AMBAG 2022). The housing growth facilitated by the project is therefore well within AMBAG projections. Therefore, the proposed project would not substantially induce population growth through the provision of new housing units.

It should be noted that overcrowding is a documented issue in the City, with 7,351 households, or 18 percent of all households, categorized as overcrowded in 2016 (County of Monterey 2019). This is further evidenced by the persons per household rate in the City of Salinas (3.85) as compared to Monterey County (3.30) and the State of California as a whole (2.91) (DOF 2021). The project would assist in alleviating overcrowding in the City by providing more available units to existing residents. Therefore, the proposed project would not facilitate substantial unplanned population growth in the area and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The site is currently vacant and undeveloped. There are no existing housing units or people residing at the site. Therefore, future buildout facilitated by the proposed project would not displace any existing housing units or people. No impact would occur.

NO IMPACT

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Salinas Fire Department (SFD) provides all-risk fire protection to the City of Salinas in the form of fire suppression, search and rescue, emergency medical services, operational training, disaster preparedness, community education, and other services based on community needs. Total authorized staffing for the SFD is 99 personnel, 93 of which are sworn public safety employees. SFD operates with three platoons. Each platoon has six engine companies that are made up of a Captain, Engineer, and two Firefighters, with one of the members being a Paramedic. The department has six pumper trucks, two ladder trucks, a crash truck for airport emergencies and other service vehicles (City of Salinas 2021b).

According to the City of Salinas Community Risk Assessment, the SFD has established performance goals for the first unit response time of within five minutes, 90 percent of the time for emergency medical incidents; and within five minutes, 20 seconds, 90 percent of the time for fire and all other priority incidents. Overall, response time for all priority incidents was within seven minutes, 23

seconds, 90 percent of the time during 2018, indicating that the SFD is not meeting its performance goals (City of Salinas 2019a).

SFD Fire Station #1 is closest to the site at 216 West Alisal Street, approximately 0.8 mile southwest of the site. The site is in the existing service area of the SFD. Future development at the site would be required to comply with applicable Fire Code requirements and project design plans would be reviewed by the SFD prior to construction. The project would facilitate population growth and would result in an increased demand for services proportional to the population increase; however, the increase would be incremental and within the growth projections for Salinas, as discussed within Environmental Checklist Section 14, *Population and Housing*. The addition of an estimated 293 future residents would not create excessive demand for emergency services or introduce development to areas outside of normal service range that would necessitate new fire protection facilities. With the continued implementation of existing practices, including compliance with the California Fire Code, future development of the project site would undergo review by the SFD during the Building Permitting process to ensure adequate access, consistency with existing facilities, and acceptable response times. Therefore, the project would not place an unanticipated burden on fire protection services or affect response times or service ratios such that new or expanded fire facilities would be needed. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Salinas Police Department (SPD) provides police protection in the City of Salinas, including to the project site. The SPD has 187 full-time sworn officers. Under this sworn staffing level, the SPD has one sworn officer for every 867 residents. The SPD is divided into three divisions: Field Operations, Investigations, and Administration. The Field Operations Division is headed by one Assistant Chief who oversees the Patrol Division, K-9 Unit, Traffic Unit, Crime Scene Investigators Unit, and Special Operations (SPD 2021).

The SPD communications center screens and assign calls on a priority basis based on the nature of the problem. SPD response time data is currently unavailable; however, the highest priority calls are typically answered within a few minutes. Less urgent calls can take longer depending on availability of the police officers and other calls the department is responding to at the time.

The nearest police station is at 312 East Alisal Street, located approximately 0.6 mile south of the site. The project would generate new population and associated demand for services; however, the increase would be incremental and within the growth projections for Salinas, as discussed within Environmental Checklist Section 14, *Population and Housing*. The addition of an estimated 293 residents would not create excessive demand for police services or introduce development to areas outside of the SPD's normal service range that would necessitate new police protection facilities. Therefore, the project would not place an unanticipated burden on police protection services or affect response times or service ratios such that new or expanded police facilities would be needed. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The site is located in the Salinas City Elementary and Salinas Union High School Districts (City of Salinas 2017). In the 2019-2020 school year, Salinas City Elementary School District had an enrollment of 6,689 students and Salinas Union High School District had an enrollment of 15,818 students (California Department of Education 2021). Salinas City Elementary School District has a total capacity of approximately 9,000 students (Salinas City Elementary School District 2021) and Salinas Union High School District has a total enrollment capacity of 16,000 students (Salinas Union High School District 2021). Development facilitated by the proposed project would add up to 76 new residential units in the City. Assuming a conservative student generation rate of one student per residential unit, the development of the site would generate up to 76 additional students at local schools. While future development would increase the number of students, it would not do so to the extent that new school facilities would be required, as the increase would be incremental, and would not result in an exceedance in capacity of the local elementary and high school districts. Furthermore, a school impact fee is collected for each residential unit that is constructed. As stated in California Government Code Section 65997, the payment of mandatory fees to the affected school districts would reduce potential school impacts to less than significant level under CEQA. Therefore, the project would not result in significant impacts, as the payment of impact fees is considered adequate mitigation for this impact. Therefore, impacts related to the need for new school facilities as a result of implementing the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, public facilities, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

As described in Environmental Checklist Section 16, *Recreation*, the Salinas General Plan establishes a standard of 3.0 acres of parkland for every 1,000 residents and has a current ratio of 4.27 acres of parkland for every 1,000 residents. The addition of 293 residents as a result of the project would result in a ratio of approximately 4.25 acres of parkland for every 1,000 residents. This would result in an incremental reduction in available recreation space per resident in the City but would be above the minimum required parkland standard of 3.0 acres of parks for every 1,000 residents. Therefore, while the project would facilitate new housing development that would contribute additional residents to the City population, given the existing population in the City and the number of new residents the project would produce, it would not result in overuse of parks such that substantial physical alteration of parks would occur, or require the construction of new park facilities. Impacts would be less than significant; refer to Environmental Checklist Section 16, *Recreation*, for further discussion.

LESS THAN SIGNIFICANT IMPACT

- a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

As described in criteria a.1 through a.4 above, impacts related to expanded or altered government facilities, including fire, police, school, and park facilities, would be less than significant.

Other government facilities include library services, which are provided by the Salinas Public Library. The public library system in Salinas is comprised of three branch libraries: John Steinbeck Library, Cesar Chavez Library, and El Gabilan Library. The library collection includes more than 100,000 books, magazines, movies, and audiobooks, and a separate Steinbeck Collection of more than a thousand books, articles, and historical items. The closest library branch is the John Steinbeck Library located at 350 Lincoln Avenue, approximately 0.8 mile south of the site.

As described in Environmental Checklist Section 14, *Population and Housing*, development facilitated by the proposed project would generate population growth of approximately 293 people. This level of population growth would not be substantial in relation to the City's overall population and would thus not require construction of new library facilities. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Pursuant to the City's Park Classifications and Sports Facilities Standards that were adopted in 2018, parkland is classified to assist in planning for the community's recreational needs. The six classifications of parks in Salinas include community parks, neighborhood parks, small parks, school parks, greenways, and special use areas. Each classification corresponds to a different size and type of park as well as a different population-based standard for parks to person ratios. According to a recreational facility inventory conducted in 2019, Salinas provides more than 684 acres of public parkland and recreation facilities distributed throughout 52 park sites and numerous open space parcels (City of Salinas 2019b). The City's current estimated population is 160,206 residents (DOF 2021). Therefore, the ratio of parks to residents in the City is 4.27 acres of developed public parkland for every 1,000 residents.

Recreational facilities nearest the site include the Rossi Rico Linear Parkway (located approximately 0.13 mile from the site), Bataan Memorial Park (0.41 mile from the site), and Central Community Park (0.76 mile from the site). Central Community Park is larger community park facility with a minimum of 20 acres or larger of developed recreational space that serves several neighborhoods. Rossi Rico Linear Parkway and Bataan Memorial Park are small parks that are generally less than two acres in size and provide some recreation services to residents within 0.25-mile walking distance. All parks are within a one-mile radius of the site (City of Salinas 2018).

Table LU-4 of the Salinas General Plan establishes public services and facility service standards in the city, including standards for the city's parks and recreation services. The service standard for parks in Salinas, as described by the Salinas General Plan is 3.0 acres of developed community parkland per 1,000 residents.

As described in Environmental Checklist Section 14, *Population and Housing*, the proposed project would facilitate the development of up to 76 housing units at the site and would increase the population of Salinas to 160,499. Therefore, if all 76 housing units potentially allowed under the proposed GPA were constructed, the ratio of urban parks to residents in the City would be 4.25 acres of developed public parkland for every 1,000 residents. This would result in an incremental reduction in available recreation space per resident in the City but would be above the minimum required parkland standard of 3.0 acres of parks for every 1,000 residents. Additionally, the SMC requires the provision of on-site open space areas for residential and mixed-use developments. Therefore, while the project would facilitate new housing development that would contribute additional residents to the City population, given the existing population in the City and the number of new residents the project would produce, it would not substantially alter citywide demand for parks such that substantial physical deterioration of parks would occur, or the construction of new recreational facilities would be required. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on transportation analysis for the project completed by Hexagon Transportation Consultants, Inc, provided in Appendix D.

Existing Roadway Setting

The project site is regionally accessible via US Highway 101, a four-lane freeway approximately 0.25 mile north of the site; SR 183, a two-lane highway approximately 0.4 mile south of the site; and SR 68, a four-lane highway approximately one mile south of the site. Local access to the project site is provided by North Main Street, West Rossi Street, West Menke Street, Martella Street, and Preston Street, which are described in detail below.

North Main Street is a four-lane, north-south roadway approximately 700 feet east of the project site. North Main Street is the primary north-south roadway in the City of Salinas and connects North Salinas and US Highway 101 to the city's downtown area. North Main Street provides sidewalks and on-street parking on both sides of the roadway. Access to the project site from North Main Street would be provided by West Menke Street and West Rossi Street.

West Menke Street is a two-lane, east-west roadway that intersects with North Main Street approximately 700 feet southeast of the project site. There is a continuous sidewalk on the north side of West Menke Street, with parking permitted on both sides of the roadway. Access to the project site from West Menke Street would be provided by Martella Street.

West Rossi Street is a two-lane, east-west roadway that intersects with North Main Street approximately 0.2 mile southeast of the project site. West Rossi Street provides sidewalks and bike lanes on both sides of the roadway and on-street parking on its northern side. Access to the project site from West Rossi Street would be provided by Martella Street.

Martella Street is a two-lane, north-south roadway perpendicular to West Rossi Street and parallel to North Main Street. Martella Street turns west toward the project site and becomes Preston Street approximately 350 feet east of the project site. Intermittent sidewalks and on-street parking is provided along both sides of Martella Street. Access to the project site from Martella Street would be provided by Preston Street.

Preston Street is a two-lane, north-south roadway immediately east of the project site. West Preston Street provides a sidewalk on its northern side with parking permitted on both sides of the roadway. The project site is located at the western end of Preston Street.

Existing Transit Setting

Existing transit services in the vicinity of the project site are provided by Amtrak and MST. The Salinas Amtrak station is located approximately 0.4 mile south of the project site and provides train and connecting bus services. Amtrak provides one daily train service in each direction via the Coast Starlight route and connecting bus services to train stations to the north several times daily.

The project site is served by five MST bus routes, including Routes 23, 29, 44, 49, and 95. Table 24 describes these routes and the bus stops' location in relation to the project site.

Table 24 Monterey-Salinas Transit Bus Services

Bus Route	Route Description	Hours of Operation	Headway ¹	Bus Stop Location
Route 23	Salinas to King City	6:45 am – 10:00 pm	60 minutes	0.2 mile southeast of the project site, west side of North Main Street
Route 29	Watsonville to Salinas via Prunedale	5:45 am – 7:00 pm	120 minutes	700 feet southeast of the project site, west side of North Main Street
Route 44	Northridge to Salinas	6:30 am – 6:15 pm	75 minutes	0.4 mile southwest of the project site, south side of West Rossi Street
Route 49	Santa Rita via Northridge	6:15 am – 10:00 pm	60 minutes	0.2 mile southeast of the project site, east side of North Main Street
Route 95	Williams Ranch to Northridge	9:30 am – 5:15 pm	120 minutes	0.2 mile southeast of the project site, east side of North Main Street

¹ Approximate headways during peak commute periods.

Source: Appendix D

Existing Bicycle Setting

There are several bicycle facilities in the vicinity of the project site, which are categorized into one of the following three classes:

- **Class I Bikeway (Bike Path).** Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel. The Rossi Rico Parkway is an east-west bike path that connects West Rossi Street to Davis Road on the western edge of Salinas. The Rossi Rico Parkway would be accessible from the project site via West Rossi Street, approximately 1,500 feet south of the site.
- **Class II Bikeway (Bike Lane).** Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Striped bike lanes are present on 1.3 miles of West Rossi Street between Davis Road and Sherwood Drive.

- **Class III Bikeway (Bike Route).** Class III bikeways are bike routes that have signs to help guide bicyclists on recommended routes. A Class III bikeway is present on Rico Street, a north-south roadway approximately 0.3 mile west of the project site, for approximately 0.4 mile between West Rossi Street and Larkin Street. A Class III bikeway is also present on Casentini Street, an east-west roadway approximately 350 feet north of the project site, for approximately 0.5 mile between North Main Street and Rico Street.

Existing Pedestrian Setting

Pedestrian facilities near the project site consist primarily of sidewalks along roadways in the vicinity of the project site. While sidewalks are absent along several property frontages on Preston Street, Martella Street, and West Menke Street, a continuous sidewalk connects the project site to North Main Street, a major street in the project vicinity. Other pedestrian facilities in the area include marked crosswalks at the intersections of North Main Street and West Rossi Street, North Main Street and West Menke Street, and Martella Street and West Rossi Street. The existing network of sidewalks and crosswalks provides adequate connectivity and provides pedestrians with safe routes to transit services in the area.

Regulatory Setting

California Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, which eliminated automobile delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. In December 2018, the Office of Planning and Research (OPR) released the final update to the *CEQA Guidelines* consistent with SB 743, which states that VMT is the most appropriate metric of transportation impacts to align local environmental review under CEQA with California's long-term greenhouse gas emissions reduction goals. In October 2020, the City of Salinas adopted its SB 743 Implementation Policy for analyzing VMT in CEQA documents. This policy establishes a VMT impact threshold of 15 percent below the countywide residential VMT per capita for residential uses in the city. The City's VMT Evaluation Tool indicates that the current countywide average VMT per capita is 11.40; thus, a project would result in a significant impact if it would generate 9.7 VMT per capita or greater.

City of Salinas General Plan Policies

The General Plan contains the following transportation-related goals, policies, and programs, which apply to development projects in the City:

Goal CD-3 Create a community that promotes a pedestrian-friendly, livable environment.

- Policy CD-3.6** Provide and maintain a pedestrian-friendly atmosphere by encouraging "pedestrian zones" with increased land-scaping, use of traffic-calming techniques on local streets, adequate separation from automobile traffic and the inclusion of amenities such as lighted crosswalks and increased lighting along sidewalks.

Goal C-1 Provide and maintain a circulation system that meets the current and future needs of the community.

- Policy C-1.2** Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.
- Policy C-1.3** Require that new development and any proposal for an amendment to the Land Use Element of the General Plan demonstrate that traffic service levels meeting established General Plan standards will be maintained on arterial and collector streets.
- Policy C-1.4** Continue to require new development to contribute to the financing of street improvements, including formation of roadway maintenance assessment districts, required to meet the demand generated by the project.
- Policy C-1.5** Ensure that new development makes provisions for street maintenance through appropriate use of gas tax and formation of maintenance assessment districts.
- Policy C-1.7** Design roadway capacities to adequately serve planned land uses.
- Policy C-1.8** Whenever possible, in reuse/revitalization projects, reduce the number of existing driveways on arterial streets to improve traffic flow.
- Policy C-2.1** Urge a countywide approach to Transportation Demand Management (TDM) and Transportation Systems Management (TSM) as the best way to reduce peak-hour vehicle trips and congestion at major employment centers.
- Policy C-3.1** Support Monterey-Salinas Transit initiatives to provide adequate and improved (i.e. more frequent availability and use of Intelligent Transportation System measures where appropriate) public transportation service.
- Policy C-3.2** Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service.
- Policy C-3.3** Support the extension of commuter rail to Salinas to allow for alternatives to automobile use.

Goal C-4 Provide an extensive, safe public bicycle network that provides on-street as well as off-street facilities.

- Policy C-4.2** Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes, that promote bicycling.
- Policy C-4.4** Improve the biking environment by providing safe and attractive cut-throughs, bike lanes, and bike paths for both recreational and commuting purposes.
- Policy C-4.6** Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.

Policy C-5.1 Increase availability of safe and well-maintained sidewalks in all areas of the City.

Policy C-5.5 Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes.

Implementation Program C-12: Salinas Bikeways Plan

Continue to implement the Salinas Bikeways Plan by applying for additional funding and requiring developers to assist in the provision of the needed facilities.

Implementation Program C-13: Pedestrian Facilities

Require new development and redevelopment to provide pedestrian facilities within the project and pedestrian connections with major destinations. Identify areas within the existing community that would benefit from improved pedestrian facilities. Explore additional funding sources to provide additional pedestrian facilities.

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Roadway Facilities

SB 743 has phased out the use of LOS to determine potential transportation impacts. However, in evaluating project consistency with the City's General Plan, a comparison of LOS is still required pursuant to General Plan Policies C-1.2 and C-1.3. This analysis is provided for informational purposes. LOS is a qualitative description of operating conditions ranging from LOS A, free-flow conditions with little to no delay, to LOS F, congested conditions with excessive delays.

Intersections evaluated in this analysis include the signalized intersection of North Main Street and West Rossi Street, and the two-way stop-controlled intersections of North Main Street and West Menke Street, and West Rossi Street and Martella Street. These study intersections were evaluated using the 2010 Highway Capacity Manual LOS methodology using Synchro software (Appendix D). The project would not be consistent with the City's General Plan roadway operations policies if:

- The addition of project traffic would cause operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F), or
- The addition of project traffic adds one vehicle trip to intersections already operating at an unacceptable level.

Table 25 summarizes the LOS analysis for each of the evaluated intersections. Further information regarding this analysis is provided in Appendix D.

Table 25 Intersection Level of Service Impacts

Intersection	Control	Peak Hour	No Project		With Project			Impact?
			Average Delay (sec)	LOS	Average Delay (sec)	LOS	Increase in Delay (sec)	
North Main Street and West Menke Street	Two-way stop	AM	65.9	F	79.5	F	13.6	Yes
		PM	183.3	F	183.3	F	0	No
North Main Street and West Rossi Street	Signal	AM	28.9	C	29.1	C	0.2	No
		PM	31.3	C	31.6	C	0.3	No
West Rossi Street and Martella Street	Two-way stop	AM	22.3	C	24.1	C	1.8	No
		PM	26.2	D	27.9	D	1.7	No

Source: Appendix D

As shown above, the signalized intersection of North Main Street and West Rossi Street and the unsignalized intersection of West Rossi Street and Martella Street operate at an acceptable LOS D or better during AM and PM peak hours. However, the unsignalized intersection of North Main Street and West Menke Street currently operates at an unacceptable LOS F during AM and PM peak hours. Implementation of the project is estimated to increase delay at the intersection by 13.6 seconds during AM peak hours.

While it is estimated that the project would adversely increase delay at the intersection of North Main Street and West Menke Street, field observations performed by Hexagon Transportation Consultants (Appendix D) indicate that gaps in traffic are available during both peak hours at the intersection. A gap in traffic, as defined by the 2010 Highway Capacity Manual, is the time needed for a driver to safely navigate from a minor street approach. The longest gap is typically a left turn from a minor street onto a two-way major street, or the left turn from West Menke Street onto northbound North Main Street. Based on the values described in the Highway Capacity Manual, vehicles originating at the project site would need a minimum gap of at least 7.5 seconds to turn from West Menke Street onto northbound North Main Street. Field observations indicate that vehicles on West Menke Street were easily able to make this turn, with AM peak hour gaps averaging 12 seconds and PM peak hour gaps averaging 16 seconds (Appendix D). This results in fewer vehicles approaching the unsignalized intersection of North Main Street and West Menke Street. Therefore, impacts to policies related to operation of roadway facilities would be less than significant.

Transit Facilities

The project site is adequately served by existing MST transit services along North Main Street, as listed in Table 24. The new transit trips generated by the project are not expected to create demand that exceeds capacity of transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities. Therefore, impacts to transit services would be less than significant.

Bicycle and Pedestrian Facilities

The proposed project would involve a GPA and subsequent rezoning to allow construction of high-density residential units at the project site. Future development at the project site would likely include sidewalks, pedestrian facilities, and bicycle facilities. The project would not involve removal

of any bicycle or pedestrian facilities, nor would it conflict with any adopted plans or policies for bicycle or pedestrian facilities. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

As described under *Regulatory Setting*, SB 743 and *CEQA Guidelines* Section 15064.3 identify VMT as the most appropriate criteria to evaluate a project's transportation impacts. In adherence to SB 743, the City of Salinas has adopted its SB 743 Implementation Policy, which aligns with the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*. As provided in the SB 743 Implementation Policy, a project would have to produce less than 9.7 VMT per capita to result in less than significant impacts. If it is anticipated that a project would have a significant impact on VMT, the impact must be reduced by modifying the project and/or implementing mitigation measures, which could include a travel demand management program, to reduce its VMT to an acceptable level.

According to VMT analysis performed using the City's VMT Evaluation Tool (Appendix D) using default values for the project's intended density, the proposed project is expected to generate 10.53 VMT per capita, which would exceed the impact threshold of 9.7 VMT per capita. Therefore, mitigation measures are required to reduce the VMT per capita from 10.53 to 9.7.

Mitigation Measure

TRA-1 VMT Reduction Program

The applicant shall prepare and implement a VMT Reduction Program that reduces VMT generated by the project to VMT per capita of 9.95. The following two strategies shall be included in the Program:

1. **Pedestrian Network Improvements.** Construct pedestrian facilities to connect the site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections would encourage future residents to walk instead of drive.
2. **Include Bike Parking, Pursuant to SMC Section 37-50.400.** Provide bicycle parking on site, which would encourage future residents to bike instead of drive.

In addition to the above strategies, one or several of the following travel demand management strategies shall be considered for inclusion in the VMT Reduction Program, to achieve a VMT per capita of 9.7 or less:

1. **Reduce On-Site Parking.** Reduce the number of on-site parking spaces for future residents to less than what is required by SMC Section 20-85; or
2. **Implement Unbundled Parking.** Separate or "unbundle" parking costs from leases or property costs, requiring those that wish to purchase parking spaces to do so at an additional cost; or
3. **Affordable Housing.** Provide affordable, below market-rate housing on site; or
4. **Voluntary Travel Behavior Change Pattern.** Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at least 75 percent of future residents participating; and

5. **Promotions and Marketing.** Provide future residents with information regarding alternative transportation and travel demand management programs, with at least 75 percent of future residents participating; and
6. **School Carpool Program.** Implement a school carpool program among future residents of the project site.

The VMT Reduction Program shall be submitted to the City for review and approval prior to issuance of a building permit and shall demonstrate that the net VMT per capita would be 9.7 or less, using a combination of travel demand management strategies approved by the City.

Significance After Mitigation

Based on the City's SB 743 Implementation Policy and VMT Evaluation Tool, implementation of the travel demand management Strategies 1 and 2 would reduce the VMT generated by the project to 9.95 VMT per capita. Additional strategies in the measure could be combined to reduce VMT to below the 9.7 threshold. Examples of combinations to achieve this reduction include, but are not limited to:

- Strategies 1 through 3 would reduce VMT to 9.53 VMT per capita
- Strategies 1, 2, and 4 would reduce VMT to 9.7 VMT per capita
- Strategies 1, 2, and 5 would reduce VMT to 9.53 VMT per capita
- Strategies 1, 2, and 6 through 8 would reduce VMT generated by the project to 9.62 VMT per capita

The above combinations of measures would be sufficient to reduce VMT per capita to 9.7 or less. In practice, other measures may be included as appropriate. The intent of the above list is to demonstrate that implementation of Mitigation Measure TRA-1 is technically feasible, and as such, a reduction of VMT per capita to 9.7 or less is achievable.

Therefore, implementation of Mitigation Measure TRA-1 would reduce VMT per capita to 9.7 or less. Impacts would be less than significant with mitigation incorporated.

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- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

Currently, there are no proposed site plans for future development on the site. However, development facilitated by the project would be required to undergo site plan review and building permit approval prior to construction. This process includes an evaluation of the site plan by the City and local fire district for site circulation, which would ensure that project designs do not include hazardous design features, including sharp curves or dangerous intersections, or incompatible uses. Future development would include the potential for approximately 76 new residential units. This development is consistent to existing surrounding land uses and would be ensure that hazards from incompatible uses do not occur.

Future development on the site would also be subject to an evaluation of the site plan by the local fire district for emergency access, which would ensure that adequate access is provided. However, final project designs are not available to review for safety features and geometric design. Proposed vehicle access would be provided by a single driveway on Preston Street which would provide entry

and exit to the site. No additional roadways or intersections are proposed at this time. Therefore, impacts are less than significant.

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Assembly Bill 52

California Assembly Bill 52 of 2014 (AB 52) expanded CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Senate Bill 18

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill [SB] 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government’s jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research’s Tribal Consultation Guidelines (2005); “The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.” SB 18 refers to PRC Section 5097.9 and 5097.995 to define cultural places as:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9)
- and Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.995).

On May 20, 2021, and June 2, 2021, the City of Salinas sent via certified mail notification letters to nine California Native American Tribes that are traditionally and culturally affiliated with the project area per AB 52 and SB 18 requirements. The letters were sent to representatives of the Ohlone/Costanoan-Esselen Nation, the Amah Mutsun Tribal Band, the Indian Canyon Mutsun Band of Costanoan, the Xolon Salinan Tribe, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Torres Martinez Desert Cahuilla Indians, the Costanoan Rumsen Carmel Tribe, the Rumsen Am:at Tur:ataj Ohlone, the Wuksache Indian Tribe/Eshom Valley Band, the Salinan Tribe of Monterey, San Luis Obispo Counties, and the Esselen Tribe of Monterey County. On August 10, 2021, Helen Rubio of the Santa Ynez Band of Chumash Indians responded via email to City Associate Planner Oscar Resendiz, stating that no further consultation is requested for the project. No other responses were received.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

The cultural resources records search and Native American consultation through AB 52 and SB 18 did not identify potential tribal cultural resources within the project site. However, there is always potential to uncover buried archaeological and tribal cultural resources during ground disturbing activities, which could potentially be considered tribal cultural resources eligible for listing in the CRHR or a local register or be considered tribal cultural resources. Should project construction activities encounter and damage or destroy a tribal cultural resource or resources, impacts would be potentially significant. Mitigation Measure TCR-1 would ensure that tribal cultural resources are preserved in the event they are uncovered during construction and would reduce impacts regarding disrupting tribal cultural resources to a less than significant level.

Mitigation Measure

TCR-1 Inadvertent Discoveries During Construction

In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to PRC Section 21083.2. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<hr/>				
a. <i>Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</i>				
c. <i>Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>				

Water

Water for future development facilitated by the project would be provided by Cal-Water via existing utilities on and adjacent to the site. The Cal-Water Salinas District relies entirely on groundwater, with wells that extract water from five different groundwater basins, including the Corralitos-Pajaro Valley Subbasin, Salinas Valley-Langley Area Subbasin, Salinas Valley-180/400 Foot Aquifer Subbasin, Salinas Valley-East Side Aquifer Subbasin, and Salinas Valley-Monterey Subbasin. Water supply is discussed further under criterion (b) below.

New residential development facilitated by the project would increase demand for water above existing conditions on the site. The project's estimated water demand would be approximately 7,083,090 gallons per year or approximately 21.75 acre-feet per year (AFY) at full buildout, which is less than 0.2 percent of Cal-Water Salinas District's 2025 water demand of 16,609 AFY (Appendix A). Existing supplies would be sufficient to meet forecasted water demand for development facilitated by the project. Therefore, impacts would be less than significant.

Wastewater

M1W provides wastewater collection, treatment, and disposal services for the City of Salinas. Wastewater is transported to the M1W Regional Treatment Plant (RTP) located in Marina. The RTP is designed with a daily capacity of 29.6 million gallons for secondary and tertiary treatment, and 5 million gallons for advanced purification for groundwater replenishment. The RTP treats an average of 17 million gallons per day and has a remaining capacity of 12.6 million gallons per day (M1W 2021).

The project's estimated wastewater generation would be approximately 6,727,867 gallons per year or 20.6 AFY (assuming water use is approximately 120 percent of wastewater generation), or approximately 0.018 million gallons per day. This would represent approximately 0.15 percent of the RTP wastewater treatment plant's remaining capacity. Therefore, the RTP has capacity to meet the wastewater treatment demands that would be generated by future development facilitated by the project. Therefore, impacts associated with project's incremental wastewater generation would be less than significant.

Stormwater

Future development facilitated by the project would be designed and engineered with drainage features appropriate to accommodate the needs of the future development. As discussed in Environmental Checklist Section 10, *Hydrology and Water Quality*, development facilitated the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. The proposed project would not require the construction of new off-site stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

A significant impact to electricity, natural gas, and telecommunications facilities may occur if a project's demand for these services exceeds the capacity of local providers. Telecommunications in the area are provided by multiple providers including Xfinity and AT&T, which are available in the project area. Existing infrastructure occurs near the project site and facility upgrades would not likely be necessary.

As described in Environmental Checklist Section 6, *Energy*, project operation would require approximately 0.32 GWh of electricity per year and approximately 637 MMBtu of natural gas per year. Central Coast Community Energy (3CE) would provide electricity to new development at the site and procures energy from clean and renewable sources such as solar, wind, geothermal, and biomass. 3CE works in partnership with PG&E which continues to provide the project site with electricity transmission and natural gas. PG&E maintains power lines along Powell Street, West Market Street, Sherwood Drive, Clark Street, and others within Salinas (CEC 2017). The substation that powers lines in the vicinity of the site has a facility rating of 11.82 megawatts (MW) and a typical load of 9.01 MW, with a remaining capacity of 2.81 MW (PG&E 2022). The project would require approximately 0.04 MW,¹¹ less than 1 percent of the remaining capacity of the PG&E substation. In addition, each year, the California Independent System Operator Corporation (CAISO) publishes a comprehensive evaluation of the Independent System Operator transmission grid to assess grid reliability requirements, identify upgrades needed to successfully meet California's policy goals, and explore projects that can bring economic benefits to consumers. The plan is prepared to support important energy and environmental policies while maintaining reliability through a resilient electric system. PG&E's participation in the transmission plan process would ensure adequate electrical service and capacity (CAISO 2021). PG&E has adequate natural gas storage to ensure adequate natural gas supply, and supply often exceeds demand (PG&E 2022). Accordingly, the project would be accommodated adequately by existing electricity, natural gas, and telecommunication facilities and would not require improvements to existing facilities, or the provision of new facilities, that would cause significant environmental effects. This impact would be less than significant.

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- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Estimated water demand for development facilitated by the project is 8,073,440 gallons per year or approximately 24.8 AFY (Appendix A). The California Urban Water Management Planning Act requires that each water supplier provide an assessment of the reliability of its water supply during normal, dry, and multiple dry years. Table 26 shows Cal-Water's assessment for normal, single dry, and multiple-dry year periods, estimating supply and demand during the years 2025, 2030, 2035, 2040, and 2045.

As shown in Table 26, available supply is expected to be adequate to serve projected water demand for the normal, single dry, and multiple-dry year scenarios assessed through 2045. Considering the additional water demand resulting from development facilitated by the project, adequate water supply would be available to serve full buildout of the site in any of the above water year scenarios through 2045. However, it should be noted that water supply available through the Salinas Public Water System would experience small shortfalls towards the end of the planning period. Specifically, a 2.6 percent shortfall in normal years in 2045, 1.7 percent shortfall in 2040 and 2045 during single-dry years, and 3.6 percent shortfall in 2040 and 2045 during multiple dry year periods. However, any potential dry year shortfalls in 2040 or 2045 in the Salinas Public Water System service area would be alleviated by proactive actions conducted by Cal Water, including efforts to identify new water supply sources and further reduce projected demand through conservation efforts (Cal Water 2021). Therefore, adequate water supply facilities would be available to serve the

¹¹ The project would consume approximately 320 MWh per year, or 0.036 MW.

project for the reasonably foreseeable future, and the project's water system would connect to existing water supply infrastructure. Water supply impacts would be less than significant.

Table 26 Multiple Dry Years Water Supply and Demand – Salinas District

	2025	2030	2035	2040	2045
Normal Year					
Total Supply (AFY)	16,609	16,988	17,575	18,175	18,853
Total Demand	16,609	16,988	17,575	18,175	18,853
Supply Shortage?	No	No	No	No	No
Single Dry Year					
Total Supply (AFY)	17,152	17,542	18,147	18,765	19,464
Total Demand	17,152	17,542	18,147	18,765	19,464
Supply Shortage?	No	No	No	No	No
First Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Second Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Third Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Fourth Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Fifth Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No

Source: California Water Service 2021

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- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

To comply with the California Integrated Waste Management Act of 1989 (AB 939), the County must divert at least 50 percent of its solid waste from landfills. In addition, Assembly Bill 341 (AB 341) sets a statewide 75 percent recycling goal by 2020. AB 341 also requires businesses generating more than four cubic yards of solid waste to recycle and requires owners of multi-family housing with five or more units to provide recycling for their tenants.

The Salinas Valley Solid Waste Authority transports solid waste generated in the City of Salinas to the Johnson Canyon Landfill. The landfill is permitted to receive a maximum throughput of 1,574 tons per day. The landfill has remaining capacity of 6,923,297 cubic yards an estimated closure date of 2055 (California Department of Resources Recycling and Recovery [CalRecycle] 2020).

Based on CalEEMod outputs (Appendix A), development facilitated by the project would generate approximately 35 tons per year (approximately 192 pounds of solid waste per day). Assuming a minimum of 50 percent diversion from landfills in accordance with AB 939, the project would send approximately 96 pounds per day, or 0.05 ton per day, to the Johnson Canyon Landfill.¹² This represents approximately 0.003 percent of the landfill's allowable daily throughput of 1,694 tons per day (CalRecycle 2022). Therefore, the project would be served by a landfill with sufficient available capacity and would comply with applicable regulations related to solid waste. Impacts would be less than significant.

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¹² Calculation: 192 pounds divided by 2 = 96 pounds

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather and other relevant factors (PRC 4201-4204, California Government Code 51175-89). The primary factors that increase an area's susceptibility to fire hazards include topography and slope, vegetation type and vegetation condition, and weather and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. Under state regulations, areas within Very High Fire Hazard Severity Zones (VHFHSZ) must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

In California, responsibility for wildfire prevention and suppression is shared by federal, state, and local agencies. Federal agencies have legal responsibility to prevent and suppress wildfires in Federal Responsibility Areas. CAL FIRE prevents and suppresses wildfires in State Responsibility Area lands, which are non-federal lands in unincorporated areas with watershed value, are of statewide interest, defined by land ownership, population density, and land use. Wildfire prevention and

suppression in Local Responsibility Areas (LRA) are typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. These lands include incorporated cities, cultivated agriculture lands, and portions of the desert (CAL FIRE 2007).

The site is within a primarily developed and urbanized area, with minimal vegetation. The site is not within a State Responsibility Area (SRA) and is not within an area classified as Very High, High, or Moderate for fire hazard severity. The nearest VHFHSZ occurs approximately four miles southwest and the nearest SRA with a hazard severity rating is located roughly five miles east of the site (CAL FIRE 2007).

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The site is not located within or near (within two miles of) a VHFHSZ or SRA (CAL FIRE 2007). The site is bounded by primarily developed land and paved urban areas. All areas immediately surrounding the site are non-VHFHSZs. As discussed in Environmental Checklist Section 15, *Public Services*, the SFD provides emergency response and public safety services for the site. In addition, the project would not involve the installation of overhead powerlines or other infrastructure that may exacerbate fire risk. Therefore, the project would not expose people or structures to a significant risk involving wildfires nor exacerbate the risk of wildfire. There would be no impact.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in Environmental Checklist Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation Measure BIO-1 would reduce impacts to nesting bird species to less than significant. In addition, Mitigation Measures BIO-2, BIO-3, and BIO-4 would reduce impacts to coast range newts, western pond turtles, and western burrowing owls.

As discussed in Environmental Checklist Section 5, *Cultural Resources*, no archaeological resources are known to occur on the site. Nevertheless, the potential for the recovery of buried cultural materials during development activities remains. Implementation of Mitigation Measures CUL-1 would reduce impacts to previously undiscovered cultural resources to a less than significant level by providing a process for evaluating and, as necessary, avoiding impacts to any resources found during construction. As discussed in Environmental Checklist Section 18, *Tribal Cultural Resources*, the potential to discover unanticipated resources during development is a possibility. Mitigation Measure TCR-1 provides for guidance steps to take in the event of an unanticipated discovery of tribal cultural resources. With the implementation of Mitigation Measure TCR-1, impacts related to tribal cultural resources would be reduced to a less than significant level. Therefore, impacts to important examples of California history or prehistory would be less than significant with mitigation incorporated.

As noted throughout the Initial Study, most other potential environmental impacts related to the quality of environment would be less than significant or less than significant with implementation of mitigation measures.

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- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

The cumulative setting includes proposed and approved projects within a one-mile radius of the project site. Cumulative projects were based upon a list of projects available for public review and comment on the City of Salinas website as well as approved projects within the area, including the Downtown Parking Lot and Intermodal Transportation Center Rezone Project and 11 Hill Circle Residential Project.

Cumulative impacts associated with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gas Emissions, Water Supply, and Solid Waste (*CEQA Guidelines* Section 15064[h][3]) and would be less than significant. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as Agriculture and Forestry Resources, Mineral Resources, and Wildfire. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). Other issues (e.g., Aesthetics, Hazards and Hazardous Materials) are site-specific, and impacts at one location do not add to impacts at other locations or create additive impacts. The project would increase traffic compared to existing conditions. However, Mitigation Measure TRA-1 proposes TDM measures and impacts would be less than significant with mitigation. Therefore, the project’s impacts would not be cumulatively considerable.

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- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As discussed in Environmental Checklist Section 3, *Air Quality*, the project would not conflict with an air quality plan, result in cumulatively considerable net increase in pollutants, or expose sensitive receptors to substantial concentrations of pollutants or odors. As

discussed in Environmental Checklist Section 9, *Hazards and Hazardous Materials*, construction and operation of the project would not result in the upset, release, or use of hazardous materials. As discussed in Environmental Checklist Section 13, *Noise*, the project would not generate significant impacts to ambient noise or ground-borne vibration. Therefore, the project would not cause substantial adverse effects on human beings.

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Salinas. Persons involved in data gathering analysis, project management, and quality control are listed below.

Rincon Consultants, Inc.

Megan Jones, Principal-in-Charge
Katherine Green, Project Manager
Aileen Mahoney, Senior Environmental Planner
Gianna Meschi, Environmental Planner
Kayleigh Limbach, Environmental Planner
Christian Knowlton, Biologist
Dustin Merrick, Paleontologist
Luis Apolinar, Publishing Specialist
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Revisions to the Draft IS-MND

The following pages provide a summary record of proposed changes to the text of the Draft IS-MND. None of the changes would warrant recirculation of the IS-MND pursuant to CEQA Guidelines Section 15073.5. The amendments serve to correct typographical errors or clarify and strengthen the content of the IS-MND, but do not introduce significant new information.

Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underline font) where text is added. Other minor clarifications and corrections to typographical errors are also shown as corrected in this format, including corrections not based on responses to comments.

Introduction

Page 1 of the Draft IS-MND has been revised as follows:

The proposed GPA would change the General Plan land use designation of Residential Medium Density (8-15 units/acre) to Residential High Density (~~15-20~~ 15-24 units/acre).

Cultural Resources

Section 5, *Cultural Resources*, page 40 and 41 of the Draft IS-MND are revised as follows:

In August 2021, Rincon Consultants, Inc. prepared a cultural resources study (~~Appendix C~~ Appendix E) for the project...

Given the negative results of ~~Appendix C~~ Appendix E, the project site is considered to have low archaeological sensitivity.

Appendices

Appendix E, *Cultural Resources Study*, has been included to the Final IS-MND. The study, which was referenced and incorporated into the analysis in Section 5, *Cultural Resources*, was erroneously referred to as Appendix C and unintentionally omitted from the Draft IS-MND Appendices. It has been added as Appendix E to the Final IS-MND.



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

February 9, 2023

Mr. Oscar Resendiz
City of Salinas
65 West Alisal Street, 2nd Floor
Salinas, CA 93901
OscarR@ci.salinas.ca.us

MITIGATED NEGATIVE DECLARATION FOR 1 PRESTON STREET PROJECT –
DATED JANUARY 2023 (STATE CLEARINGHOUSE NUMBER: 2023010600)

Dear Mr. Resendiz:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of [Health and Safety Code section 101480](#) should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate

1.1

1.2

1.3

any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

1.3

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 [Information Advisory Clean Imported Fill Material](#).

1.4

4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

1.5

DTSC appreciates the opportunity to comment on the MND. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

1.6

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Letter 1

COMMENTER: Gavin McCreary, Project Manager, Department of Toxic Substances Control

DATE: February 9, 2023

Response 1.1

The commenter states that the Department of Toxic Substances Control's (DTSC's) responses will pertain to potential issues related to groundbreaking activities, work near a roadway, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

This comment is noted and not related to the adequacy or conclusions of the IS-MND. No revisions to the IS-MND are required in response to this comment.

Response 1.2

The commenter suggests that a qualified regulatory agency, such as the DTSC, RWQCB, or other qualified local agency that meets the requirements of Health and Safety Code section 101480, should provide regulatory concurrence that the project site is safe for construction and the proposed use.

Health and Safety Code section 101480 authorizes a responsible party, as defined, to request that a local officer supervise remedial action if a release of waste occurs and remedial action is required. As stated in Section 9, *Hazards and Hazardous Materials*, of the Initial Study, no items of potential environmental concern were identified at the project site. Therefore, oversight of a qualified regulatory investigation and no remedial action would be required at this time. No revisions to the IS-MND are required in response to this comment.

Response 1.3

The commenter suggests that the IS-MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. The commenter states that the IS-MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

Please refer to Section 5, *Cultural Resources*, of the Initial Study for additional information on historic uses of the project site. As discussed therein, it was found that the project site was generally undeveloped until the 1970s. As stated in Section 9, *Hazards and Hazardous Materials*, of the Initial Study, future operation activities on the project site are not anticipated to release hazardous wastes or substances, but construction activities could result in the transport, storage, or use of potentially hazardous materials. The project would be required to comply with various federal, state, and local regulations, including those set forth by DTSC, which are designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. No items of potential environmental concern were identified at the project site. Therefore, there are no required investigations or remediation needed, and no revisions to the IS-MND are warranted.

Response 1.4

The commenter states that proper sampling should be conducted to ensure all backfill soil is free of contamination.

According to DTSC, there are currently no established standards within applicable statutes and regulations that address environmental requirements for imported fill material.¹ Sampling of backfill soil would not be required. Additionally, the property owner would be liable if contaminated soil were imported to the site. No revisions to the IS-MND are required in response to this comment.

Response 1.5

The commenter states that if any part of the project site has been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the IS-MND.

Based on review of historical topographic maps from 1910 to 1964, the project site has not been used for agricultural purposes. Furthermore, the project site has not been used for weed abatement or related activities. As discussed within Section 9, Hazards and Hazardous Materials, compliance with existing DTSC regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction. No revisions to the IS-MND are required in response to this comment.

Response 1.6

The commenter expresses gratitude for inclusion in the public comment period for the proposed project and links several resources such as the Site Mitigation and Restoration Program for additional suggestions.

This comment is noted and not related to the adequacy or conclusions of the IS-MND. No revisions to the IS-MND are required in response to this comment.

¹ California Department of Toxic Substances Control. 2017. DTSC Information Advisory Clean Imported Fill Material Fact Sheet. <https://dtsc.ca.gov/information-advisory-clean-imported-fill-material-fact-sheet/> (accessed March 2023).

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Appendix A

CalEEMod Output Files

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505

[illegible]

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.5380	0.5380
2	4-2-2023	7-1-2023	0.5445	0.5445
3	7-2-2023	9-30-2023	0.5445	0.5445
		Highest	0.5445	0.5445

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.7519	2.5835	4.3354	0.0458	3.8100e-003	6.6157
Total	0.9705	0.3584	2.9663	4.5400e-003	0.4212	0.0107	0.4319	0.1126	0.0104	0.1230	8.8485	464.0739	472.9224	0.4953	0.0249	492.7203

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.4015	2.2165	3.6180	0.0366	3.0500e-003	5.4422
Total	0.9705	0.3584	2.9663	4.5400e-003	0.4212	0.0107	0.4319	0.1126	0.0104	0.1230	8.4981	463.7068	472.2049	0.4862	0.0241	491.5468

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.96	0.08	0.15	1.85	3.05	0.24

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	11/17/2023	11/30/2023	5	10
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Unmitigated	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
NaturalGas Mitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
NaturalGas Unmitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

6.0 Area Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Unmitigated	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0238	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Total	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0238	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Total	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.6180	0.0366	3.0500e-003	5.4422
Unmitigated	4.3354	0.0458	3.8100e-003	6.6157

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.95171 / 3.12173	4.3354	0.0458	3.8100e-003	6.6157
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		4.3354	0.0458	3.8100e-003	6.6157

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.96136 / 3.12173	3.6180	0.0366	3.0500e-003	5.4422
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3.6180	0.0366	3.0500e-003	5.4422

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.0966	0.4194	0.0000	17.5814
Unmitigated	7.0966	0.4194	0.0000	17.5814

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

9.0 Operational Offroad

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	107.1914	14.7377	16.9612	0.0353	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,350.1277	3,350.1277	0.7700	0.0787	3,384.9923
Maximum	107.1914	14.7377	16.9612	0.0353	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,350.1277	3,350.1277	0.7700	0.0787	3,384.9923

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	107.1914	14.7377	16.9612	0.0353	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,350.1277	3,350.1277	0.7700	0.0787	3,384.9923
Maximum	107.1914	14.7377	16.9612	0.0353	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,350.1277	3,350.1277	0.7700	0.0787	3,384.9923

[illegible]

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.1655	2,683.1655	0.1700	0.1234	2,724.1979
Total	5.5188	1.9354	18.7522	0.0273	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,899.8126	2,899.8126	0.1849	0.1272	2,942.3383

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.1655	2,683.1655	0.1700	0.1234	2,724.1979
Total	5.5188	1.9354	18.7522	0.0273	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,899.8126	2,899.8126	0.1849	0.1272	2,942.3383

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	
4	Paving	Paving	11/17/2023	11/30/2023	5	10	
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654
Total	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654
Total	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318
Total	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318
Total	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0275	0.9314	0.3009	3.9200e-003	0.1287	6.1700e-003	0.1349	0.0371	5.9000e-003	0.0430		416.1973	416.1973	3.6600e-003	0.0611	434.4905
Worker	0.2753	0.1824	2.4459	6.3000e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		644.4071	644.4071	0.0204	0.0176	650.1539
Total	0.3027	1.1137	2.7468	0.0102	0.8105	0.0105	0.8210	0.2179	9.8700e-003	0.2278		1,060.604 4	1,060.604 4	0.0240	0.0787	1,084.644 4

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0275	0.9314	0.3009	3.9200e-003	0.1287	6.1700e-003	0.1349	0.0371	5.9000e-003	0.0430		416.1973	416.1973	3.6600e-003	0.0611	434.4905
Worker	0.2753	0.1824	2.4459	6.3000e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		644.4071	644.4071	0.0204	0.0176	650.1539
Total	0.3027	1.1137	2.7468	0.0102	0.8105	0.0105	0.8210	0.2179	9.8700e-003	0.2278		1,060.604 4	1,060.604 4	0.0240	0.0787	1,084.644 4

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977
Total	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977
Total	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640
Total	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640
Total	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.165 5	2,683.165 5	0.1700	0.1234	2,724.197 9
Unmitigated	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.165 5	2,683.165 5	0.1700	0.1234	2,724.197 9

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
NaturalGas Unmitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1745.23	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.74523	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

6.0 Area Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Unmitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	107.1950	14.8383	16.9465	0.0349	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,316.3342	3,316.3342	0.7703	0.0817	3,352.1769
Maximum	107.1950	14.8383	16.9465	0.0349	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,316.3342	3,316.3342	0.7703	0.0817	3,352.1769

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	107.1950	14.8383	16.9465	0.0349	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,316.334 2	3,316.334 2	0.7703	0.0817	3,352.179
Maximum	107.1950	14.8383	16.9465	0.0349	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,316.334 2	3,316.334 2	0.7703	0.0817	3,352.179

[illegible]

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Total	5.4599	2.1851	19.7477	0.0262	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,790.5310	2,790.5310	0.2055	0.1393	2,837.1931

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Total	5.4599	2.1851	19.7477	0.0262	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,790.5310	2,790.5310	0.2055	0.1393	2,837.1931

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	
4	Paving	Paving	11/17/2023	11/30/2023	5	10	
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240
Total	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240
Total	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799
Total	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799
Total	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0267	0.9863	0.3100	3.9300e-003	0.1287	6.1900e-003	0.1349	0.0371	5.9200e-003	0.0430		416.9522	416.9522	3.5900e-003	0.0613	435.3055
Worker	0.2927	0.2281	2.4221	5.9600e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		609.8587	609.8587	0.0229	0.0204	616.5235
Total	0.3194	1.2144	2.7320	9.8900e-003	0.8105	0.0105	0.8210	0.2179	9.8900e-003	0.2278		1,026.810 9	1,026.810 9	0.0265	0.0817	1,051.829 0

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0267	0.9863	0.3100	3.9300e-003	0.1287	6.1900e-003	0.1349	0.0371	5.9200e-003	0.0430		416.9522	416.9522	3.5900e-003	0.0613	435.3055
Worker	0.2927	0.2281	2.4221	5.9600e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		609.8587	609.8587	0.0229	0.0204	616.5235
Total	0.3194	1.2144	2.7320	9.8900e-003	0.8105	0.0105	0.8210	0.2179	9.8900e-003	0.2278		1,026.810 9	1,026.810 9	0.0265	0.0817	1,051.829 0

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199
Total	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199
Total	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759
Total	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759
Total	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.883 9	2,573.883 9	0.1906	0.1356	2,619.052 8
Unmitigated	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.883 9	2,573.883 9	0.1906	0.1356	2,619.052 8

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
NaturalGas Unmitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1745.23	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.74523	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

6.0 Area Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Unmitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

1 Preston Street GHG
Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2030
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505

[illegible]

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.5380	0.5380
2	4-2-2023	7-1-2023	0.5445	0.5445
3	7-2-2023	9-30-2023	0.5445	0.5445
		Highest	0.5445	0.5445

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.7519	2.5835	4.3354	0.0458	3.8100e-003	6.6157
Total	0.9682	0.2539	2.4617	3.8100e-003	0.4206	9.5300e-003	0.4302	0.1124	9.3500e-003	0.1217	8.8485	408.6651	417.5136	0.4887	0.0203	435.7687

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.4015	2.2165	3.6180	0.0366	3.0500e-003	5.4422
Total	0.9682	0.2539	2.4617	3.8100e-003	0.4206	9.5300e-003	0.4302	0.1124	9.3500e-003	0.1217	8.4981	408.2981	416.7962	0.4795	0.0195	434.5953

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.96	0.09	0.17	1.87	3.75	0.27

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	11/17/2023	11/30/2023	5	10
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Unmitigated	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541220	0.054515	0.190757	0.133854	0.023260	0.005971	0.010451	0.009212	0.001090	0.000543	0.025209	0.001134	0.002785
Parking Lot	0.541220	0.054515	0.190757	0.133854	0.023260	0.005971	0.010451	0.009212	0.001090	0.000543	0.025209	0.001134	0.002785

5.0 Energy Detail

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
NaturalGas Mitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
NaturalGas Unmitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

6.0 Area Detail

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Unmitigated	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1065					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0236	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Total	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1065					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0236	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Total	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.6180	0.0366	3.0500e-003	5.4422
Unmitigated	4.3354	0.0458	3.8100e-003	6.6157

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.95171 / 3.12173	4.3354	0.0458	3.8100e-003	6.6157
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		4.3354	0.0458	3.8100e-003	6.6157

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.96136 / 3.12173	3.6180	0.0366	3.0500e-003	5.4422
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3.6180	0.0366	3.0500e-003	5.4422

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.0966	0.4194	0.0000	17.5814
Unmitigated	7.0966	0.4194	0.0000	17.5814

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

9.0 Operational Offroad

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation



Central Coast
**Community
Energy**

CLEAN ENERGY. LOCAL CONTROL.



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- Committed to 100% clean and renewable energy by 2030
- Surpassed interim goal of 60% clean and renewable energy by 2025
- Invested more than \$2.1 billion in renewable generation and storage
- Supporting buildout of **new** California renewable generation; more than 90% of renewable energy sourced by CCCE will come from new facilities

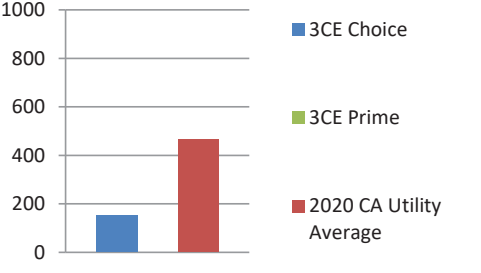
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ELECTRIFY YOUR RIDE

- All CCCE customers are eligible for the Electrify Your Ride program
- **\$2,000 - \$4,000** in rebates available for purchase or lease of new or used electric vehicles (EV), including motorcycles and e-bikes
 - Additional stackable funds available, including up to \$15,000 for income-qualified customers
- **\$2,400 - \$10,000** available for Level 2 electric vehicle chargers at home or workplace
 - Includes the labor and material costs for installation, including electrical panel upgrades or replacements

Visit **3Cenergy.org/energy-programs** to learn more.

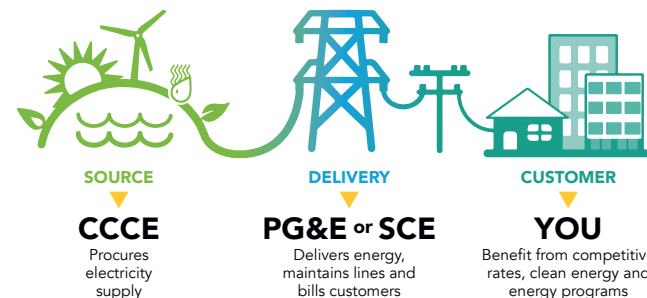
PLUG INTO
CASH
REBATES

2020 POWER CONTENT LABEL						
Central Coast Community Energy						
https://3cenenergy.org/understanding-clean-energy/						
Greenhouse Gas Emissions Intensity (lbs CO ₂ e/MWh)			Energy Resources	3CE Choice	3CE Prime	2020 CA Power Mix
3CE Choice	3CE Prime	2020 CA Utility Average	Eligible Renewable ¹	31.1%	100.0%	33.1%
151	0	466	Biomass & Biowaste	1.7%	0.0%	2.5%
			Geothermal	8.8%	0.0%	4.9%
			Eligible Hydroelectric	2.8%	0.0%	1.4%
			Solar	15.3%	50.0%	13.2%
			Wind	2.5%	50.0%	11.1%
			Coal	0.0%	0.0%	2.7%
			Large Hydroelectric	55.7%	0.0%	12.2%
			Natural Gas	0.0%	0.0%	37.1%
			Nuclear	0.0%	0.0%	9.3%
			Other	0.0%	0.0%	0.2%
			Unspecified Power ²	13.2%	0.0%	5.4%
			TOTAL	100.0%	100.0%	100.0%
Percentage of Retail Sales Covered by Retired Unbundled RECs ³ :				0%	0%	
¹ The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology. ² Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source. ³ Renewable energy credits (RECs) are tracking instruments issued for renewable generation. Unbundled RECs represent renewable generation that was not delivered to serve retail sales. Unbundled RECs are not reflected in the power mix or GHG emissions intensities above.						
For specific information about this electricity portfolio, contact:			Central Coast Community Energy (831) 641-7222			
For general information about the Power Content Label, visit:			http://www.energy.ca.gov/pcl/			
For additional questions, please contact the California Energy Commission at:			Toll-free in California: 844-454-2906 Outside California: 916-653-0237			

Version: October 2021

You are receiving this notice because you were a Central Coast Community Energy customer in 2020. Receipt of this notice does not mean that your electricity generation services are currently with CCCE. The generation data highlighted in the CCCE 2020 Power Content Label is provided in the Annual Report to the California Energy Commission: Power Source Disclosure Program. Percentages may not round to 100% due to rounding.

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Central Coast Community Energy

70 Garden Court, Suite 300
 Monterey, CA 93940

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 COMMUNITY ENERGY

Appendix B

Biological Resources Assessment



Rincon Consultants, Inc.

2511 Garden Road, Suite C-250
Monterey, California 93940

831 333 0310

info@rinconconsultants.com
www.rinconconsultants.com

January 9, 2023

Project No: 21-10851

Lisa Brinton, Planning Manager
Community Development Department
City of Salinas
65 West Alisal Street, 2nd Floor
Salinas, California 93901
Via email: lisab@ci.salinas.ca.us
cc: Megan Hunter, meganh@ci.salinas.ca.us

Subject: Biological Resources Assessment for 1 Preston Street Project in Salinas, California 95003

Dear Ms. Brinton:

This report documents the findings of a Biological Resources Assessment (BRA) conducted by Rincon Consultants, Inc. (Rincon) for the 1 Preston Street Project (project) in Salinas, California. The purpose of this report is to document existing conditions at the project site and to evaluate the potential for impacts to special-status biological resources including plant and wildlife species, plant communities, jurisdictional waters and wetlands, and suitable habitat for nesting birds, in compliance with the County of Monterey's California Environmental Quality Act (CEQA) environmental review requirements.

Project Location and Description

The project site, here after known as the study area, includes County Assessor's Parcel Number 003-161-008-000 and is located at 1 Preston Street in central Salinas, California, within Monterey County, on the east of the Monterey Bay (Figure 1; Attachment 1). The study area is south of Highway (HWY) 101. Land uses surrounding the approximately 2.6-acre study area consist of Medium and Low-Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along north Main Street. The study area is bordered on the north and west by an open space reclamation ditch which is fed by Main Canal, and collects water from Alisal Creek, Gabilan Creek, and Natividad Creek. A small park is located between existing residential developments, roughly 245 feet northwest of the project site on the far side of the reclamation ditch. The site is undeveloped with bare ground and sparse ruderal vegetation in the center and nonnative annual grasslands around the perimeter.

The proposed project consists of a General Plan Amendment and Rezone to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1), which would facilitate the development of up to approximately 76 housing units (anticipating a density bonus) across approximately 129,202 square feet (sf). Because there are currently no development proposals, this BRA assumes the maximum potential buildout of the site.

Regulatory Background

Regulatory authority over biological resources is shared by Federal, State, and local authorities under a variety of statutes and guidelines. Primary authority for general biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City of Salinas). The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State under CEQA and has direct jurisdiction under the California Fish and Game Code (CFGC). Under the California and federal Endangered Species Acts (CESA/ESA), the CDFW and the U.S. Fish and Wildlife Service (USFWS) also have direct regulatory authority over species formally listed as threatened or endangered, and species protected by the Migratory Bird Treaty Act (MBTA). The U.S. The City of Salinas is the designated lead agency under CEQA for this project.

Methods

This biological resources assessment consists of a review of relevant literature and background information, a reconnaissance-level field survey to confirm existing conditions and determine which biological resources are present or may occur at the site, and an evaluation of the development to determine potentially significant impacts to biological resources under CEQA. The potential presence of special-status species is based on the literature review and a survey designed to map vegetation communities and assess habitat suitability and presence of target species. The study area evaluated for this biological resource assessment is defined as the limits of the subject parcel (Figure 2; Attachment 1).

Literature Review

The literature review included database research on special-status resource occurrences within the *Salinas, California* 7.5-minute U.S. Geological Survey (USGS) quadrangle and eight surrounding quads. Sources included the CDFW California Natural Diversity Data Base (CNDDDB) (CDFW 2021a), Biogeographic Information and Observation System (Bios) (CDFW 2021b), USFWS Information for Planning and Consultation (IPaC) (USFWS 2021a), and USFWS Critical Habitat Portal (USFWS 2021b). Other resources included the California Native Plant Society (CNPS) online Inventory of Rare and Endangered Plants of California (CNPS 2021), CDFW's Special Animals List (CDFW 2021c), and CDFW's Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2021d). Aerial photographs, topographic maps, soil survey maps, geologic maps, and climatic data in the area were also examined.

Field Survey

A reconnaissance-level site visit was conducted to assess the habitat suitability for potential special-status species; map existing vegetation communities and any evident sensitive biological resources currently on site; note the presence of potential jurisdictional waters or wetlands; document any wildlife connectivity/movement features; and record all observations of plant and wildlife species within the study area. Site photos from the survey are included as Attachment 2.

Existing Conditions

Topography and Soils

The site's elevation is roughly 48 feet above mean sea level. With the exception of the reclamation ditch, the topography of the study area and its immediate surroundings is generally flat and has been previously graded and compacted. The site is located in Salinas, California. Based on the most recent soil survey for Monterey County (U.S. Department of Agriculture, Natural Resources Conservation Service [USDA,NRCS] 1980), the study area contains two soil map units:

- **Clear Lake clay, sandy substratum, drained, 0 to 1 percent slopes**, is basin alluvium. This soil type is derived from igneous, metamorphic and sedimentary rock over flood plain alluvium.
- **Xerorthents, loamy**, occurs on old alluvial fans, footslope terraces and footslopes.

Vegetation and Other Land Cover

No natural vegetation communities exist within the study area. Vegetation within the study area is regularly maintained, and was comprised of largely bare ground in the center with sparse ruderal vegetation, with non-native annual grassland along the perimeter (refer to Figure 3, Attachment 1). The dominant species were wild oats (*Avena sp.*), rip-gut brome (*Bromus diandrus*), and foxtail barley (*Hordeum murinum*) within the non-native annual grassland.

General Wildlife

The study area and its surroundings provide habitat for wildlife species that commonly occur in urban habitats such as house finch (*Haemorrhous mexicanus*), Botta's pocket gopher (*Thomomys bottae*) and California scrub jay (*Aphelocoma californica*); however, the site is regularly maintained and, therefore, only provides marginal habitat for urban wildlife such as Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and fox squirrel (*Sciurus niger*). The adjacent reclamation ditch channel may provide a dispersal corridor for wildlife. Species such as coyote, bobcat, and raccoon may utilize the channel.

Special-Status Biological Resources

This section discusses special-status biological resources observed in the study area and evaluates the potential for the study area to support special-status biological resources.

Special-Status Species

Local, State, and federal agencies regulate special-status species and may require an assessment of their presence or potential presence to be conducted prior to the approval of proposed development on a property. Assessments for the potential occurrence of special-status species are based upon known ranges, habitat preferences for the species, species occurrence records from the CNDDDB species occurrence records from other sites in the vicinity of the study area, and previous reports for the study area. The potential for each special-status species to occur in the study area was evaluated according to the following criteria:

- **Not Expected.** Habitat on and adjacent to the site is clearly unsuitable for the species' requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime).
- **Low Potential.** Few of the habitat components meeting the species' requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site.
- **Moderate Potential.** Some of the habitat components meeting the species' requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site.
- **High Potential.** All of the habitat components meeting the species' requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site.
- **Present.** Species is observed on the site or has been recorded (e.g., CNDDDB, other reports) on the site recently (within the last 5 years).

For the purpose of this report, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the ESA; those listed or candidates for listing as Rare, Threatened, or Endangered under the CESA or Native Plant Protection Act; those identified as Fully Protected by the CFGC (Sections 3511, 4700, 5050, and 5515); those identified as Species of Special Concern (SSC) by the CDFW; and plants occurring on lists 1 and 2 of the CNPS California Rare Plant Rank (CRPR) system per the following definitions:

- **Rank 1A:** Plants presumed extinct in California;
- **Rank 1B.1:** Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat);
- **Rank 1B.2:** Rare or endangered in California and elsewhere; fairly endangered in California (20 to 80 percent occurrences threatened);
- **Rank 1B.3:** Rare or endangered in California and elsewhere, not very endangered in California (less than 20 percent of occurrences threatened, or no current threats known);
- **Rank 2:** Rare, threatened or endangered in California, but more common elsewhere.

Based on a query of the CNDDDB, there are 45 special-status plant species and 32 special-status wildlife species documented within the *Salinas, California* 7.5-minute U.S. Geological Survey (USGS) quadrangle and 8 surrounding quads. All 77 special-status species have been evaluated for potential to occur within the study area (Attachment 3).

Special-Status Plant Species

No special-status plants were incidentally observed during the reconnaissance-level field survey. The reconnaissance survey was conducted in May 2021, within the spring blooming period when many species are identifiable. Based on the impacted nature of the site, lack of natural vegetation communities, and habitat requirements of special-status plant species, Rincon determined of the 45 special-status plant species known to occur in the region, Congdon's tarplant (*Centromadia parryi* ssp. *Congdonii*) is the only species to have a low potential to occur within the study area (see Attachment 3). No other special-status species are expected to occur in the study area. This is due to a lack of species-specific habitat

requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). For the purposes of CEQA analysis, special-status species with low potential to occur will not be addressed further.

Special-Status Wildlife Species

No federal or State-listed or other special-status wildlife species were observed during the field survey. Of the 32 species evaluated (see Attachment 3), two species had a low potential to occur and three species had a moderate potential to occur. California red-legged frog (*Rana draytonii*) and Monterey shrew (*Sorex ornatus salarius*) had a low potential to occur. Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*), had a moderate potential to occur in the study area. For the purposes of CEQA analysis, special-status species with low potential to occur will not be addressed further. No other special-status species are expected to occur in the study area. This is due to a lack of species-specific habitat requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). The study area is relatively small and isolated by development from any natural habitats. As such, it does not support a prey base for larger predators/raptors and lacks connectivity to regional populations of special-status species.

Coast Range Newt

Coast range newt is a CDFW species of special concern that inhabits terrestrial habitats such as oak woodlands, annual grassland, and chaparral where sufficient moisture is present. As adults they will migrate over 0.62 mile (1 km) to breed in ponds, reservoirs, and slow-moving streams. There is one CNDDDB record for the coast range newt within five miles of the study area. The study area is within the known range of the species and suitable terrestrial and aquatic habitat is present within and immediately adjacent to the study area.

Western Pond Turtle

Western pond turtle is a CDFW species of special concern that is found in ponds, lakes, rivers, creeks, marshes, and irrigation ditches, with abundant vegetation. It requires basking sites of logs, rocks, cattail mats, or exposed banks. Western pond turtle is active from approximately February to November. It will estivate during summer droughts by burying itself in soft bottom mud. When creeks and ponds dry up in summer, some turtles will travel along the creek until they find an isolated deep pool, others stay within moist mats of algae in shallow pools, and many turtles move to woodlands above the creek or pond and bury themselves in loose soil. Western pond turtle will overwinter underground until temperatures warm up and the heavy winter flows of the creek subside. They return to the creek in the spring.

There are two occurrences within five miles of the study area, with the closest occurrence approximately 3.6 miles to the east within Natividad Creek. The ditch immediately adjacent to the study area is connected to Natividad creek.

Western Burrowing Owl

Western burrowing owl is a CDFW Species of Special Concern that occupies open, treeless areas within grassland, low density scrub, and desert biomes. This species generally inhabits gently sloping areas, characterized by low, sparse vegetation, and is often associated with high densities of burrowing

mammals (Poulin et al. 2011). Western burrowing owl often uses relatively disturbed areas such as agricultural fields, golf courses, cemeteries, and vacant urban lots in addition to natural breeding habitats. Nests are most often in fossorial animal burrows, such as California ground squirrel or American badger, but atypical nests such as culverts or rubble piles may also be used. Nest sites are typically selected in an area with a high density of burrows.

There are five occurrences within five miles of the study area, with the closest occurrence approximately 0.45 miles to the west. Suitable habitat is present throughout the study area within both the nonnative annual grassland and the ruderal habitats. Even though burrows of suitable size were not observed within the study area ground squirrels were observed in the open space alongside the adjacent reclamation ditch within 500 feet of the study area. The species is known to occur in the region and is determined to have a moderate potential to occur within the study area.

Nesting Birds

Birds may nest in trees, shrubs, or directly on the ground. The study area contains suitable nesting habitat for ground-nesting avian species, including killdeer (*Charadrius vociferus*). Therefore, the study area contains suitable nesting habitat for resident and migratory birds. Adjacent parcels contain trees and shrubs which provide suitable nesting habitat for other avian species. Native bird nests are protected by the MBTA and CFGC Section 3503. The nesting season generally extends from February through August but can vary based upon annual climatic conditions.

Special-Status Vegetation Communities

Plant communities are also considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in CNDDDB. CNDDDB vegetation alliances are ranked 1 through 5 based on NatureServe’s (2010) methodology, with those alliances ranked globally (G) or statewide (S) as 1 through 3 considered sensitive. Some alliances with the rank of 4 and 5 have also been included in the 2018 sensitive natural communities list under CDFW’s revised ranking methodology (CDFW 2020e).

Based on the current list, no special-status vegetation communities are present in the study area.

Jurisdictional Waters and Wetlands

While no potentially jurisdictional features occur within the study area, the reclamation ditch immediately adjacent to the study area is a potentially jurisdictional feature.

Wildlife Movement

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations or those populations that are at risk of becoming isolated. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network.

The study area is not within any Essential Connectivity Areas or Natural Landscape Blocks (CDFW 2021b). The adjacent ditch may provide a wildlife movement corridor, or habitat linkage; however, it is not within the study area.

Impact Analysis and Mitigation Measures

This section discusses the potential impacts and effects to biological resources that may occur from implementation of the proposed project and recommends mitigation measures that would reduce those impacts where applicable.

Special-Status Species

The proposed project would have a significant effect on biological resources if it would:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Special-Status Plants

The proposed project has potential to result in direct impacts to special-status plant species if they are present in the disturbance footprint due to removal of individuals or crushing by heavy equipment.

No sensitive plant species were observed during the reconnaissance survey in May 2021 and no special-status plants are expected to occur within the study area.

Special-Status Wildlife

The site contains nesting bird habitat. If nesting birds protected by the CFGC or MBTA are present on-site during construction, direct effects could include injury or mortality from construction activity, or nest abandonment from construction noise, dust, and other project activities.

Nesting Birds

The loss of active nests would be a violation of the MBTA and CFGC sections 3503 and 3513. The loss of common avian species is not likely to constitute a significant impact under CEQA; however, the following measures are recommended for all avian species to maintain compliance with federal and State laws:

- To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation and/or tree removal should occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey, within 14 days of the start of construction. The nesting bird pre-construction survey will be conducted by a qualified biologist within the disturbance footprint and a 300-foot buffer.
- If nests are found, an avoidance buffer will be established by a qualified biologist. The buffer should be established to ensure nesting activity is not disturbed by construction activity, and should be determined by the qualified biologist based on the species' known tolerances, the proposed work

activity, and existing disturbances associated with land uses outside of the site. The buffer should be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel should be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities should occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer should occur only at the discretion of the qualified biologist.

This measure will reduce impacts to nesting birds to less than significant.

Coast Range Newt

Suitable aquatic breeding habitat for coast range newt is present adjacent to the study area within the unnamed reclamation ditch. There is moderate potential for this species to occur within the study area, and no impacts to breeding habitat are expected from project development. However, direct impacts in the form of injury or mortality could occur if individuals are present during construction activity.

Pre-construction clearance surveys for coast range newt should be conducted within 14 days prior to the start of construction (including staging and mobilization) in areas of suitable habitat. The surveys should cover the entire disturbance footprint. A wildlife exclusion fence should be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction. These measures will reduce impacts to coast range newt to less than significant.

Western Pond Turtle

Western pond turtle has potential to occur along the adjacent ditch and within the nonnative grassland habitat. The species may be directly adversely affected by the proposed project if individuals are present in the work areas. Injury or mortality of individuals that may result from construction activity may be considered a significant impact under CEQA.

Pre-construction clearance surveys for western pond turtle should be conducted within 14 days prior to the start of construction (including staging and mobilization) in areas of suitable habitat. The surveys should cover the entire disturbance footprint. A wildlife exclusion fence should be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction. These measures will reduce impacts to western pond turtle to less than significant.

Western Burrowing Owl

Suitable western burrowing owl habitat is present in annual grassland, and ruderal habitats throughout the study area and within the nearby park and along the adjacent reclamation ditch. Even though there is a lack of burrows and a high degree of disturbance, with the nearby suitable habitat in the adjacent open space and along the reclamation ditch the likelihood of western burrowing owl occupying the study area is increased; therefore, the species is determined to have a moderate potential to occur within the study area. Impacts to western burrowing owls would be limited to project activity that would directly affect an

occupied burrow (temporarily or permanently damage or destroy the burrow), or project activity that would disrupt active breeding or wintering owls within 500 feet of construction activity. Because of the lack of suitable burrows within the study area, direct impacts to active burrows are unlikely; however, owls can be disturbed by construction noise and human activity and may abandon active burrows, including during breeding. Impacts to active western burrowing owl burrows would be considered significant under CEQA.

The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the study area, to confirm the presence/absence of active western burrowing owl burrows. The surveys should be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys should be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures should apply:

- Avoidance buffers during the breeding and non-breeding season should be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures.
- If avoidance of western burrowing owls is not feasible, then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season should be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan should be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).

These measures will reduce impacts to western burrowing owl to less than significant.

Special-Status Vegetation

The proposed project would have a significant effect on biological resources if it would:

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

The reclamation ditch to the north and west of the project area is outside the project boundaries. This is a potentially jurisdictional feature. The project will not impact this feature. No CDFW listed sensitive natural communities or riparian habitats are present within the project boundaries. Therefore, no impacts to sensitive natural communities are expected.

Jurisdictional Waters and Wetlands

The proposed project would have a significant effect on biological resources if it would:

- c. Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game Code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means.

No jurisdictional waters or wetlands exist within the project site and no direct impacts are anticipated. However, potentially jurisdictional features within the vicinity of the project site include the reclamation ditch located immediately adjacent to the project site. Indirect impacts from project activities could occur if sediment or pollutants were allowed to enter nearby waterways. Future project activities could include grading, excavation, and removal of soil... Development of the project site would disturb more than one acre of land, which would mandate implementation of a National Pollutant Discharge Elimination System (NPDES)-compliant Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMP) to prevent and retain stormwater runoff and to prevent soil erosion. Such BMPs could include checking vehicles daily for leaks, maintaining vehicles in good working order, providing spill kits, preparing a spill response plan, and sediment and erosion control measures (e.g., straw wattles, silt fencing, check dams). With mandatory implementation of the SWPPP and erosion control measures, impacts to the potentially jurisdictional reclamation ditch would be less than significant.

Pursuant to the City of Salinas Zoning Code Section 37-50,180(h), a 100-foot setback area would be required from the top of the bank of the reclamation ditch in which no building or development could occur. Furthermore, the project would be required to comply with the City of Salinas General Plan Policies COS-17 and COS-18 which require developments to protect wetland and riparian areas through a 100-foot setback and implement a riparian/wetland habitat mitigation and management plan. Development activities may be considered within the setback area if a City Planner determines the encroachment to be minor and a Biotic Resources Study has determined that the proposed encroachment would not result in significant adverse impacts to the applicable creek or wetland because the implementation of alternative mitigation measures would achieve a comparable or better level of mitigation than the strict application of the 100-foot setback. This BRA has determined that a 30-foot reduced setback would be appropriate for this site, as implementation of the SWPPP and erosion control measures would be equally as protective as a 100-foot setback.

Wildlife Movement

The proposed project would have a significant effect on biological resources if it would:

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

The adjacent reclamation ditch is a potential wildlife movement corridor however, it is outside the proposed project area and not within the study area. Therefore, no impacts to wildlife movement corridors are expected.

Local Policies and Ordinance

The proposed project would have a significant effect on biological resources if it would:

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The Salinas General Plan Conservation and Open Space Element includes Policy COS-5.1, which aims to “protect and enhance creek, corridors, river corridors, the reclamation ditch, sloughs, wetlands, hillsides, and other potentially significant biological resources for their value in providing visual amenity, flood

protection, habitat for wildlife and recreational opportunities” (City of Salinas 2002b). The project would be consistent with Policy COS-5.1 as the project would adhere to applicable regulations and implement mitigation measures to reduce potential impacts to a less than significant level, as described under criteria (a) through (d), above.

Chapter 35 of the Salinas Municipal Code sets forth regulations and provisions pertaining to the planting, maintenance, and removal of trees and shrubs in Salinas. According to Section 35-1 of the Salinas Municipal Code, the City defines a heritage and/or landmark tree as 1) an oak tree that is at least 24 inches in diameter at two feet above the ground surface; or 2) an oak tree that is visually significant, historically significant, or exemplary in its species. Section 35-18 of the Salinas Municipal Code prohibits the removal of heritage or landmark trees from City property unless approved by the City’s Public Works Director. Heritage and landmark trees do not occur within the study area, and development facilitated by the project would not result in the removal of heritage or landmark trees.

Pursuant to Section 35-9 of the Salinas Municipal Code, no person shall root-trim, trim, prune, plant, injure, remove, or interfere with any tree, shrub or plant upon any street, parkway or alley in the City without written permission from the City’s Public Works Director. No trees protected by this policy exist within the study area, therefore the proposed project would not conflict with the Salinas Municipal Code, as applicable.

Habitat Conservation Plan

The proposed project would have a significant effect on biological resources if it would:

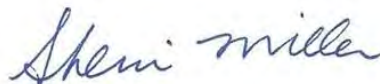
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The study area is outside all Habitat Conservation Plan and Natural Community Conservation Plan Areas. Therefore, the proposed project will not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

Sincerely,
Rincon Consultants, Inc.



Christian Knowlton
Biologist



Sherri
Principal

Miller

Attachments

- Attachment 1 Figures
- Attachment 2 Representative Site Photographs
- Attachment 3 Special-Status Species Evaluation Tables

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Attachment 1

Figures

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and its licensors © 2021. Salinas Quadrangle. T14S R03E S29. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

 Project Location

0 1,000 2,000 Feet



Figure 2 Study Area



Imagery provided by Microsoft Bing and its licensors © 2021.

Salinas 11/19/2021

Figure 3 Vegetation/Landcover



Attachment 2

Representative Site Photographs



Photograph 1. The southwest corner of the study area, facing southwest.



Photograph 2. The southwest corner of the study area, facing north. Soil stockpiles in the midground.



Photograph 3. Adjacent reclamation ditch with non-native annual grassland along the bank.



Photograph 4. The north side of the study area facing south. Non-native annual grassland along the bank.



Photograph 5. Illegal dumpsite and homeless encampment along adjacent reclamation ditch. Northeast corner of the study area.



Photograph 6. Soil and gravel stockpiles along the western edge of the study area.



Photograph 7. Heavily disturbed soil in the center of the study area.

Attachment 3

Special-Status Species Evaluation Tables



Special-Status Species in the Regional Vicinity of the Study Area

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Plants and Lichens				
<i>Agrostis lacun- vernalis</i> vernal pool bent grass	None/None G1/S1 1B.1	Vernal pools. In mima mound areas or on the margins of vernal pools. 125-150 m. Blooms April - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Allium hickmanii</i> Hickman's onion	None/None G2/S2 1B.2	Closed-cone coniferous forest, chaparral, coastal scrub, coastal prairie, valley and foothill grassland. Sandy loam, damp ground and vernal swales; mostly in grassland though can be associated with chaparral or woodland. 5-200 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Arctostaphylos hookeri</i> ssp. <i>hookeri</i> Hooker's manzanita	None/None G3T2/S2 1B.2	Chaparral, coastal scrub, closed-cone coniferous forest, cismontane woodland. Sandy soils, sandy shales, sandstone outcrops. 30-550 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos montereyensis</i> Toro manzanita	None/None G2?/S2? 1B.2	Chaparral, cismontane woodland, coastal scrub. Sandy soil, usually with chaparral associates. 45-765 m. Blooms January - March	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos pajaroensis</i> Pajaro manzanita	None/None G1/S1 1B.1	Chaparral. Sandy soils. 30-170 m. Blooms December - February	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos pumila</i> sandmat manzanita	None/None G1/S1 1B.2	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub. On sandy soil with other chaparral associates. 3-210 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Astragalus tener</i> var. <i>tener</i> alkali milk-vetch	None/None G2T1/S1 1B.2	Alkali playa, valley and foothill grassland, vernal pools. Low ground, alkali flats, and flooded lands; in annual grassland or in playas or vernal pools. 0-170 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Castilleja ambigua</i> var. <i>insalutata</i> pink Johnny-nip	None/None G4T2/S2 1B.1	Coastal bluff scrub, coastal prairie. Wet or moist coastal strand or scrub habitats. 3-135 m. Blooms May - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Centromadia parryi</i> ssp. <i>Congdonii</i> Congdon's tarplant	None/None G3T1T2/S1S2 1B.1	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 0-245 m. Blooms June - October	Low Potential	Potentially suitable habitat exists along the creek channel and in the disturbed areas. With the regular vegetation maintenance, it is unlikely the species would be observed within the study area.



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Chorizanthe minutiflora</i> Fort Ord spineflower	None/None G1/S1 1B.2	Coastal scrub, chaparral (maritime). Sandy, openings. 60-145 m. Blooms April - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Chorizanthe pungens</i> var. <i>pungens</i> Monterey spineflower	FT/None G2T2/S2 1B.2	Coastal dunes, chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Sandy soils in coastal dunes or more inland within chaparral or other habitats. 3-270 m. Blooms April - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Chorizanthe robusta</i> var. <i>robusta</i> robust spineflower	FE/None G2T1/S1 1B.1	Cismontane woodland, coastal dunes, coastal scrub, chaparral. Sandy terraces and bluffs or in loose sand. 5-245 m. Blooms May - September	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Clarkia jolonensis</i> Jolon clarkia	None/None G2/S2 1B.2	Cismontane woodland, chaparral, coastal scrub, riparian woodland. 10-1280 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Collinsia multicolor</i> San Francisco collinsia	None/None G2/S2 1B.2	Annual herb. Blooms March-May. Closed-cone coniferous forest, coastal scrub. On decomposed shale (mudstone) mixed with humus. 30-250m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i> seaside bird's-beak	None/SE G5T2/S2 1B.1	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub, coastal dunes. Sandy, often disturbed sites, usually within chaparral or coastal scrub. 30-520 m. Blooms July - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium californicum</i> ssp. <i>interius</i> Hospital Canyon larkspur	None/None G3T3/S3 1B.2	Cismontane woodland, chaparral, coastal scrub. In wet, boggy meadows, openings in chaparral and in canyons. 195-1095 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium hutchinsoniae</i> Hutchinson's larkspur	None/None G2/S2 1B.2	Broad leafed upland forest, chaparral, coastal prairie, coastal scrub. On semi-shaded, slightly moist slopes, usually west-facing. 15-535 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium umbraculorum</i> umbrella larkspur	None/None G3/S3 1B.3	Cismontane woodland, chaparral. Mesic sites. 215-2075 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Ericameria fasciculata</i> Eastwood's goldenbush	None/None G2/S2 1B.1	Closed-cone coniferous forest, chaparral (maritime), coastal scrub, coastal dunes. In sandy openings. 30-215 m. Blooms July - October	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Eriogonum nortonii</i> Pinnacles buckwheat	None/None G2/S2 1B.3	Chaparral, valley and foothill grassland. Sandy soils; often on recent burns; western Santa Lucias. 90-975 m. Blooms May - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Erysimum ammophilum</i> sand-loving wallflower	None/None G2/S2 1B.2	Chaparral (maritime), coastal dunes, coastal scrub. Sandy openings. 3-320 m. Blooms March - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Erysimum menziesii</i> Menzies' wallflower	FE/SE G1/S1 1B.1	Bloom period: January-August. Occurs in coastal dunes, headlands, and cliffs. Localized on dunes and coastal strands. Elevations: 1-25 m. Blooms January - August.	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Fritillaria liliacea</i> fragrant fritillary	None/None G2/S2 1B.2	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland. Often on serpentine; various soils reported though usually on clay, in grassland. 3-385 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Gilia tenuiflora</i> ssp. <i>arenaria</i> Monterey gilia	FE/ST G3G4T2/S2 1B.2	Coastal dunes, coastal scrub, chaparral (maritime), cismontane woodland. Sandy openings in bare, wind-sheltered areas. Often near dune summit or in the hind dunes; two records from Pleistocene inland dunes. 5-245 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Holocarpha macradenia</i> Santa Cruz tarplant	FT/SE G1/S1 1B.1	Coastal prairie, coastal scrub, valley and foothill grassland. Light, sandy soil or sandy clay; often with nonnatives. 10-275 m. Blooms June -November	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Horkelia cuneata</i> var. <i>sericea</i> Kellogg's horkelia	None/None G4T1?/S1? 1B.1	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. 5-430 m. Blooms April - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Horkelia marinensis</i> Point Reyes horkelia	None/None G2/S2 1B.2	Coastal dunes, coastal prairie, coastal scrub. Sandy flats and dunes near coast; in grassland or scrub plant communities. 2-775 m. Blooms May - September	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Lasthenia conjugens</i> Contra Costa goldfields	FE/None G1/S1 1B.1	Valley and foothill grassland, vernal pools, alkaline playas, cismontane woodland. Vernal pools, swales, low depressions, in open grassy areas. 1-450 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Legenere</i> legenere	<i>limosa</i> None/None G2/S2 1B.1	Vernal pools. In beds of vernal pools. 1-1005 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Lupinus</i> Tidestrom's lupine	<i>tidestromii</i> FE/SE G1/S1 1B.1	Coastal dunes. Partially stabilized dunes, immediately near the ocean. 4-25 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Malacothamnus</i> <i>palmeri</i> <i>involucratus</i> Carmel Valley bush-mallow	var. None/None G3T2Q/S2 1B.2	Cismontane woodland, chaparral, coastal scrub. Talus hilltops and slopes, sometimes on serpentine. Fire dependent. 5-520 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Malacothrix</i> var. Carmel malacothrix	<i>saxatilis</i> <i>arachnoidea</i> None/None G5T2/S2 1B.2	Chaparral, coastal scrub. Rock outcrops or steep rocky roadcuts. 30-1040 m. Blooms May - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Meconella</i> Oregon meconella	<i>oregana</i> None/None G2G3/S2 1B.1	Coastal prairie, coastal scrub. Open, moist places. 60-640 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Microseris</i> marsh microseris	<i>paludosa</i> None/None G2/S2 1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. 3-610 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Monardella</i> ssp. northern leaved monardella	<i>sinuata</i> <i>Nigrescens</i> <i>curly-</i> None/None G3T2/S2 1B.2	Coastal dunes, coastal scrub, chaparral, lower montane coniferous forest. Sandy soils. 10-245 m. Blooms May - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Monolopia</i> woodland woollythreads	<i>gracilens</i> None/None G3/S3 1B.2	Chaparral, valley and foothill grassland, cismontane woodland, broad leafed upland forest, North Coast coniferous forest. Grassy sites, in openings; sandy to rocky soils. Often seen on serpentine after burns but may have only weak affinity to serpentine. 120-975 m. Blooms March - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Pinus</i> Monterey pine	<i>radiata</i> None/None G1/S1 1B.1	Closed-cone coniferous forest, cismontane woodland. Five primary stands are native to California. Dry bluffs and slopes. 60-125 m.	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Piperia yadonii</i> Yadon's rein orchid	FE/None G1/S1 1B.1	Closed-cone coniferous forest, chaparral, coastal bluff scrub. On sandstone and sandy soil, but poorly drained and often dry. 10-505 m. Blooms June - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Plagiobothrys chorisianus</i> <i>chorisianus</i> Choris' popcornflower	var. None/None G3T1Q/S1 1B.2	Chaparral, coastal scrub, coastal prairie. Mesic sites. 5-705 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Plagiobothrys diffusus</i> San Francisco popcornflower	None/SE G1Q/S1 1B.1	Valley and foothill grassland, coastal prairie. Historically from grassy slopes with marine influence. 45-360 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Rosa pinetorum</i> pine rose	None/None G2/S2 1B.2	Closed-cone coniferous forest, cismontane woodland. 5-1090 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	None/None G2/S2 1B.2	Broad leafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. 90-750 m. Blooms April - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium buckwestiorum</i> Santa Cruz clover	None/None G2/S2 1B.1	Coastal prairie, broad leafed upland forest, cismontane woodland. Moist grassland. Gravelly margins. 30-805 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium hydrophilum</i> saline clover	None/None G2/S2 1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 1-335 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium polyodon</i> Pacific Grove clover	None/SR G1/S1 1B.1	Closed-cone coniferous forest, meadows and seeps, coastal prairie, valley and foothill grassland. Along small springs and seeps in grassy openings. 5-260 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Regional Vicinity refers to within a 9-quad search radius of site.				
Status (Federal/State)		CRPR (CNPS California Rare Plant Rank)		
FE =	Federal Endangered	1B = Rare, Threatened, or Endangered in California and elsewhere		
FT =	Federal Threatened			
SE =	State Endangered	CRPR Threat Code Extension		
ST =	State Threatened	.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)		
SR =	State Rare	.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)		
		.3 = Not very endangered in California (<20% of occurrences threatened/low degree and immediacy of threat)		
Other Statuses				
G1 or S1	Critically Imperiled Globally or Subnationally (state)			
G2 or S2	Imperiled Globally or Subnationally (state)			
G3 or S3	Vulnerable to extirpation or extinction Globally or Subnationally (state)			
G4/5 or S4/5	Apparently secure, common and abundant			
Additional Notations may be provided as follows				
T –	Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)			
Q –	Questionable taxonomy that may reduce conservation priority			
? –	Inexact Numeric rank			



Special-Status Animal Species in the Regional Vicinity of the Study Area

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Invertebrates				
<i>Euphilotes enoptes smithi</i> Smith's blue butterfly	FE/None G5T1T2/S1	Most commonly associated with coastal dunes & coastal sage scrub plant communities in Monterey & Santa Cruz counties. Hostplant: Eriogonum latifolium and Eriogonum parvifolium are utilized as both larval and adult foodplants.	Not Expected	No suitable coastal dune or coastal sage scrub habitat occurs in the study area and this species host plants were not observed.
Fish				
<i>Eucyclogobius newberryi</i> tidewater goby	FE/None G3/S3	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.	Not Expected	No suitable habitat occurs in the study area. The adjacent ditch is fed primarily by agriculture runoff.
<i>Lavinia exilicauda harengus</i> Monterey hitch	None/None G4T2T4/S2S4 SSC	Occupies a wide variety of habitats, although they are most abundant in lowland areas with large pools or in small reservoirs that mimic such conditions.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
<i>Oncorhynchus mykiss irideus</i> pop. 9 steelhead - south-central California coast DPS	FT/None G5T2Q/S2	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including the Santa Maria River.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
<i>Spirinchus thaleichthys</i> longfin smelt	FC/ST G5/S1	Euryhaline, nektonic & anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
Amphibians				
<i>Ambystoma californiense</i> California tiger salamander	FT/ST G2G3/S2S3 WL	Central California DPS federally listed as threatened. Santa Barbara and Sonoma counties DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	Not Expected	The site is surrounded by development and has been heavily disturbed.
<i>Ambystoma macrodactylum croceum</i> Santa Cruz long-toed salamander	FE/SE G5T1T2/S1S2 FP	Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey counties. Aquatic larvae prefer shallow (<12 inches) water, using clumps of vegetation or debris for cover. Adults use mammal burrows.	Not Expected	Suitable habitat is not present, and the site is surrounded by development.

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Rana boylei</i> foothill yellow- legged frog	None/SE G3/S3 SSC	Partly shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	Not Expected	Suitable habitat is not present, and the site is surrounded by development.
<i>Rana draytonii</i> California red- legged frog	FT/None G2G3/S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	Low Potential	Potentially suitable habitat occurs along the adjacent reclamation ditch. California red-legged frogs may use the urban creeks as dispersal corridors however, the urban nature of the reclamation ditch and a lack of suitable breeding habitat may preclude them from the study area. Dispersing individuals may transiently occur within the study area
<i>Spea hammondi</i> western spadefoot	None/None G2G3/S3 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Not Expected	No suitable habitat occurs in the study area
<i>Taricha torosa</i> Coast Range newt	None/None G4/S4 SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats & will migrate over 1 km to breed in ponds, reservoirs and slow moving streams.	Moderate Potential	Potentially suitable habitat occurs along the adjacent reclamation ditch. Coast range newts may use the urban creeks as dispersal corridors however, the urban nature of the reclamation ditch may preclude them from the study area.
Reptiles				
<i>Anniella pulchra</i> Northern California legless lizard	None/None G3/S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.	Not Expected	No suitable habitat occurs in the study area.
<i>Emys marmorata</i> western pond turtle	None/None G3G4/S3 SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Moderate Potential	Potentially suitable habitat occurs within the adjacent reclamation ditch corridor.
<i>Phrynosoma blainvillii</i> coast horned lizard	None/None G3G4/S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Not Expected	No suitable habitat occurs in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Thamnophis hammondi</i> two-striped gartersnake	None/None G4/S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	Not Expected	No suitable habitat occurs in the study area
Birds				
<i>Agelaius tricolor</i> tricolored blackbird	None/ST G1G2/S1S2 SSC	Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	Not Expected	No suitable habitat occurs in the study area
<i>Aquila chrysaetos</i> golden eagle	None/None G5/S3 FP WL	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	Not Expected	No suitable habitat occurs in the study area
<i>Asio flammeus</i> short-eared owl	None/None G5/S3 SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.	Not Expected	No suitable habitat occurs in the study area
<i>Athene cunicularia</i> burrowing owl	None/None G4/S3 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Moderate Potential	Suitable habitat occurs within the study area. There are occurrences 0.45 miles to the west and ground squirrels were observed in the nearby open space.
<i>Buteo swainsoni</i> Swainson's hawk	None/ST G5/S3	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	Not Expected	No suitable habitat occurs in the study area
<i>Charadrius nivosus</i> western snowy plover	FT/None G3T3/S2 SSC	Sandy beaches, salt pond levees, and shores of large alkali lakes. needs sandy, gravelly or friable soils for nesting.	Not Expected	No suitable habitat occurs in the study area
<i>Coturnicops noveboracensis</i> yellow rail	None/None G4/S1S2 SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.	Not Expected	No suitable habitat occurs in the study area
<i>Elanus leucurus</i> white-tailed kite	None/None G5/S3S4 FP	Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Not Expected	No suitable habitat occurs in the study area

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Falco peregrinus anatum</i> American peregrine falcon	FD/SD G4T4/S3S4 FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Not Expected	No suitable habitat occurs in the study area
<i>Rallus obsoletus</i> California Ridgway's rail	FE/SE G3T1/S1 FP	Salt water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed however, feeds away from cover on invertebrates from mud-bottomed sloughs.	Not Expected	No suitable habitat occurs in the study area
<i>Riparia riparia</i> bank swallow	None/ST G5/S2	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	Not Expected	No suitable habitat occurs in the study area
<i>Vireo bellii pusillus</i> least Bell's vireo	FE/SE G5T2/S2	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.	Not Expected	No suitable habitat occurs in the study area
Mammals				
<i>Antrozous pallidus</i> pallid bat	None/None G4/S3 SSC	Found in a variety of habitats including deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts in crevices of rock outcrops, caves, mine tunnels, buildings, bridges, and hollows of live and dead trees which must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Not Expected	No suitable habitat occurs in the study area
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	None/None G4/S2 SSC	Occurs throughout California in a wide variety of habitats. Most common in mesic sites, typically coniferous or deciduous forests. Roosts in the open, hanging from walls & ceilings in caves, lava tubes, bridges, and buildings. This species is extremely sensitive to human disturbance.	Not Expected	No suitable habitat occurs in the study area
<i>Neotoma macrotis luciana</i> Monterey dusky-footed woodrat	None/None G5T3/S3 SSC	Forest habitats of moderate canopy and moderate to dense understory. Also, in chaparral habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.	Not Expected	No suitable habitat occurs in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Sorex ornatus</i> <i>salaris</i> Monterey shrew	None/None G5T1T2/S1S2 SSC	Riparian, wetland, and upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. feeds on insects & other invertebrates found under logs, rocks & litter.	Low Potential	Marginal habitat occurs adjacent to the study area however, the disturbed nature of the study area precludes the species from the project site.
<i>Taxidea taxus</i> American badger	None/None G5/S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not Expected	No suitable habitat occurs in the study area

Regional Vicinity refers to within a 6-quad search radius of site.

Status (Federal/State)

FE = Federal Endangered

FT = Federal Threatened

SE = State Endangered

ST = State Threatened

SR = State Rare

SD = State Delisted

SSC = CDFW Species of Special Concern

FP = CDFW Fully Protected

WL = CDFW Watch List

Other Statuses

G1 or S1 Critically Imperiled Globally or Subnationally (state)

G2 or S2 Imperiled Globally or Subnationally (state)

G3 or S3 Vulnerable to extirpation or extinction Globally or Subnationally (state)

G4/5 or S4/5 Apparently secure, common and abundant

Additional Notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)

Q – Questionable taxonomy that may reduce conservation priority



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Appendix C

Energy Construction and Operational Energy Fuel Consumption Calculations

1 Preston Street Project

Last Updated: 4/7/2022

Compression-Ignition Engine Brake-Specific Fuel Consumption (BSFC) Factors [1]:

HP: 0 to 100	0.0588	HP: Greater than 100	0.0529
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Values above are expressed in gallons per horsepower-hour/BSFC.

CONSTRUCTION EQUIPMENT

Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phase	Fuel Used (gallons)
Graders	1	8	187	0.41	Site Preparation Phase	97.26
Scrapers	1	8	367	0.48	Site Preparation Phase	223.48
Tractors/Loaders/Backhoes	1	7	97	0.37	Site Preparation Phase	44.29
Graders	1	8	187	0.41	Grading Phase	194.53
Rubber Tired Dozers	1	8	247	0.4	Grading Phase	250.68
Tractors/Loaders/Backhoes	1	7	97	0.37	Grading Phase	88.58
Cranes	1	8	231	0.29	Building Construction Phase	6,232.20
Forklifts	2	7	89	0.2	Building Construction Phase	3,221.69
Generator Sets	1	8	84	0.74	Building Construction Phase	6,428.90
Tractors/Loaders/Backhoes	1	8	97	0.37	Building Construction Phase	3,711.92
Welders	3	8	46	0.45	Building Construction Phase	6,422.69
Air Compressors	1	6	78	0.48	Architectural Coating Phase	132.01
Cement and Mortar Mixers	1	8	9	0.56	Paving Phase	23.69
Pavers	1	8	130	0.42	Paving Phase	230.89
Paving Equipment	1	8	132	0.36	Paving Phase	200.95
Rollers	1	8	80	0.38	Paving Phase	142.91
Tractors/Loaders/Backhoes	1	8	97	0.37	Paving Phase	168.72
Total Fuel Used						27,815.41
						(Gallons)

Construction Phase Days of Operation

Site Preparation Phase	3
Grading Phase	6
Building Construction Phase	220
Paving Phase	10
Architectural Coating Phase	10
Total Days	249

WORKER TRIPS

Constuction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
Site Preparation Phase	25.3	8	10.8	10.25
Grading Phase	25.3	10	10.8	25.61
Building Construction Phase	25.3	83	10.8	7794.78
Paving Phase	25.3	15	10.8	64.03
Architectural Coating Phase	25.3	17	10.8	72.57
Total				7,967.24

HAULING AND VENDOR TRIPS

Trip Class	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
HAULING TRIPS				
Site Preparation Phase	7.6	0	20.0	0.00
Grading Phase	7.6	0	20.0	0.00
Building Construction Phase	7.6	0	20.0	0.00
Paving Phase	7.6	0	20.0	0.00

Architectural Coating Phase	7.6	0	20.0	0.00
Total				-
VENDOR TRIPS				
Site Preparation Phase	7.6	0	7.3	0.00
Grading Phase	7.6	0	7.3	0.00
Building Construction Phase	7.6	19	7.3	4015.00
Paving Phase	7.6	0	7.3	0.00
Architectural Coating Phase	7.6	0	7.3	0.00
Total				4,015.00

Total Gasoline Consumption (gallons)	7,967.24
Total Diesel Consumption (gallons)	31,830.41

Sources:

[1] United States Environmental Protection Agency. 2021. *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES3.0.2*. September. Available at: <https://www.epa.gov/system/files/documents/2021-08/420r21021.pdf>.

[2] United States Department of Transportation, Bureau of Transportation Statistics. 2021. *National Transportation Statistics*. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

1 Preston Street Project

Last Updated: 4/7/2022

Populate one of the following tables (Leave the other blank):

Annual VMT	OR	Daily Vehicle Trips
Annual VMT: 1,132,272		Daily Vehicle Trips: Average Trip Distance:

Fleet Class	Fleet Mix	Fuel Economy (MPG) [1]
Light Duty Auto (LDA)	0.512341	Passenger Vehicles 25.3
Light Duty Truck 1 (LDT1)	0.05237	Light-Med Duty Trucks 18.2
Light Duty Truck 2 (LDT2)	0.194493	Heavy Trucks/Other 7.6
Medium Duty Vehicle (MDV)	0.150484	Motorcycles 44
Light Heavy Duty 1 (LHD1)	0.029151	
Light Heavy Duty 2 (LHD2)	0.007004	
Medium Heavy Duty (MHD)	0.010494	
Heavy Heavy Duty (HHD)	0.009415	
Other Bus (OBUS)	0.001203	
Urban Bus (UBUS)	0.000586	
Motorcycle (MCY)	0.027411	
School Bus (SBUS)	0.001303	
Motorhome (MH)	0.003746	

Fleet Mix					
Vehicle Type	Percent	Fuel Type	Annual VMT:		Fuel Consumption (Gallons)
			VMT	Vehicle Trips: VMT	
Passenger Vehicles	51.23%	Gasoline	580,109	0.00	22,929
Light-Medium Duty Trucks	39.73%	Gasoline	449,905	0.00	24,720
Heavy Trucks/Other	6.29%	Diesel	71,222	0.00	9,371
Motorcycle	2.74%	Gasoline	31,037	0.00	705

Total Gasoline Consumption (gallons)	48,355
Total Diesel Consumption (gallons)	9,371

Sources:

[1] United States Department of Transportation, Bureau of Transportation Statistics. 2021. National Transportation Statistics. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

Equipment	Horsepower	Load Factor
Aerial Lifts	63	0.31
Air Compressors	78	0.48
Bore/Drill Rigs	221	0.5
Cement and Mortar Mixers	9	0.56
Concrete/Industrial Saws	81	0.73
Cranes	231	0.29
Crawler Tractors	212	0.43
Crushing/Proc. Equipment	85	0.78
Excavators	158	0.38
Forklifts	89	0.2
Generator Sets	84	0.74
Graders	187	0.41
Off-Highway Tractors	124	0.44
Off-Highway Trucks	402	0.38
Other Construction Equipment	172	0.42
Other General Industrial Equipment	88	0.34
Other Material Handling Equipment	168	0.4
Pavers	130	0.42
Paving Equipment	132	0.36
Plate Compactors	8	0.43
Pressure Washers	13	0.3
Pumps	84	0.74
Rollers	80	0.38
Rough Terrain Forklifts	100	0.4
Rubber Tired Dozers	247	0.4
Rubber Tired Loaders	203	0.36
Scrapers	367	0.48
Signal Boards	6	0.82
Skid Steer Loaders	65	0.37
Surfacing Equipment	263	0.3
Sweepers/Scrubbers	64	0.46
Tractors/Loaders/Backhoes	97	0.37
Trenchers	78	0.5
Welders	46	0.45

Appendix D

Transportation Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.

1 Preston Residential

Transportation Analysis

Prepared for:

Rincon Consultants

February 28, 2022

Hexagon Transportation Consultants, Inc.

Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230

Gilroy, CA 95020

Hexagon Job Number: 22DC01

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed residential development located at 1 Preston Street in Salinas, California. The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). There is currently no development proposal. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies of the City of Salinas. The transportation analysis will consist of a CEQA-level transportation analysis to determine environmental impacts related to Vehicle Miles Traveled (VMT) and a transportation operations analysis to determine local impacts to nearby transportation facilities within the project vicinity.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool.

Transportation Operations Analysis Scope

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of Salinas *Draft SB 743 Implementation Policy* describes screening criteria that determines a non-significant transportation impact for development projects. The criteria are based on the type of project, characteristics, and/or location. The project does not meet the screening criteria described in the *Draft SB 743 Implementation Policy* and would be required to conduct a CEQA level VMT analysis.

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate 10.53 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact.

Mitigation Measures: Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**
6. Affordable Housing: Provide below market-rate housing on-site. **or**
7. Voluntary Travel Behavior Change Program: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. Promotions and Marketing: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. School Carpool Program: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Transportation Operations Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The transportation operations analysis includes the analysis of AM and PM peak-hour traffic conditions for one signalized intersection and two unsignalized intersections. The intersections were evaluated using Synchro software, utilizing the Highway Capacity Manual (HCM) 2010 methodology.

Trip Generation

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour.

Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with and without the project. The N. Main Street/Menke Street intersection would operate at an unacceptable LOS F during both peak hours with and without the project. The addition of project generated trips to the intersection would increase the average delay experienced by each vehicle on the worst-leg approach by 13.6 seconds during the AM peak hour. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Table ES-1
Intersection Level of Service Summary

Study #	Intersection	Control	Peak Hour	Existing Conditions				
				No Project		with Project		Increase in Crit. Delay (sec)
				Avg. Delay ¹ (sec)	LOS	Avg. Delay ¹ (sec)	LOS	
1	N. Main Street & Menke Street	TWSC	AM	65.9	F	79.5	F	13.6
			PM	183.3	F	183.3	F	0.0
2	N. Main Street & Rossi Street	Signal	AM	28.9	C	29.1	C	0.2
			PM	31.3	C	31.6	C	0.3
3	Martella Street & Rossi Street	TWSC	AM	22.3	C	24.1	C	1.8
			PM	26.2	D	27.9	D	1.7

Notes:

¹ Average delay is reported for signalized intersections. Delay for the worst approach leg is reported for TWSC intersections.

Bold indicates a substandard level of service.

Bold indicates an adverse effect with the addition of project trips.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection. Field observations show that gaps in traffic are available during both peak hours at both intersections.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

Pedestrian facilities in the project vicinity include sidewalks, crosswalks, and pedestrian signals at the signalized study intersection. The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides access to additional pedestrian facilities and to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should be designed to include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

Bicycle facilities in the project vicinity include bike paths, bike lanes, and bike routes. The project site is not directly served by any bicycle facilities. However, Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Facilities

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

1.

Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed residential development located at 1 Preston Street in Salinas, California. The site is located at the western end of Preston Street. The project site location and surrounding study area are shown on Figure 1.

The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The maximum potential buildout of the site was evaluated as part of this traffic analysis since there currently is no development proposal. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units.

Transportation Policies

Draft SB 743 Implementation Policy

Historically, traffic impact analysis has utilized vehicular delay to identify traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service (LOS).

In adherence to SB 743, the City of Salinas has adopted a new Transportation Analysis Policy, the City of Salinas *Draft SB 743 Implementation Policy*. The policy establishes the thresholds for transportation impacts under the CEQA based on VMT instead of LOS. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new development projects are required to analyze transportation impacts using the VMT metric and conform to the *Draft SB 743 Implementation Policy*.

General Plan Goals & Policies

The Circulation Element of the *City of Salinas General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The 2002 General Plan

contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system (C-1.8);
- Encourage car-pooling, at government offices, business, schools, and other facilities, to reduce the number of vehicles using the roadway system (C1.9);
- Urge a countywide approach to Transportation Demand Management (TDM) and Transportation Systems Management (TSM) as the best way to reduce peak-hour vehicle trips and congestion at major employment centers. (C2.1);
- Work with Caltrain and Amtrak to provide commuter rail service to the Silicon Valley and other major destinations to provide alternatives to automobile use (C-2.5);
- Support continued maintenance and expanded use of the City's Intermodal Transportation Center (C-2.7);
- Support Monterey-Salinas Transit initiatives to provide adequate and improved public transportation service (C-3.1);
- Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service (C 3.2);
- Support the extension of commuter rail to Salinas to allow for alternatives to automobile use. (C 3.3);
- Support public transportation that is "bike" friendly, such as buses with bicycle racks and reduced fares for bicycle riders and provision of bicycle racks at public transportation stations (C-3.4);
- Continue to develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips. Eliminate gaps and provide connections between existing bicycle routes (C-4.1);
- Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes, that promote bicycling (C-4.2);
- Encourage existing businesses and require new construction to provide on-premise facilities to aid bicycle commuters, such as on-site safe bicycle parking (C-4.3);
- Improve the biking environment by providing safe and attractive cut-through, bike lanes, and bike paths for both recreational and commuting purposes (C-4.4);
- Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design (C-4.5);
- Encourage parking lot designs that provide for safe and secure bicycle parking (C-4.6);
- Increase availability of safe and well-maintained sidewalks in all areas of the City (C-5.1);
- Ensure that all pedestrian route improvements meet with ADA standards for accessibility (C-5.3) ;
- Encourage parking lot designs that promote pedestrian access and safety (C-5.4);
- Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes (C-5.5)

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *City of Salinas General Plan* goals and policies. The TA was evaluated following the standards and methodologies set forth in the City of Salinas *Draft SB 743 Implementation Policy* and by the California Environmental Quality Act (CEQA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool. The City's VMT analysis tool was developed to streamline the analysis for development projects with common land uses such as residential, office and industrial uses.

The City of Salinas *Draft SB 743 Implementation Policy* establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The policy also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required. However, the proposed project will not meet all applicable VMT screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Transportation Operations Analysis Scope

The current General Plan, *City of Salinas General Plan*, adopted in September 2002 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The transportation operations analysis supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The transportation operations analysis also includes signal warrant analyses and critical gap evaluation at unsignalized intersections. An evaluation of potential project impacts on bicycle, pedestrian, and transit facilities is also included.

The study intersections were selected in coordination with City staff and are listed below and are shown on Figure 1.

Study Intersections

1. North Main Street and Menke Street (unsignalized)
2. North Main Street and Rossi Street
3. Rossi Street and Martell Street (unsignalized)

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Salinas General Plan.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the VMT analysis methodology, baseline and potential project VMT impacts, and required mitigation measures to reduce any VMT impacts. Chapter 4 describes the transportation operations analysis including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection

traffic effects caused by the project, and effects on bicycle, pedestrian, and transit facilities. Chapter 5 presents the conclusions of the transportation analysis.

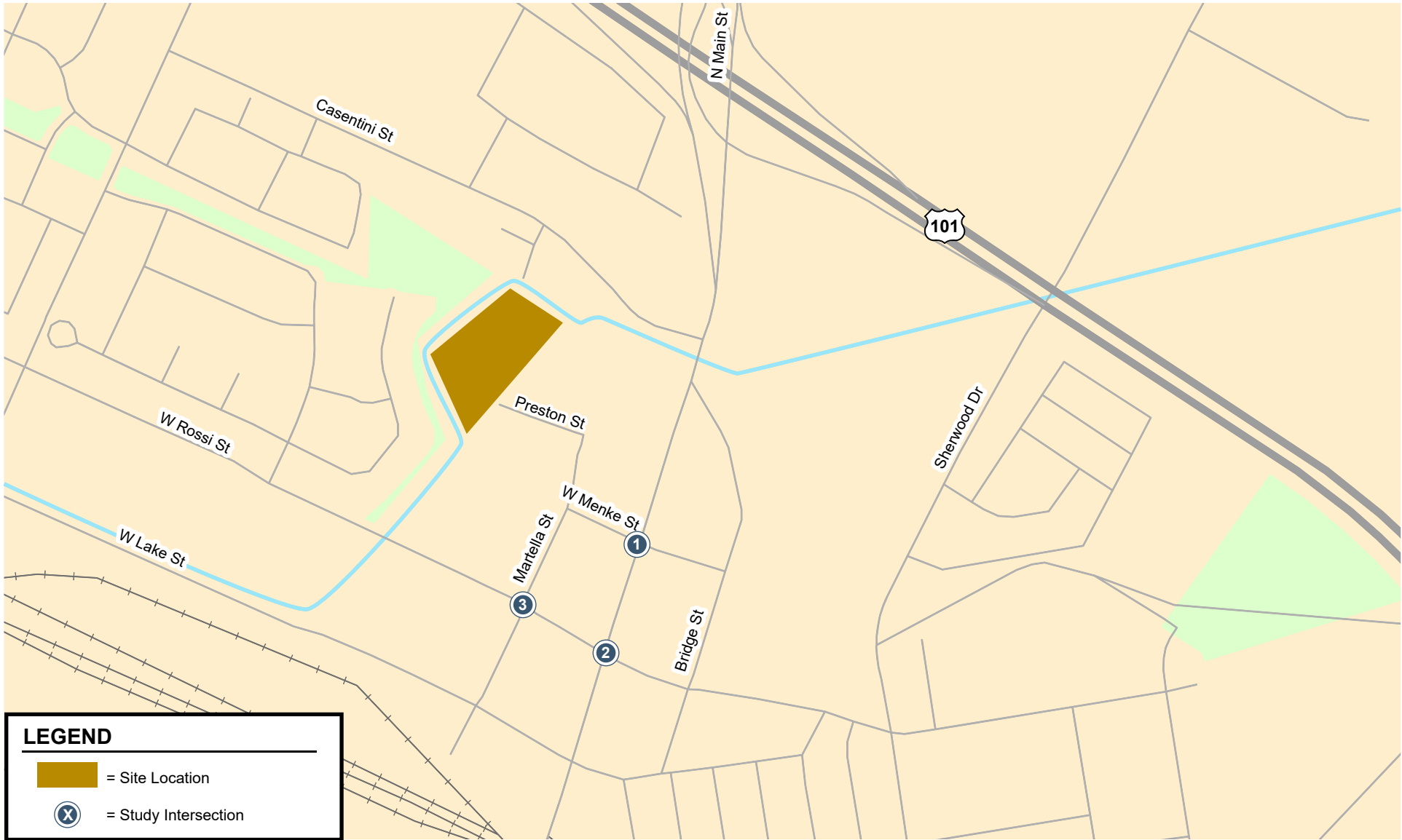


Figure 1
Site Location

2. Existing Transportation System

This chapter describes the existing transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via US-101, SR-68, and SR 183. These facilities are described below.

US-101 is a four-lane freeway in the vicinity of the site. US 101 extends north to Gilroy and the San Francisco Bay Area and south to King City, central California, and the Los Angeles area. Access to the site is provided via its interchange at Main Street.

SR-68 is a four-lane highway with a two-way left-turn median between Blanco Road and Portola Drive. South of Portola Drive, the roadway narrows to two lanes with a two-way left-turn lane. SR 68 extends north to US-101 in Salinas and south to the Monterey Bay Peninsula. SR-68 runs along South Main Street and John Street in the City of Salinas. Access from SR-68 to the project site is provided via Main Street and North Main Street.

SR-183 is a two-lane highway west of the city of Salinas. SR 183 widens to four lanes and runs along Market Street and North Main Street within the City of Salinas. It extends east to US-101 in Salinas and west to SR-1 near Moss Landing. Access from SR-183 to the project site is provided via Rossi Street and Menke Street.

Local access to the site is provided by North Main Street, West Rossi Street, West Menke Street, Martella Street and Preston Street. These roadways are described below.

North Main Street is a four-lane north-south roadway in the vicinity of the project site. North Main Street is the primary north-south roadway within the city of Salinas and connects North Salinas and US-101 to the downtown area. In the project vicinity, North Main Street has a posted speed limit of 40 mph with sidewalks and on-street parking on both sides of the street and no bike lanes. Access to the project site from North Main Street is provided via Rossi Street and Menke Street.

West Rossi Street is a two-lane east-west roadway in the vicinity of the project site and extends between North Davis Road and Sherwood Drive. Sidewalks and bike lanes are present along both sides of West Rossi Street. In the project vicinity, parking is permitted on the north side of West Rossi Street, west of Martella Street. Access to the project site from West Rossi Street is provided via Martella Street.

West Menke Street is a two-lane east-west roadway that extends between Bridge Street and Martella Street in the vicinity of the project site. A continuous sidewalk is present along the north side of West Menke Street. Parking is permitted on both sides of West Menke Street. Access to the project site from West Menke Street is provided via Martella Street.

Martella Street is a two-lane north-south roadway in the vicinity of the project site extending between West Lake Street and Preston Street. Intermittent sidewalks are present along both sides of Martella Street. Parking is permitted on both sides of Martella Street. Access to the project site from Martella Street is provided via Preston Street.

Preston Street is a two-lane east-west roadway in the vicinity of the project site. A sidewalk is present on the north side of Preston Street. Parking is permitted on both sides of Preston Street. The proposed project site is located at the west end of Preston Street.

Existing Pedestrian, Bicycle and Transit Facilities

The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are missing along several property frontages along Preston Street, Martella Street, and Menke Street. However, a continuous sidewalk connects the project site to Main Street, which is the nearest major street in the vicinity. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at the signalized study intersection of North Main Street and Rossi Street. At the intersection of North Main Street and Menke Street, marked crosswalks are present along the west and east legs. At the intersection of Martella Street and Rossi Street, marked crosswalks are present along the north and east legs.

Overall, the existing network of sidewalks and crosswalks provides adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Bicycle Facilities

There are several bicycle facilities in the vicinity of the project site. Bicycle facilities are divided into the following three classes of relative significance:

Class I Bikeway (Bike Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. The Rossi Rico Parkway is in the vicinity of the project site and connects Rossi Street to Davis Road. The nearest access to the bike path is along Rossi Street, approximately 1,500 feet from the project site.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on Rossi Street, between Davis Road and Sherwood Drive.

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Rice Street, between Rossi Street and Larkin Street
- Casentini Street, between Main Street and Rico Street

The existing bicycle facilities are shown in Figure 2.

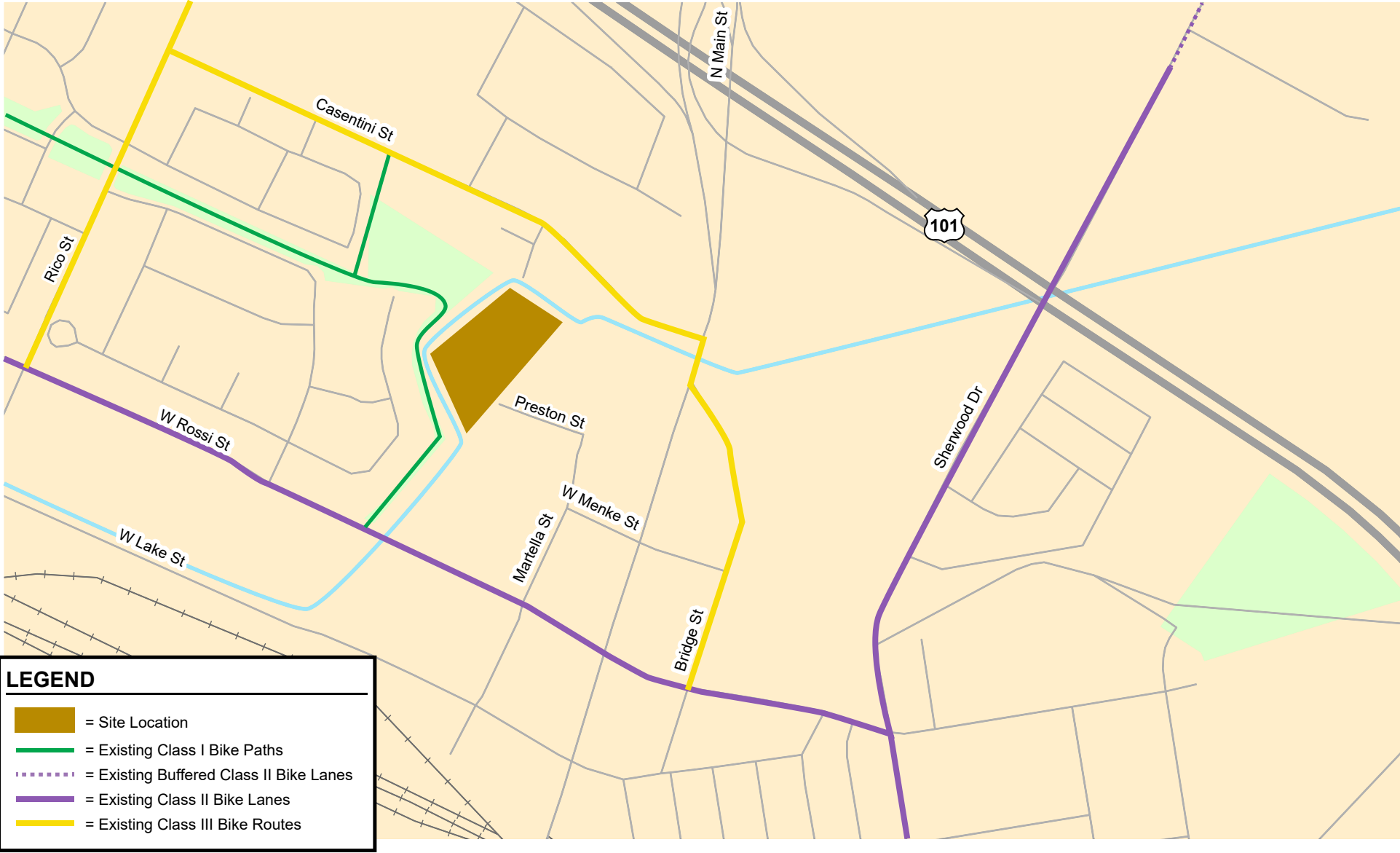


Figure 2
Existing Bicycle Facilities

Existing Transit Services

Existing transit services in the study area are provided by Monterey-Salinas Transit (MST) and are shown on Figure 3. The Salinas Amtrak station is located ½-mile from the project site and provides train and connecting bus services from Amtrak. Amtrak services are limited at Salinas station, providing one daily service in each direction via the Coast Starlight. Amtrak provides connecting bus services to train stations towards the north several times daily.

Monterey-Salinas Transit Bus Service

The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49 and 95). These bus routes are listed in Table 1, including their terminus points and headways. The nearest bus stops to the project site are located along both sides of Main Street (just south of Rossi Street), approximately ¼-mile from the project site. It should be noted that although headways are long, these routes all run along Main Street in the city of Salinas, connecting the downtown area and project site to areas in the northern part of the city, north of US 101.

Table 1
Existing Transit Services

Transit Route	Route Description	Hours of Operation	Headway ¹
Route 23	Salinas to King City	6:45 am - 10:00 pm	60 mins
Route 29	Watsonville to Salinas via Prunedale	5:45 am - 7:00 pm	120 mins
Route 44	Northridge to Salinas	6:30 am - 6:15 pm	75 mins
Route 49	Santa Rita via Northridge	6:15 am - 10:00 pm	60 mins
Route 95	Williams Ranch to Northridge	9:30 am - 5:15 pm	120 mins

Notes:
¹ Approximate headways during peak commute periods.

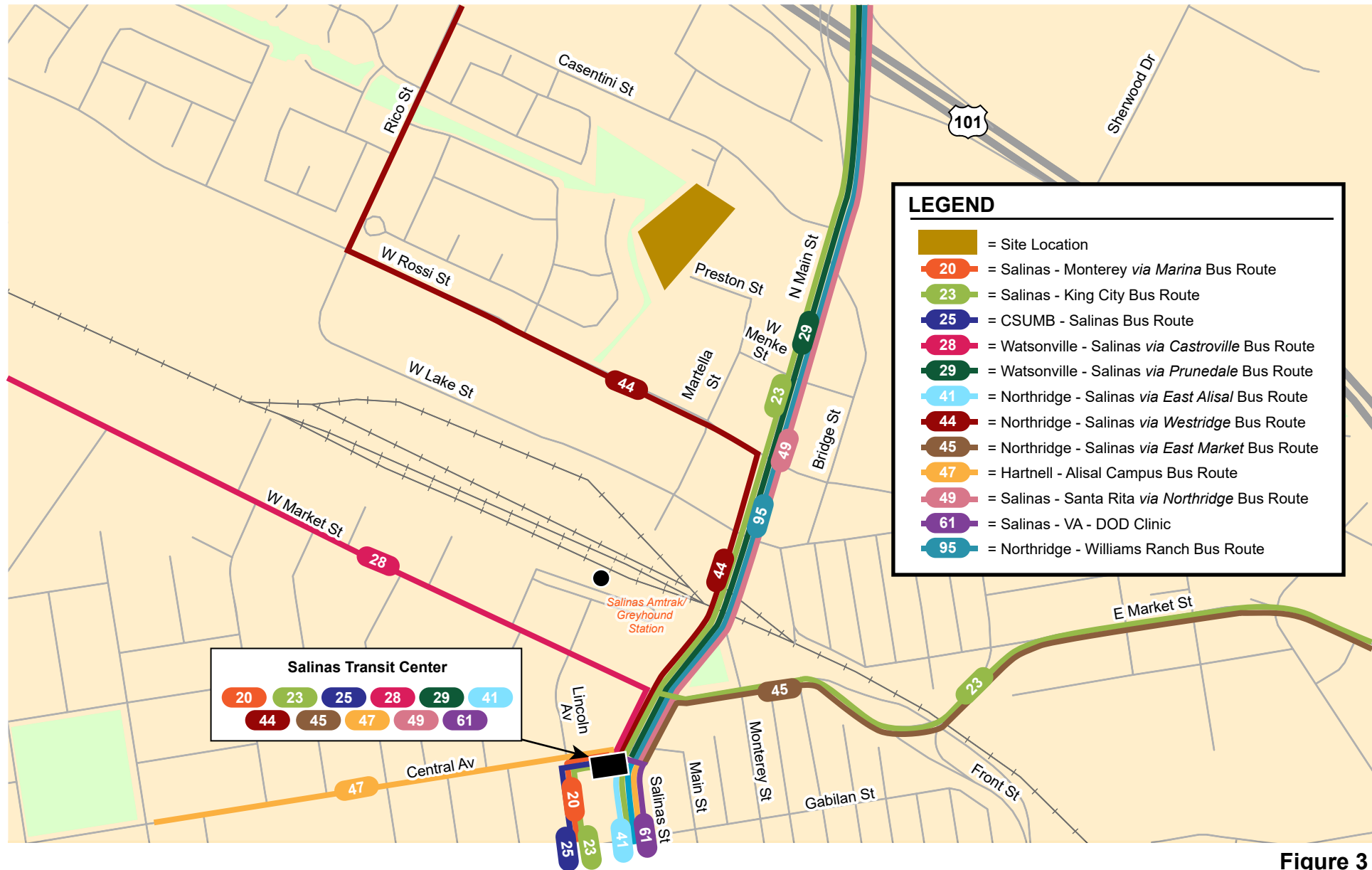


Figure 3
Existing Transit Services

3.

CEQA VMT Evaluation

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, and mitigation measures recommended to reduce significant impacts. Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes

VMT Evaluation Methodology and Criteria

The effects of the proposed project on VMT were evaluated using the methodology outlined in the City of Salinas *Draft SB 743 Implementation Policy*.

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

VMT Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed a VMT Analysis Tool. The VMT tool identifies the existing average VMT per capita and VMT per employee for an identified project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT analysis tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in “high-VMT areas”. Projects that exceed the City’s thresholds of significance are required to include VMT reduction measures that would reduce the project VMT to the greatest extent possible.

VTM Policies and Impact Criteria

In adherence to SB 743, the City of Salinas has adopted its *Draft SB 743 Implementation Policy*. The policy aligns with the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Per OPR's technical advisory, VMT per resident (capita) is the recommended metric to evaluate CEQA-related transportation impacts for residential land uses. As stated in the technical advisory, OPR recommends an impact threshold of 15% below the existing VMT levels for residential land uses. OPR allows the existing VMT to be measured as regional or citywide VMT per capita. Therefore, the City's policy has established 15% below the county-wide residential VMT per capita as the impact threshold for residential uses in the city. The VMT Evaluation Tool indicates that the countywide average VMT per capita is currently 11.40. Thus, the project will result in a significant impact if it results in project generated VMT of 9.7 VMT per capita or greater.

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through mitigation measures, which can include implementing a TDM program.

The VMT analysis tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. The VMT reduction measures include Transportation Demand Management (TDM) strategies in the following categories:

1. Parking
2. Transit
3. Communication and Information
4. Commuting
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement
8. Miscellaneous
9. Land Use

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate VMT per capita (10.53), which would exceed the impact threshold of 9.7 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria. The VMT Evaluation Tool output is shown in Figure 4 and also can be found in Appendix A.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact. Per the city's impact thresholds, the project would need to implement VMT reduction measures to achieve an 8 percent reduction (10.53 to 9.7) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels.

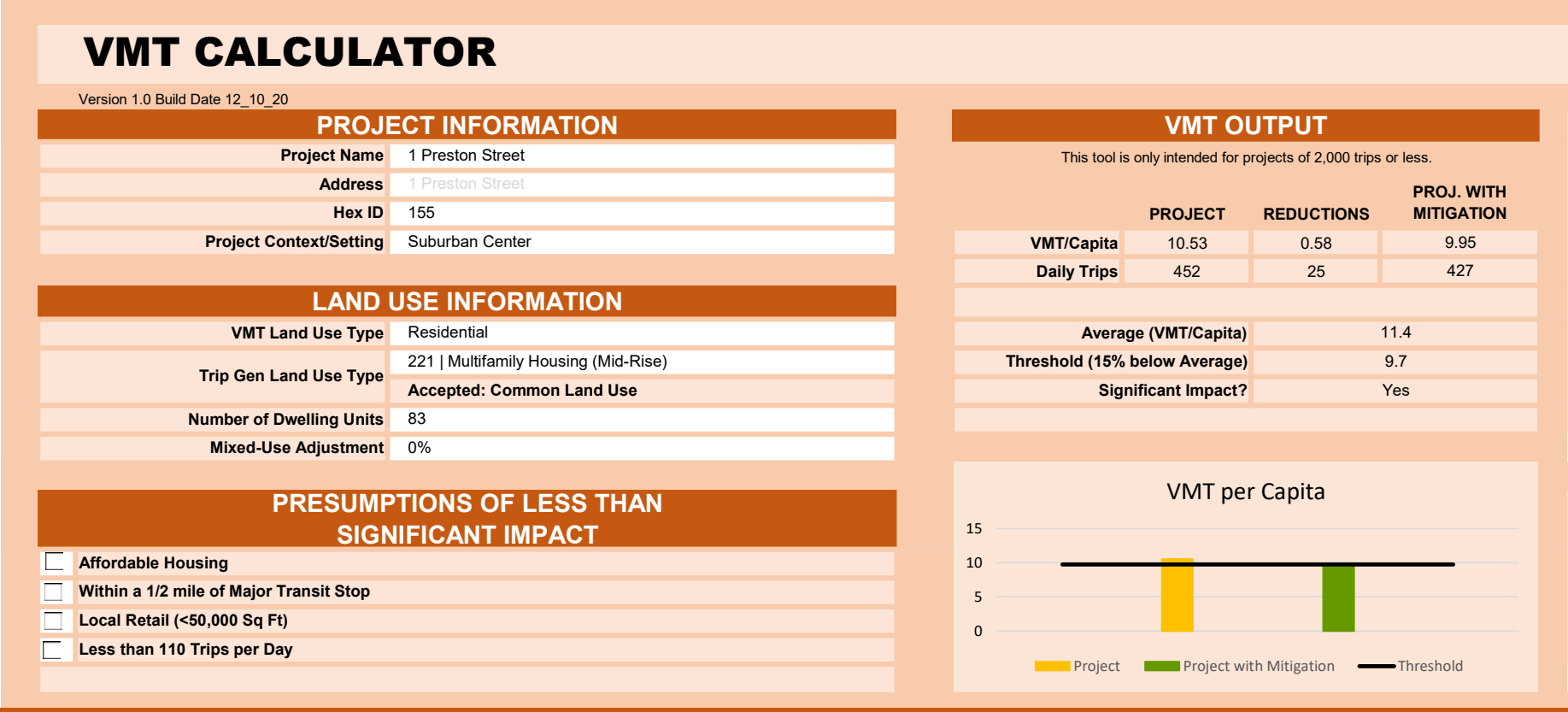


Figure 4
VMT Tool Output Summary

Mitigation Measures: Based on City's VMT policy and analysis tool, the following Travel Demand Management (TDM) strategies could be implemented to reduce the project's impact to a less than significant level. The mitigation measures and the resulting VMT are summarized in Table 2.

Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**
6. Affordable Housing: Provide below market-rate housing on-site. **or**
7. Voluntary Travel Behavior Change Program: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. Promotions and Marketing: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. School Carpool Program: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Table 2
VTM Mitigation Measures and Resulting VMT

Item	Mitigation	Mitigation Description	VTM per Capita	VTM Threshold	VTM Impact?
1	Project	None	10.53	9.7	Yes
2	Higher Density, Pedestrian Network Improvements, and Include Bike Parking Per City Code	The project proposes to construct residential units at a higher density in an infill location, construct pedestrian facilities within the project site that would connect to the existing pedestrian network, and provide bike parking on-site.	9.95	9.7	Yes
3	Item 2 and Reduce On-site Parking	Reducing on-site parking spaces less than what is required per the municipal code	(9.53) varies ¹	9.7	No
4	Item 2 and Implement Unbundled Parking	Unbundle parking costs from leases/property costs.	(9.7) varies ²	9.7	No
5	Affordable Housing	The project could provide a high percentage of affordable housing units, as defined by the City of Salinas, could result in a less-than significant impact on VMT.	n/a	9.7	No
6	Item 2 and Implement Voluntary Travel Behavior Change Program, Promotions and Marketing, and School Carpool Program	<p><u>Voluntary Travel Behavior Change Program</u> - Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes.</p> <p><u>Promotions and Marketing</u> - Implement marketing/educational campaigns that promote the use of transit, carpooling, school pools, and travel through active modes. Strategies may include welcome packets for new residents, on-line portal to access information, and event promotions.</p> <p><u>School Carpool Program</u> - Implement a School Carpool Program. Residents would be provided information upon move-in. Interested residents would provide their contact information to similarly interested families.</p>	9.62	9.7	No

Notes:

¹ Since a breakdown of units and their sizes has not yet been proposed, the number of required spaces is unknown. Based on a requirement of 2 spaces per unit, reducing the parking supply to one space per unit would result in 9.53 VTM per capita.

² VTM reduction is varied based on the amount charged for a parking space. Implementing a \$20 charge for parking would reduce the VTM per capita to 9.7

4.

Transportation Operations Analysis

This chapter describes the transportation operations analysis including the method by which project traffic is estimated, intersection operations analysis for existing and existing plus project scenarios, any adverse effects on study intersections caused by the project, and effects on bicycle, pedestrian, and transit facilities, and parking.

The transportation operations analysis provides supplemental analysis for use by the City of Salinas in identifying adverse effects related to the proposed project and to identify potential improvements to the transportation system. The transportation operations analysis supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter.

Project Description

There currently is no development proposal for the vacant project site. Therefore, the maximum potential buildout of the site was evaluated as part of this traffic analysis. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units. The lot can be accessed at the west end of Preston Street.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Multi-Family Housing – Mid Rise (Land Use 221) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021) were applied to the proposed residential development.

Based on the trip generation rates, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 3.

Table 3
Project Trip Generation Estimates

Land Use	Size	Daily Trips		AM Peak Hour						PM Peak Hour						
		Rate	Trip	Split			Trip			Rate	Split			Trip		
				In	Out	Total	In	Out	Total		In	Out	Total			
Proposed Land Uses																
#221 - Multifamily Housing (Mid-Rise)	83	Dwelling Units	4.540	377	0.370	23%	77%	7	24	31	0.390	61%	39%	20	12	32
Source: ITE Trip Generation Manual, 11 th Edition 2021.																

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Figure 5 shows the trip distribution pattern and net trip assignment of project traffic on the local transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area. The study includes the analysis of one signalized intersection and two unsignalized intersections within the City of Salinas. The study intersections were selected in coordination with City staff and are listed below and are shown on Figure 6.

Study Intersections

1. North Main Street and Menke Street (unsignalized)
2. North Main Street and Rossi Street
3. Rossi Street and Martell Street (unsignalized)

Study Scenarios

Intersection operations conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing AM and PM peak hour traffic volumes at all study intersections were obtained from new traffic counts.

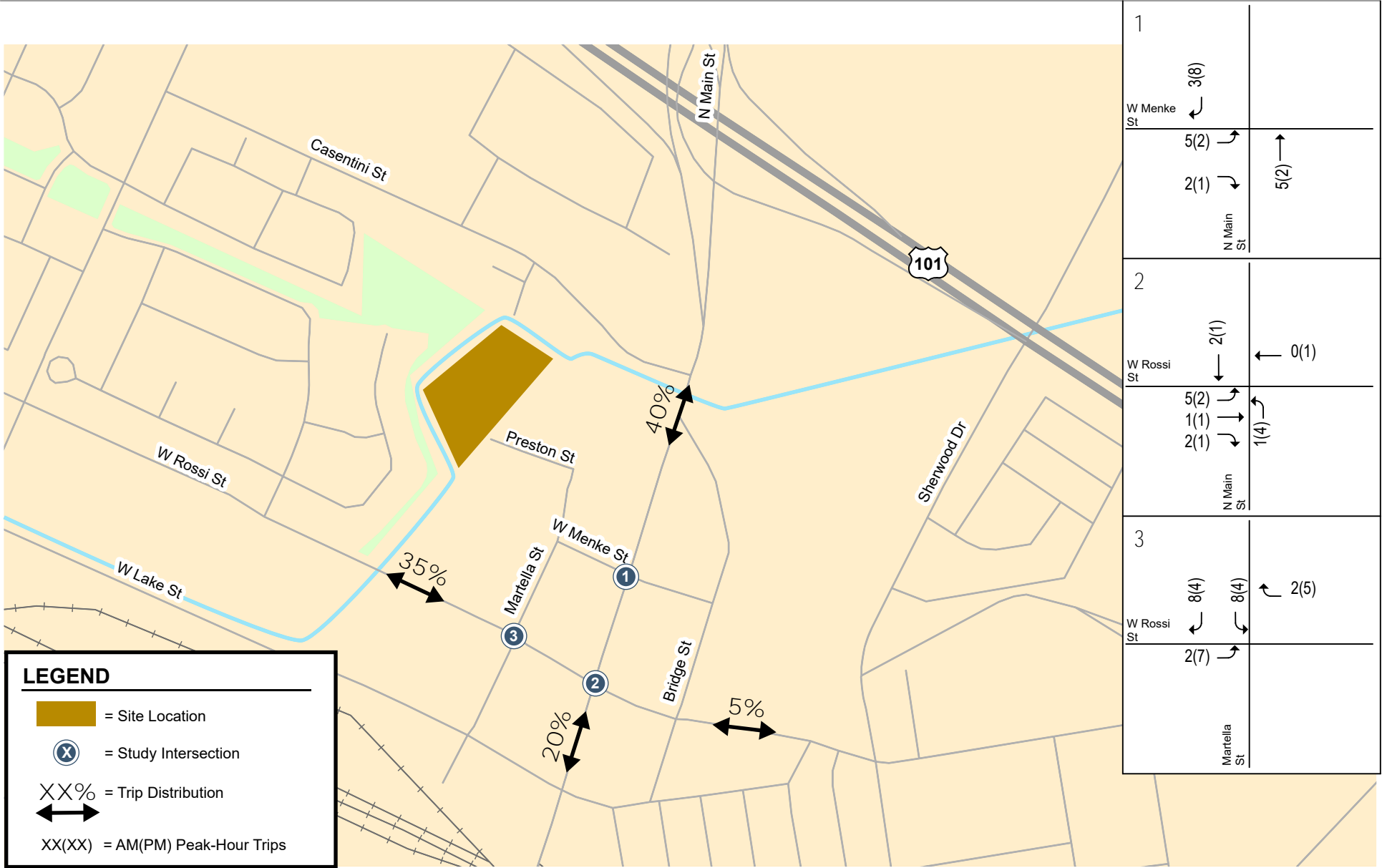


Figure 5
Project Trip Distribution and Assignment

- **Existing Plus Project Conditions.** Existing plus project conditions represent existing peak-hour traffic volumes on the existing roadway network with the addition of traffic generated by the proposed project assuming the project was completed and occupied today. Existing plus project conditions were evaluated relative to existing conditions to determine potential project impacts on the existing transportation network attributable to the project only.

Data Requirements

The data required for the analysis were obtained from new traffic counts and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 7. It is assumed in this analysis that the roadway network and intersection configurations under the existing plus project would be the same as described under existing conditions.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all signalized study intersections were obtained from new traffic counts collected in January 2022. The existing peak-hour intersection volumes are shown on Figure 8. Intersection turning-movement counts conducted for this analysis are presented in Appendix B.

Existing plus Project Conditions

Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 9).

Intersection Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Study intersections were evaluated based on the *2010 Highway Capacity Manual* (HCM) level of service methodology using Synchro software. This method evaluates intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average control delay and level of service at signalized intersections is shown in Table 4. The correlation between control delay and level of service at unsignalized intersections is shown in Table 5.

City of Salinas Intersection Operations Adverse Effects

An adverse effect on signalized intersection operations occurs if for either peak hour:

1. The addition of project traffic causes operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level, or
2. The addition of project traffic adds one vehicle trip to intersections already operating at an unacceptable level (LOS E or F).

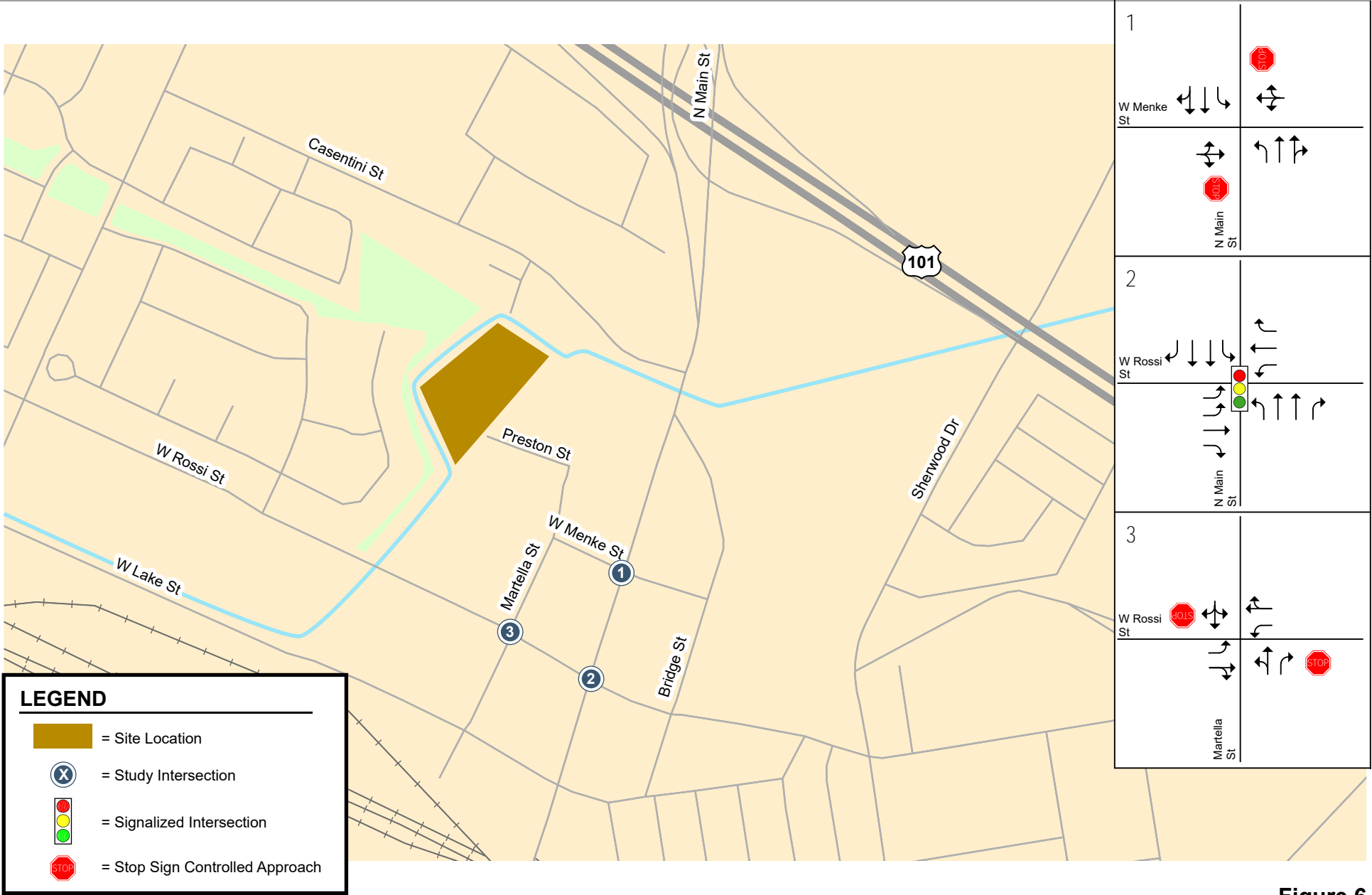


Figure 6
Existing Lane Configurations

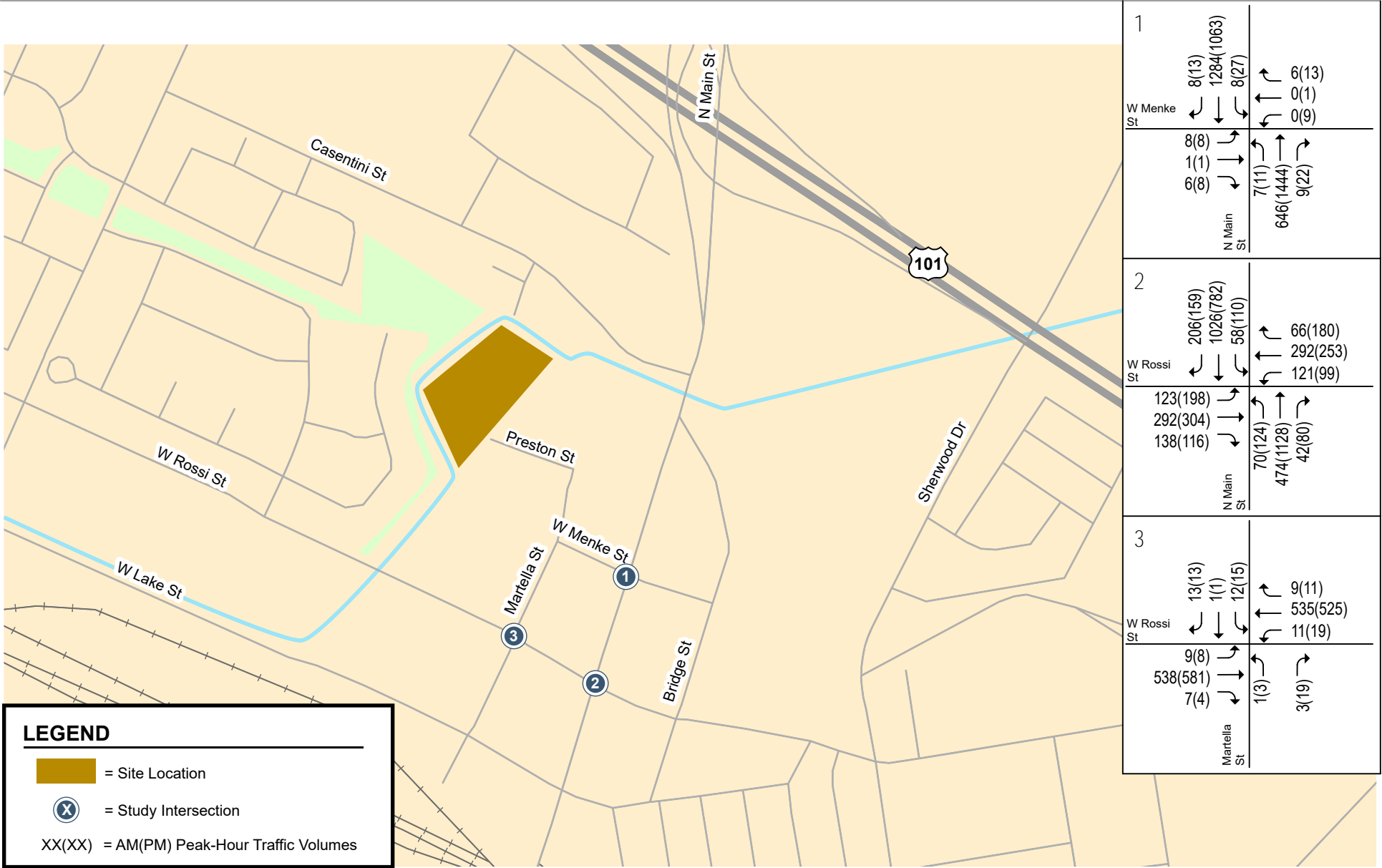


Figure 7
Existing Traffic Volumes

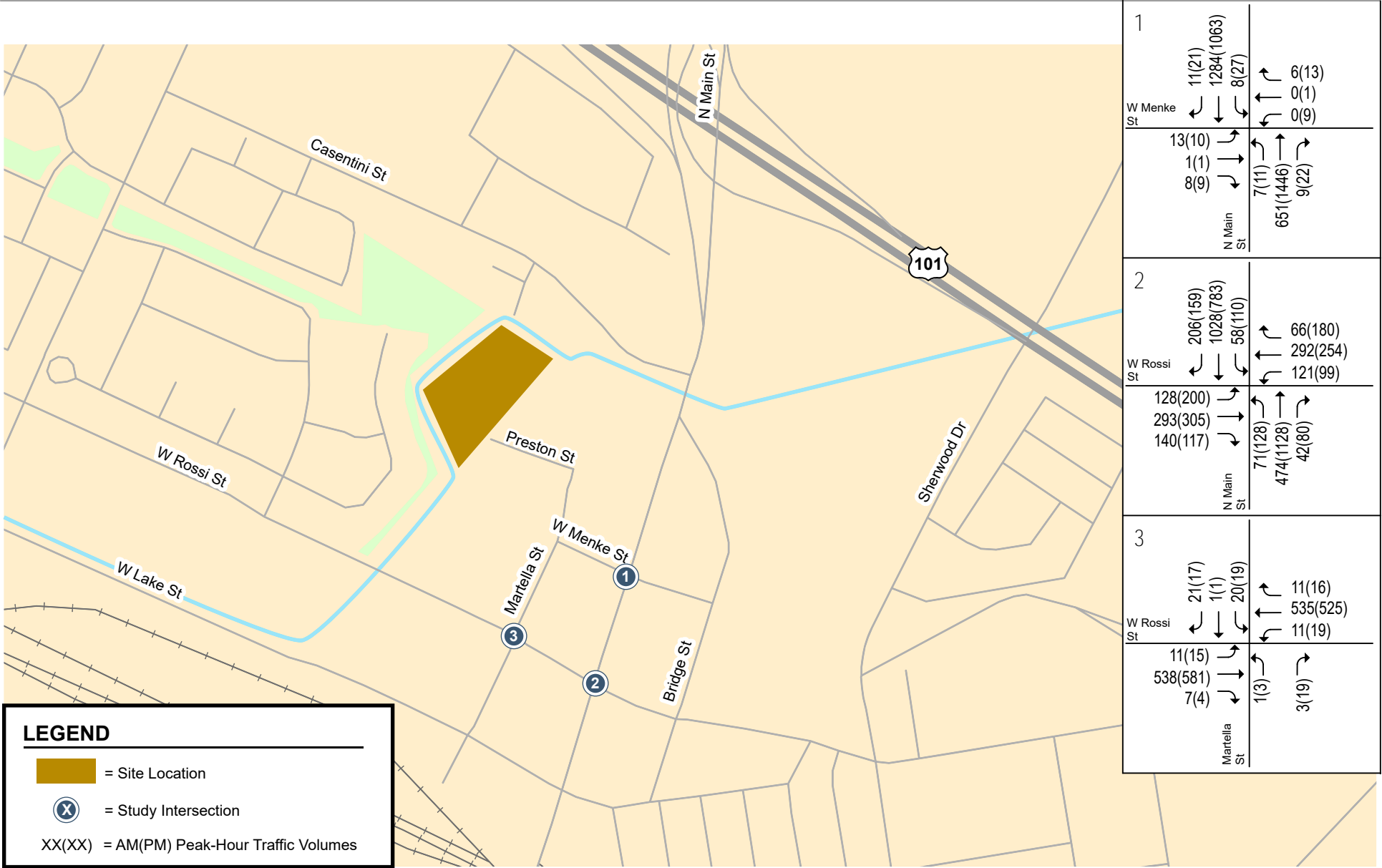


Figure 8
Existing Plus Project Traffic Volumes

Table 4
Signalized Intersection Level of Service Definition Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0
Source: Transportation Research Board, <i>2010 Highway Capacity Manual</i> (Washington, D.C., 2010)		

Table 5
Unsignalized Intersection Level of Service Definition Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0
Source: Transportation Research Board, <i>2010 Highway Capacity Manual</i> (Washington, D.C., 2010)		

An adverse effect at a one- or two-way stop-controlled intersection operations occurs if for either peak hour:

1. The addition of project traffic causes overall operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level, or
2. The addition of project traffic adds one vehicle trip to intersections whose side-street operations are already operating at an unacceptable level (LOS E or F).

An adverse intersection operations effect provides an indication to City staff to determine whether improvements are needed at a study intersection. If adverse effects are found as a result of the addition of project-generated trips on the roadway network, potential improvements that would reduce the project's effect on the roadway network will be identified.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6.

Table 6
Intersection Level of Service Results

Study #	Intersection	Control	Peak Hour	Existing Conditions				
				No Project		with Project		
				Avg. Delay ¹ (sec)	LOS	Avg. Delay ¹ (sec)	LOS	Increase in Crit. Delay (sec)
1	N. Main Street & Menke Street	TWSC	AM	65.9	F	79.5	F	13.6
			PM	183.3	F	183.3	F	0.0
2	N. Main Street & Rossi Street	Signal	AM	28.9	C	29.1	C	0.2
			PM	31.3	C	31.6	C	0.3
3	Martella Street & Rossi Street	TWSC	AM	22.3	C	24.1	C	1.8
			PM	26.2	D	27.9	D	1.7

Notes:
¹ Average delay is reported for signalized intersections. Delay for the worst approach leg is reported for TWSC intersections.
Bold indicates a substandard level of service.
Bold indicates an adverse effect with the addition of project trips.

Existing Intersection Operation Conditions

The results of the level of service analysis show that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street operate at an acceptable LOS D or better during both the AM and PM peak hours. The unsignalized intersection of N. Main Street/Menke Street currently operates at an unacceptable LOS F during both peak hours. The level of service calculation sheets are included in Appendix C.

Existing plus Project Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with the addition of project-generated trips. The N. Main Street/Menke Street intersection would continue to operate at an unacceptable LOS F during both

peak hours. The intersection level of service calculation sheets are included in Appendix C.

The addition of project generated trips to the west leg (eastbound direction) of the N. Main Street/Menke Street intersection would increase the average delay experienced by each vehicle on that approach by 13.6 seconds during the AM peak hour. N. Main Street carries a high volume of traffic during the peak hours and causes side-street traffic to wait for extended periods of time. Field observations show that vehicles were able to make turns from Menke Street once the downstream signal at N. Main Street/Rossi Street approached the end of the green phase for the southbound direction. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. A peak hour signal warrant check and a critical gap analysis were performed at each of the unsignalized study intersections to evaluate the need for a change of control.

Peak Hour Signal Warrant

The need for signalization of the unsignalized intersections was assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

A peak-hour traffic signal warrant check was conducted for unsignalized study intersections that meet the 100 vehicles per hour threshold for minor streets. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection.

Critical Gap Observations

Although the minor street threshold is not met for the peak hour signal warrant at either unsignalized intersection, a critical gap analysis was completed to determine whether vehicles would be able to turn from minor streets onto major streets at study intersections.

The critical gap is the time needed for a driver to safely navigate from a minor street approach. The longest critical gap is typically the left turn from a minor street to a major street at two-way stop-controlled intersections. The Highway Capacity Manual (HCM) describes the default values that should be used for these movements based on the number of lanes on the major street. The critical gap is 7.5 seconds and 7.1 seconds for a four-lane major street and two-lane major street, respectively.

Based on the values described in the HCM, vehicles originating at the project site would need a minimum gap of at least 7.5 seconds to turn from Menke Street onto northbound N. Main Street and 7.1 seconds to turn from Martella Street onto eastbound Rossi Street.

Field observations show that gaps in traffic are available during both peak hours at both intersections. For the intersection of N. Main Street and Menke Street, field observations show that during both peak hour, vehicles were easily able to make left turns from Menke Street onto N. Main Street when southbound through green phase began at the N. Main Street/Rossi Street intersection. Since the southbound movement at the N. Main Street/Rossi Street intersection ends with a lagging left turn, very few vehicles approach the unsignalized intersection of N. Main Street/Menke Street towards the end of the signal cycle, allowing for vehicles to locate a gap in traffic to depart from Menke Street. Field observations of the signal timing show that the green+yellow+all red for the southbound left turn movement at N. Main Street/Rossi Street totals 12 seconds in the AM peak hour and 16 seconds in the PM peak hour, which would provide an adequate gap in traffic for vehicles to depart Menke Street.

For the intersection of Martella Street and Rossi Street, vehicles are easily able to find gaps in traffic to make the left turn. During busier cycles at the N. Main Street/Rossi Street intersection, vehicles may occasionally spillback to the Martella Street/Rossi Street intersection. However, vehicles are easily able to depart Martella Street once the signal turns green at the downstream intersection. Field observations of the signal timing show that the green+yellow+all red for the eastbound left turn movement at N. Main Street/Rossi Street totals 12 seconds in the AM peak hour and 14 seconds in the PM peak hour, which would provide an adequate gap in traffic for vehicles to depart Menke Street.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals (see Chapter 2 for details).

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides connections to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details). The project site is not directly served by any bicycle facilities. Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not

remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Services

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth by the California Environmental Quality Act (CEQA) and the City of Salinas.

CEQA VMT Analysis

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate 10.53 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact.

Mitigation Measures: Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled

parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**

6. **Affordable Housing**: Provide below market-rate housing on-site. **or**
7. **Voluntary Travel Behavior Change Program**: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. **Promotions and Marketing**: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. **School Carpool Program**: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Transportation Operations Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The transportation operations analysis includes the analysis of AM and PM peak-hour traffic conditions for one signalized intersection and two unsignalized intersections. The intersections were evaluated using Synchro software, utilizing the Highway Capacity Manual (HCM) 2010 methodology.

Trip Generation

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour.

Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with and without the project. The N. Main Street/Menke Street intersection would operate at an unacceptable LOS F during both peak hours with and without the project. The addition of project generated trips to the intersection would increase the average delay experienced by each vehicle on the worst-leg approach by 13.6 seconds during the AM peak hour. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection. Field observations show that gaps in traffic are available during both peak hours at both intersections.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

Pedestrian facilities in the project vicinity include sidewalks, crosswalks, and pedestrian signals at the signalized study intersection. The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides access to additional pedestrian facilities and to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should be designed to include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

Bicycle facilities in the project vicinity include bike paths, bike lanes, and bike routes. The project site is not directly served by any bicycle facilities. However, Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Facilities

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

**1 Preston Street
Residential Development TA
Technical Appendices**

Appendix A

City of Salinas VMT Analysis Tool Summary

VMT CALCULATOR

Version 1.0 Build Date 12_10_20

PROJECT INFORMATION

Project Name	1 Preston Street
Address	1 Preston Street
Hex ID	155
Project Context/Setting	Suburban Center

LAND USE INFORMATION

VMT Land Use Type	Residential
Trip Gen Land Use Type	221 Multifamily Housing (Mid-Rise) Accepted: Common Land Use
Number of Dwelling Units	83
Mixed-Use Adjustment	0%

PRESUMPTIONS OF LESS THAN SIGNIFICANT IMPACT

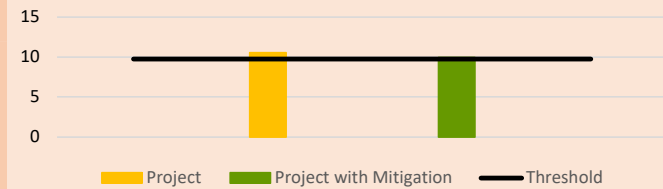
<input type="checkbox"/>	Affordable Housing
<input type="checkbox"/>	Within a 1/2 mile of Major Transit Stop
<input type="checkbox"/>	Local Retail (<50,000 Sq Ft)
<input type="checkbox"/>	Less than 110 Trips per Day

VMT OUTPUT

This tool is only intended for projects of 2,000 trips or less.

	PROJECT	REDUCTIONS	PROJ. WITH MITIGATION
VMT/Capita	10.53	0.58	9.95
Daily Trips	452	25	427
Average (VMT/Capita)	11.4		
Threshold (15% below Average)	9.7		
Significant Impact?	Yes		

VMT per Capita



TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

Scroll down for all TDM Strategies

PARKING STRATEGIES

#	TDM Measure	Selected Max Value	Input	Description
1	Reduce Parking Supply	4%	0	City code parking provision for project site (parking spaces)
			0	Actual parking provision for project site (parking spaces)
2	Unbundle Parking	5%	0	monthly parking cost (\$) for project site
3	Parking Cash-out	4%	0%	percent of employees eligible
4	Residential Area Parking Permits	0.25%	No	Yes/No
5	Price Workplace Parking	4%	0%	percent of employees eligible
6	Parking Management Strategies	1%	No	Yes/No

TRANSIT STRATEGIES

#	TDM Measure		Input	Description
7	Reduce Transit Headways	2%	No	Yes/No
8	Transit Rerouting	2%	No	Yes/No
9	Transit Stops near Project Site	2%	No	Yes/No
10	Safe and Well-Lit Access to Transit	1%	No	Yes/No
11	Transit Subsidies	4%	0%	percent of employees and residents eligible
			\$0.00	amount (\$) of transit subsidy per passenger (daily equivalent) (\$0.75, \$1.49, \$2.98 or \$5.96. Select highest value if unlimited ride passes are provided.)

COMMUNICATION & INFORMATION STRATEGIES

#	TDM Measure		Input	Description
12	Voluntary Travel Behavior Change Program	2%	0%	percent of employees and residents participating
13	Promotions & Marketing	2%	0%	percent of employees and residents participating
14	Multimodal Wayfinding Signage	1%	No	Yes/No

COMMUTING STRATEGIES

#	TDM Measure		Input	Description
15	Employer Sponsored Vanpool or Shuttle	2%	None	degree of implementation - High (>30 vans) - Medium (10-30 vans) - Low (<10 vans)
			None	employer size - Large (>500 employees) - Medium (100-500 employees) - Low (<100 employees)
			0%	percent of employees eligible
16	Preferential Carpool / Vanpool Parking Spaces	2%	No	Yes/No
17	On-site Carts or Shuttles	1%	No	Yes/No
18	On-site Childcare	2%	No	Yes/No

SHARED MOBILITY STRATEGIES

#	TDM Measure		Input	Description
19	Ride-Share Program	5%	0%	percent of employees eligible
20	Car Share	1%	None	project setting - urban + comprehensive transit - suburban + commuter rail - all other settings
21	Designated Parking Spaces for Car Share Vehicles	1%	No	Yes/No
22	School Carpool Program	15%	None	level of implementation

BICYCLE INFRASTRUCTURE STRATEGIES

#	TDM Measure		Input	Description
23	Bike Charging Facility	1.0%	No	Yes/No
24	Implement/Improve On-street Bicycle Facility	0.50%	No	Yes/No
25	Include Bike Parking Per City Code	0.50%	Yes	Yes/No
26	Include Secure Bike Parking and Showers	0.50%	No	Yes/No
27	Bicycle Repair Station / Services	0.50%	No	Yes/No

NEIGHBORHOOD ENHANCEMENT STRATEGIES

#	TDM Measure		Input	Description
28	Traffic Calming Improvements	1%	0%	percent of streets within project with traffic calming improvements (25%, 50%, 75%, or 100%)
			0%	percent of intersections within project with traffic calming improvements (25%, 50%, 75%, or 100%)
29	Pedestrian Network Improvements	2%	Within Project Or	selection: within project and connecting off-site, within project only
30	Healthy Food Retail in Underserved Area	2%	None	selection: within project and connecting off-site, within project only

MISCELLANEOUS STRATEGIES

#	TDM Measure		Input	Description
31	Virtual Care Strategies for Hospitals	6%	No	Yes/No
32	On-site Affordable Housing	20%	No	Yes/No

LAND USE STRATEGIES

#	TDM Measure		Input	Description
33	Transit Oriented Development	15%	No	Yes/No
34	Destination Development (Residential Close to work)	2.5%	No	Yes/No
35	Transit Service Expansion	2.5%	No	Yes/No
36	Higher Density	4%	Yes	Yes/No
37	Open Space	1%	No	Yes/No
38	Street grid	4%	No	Yes/No

Appendix B

Traffic Counts



(303) 216-2439
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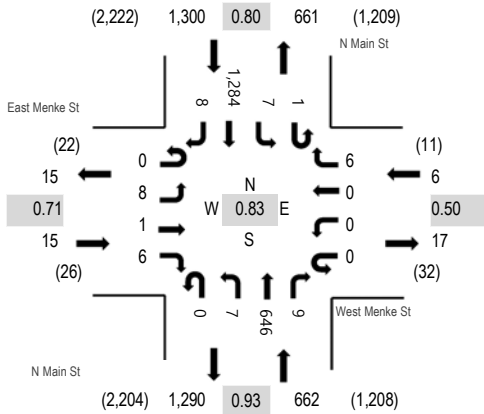
Location: 1 N Main St & West Menke St AM

Date: Wednesday, January 26, 2022

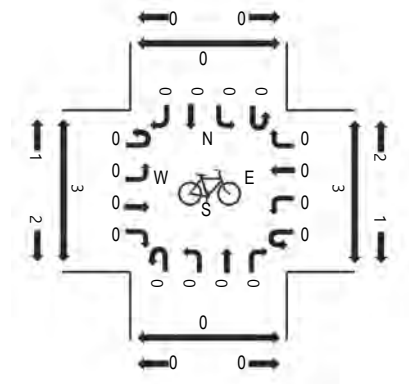
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

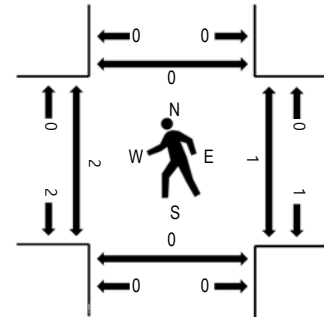
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	East Menke St Eastbound				West Menke St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	1	0	0	0	2	0	0	75	1	0	4	201	0	284	1,697	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	1	0	0	114	1	0	0	226	1	345	1,882	0	1	0	0
7:30 AM	0	2	0	1	0	0	0	1	0	1	125	0	0	0	338	0	468	1,983	0	0	0	0
7:45 AM	0	2	0	4	0	0	0	1	0	3	181	2	0	1	405	1	600	1,941	1	0	0	0
8:00 AM	0	1	1	1	0	0	0	3	0	2	173	1	0	2	280	5	469	1,770	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	1	0	1	167	6	1	4	261	2	446		1	1	0	0
8:30 AM	0	3	0	2	0	1	0	0	0	0	162	3	1	1	249	4	426		1	2	0	0
8:45 AM	0	3	0	0	0	0	0	1	0	1	185	4	0	1	233	1	429		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	8	1	6	0	0	0	6	0	6	624	9	1	7	1,269	8	1,945
Mediums	0	0	0	0	0	0	0	0	0	1	19	0	0	0	15	0	35
Total	0	8	1	6	0	0	0	6	0	7	646	9	1	7	1,284	8	1,983



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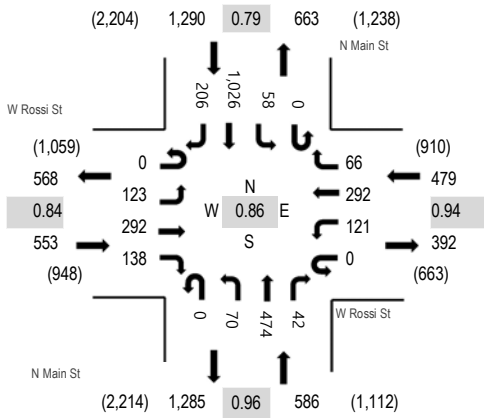
Location: 2 N Main St & W Rossi St AM

Date: Wednesday, January 26, 2022

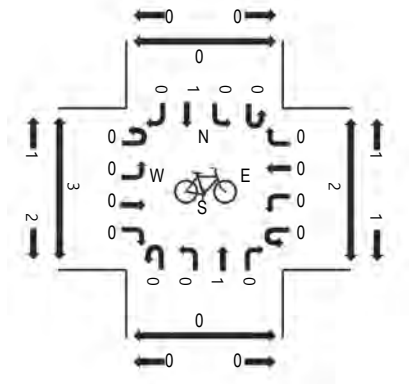
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

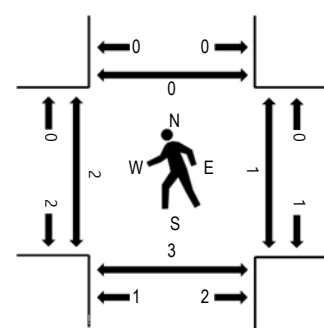
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	12	30	19	0	22	88	7	0	12	65	7	0	10	144	48	464	2,526	1	0	1	0
7:15 AM	0	22	45	24	0	24	72	12	0	9	81	9	0	12	187	28	525	2,769	1	3	2	2
7:30 AM	0	22	61	36	0	30	72	11	0	10	102	11	0	13	279	48	695	2,908	0	0	0	0
7:45 AM	0	43	82	39	0	33	75	20	0	16	115	10	0	25	317	67	842	2,843	1	0	2	0
8:00 AM	0	23	80	35	0	22	78	20	0	22	138	9	0	12	230	38	707	2,648	0	0	0	0
8:15 AM	0	35	69	28	0	36	67	15	0	22	119	12	0	8	200	53	664		1	1	1	0
8:30 AM	0	24	56	32	0	30	47	19	0	19	136	15	0	14	206	32	630		0	3	3	1
8:45 AM	0	44	42	45	0	26	66	18	0	27	135	11	0	20	170	43	647		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
Lights	0	120	283	137	0	119	284	64	0	67	456	41	0	56	1,016	203	2,846
Mediums	0	2	9	1	0	2	8	2	0	3	16	1	0	2	10	3	59
Total	0	123	292	138	0	121	292	66	0	70	474	42	0	58	1,026	206	2,908

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	9	526	7	3	8	521	8	0	1	0	3	0	12	1	11	1,110
Mediums	0	0	11	0	0	0	14	1	0	0	0	0	0	0	0	2	28
Total	0	9	538	7	3	8	535	9	0	1	0	3	0	12	1	13	1,139



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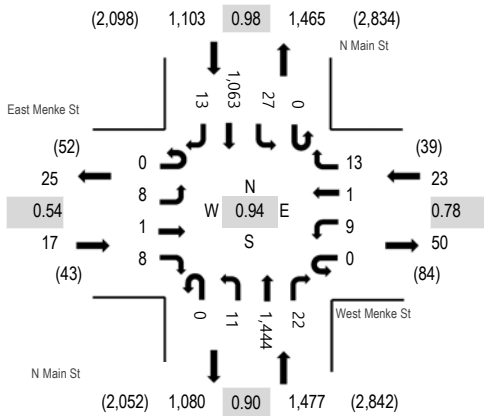
Location: 1 N Main St & West Menke St PM

Date: Wednesday, January 26, 2022

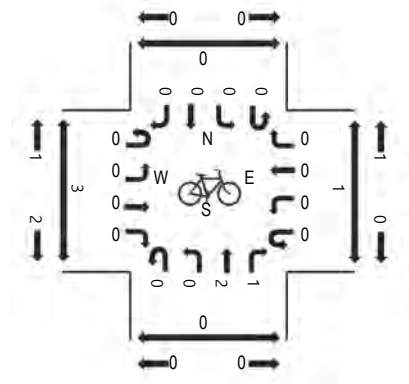
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

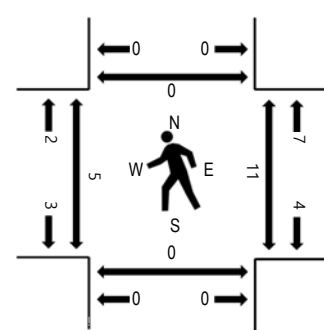
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	East Menke St Eastbound				West Menke St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	0	5	0	3	0	3	0	2	357	9	0	14	263	5	664	2,620	1	1	0	0
4:15 PM	0	0	0	1	0	3	1	4	0	3	405	7	0	6	265	1	696	2,603	2	3	0	0
4:30 PM	0	3	0	2	0	2	0	3	0	3	337	5	0	6	266	4	631	2,566	0	4	0	0
4:45 PM	0	2	1	0	0	1	0	3	0	3	345	1	0	1	269	3	629	2,516	2	3	0	0
5:00 PM	0	3	0	2	0	1	0	7	0	1	380	6	0	2	239	6	647	2,402	1	3	0	0
5:15 PM	0	8	0	4	0	0	0	3	0	1	369	3	0	7	262	2	659		2	2	0	0
5:30 PM	0	3	0	1	0	0	0	5	0	3	323	3	0	4	236	3	581		1	2	0	0
5:45 PM	0	1	1	3	0	0	0	0	1	2	267	6	0	2	223	9	515		6	3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4
Lights	0	8	1	7	0	9	1	13	0	10	1,433	22	0	26	1,045	13	2,588
Mediums	0	0	0	1	0	0	0	0	0	1	10	0	0	0	16	0	28
Total	0	8	1	8	0	9	1	13	0	11	1,444	22	0	27	1,063	13	2,620



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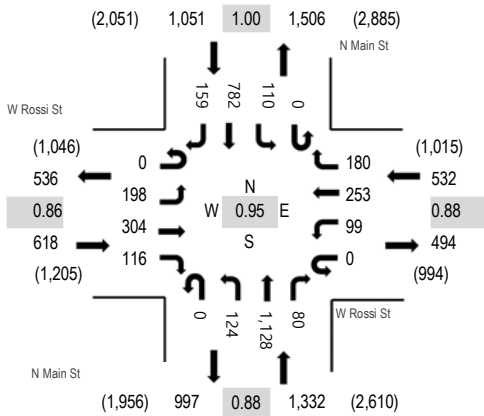
Location: 2 N Main St & W Rossi St PM

Date: Wednesday, January 26, 2022

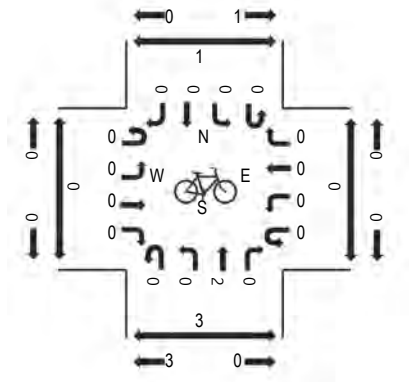
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

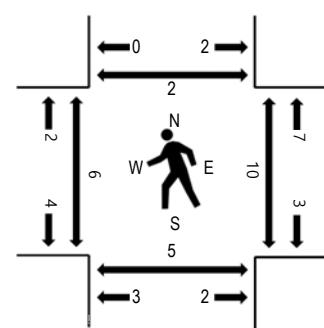
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	46	70	37	0	19	58	61	0	39	299	24	0	32	202	37	924	3,524	1	1	2	1
4:15 PM	0	58	77	26	0	23	63	70	0	26	277	11	0	26	192	51	900	3,533	3	4	3	0
4:30 PM	0	50	71	22	0	22	66	31	0	33	261	15	0	30	202	38	841	3,500	0	2	0	0
4:45 PM	0	35	75	25	0	27	70	36	0	29	269	23	0	24	192	54	859	3,461	2	2	2	0
5:00 PM	0	55	81	43	0	27	54	43	0	36	321	31	0	30	196	16	933	3,357	1	2	0	2
5:15 PM	0	44	72	25	0	32	54	42	0	33	271	28	0	40	174	52	867		3	3	6	1
5:30 PM	0	43	76	23	0	21	56	29	0	34	261	22	0	19	200	18	802		1	2	2	1
5:45 PM	0	50	75	26	0	17	71	23	0	30	210	27	0	15	183	28	755		4	2	10	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	4
Lights	0	197	302	115	0	98	251	178	0	121	1,117	80	0	107	776	153	3,495
Mediums	0	1	2	1	0	0	2	2	0	2	10	0	0	2	6	6	34
Total	0	198	304	116	0	99	253	180	0	124	1,128	80	0	110	782	159	3,533



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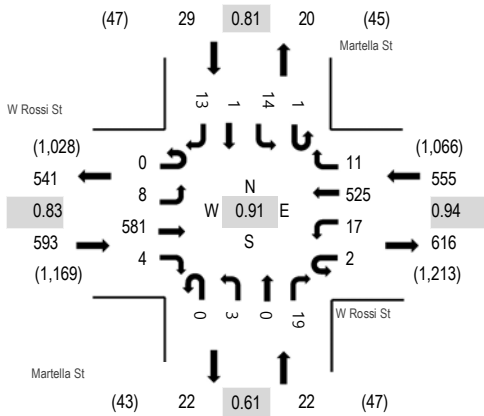
Location: 3 Martella St & W Rossi St PM

Date: Wednesday, January 26, 2022

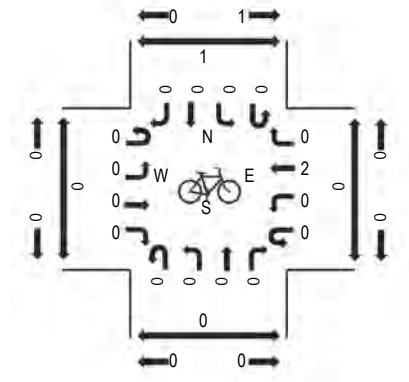
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

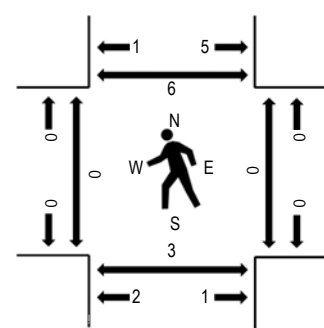
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				Martella St Northbound				Martella St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	158	0	0	9	129	7	0	0	0	6	0	3	0	3	316	1,186	0	0	1	0
4:15 PM	0	3	153	1	2	2	125	2	0	2	0	7	0	1	0	2	300	1,199	0	0	2	0
4:30 PM	0	2	137	1	0	9	138	4	0	1	0	3	0	4	1	3	303	1,154	0	0	1	0
4:45 PM	0	2	114	0	0	2	137	2	0	0	0	1	1	5	0	3	267	1,126	0	0	0	1
5:00 PM	0	1	177	2	0	4	125	3	0	0	0	8	0	4	0	5	329	1,143	0	0	0	5
5:15 PM	0	0	123	0	0	3	119	3	0	1	0	4	0	2	0	0	255		0	0	0	1
5:30 PM	0	2	135	0	0	6	115	1	0	0	0	11	0	2	0	3	275		0	0	1	0
5:45 PM	0	9	148	0	0	2	115	2	0	0	0	3	0	2	1	2	284		0	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	8	578	3	2	15	516	11	0	3	0	19	1	14	1	11	1,182
Mediums	0	0	3	1	0	1	9	0	0	0	0	0	0	0	0	2	16
Total	0	8	581	4	2	17	525	11	0	3	0	19	1	14	1	13	1,199

Appendix C

Level of Service Calculations

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/16/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	1	6	0	0	6	7	646	9	8	1284	8
Future Vol, veh/h	8	1	6	0	0	6	7	646	9	8	1284	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	7	0	0	7	8	702	10	9	1396	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1786	2147	703	1440	2146	356	1405	0	0	712	0	0
Stage 1	1419	1419	-	723	723	-	-	-	-	-	-	-
Stage 2	367	728	-	717	1423	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	51	48	380	93	48	640	482	-	-	884	-	-
Stage 1	144	201	-	384	429	-	-	-	-	-	-	-
Stage 2	625	427	-	387	200	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	49	47	380	88	47	640	482	-	-	884	-	-
Mov Cap-2 Maneuver	49	47	-	88	47	-	-	-	-	-	-	-
Stage 1	142	199	-	377	422	-	-	-	-	-	-	-
Stage 2	608	420	-	374	198	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	65.9		10.7		0.1		0.1	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	482	-	-	75	640	884	-
HCM Lane V/C Ratio	0.016	-	-	0.217	0.01	0.01	-
HCM Control Delay (s)	12.6	-	-	65.9	10.7	9.1	-
HCM Lane LOS	B	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0	0	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	292	138	121	292	66	70	474	42	58	1026	206
Future Volume (veh/h)	123	292	138	121	292	66	70	474	42	58	1026	206
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	134	317	150	132	317	0	76	515	46	63	1115	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	379	322	165	438	372	98	753	337	456	1466	656
Arrive On Green	0.06	0.20	0.20	0.09	0.23	0.00	0.06	0.21	0.21	0.26	0.41	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	134	317	150	132	317	0	76	515	46	63	1115	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.9	12.6	6.4	5.6	12.1	0.0	3.3	10.3	1.3	2.1	20.7	0.0
Cycle Q Clear(g_c), s	2.9	12.6	6.4	5.6	12.1	0.0	3.3	10.3	1.3	2.1	20.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	379	322	165	438	372	98	753	337	456	1466	656
V/C Ratio(X)	0.63	0.84	0.47	0.80	0.72	0.00	0.77	0.68	0.14	0.14	0.76	0.00
Avail Cap(c_a), veh/h	335	472	401	173	472	401	265	2368	1059	456	2184	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.3	29.4	27.0	34.2	27.2	0.0	35.9	27.9	13.2	22.0	19.3	0.0
Incr Delay (d2), s/veh	3.1	10.4	1.0	22.1	5.0	0.0	12.0	1.1	0.2	0.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.5	2.9	3.8	6.8	0.0	1.9	5.1	0.8	1.0	10.2	0.0
LnGrp Delay(d),s/veh	38.4	39.8	28.0	56.3	32.2	0.0	47.8	29.0	13.4	22.2	20.2	0.0
LnGrp LOS	D	D	C	E	C		D	C	B	C	C	
Approach Vol, veh/h		601			449			637			1178	
Approach Delay, s/veh		36.6			39.3			30.1			20.3	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	20.9	11.7	20.2	8.8	36.4	9.2	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	51.5	7.5	19.5	11.5	47.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	4.1	12.3	7.6	14.6	5.3	22.7	4.9	14.1				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.1	0.1	9.2	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				28.9								
HCM 2010 LOS				C								

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/16/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	538	7	11	535	9	1	0	3	12	1	13
Future Vol, veh/h	9	538	7	11	535	9	1	0	3	12	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	585	8	12	582	10	1	0	3	13	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	593	0	0	1228	1225	589	1222	1224	587
Stage 1	-	-	-	-	-	-	609	609	-	611	611	-
Stage 2	-	-	-	-	-	-	619	616	-	611	613	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	984	-	-	983	-	-	155	179	508	156	179	510
Stage 1	-	-	-	-	-	-	482	485	-	481	484	-
Stage 2	-	-	-	-	-	-	476	482	-	481	483	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	984	-	-	983	-	-	147	175	508	152	175	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	175	-	152	175	-
Stage 1	-	-	-	-	-	-	477	480	-	476	478	-
Stage 2	-	-	-	-	-	-	456	476	-	473	478	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			16.6			22.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	984	-	-	983	-	-	236
HCM Lane V/C Ratio	0.014	0.01	-	-	0.012	-	-	0.12
HCM Control Delay (s)	16.6	8.7	-	-	8.7	-	-	22.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/16/2022

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	8	1	8	9	1	13	11	1444	22	27	1063	13
Future Vol, veh/h	8	1	8	9	1	13	11	1444	22	27	1063	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	9	10	1	14	12	1570	24	29	1155	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2030	2838	585	2242	2833	797	1169	0	0	1594	0	0
Stage 1	1220	1220	-	1606	1606	-	-	-	-	-	-	-
Stage 2	810	1618	-	636	1227	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	34	17	454	23	17	329	593	-	-	407	-	-
Stage 1	191	251	-	110	163	-	-	-	-	-	-	-
Stage 2	340	161	-	433	249	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	29	15	454	20	15	329	593	-	-	407	-	-
Mov Cap-2 Maneuver	29	15	-	20	15	-	-	-	-	-	-	-
Stage 1	187	233	-	108	160	-	-	-	-	-	-	-
Stage 2	317	158	-	393	231	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	124.5		183.3		0.1		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	593	-	-	47 41	407	-	-
HCM Lane V/C Ratio	0.02	-	-	0.393 0.61	0.072	-	-
HCM Control Delay (s)	11.2	-	-	124.5 183.3	14.5	-	-
HCM Lane LOS	B	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4 2.2	0.2	-	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	304	116	99	253	180	124	1128	80	110	782	159
Future Volume (veh/h)	198	304	116	99	253	180	124	1128	80	110	782	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	215	330	126	108	275	0	135	1226	87	120	850	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	378	321	136	365	310	168	1553	695	151	1519	680
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.00	0.09	0.44	0.44	0.08	0.43	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	215	330	126	108	275	0	135	1226	87	120	850	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.6	15.7	6.3	5.5	12.8	0.0	6.8	27.3	3.0	6.1	16.5	0.0
Cycle Q Clear(g_c), s	5.6	15.7	6.3	5.5	12.8	0.0	6.8	27.3	3.0	6.1	16.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	378	321	136	365	310	168	1553	695	151	1519	680
V/C Ratio(X)	0.74	0.87	0.39	0.79	0.75	0.00	0.80	0.79	0.13	0.80	0.56	0.00
Avail Cap(c_a), veh/h	357	437	371	184	437	371	261	2143	959	223	2066	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.0	35.4	31.6	41.6	34.8	0.0	40.7	22.1	15.3	41.2	19.7	0.0
Incr Delay (d2), s/veh	6.5	15.8	0.8	15.2	6.0	0.0	9.6	1.4	0.1	11.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	9.7	2.8	3.3	7.2	0.0	3.8	13.6	1.3	3.4	8.1	0.0
LnGrp Delay(d),s/veh	47.5	51.2	32.4	56.8	40.8	0.0	50.3	23.5	15.3	52.7	20.0	0.0
LnGrp LOS	D	D	C	E	D		D	C	B	D	B	
Approach Vol, veh/h		671			383			1448			970	
Approach Delay, s/veh		46.5			45.3			25.5			24.0	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	44.7	11.5	23.1	13.2	43.8	12.2	22.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	55.5	9.5	21.5	13.5	53.5	9.5	21.5				
Max Q Clear Time (g_c+I1), s	8.1	29.3	7.5	17.7	8.8	18.5	7.6	14.8				
Green Ext Time (p_c), s	0.1	11.0	0.0	0.9	0.1	7.1	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			31.3									
HCM 2010 LOS			C									

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/16/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	581	4	19	525	11	3	0	19	15	1	13
Future Vol, veh/h	8	581	4	19	525	11	3	0	19	15	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	632	4	21	571	12	3	0	21	16	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	636	0	0	1279	1277	634	1282	1273	577
Stage 1	-	-	-	-	-	-	652	652	-	619	619	-
Stage 2	-	-	-	-	-	-	627	625	-	663	654	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	991	-	-	947	-	-	143	166	479	142	167	516
Stage 1	-	-	-	-	-	-	457	464	-	476	480	-
Stage 2	-	-	-	-	-	-	471	477	-	450	463	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	991	-	-	947	-	-	135	161	479	133	162	516
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	161	-	133	162	-
Stage 1	-	-	-	-	-	-	453	460	-	472	469	-
Stage 2	-	-	-	-	-	-	447	467	-	427	459	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			15.9			26.2		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	991	-	-	947	-	-	201
HCM Lane V/C Ratio	0.067	0.009	-	-	0.022	-	-	0.157
HCM Control Delay (s)	15.9	8.7	-	-	8.9	-	-	26.2
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/17/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	1	8	0	0	6	7	651	9	8	1284	11
Future Vol, veh/h	13	1	8	0	0	6	7	651	9	8	1284	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1	9	0	0	7	8	708	10	9	1396	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1790	2154	704	1446	2155	359	1408	0	0	718	0	0
Stage 1	1420	1420	-	729	729	-	-	-	-	-	-	-
Stage 2	370	734	-	717	1426	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	51	47	379	92	47	638	481	-	-	879	-	-
Stage 1	143	201	-	380	426	-	-	-	-	-	-	-
Stage 2	622	424	-	387	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	49	46	379	86	46	638	481	-	-	879	-	-
Mov Cap-2 Maneuver	49	46	-	86	46	-	-	-	-	-	-	-
Stage 1	141	199	-	374	419	-	-	-	-	-	-	-
Stage 2	605	417	-	372	197	-	-	-	-	-	-	-

























Approach	EB	WB	NB	SB
HCM Control Delay, s	79.5	10.7	0.1	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	71	638	879	-
HCM Lane V/C Ratio	0.016	-	-	0.337	0.01	0.01	-
HCM Control Delay (s)	12.6	-	-	79.5	10.7	9.1	-
HCM Lane LOS	B	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0	0	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	293	140	121	292	66	71	474	42	58	1028	206
Future Volume (veh/h)	128	293	140	121	292	66	71	474	42	58	1028	206
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	139	318	152	132	317	0	77	515	46	63	1117	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	379	322	165	435	370	100	752	336	458	1466	656
Arrive On Green	0.06	0.20	0.20	0.09	0.23	0.00	0.06	0.21	0.21	0.26	0.41	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	139	318	152	132	317	0	77	515	46	63	1117	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.0	12.7	6.5	5.6	12.2	0.0	3.3	10.4	1.3	2.1	20.9	0.0
Cycle Q Clear(g_c), s	3.0	12.7	6.5	5.6	12.2	0.0	3.3	10.4	1.3	2.1	20.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	379	322	165	435	370	100	752	336	458	1466	656
V/C Ratio(X)	0.64	0.84	0.47	0.80	0.73	0.00	0.77	0.68	0.14	0.14	0.76	0.00
Avail Cap(c_a), veh/h	334	470	399	172	470	399	264	2357	1055	458	2174	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.4	29.6	27.1	34.4	27.4	0.0	36.0	28.1	13.3	22.1	19.4	0.0
Incr Delay (d2), s/veh	3.1	10.6	1.1	22.2	5.2	0.0	11.8	1.1	0.2	0.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.7	2.9	3.8	6.9	0.0	2.0	5.2	0.8	1.0	10.3	0.0
LnGrp Delay(d),s/veh	38.5	40.2	28.2	56.6	32.6	0.0	47.8	29.2	13.5	22.2	20.3	0.0
LnGrp LOS	D	D	C	E	C		D	C	B	C	C	
Approach Vol, veh/h		609			449			638			1180	
Approach Delay, s/veh		36.8			39.7			30.3			20.4	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.5	20.9	11.7	20.2	8.8	36.5	9.4	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	51.5	7.5	19.5	11.5	47.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	4.1	12.4	7.6	14.7	5.3	22.9	5.0	14.2				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.1	0.1	9.2	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			29.1									
HCM 2010 LOS			C									

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/17/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	538	7	11	535	11	1	0	3	20	1	21
Future Vol, veh/h	11	538	7	11	535	11	1	0	3	20	1	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	585	8	12	582	12	1	0	3	22	1	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	594	0	0	593	0	0	1237	1231	589	1227	1229	588
Stage 1	-	-	-	-	-	-	613	613	-	612	612	-
Stage 2	-	-	-	-	-	-	624	618	-	615	617	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	982	-	-	983	-	-	153	177	508	155	178	509
Stage 1	-	-	-	-	-	-	480	483	-	480	484	-
Stage 2	-	-	-	-	-	-	473	481	-	479	481	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	983	-	-	143	173	508	151	174	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	173	-	151	174	-
Stage 1	-	-	-	-	-	-	474	477	-	474	478	-
Stage 2	-	-	-	-	-	-	445	475	-	470	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	16.8	24.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	982	-	-	983	-	-	234
HCM Lane V/C Ratio	0.014	0.012	-	-	0.012	-	-	0.195
HCM Control Delay (s)	16.8	8.7	-	-	8.7	-	-	24.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.7

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/17/2022

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	10	1	9	9	1	13	11	1446	22	27	1063	21
Future Vol, veh/h	10	1	9	9	1	13	11	1446	22	27	1063	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	10	10	1	14	12	1572	24	29	1155	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2036	2845	589	2244	2844	798	1178	0	0	1596	0	0
Stage 1	1225	1225	-	1608	1608	-	-	-	-	-	-	-
Stage 2	811	1620	-	636	1236	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	33	17	452	23	17	329	589	-	-	407	-	-
Stage 1	190	249	-	109	162	-	-	-	-	-	-	-
Stage 2	339	160	-	433	246	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	28	15	452	20	15	329	589	-	-	407	-	-
Mov Cap-2 Maneuver	28	15	-	20	15	-	-	-	-	-	-	-
Stage 1	186	231	-	107	159	-	-	-	-	-	-	-
Stage 2	316	157	-	392	229	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	144.5		183.3		0.1		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	589	-	-	45	41	407	-
HCM Lane V/C Ratio	0.02	-	-	0.483	0.61	0.072	-
HCM Control Delay (s)	11.2	-	-	144.5	183.3	14.5	-
HCM Lane LOS	B	-	-	F	F	B	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8	2.2	0.2	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	305	117	99	254	180	128	1128	80	110	783	159
Future Volume (veh/h)	200	305	117	99	254	180	128	1128	80	110	783	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	332	127	108	276	0	139	1226	87	120	851	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	379	323	136	365	311	172	1552	694	151	1509	675
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.00	0.10	0.44	0.44	0.08	0.43	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	217	332	127	108	276	0	139	1226	87	120	851	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.7	15.9	6.4	5.5	12.8	0.0	7.1	27.3	3.0	6.1	16.7	0.0
Cycle Q Clear(g_c), s	5.7	15.9	6.4	5.5	12.8	0.0	7.1	27.3	3.0	6.1	16.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	379	323	136	365	311	172	1552	694	151	1509	675
V/C Ratio(X)	0.75	0.87	0.39	0.79	0.76	0.00	0.81	0.79	0.13	0.80	0.56	0.00
Avail Cap(c_a), veh/h	356	436	371	183	436	371	261	2138	957	222	2061	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.1	35.4	31.7	41.7	34.8	0.0	40.6	22.1	15.3	41.3	19.9	0.0
Incr Delay (d2), s/veh	6.7	16.1	0.8	15.3	6.1	0.0	10.5	1.4	0.1	11.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	9.8	2.9	3.3	7.2	0.0	3.9	13.6	1.3	3.5	8.2	0.0
LnGrp Delay(d),s/veh	47.8	51.6	32.4	57.0	41.0	0.0	51.1	23.6	15.4	52.9	20.2	0.0
LnGrp LOS	D	D	C	E	D		D	C	B	D	C	
Approach Vol, veh/h		676			384			1452			971	
Approach Delay, s/veh		46.8			45.5			25.7			24.3	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	44.8	11.6	23.2	13.4	43.7	12.3	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	55.5	9.5	21.5	13.5	53.5	9.5	21.5				
Max Q Clear Time (g_c+l1), s	8.1	29.3	7.5	17.9	9.1	18.7	7.7	14.8				
Green Ext Time (p_c), s	0.1	11.0	0.0	0.8	0.1	7.1	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				31.6								
HCM 2010 LOS				C								

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/17/2022

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	581	4	19	525	16	3	0	19	19	1	17
Future Vol, veh/h	15	581	4	19	525	16	3	0	19	19	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	632	4	21	571	17	3	0	21	21	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	636	0	0	1297	1296	634	1299	1290	580
Stage 1	-	-	-	-	-	-	666	666	-	622	622	-
Stage 2	-	-	-	-	-	-	631	630	-	677	668	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	987	-	-	947	-	-	139	162	479	138	163	514
Stage 1	-	-	-	-	-	-	449	457	-	474	479	-
Stage 2	-	-	-	-	-	-	469	475	-	443	456	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	987	-	-	947	-	-	129	156	479	128	157	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	156	-	128	157	-
Stage 1	-	-	-	-	-	-	442	450	-	466	468	-
Stage 2	-	-	-	-	-	-	441	465	-	417	449	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			16			27.9		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	987	-	-	947	-	-	197
HCM Lane V/C Ratio	0.068	0.017	-	-	0.022	-	-	0.204
HCM Control Delay (s)	16	8.7	-	-	8.9	-	-	27.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.7

Appendix E

Cultural Resources Study



Rincon Consultants, Inc.

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Monterey, California 93940

831 333 0310

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www.rinconconsultants.com

August 26, 2021

Project No. 21-10851

Master Agreement No. 17-04143

Lisa Brinton, Planning Manager
Community Development Department
City of Salinas

65 W. Alisal Street, 2nd Floor

Salinas, California 93901

Via email: lisab@ci.salinas.ca.us

cc: Megan Hunter, meganh@ci.salinas.ca.us

Subject: Cultural Resources Assessment for the 1 Preston Street Project Salinas, Monterey County, California

Dear Ms. Brinton:

The City of Salinas (City) retained Rincon Consultants, Inc. (Rincon) to conduct a cultural resources assessment for the proposed 1 Preston Street Project (project) in Salinas, Monterey County, California. The proposed project is subject to the California Environmental Quality Act (CEQA) and local regulations. The City is the lead agency under CEQA. This letter report documents the results of the assessment, which was conducted in support of CEQA review and consisted of a cultural resources records search, Sacred Lands File search, and a pedestrian field survey.

Project Location

The proposed project consists of Assessor's Parcel Number 003-161-008-000, a 2.6-acre lot located at 1 Preston Street, Salinas, in Monterey County, California (Figure 1, Attachment 1). The proposed project site lies within Section 29 of Township 14 South, Range 3 East of the *Salinas, Calif.* (USGS 2021) topographic quadrangle (Figure 2, Attachment 1). The project site is bounded by residential and commercial development to the east, and a channelized river to the north, west, and south. The proposed project site is currently vacant and unpaved.

Project Description

The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The project does not involve construction or other physical changes. Because there are currently no development proposals, this Initial Study analyzes the maximum potential buildout of the site, using reasonable assumptions for construction, building height, and other design features. Depending on the final design of proposed development facilitated by the rezoning project, additional project-specific CEQA review may be required, as determined by the City upon receipt of a complete project-specific application. With full buildout and anticipating a density bonus, future development on the site may



include the construction of up to 76 residential units over roughly 129,202 square feet. Based on the existing maximum height allowable in the R-M-3.6 zone, future development would not exceed 45 feet and would be up to approximately 4-5 stories tall. Development would likely consist of buildings that are either row houses, condominiums, apartments, or other units, ranging in size from 400 square feet to 2,210 square feet, all which would be consistent with the Salinas General Plan description of the High Density Residential land use designation.

Cultural Resources Records Search

On May 20, 2021, Rincon requested a records search of the project site and a 0.5-mile radius from the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) located at Sonoma State University. On June 23, 2021, Rincon received the results of the records search for the proposed project. The purpose of the records search was to identify previously conducted cultural resources studies and previously recorded cultural resources located within the existing project site and a 0.5-mile radius. In addition to the NWIC records search, a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Built Environment Resource Directory, and the Archaeological Determinations of Eligibility list was conducted.

Previously Conducted Studies

The NWIC records search identified 39 previously conducted cultural resources studies within the 0.5-mile radius of the project site (Attachment 2), of which one (S-043489) includes portions of the current project site as discussed here.

S-043489

In 2013, Lorna Billat of Earth Touch, Inc. and Dana E. Supernowicz of Historic Resource Associates conducted study S-043489 entitled *Collocation ("CO") Submission Packet FCC Form 621, Downtown Salinas, CNU3535*. This study included an architectural evaluation for the project by Supernowicz entitled *Architectural Evaluation Study of the Downtown Salinas Project, AT&T Mobility Site No. CNU3535, 220 Bridge Street, Salinas, Monterey County, California 93941*. The study included the development of the Area of Potential Effects (APE), a records search of the NWIC, archival research, and a pedestrian survey of the APE. Additionally, a vehicular survey was conducted for the visual APE, approximately a 0.5-mile radius around the direct APE. The study identified one historical resource, the PG&E Moss Landing-Salinas Tower No. 011/064; however, the tower was recommended ineligible for listing in the NRHP. No further cultural resources evaluations were recommended for the project. The recorded historical resource is located outside of the current project site. The study includes the entirety of the current project site within the visual APE; therefore, no formal pedestrian survey was conducted of the current project site.

Previously Recorded Resources

The NWIC records search identified 16 previously recorded cultural resources within a 0.5-mile radius of the project site (Table 1 and Attachment 2), of which none are identified within the project site. These resources include a historic district, four historic-period structures, six historic-period buildings, and one historic-period archaeological site.



Table 1 Previously Recorded Resources within 0.5-mile Radius of the Project Site

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/ CRHR Status	Relationship to Project Site
P-27-002322	CA-MNT-2050H	Historic Structure	El Camino Real, Highway 101	1999 (J. Berg and S. Mikesell); 2002 (T. Rogers)	Portions recommended ineligible for listing in NRHP	Outside
P-27-002691	—	Historic Building	26 Central Avenue	2003 (R. Cartier)	Not evaluated	Outside
P-27-002764	CA-MNT-2198H	Historic Site	Refuse deposit	2003 (D. McIntosh)	Not evaluated	Outside
P-27-002870	—	Historic Building	Associated Seed Growers Building, Everett B. Clark Seed Company	1996 (Caltrans)	Appears eligible for listing in the NRHP	Outside
P-27-002871	—	Historic Building	El Aguila Mexican Bakery; Golden Meat Market	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002872	—	Historic Building	Salinas Used Furniture Store	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002873	—	Historic Building	C. E. Bugbee Blacksmith Shop	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002874	—	Historic Building	Waldorf Hotel; Mrs. Katherine Leifgen Furnished Rooms	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002908	—	Historic Building	Pasquale Maida Grocery Store	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-003036	—	Historic District	Salinas Southern Pacific Railroad Historic District	2011 (M. Hibma)	Recommended eligible for listing in the NRHP	Outside
P-27-003037	—	Historic Building, District Element	Southern Pacific Freight Depot	1996 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside
P-27-003038	—	Historic Building, District Element	Southern Pacific Passenger Station	1998 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside



Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/CRHR Status	Relationship to Project Site
P-27-003039	–	Historic Building, District Element	Railway Express Building	1998 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside
P-27-003234	–	Historic Structure	PG&E Moss Landing – Salinas Electrical Tower No. 011/064	2013 (D. E. Supernowicz)	Recommended ineligible for listing in the NRHP	Outside
P-27-003465	–	Historic District	Chinese American Community	1980 (N. Way)	7: Not Evaluated, or Needs Re-evaluation for NRHP or CRHR	Outside
P-27-003658	CA-MNT-2467H	Historic Site	Haciendas	2017 (J. Schlagheck and F. Steffen)	Recommended eligible for listing in the CRHR	Outside

Source: NWIC 2021

Aerial Imagery and Historical Topographic Maps Review

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps from 1910 to 1964 depict the project site as undeveloped surrounded by a channelized creek to the west, south, and north (USGS 2021; NETR Online 2021). Historical topographic maps from 1970 to 1984 depict a structure added within the southeastern portion of the project site (NETR Online 2021). Aerial imagery from 1956 to 2005 depicts the project site as graded with a structure identified in the topographic maps, with housing development growing to the east and the water source as depicted on the topographic maps (NETR Online 2021). By 2009, the aerial imagery shows that the structure is no longer present, and vegetation has developed throughout the project site. Aerial imagery from 2012 depicts the project site in its current state, as graded with residential housing to the east and a channelized canal to the west, south, and north.

The site has been disturbed by the previous development and demolition of a structure from 1970 to 2009. Additionally, the project site was previously used as a staging area, and the City stated that the owner grants access to the project site which as lead to further disturbance of the site (City of Salinas 2021).

Sacred Lands File Search

Rincon contacted the Native American Heritage Commission (NAHC) on May 17, 2021, to request a Sacred Lands File (SLF) search of the project site. The NAHC emailed a response to the City on June 1, 2021, stating the SLF search was positive. In their response, the NAHC provided a list of 11 tribes who may have knowledge of cultural resources within the project site. The SLF search can be found in Attachment 3 of this report. Rincon was not contracted to conduct Native American outreach as a part of this cultural assessment.



Pedestrian Field Survey

On August 20, 2021, Rincon Archaeologist Dustin Merrick, MA, Registered Professional Archaeologist (RPA), conducted a pedestrian survey of the project site. Mr. Merrick walked a series of pedestrian transects oriented generally north-south and east-west, spaced no more than 15 meters apart across the project site. Areas of exposed ground were inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features that indicate the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances, such as burrows, and drainages were also visually inspected. Ground visibility within the project site ranged from poor along the perimeter (less than five percent) to excellent (greater than 95 percent) within the center.

The project site consisted of tan to dark brown sand and showed evidence of heavy disturbance. Native soils were intermixed with imported fill with some gravel. Figure 3 through Figure 6 in Attachment 1 depict the current conditions of the project site.

No new cultural resources were observed or recorded during the field survey.

Findings and Recommendations

The background research and pedestrian field survey did not identify any cultural resources within the project site. No built environment resources are present that may be impacted by the project; therefore Rincon recommends a finding of ***no impact to historical resources***.

Although the SLF search was returned with positive results, no prehistoric resources were identified within the project site. Given the negative results of this study, the project site is considered to have low archaeological sensitivity. However, it is possible that unanticipated archaeological deposits and/or human remains could be encountered and damaged during the ground-disturbing activities associated with construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments. Consequently, mitigation is necessary to ensure that potential impacts to archaeological resources, including those that may be considered historical resources, are reduced to a less-than-significant level.

Given the results of this assessment, Rincon recommends a finding of ***less than significant impact to archaeological resources with mitigation*** for the purposes of CEQA. The following is recommended in the unlikely case of unanticipated discoveries during ground-disturbing activities. Also included below is a summary of existing regulations regarding the discovery of human remains. With adherence to existing regulations, Rincon recommends a finding of ***less than significant impact to human remains***.

Unanticipated Discovery of Cultural Resources

In the unlikely event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archeology (National Park Service 1983) will be contacted immediately to evaluate the find. If the find is prehistoric, then a Native American representative will be contacted to participate in the evaluation of the find. If necessary, the



evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for listing in the CRHR and cannot be avoided additional work, such as testing and data recovery excavations, may be warranted to mitigate any significant impacts to cultural resources to less than a significant level.

Unanticipated Discovery of Human Remains

In the unlikely event of an unanticipated discovery of human remains, all ground-disturbing activities in the vicinity of the discovery will be immediately suspended and redirected elsewhere. All steps required to comply with State of California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 will be implemented including contacting the Monterey County Department of Medical Examiner-Coroner. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

Please do not hesitate to contact Rincon with any questions regarding this cultural resources assessment.

Sincerely,

Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read 'Courtney Montgomery'.

Courtney Montgomery, MA
Archaeologist

A handwritten signature in black ink, appearing to read 'Hannah Haas'.

Hannah Haas, MA, RPA
Cultural Resources Program Manager/
Senior Archaeologist

A handwritten signature in black ink, appearing to read 'Andrew Pulcheon'.

Andrew Pulcheon, MA, RPA, AICP, CEP
Principal/ Senior Archaeologist

Attachments

- Attachment 1 Figures
- Attachment 2 NWIC Records Search Results
- Attachment 3 Sacred Lands File Search



References

Billat, Lorna, and Dana E. Supernowicz

- 2013 Collocation Submission Packet, Downtown Salinas, CNU3535. Report on file at the Northwest Information Center, Sonoma State University.

National Park Service

- 1983 Archeological and Historic Preservation: Secretary of the Interior's Standards and Guidelines. Electronic document, online at http://www.nps.gov/history/local-law-Arch_Standards.htm Accessed December 6, 2011.

NETR Online

- 2021 *Historic Aerials*. <https://www.historicaerials.com/viewer> Accessed July 2021.

Resendiz, Oscar

- 2021 City of Salinas (Mr. Oscar Resendiz, Associate Planner) email exchange with Rincon Consultants, Inc. (Ms. Katherine Green, AICP, Project Manager) regarding imported soils and site conditions.

United States Geological Survey (USGS)

- 2021 Topo View. [online map database]. <https://ngmdb.usgs.gov/topoview/> Accessed July 2021.

Attachment 1

Figures

Figure 1 Project Boundary Map



Imagery provided by Microsoft Bing and its licensors © 2021.

[illegible]

 Project Location

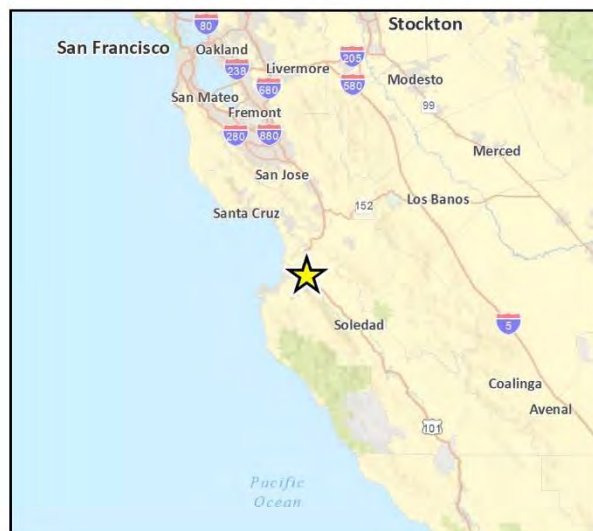
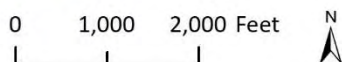


Figure 3 Overview of Ground Visibility within Perimeter, Plainview



Figure 4 Overview of the Northern Portion of the Project Site, Facing North



Figure 5 Overview of Project Site, Facing Northeast



Figure 6 Intermixed Soils and Gravel, Facing South



Attachment 2

NWIC Records Search Results

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: _____ **IC FILE NO.:** _____

To: _____ Information Center

Print Name: _____ Date: _____

Affiliation: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

Billing Address (if different than above): _____

Billing Email: _____ Billing Phone: _____

Project Name / Reference: _____

Project Street Address: _____

County or Counties: _____

Township/Range/UTMs: _____

USGS 7.5' Quad(s): _____

PRIORITY RESPONSE (Additional Fee): yes / no

TOTAL FEE NOT TO EXCEED: \$ _____

(If blank, the Information Center will contact you if the fee is expected to exceed \$1,000.00)

Special Instructions:

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes / no

Notes: _____

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the \$150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the [OHP website](#).

1. Map Format Choice:

Select One: Custom GIS Maps ☐ GIS Data ☐ Custom GIS Maps and GIS Data ☐ No Maps ☐

Any selection below left unmarked will be considered a "no."

Location Information:

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Locations¹	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Locations	yes / no	yes / no	
Report Locations¹	yes / no	yes / no	
"Other" Report Locations²	yes / no	yes / no	

3. Database Information:

(contact the IC for product examples, or visit the [SSJVIC website](#) for examples)

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Database¹			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Database			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
Report Database¹			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
Include "Other" Reports ²	yes / no	yes / no	

4. Document PDFs (paper copy only upon request):

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Records ¹	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Records	yes / no	yes / no	
Reports ¹	yes / no	yes / no	
"Other" Reports ²	yes / no	yes / no	

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

	Within project area	Within _____	radius
OHP Built Environment Resources Directory³:			
Directory listing only (Excel format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	
OHP Archaeological Resources Directory^{1,5}:			
Directory listing only (Excel format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	
California Inventory of Historic Resources (1976):			
Directory listing only (PDF format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the [OHP website](#) and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey	yes / no
Ethnographic Information	yes / no
Historical Literature	yes / no
Historical Maps	yes / no
Local Inventories	yes / no
GLO and/or Rancho Plat Maps	yes / no
Shipwreck Inventory	yes / no
Soil Survey Maps	yes / no

¹ In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

² "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.

³ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

⁴ Associated documentation will vary by resource. Contact the IC for further details.

⁵ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

CALIFORNIA
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RESOURCES
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SYSTEM



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SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
<http://www.sonoma.edu/nwic>

6/23/2021

NWIC File No.: 20-2378

Dustin Merrick
Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, CA 93003

Re: 1 Preston Street Project (21-10851)

The Northwest Information Center received your record search request for the project area referenced above, located on the Salinas USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a ½ mile radius:

Resources within project area:	None
Resources within ½ mile radius:	P-27-002322; P-27-002691; P-27-002764; P-27-002870; P-27-002871; P-27-002872; P-27-002873; P-27-002874; P-27-002908; P-27-003036; P-27-003037; P-27-003038; P-27-003039; P-27-003234; P-27-003465; P-27-003658
Reports within project area:	S-43489
Reports within ½ mile radius:	S-3302; S-5604; S-7584; S-10634; S-12623; S-13355; S-18837; S-19623; S-19979; S-20593; S-22657; S-26911; S-26922; S-27108; S-28373; S-33061; S-33258; S-35311; S-37850; S-40755; S-46390; S-47415; S-47776; S-50212

Resource Database Printout (list):

Resource Database Printout (details):

Resource Digital Database Records:

Report Database Printout (list):

Report Database Printout (details):

Report Digital Database Records:

Resource Record Copies:

Report Copies:

OHP Built Environment Resources Directory:

Archaeological Determinations of Eligibility:

CA Inventory of Historic Resources (1976):

Caltrans Bridge Survey:

Ethnographic Information:

<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
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<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed

Historical Literature:

☐ enclosed ☒ not requested ☐ nothing listed

Historical Maps:

☐ enclosed ☒ not requested ☐ nothing listed

Local Inventories:

☐ enclosed ☒ not requested ☐ nothing listed

GLO and/or Rancho Plat Maps:

☐ enclosed ☒ not requested ☐ nothing listed

Shipwreck Inventory:

☐ enclosed ☒ not requested ☐ nothing listed

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Justin Murazzo
Researcher

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-003302	Voided - E-2 MNT	1976	Katherine Flynn	Archaeological Impact Evaluation of proposed site of Municipal Tennis Courts, Sherwood Park (letter report)	Archaeological Resource Service	
S-005604	Other - E-533 MNT	1980	Paul Hampson, Trudy Haversat, and Gary S. Breschini	Preliminary Archaeological Reconnaissance of the Laurel West Encore Subdivision, North Salinas, Monterey County, California.	Archaeological Consulting	
S-007584	Submitter - Project 753	1985	R. Paul Hampson and Gary S. Breschini	Preliminary Cultural Resources Reconnaissance for the Rico/Lake Street Bridge Project, Salinas, Monterey County, California.	Archaeological Consulting	
S-010634	Agency Nbr - HUD # 121-EH-272-NP-CMI-L8; Submitter - AC Project 1369	1988	Gary S. Breschini	Preliminary Cultural Resources Reconnaissance of a Parcel at West Menke and Martella Streets, Salinas, Monterey County, California	Archaeological Consulting	
S-012623	Submitter - Project 1863	1991	Anna Runnings and Gary S. Breschini	Preliminary Cultural Resources Reconnaissance for Assessor's Parcel Numbers 003-161-06 and -26, Salinas, Monterey County, California	Archaeological Consulting	
S-013355	Voided - S-13354	1991	Glory Anne Laffey	Preliminary Archaeological Investigation of the Salinas Redevelopment Area, 100 Block/Alisal Slough, with Research Design and Proposal for Evaluation for Eligibility	Archaeological Resource Management	
S-013355a		1991	Laurie Crane and Cynthia James	Archaeological Testing of the Salinas Redevelopment Area 100 Block/Alisal Slough	Archaeological Resource Management	
S-018837	Submitter - AC Project 2454	1996	Anna Runnings and Trudy Haversat	Preliminary Archaeological Reconnaissance for the Proposed Salinas Intermodal Transportation Center, Salinas, Monterey County, California	Archaeological Consulting	
S-019623		1997	Gary S. Breschini	Report on burial identification and recovery and subsequent archaeological monitoring conducted at the National Steinbeck Center Project in Salinas, Monterey County, California (letter report)	Archaeological Consulting	
S-019979	Submitter - AC Project 2517	1997	Kathy Owens, Anna Runnings, and Trudy Haversat	Combined Archaeological Reconnaissance and Monitoring for Storm Drain Improvements in Salinas, Monterey County, California	Archaeological Consulting	
S-020593		1998	Barry A. Price	Cultural Resources Assessment, Pacific Bell Mobile Services Facility SF-830-05, Salinas, Monterey County, California (letter report)	Applied EarthWorks	

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-022657		2000	Izaak Sawyer, Laurie Pfeiffer, Karen Rasmussen, and Judy Berryman	Phase 1 Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	27-000334, 27-000335, 27-000349, 27-000706, 27-000806, 27-000888, 27-001207, 27-001227, 27-001228, 27-001393, 27-001408, 27-001482, 41-000410, 43-000449, 44-000047, 44-000155, 44-000156, 44-000157, 44-000174, 44-000270
S-026911		2003	Randy M. Baloian	Cultural Resource Assessment for the Main Street Cineplex and Parking Structure in Downtown Salinas, California	Applied EarthWorks	
S-026922		2003	Randy M. Baloian	Negative Archaeological Survey Report, Proposed Parking Lot at Main and Market Streets near Downtown Salinas for the Salinas Intermodal Transportation Center	Applied EarthWorks, Inc.	
S-027108		2003		The Salinas Hotel and Greyhound Office/Retail Development Projects: An Historical, Architectural, and Archaeological Evaluation	Archaeological Resource Management	27-002686, 27-002687, 27-002688, 27-002689, 27-002690, 27-002691, 27-002692, 27-002693, 27-002694, 27-002695
S-028373	Agency Nbr - City project #9060	2004	Randy Baloian	Cultural Resources Monitoring for the Intermodal Transportation Center Parking Lot in Downtown Salinas, Monterey County, California	Applied EarthWorks, Inc.	27-002764
S-033061	Submitter - SWCA Cultural Resources Report Database No. 06-507; Submitter - SWCA Report No. 10715-	2006	Nancy Sikes, Cindy Arrington, Bryon Bass, Chris Corey, Kevin Hunt, Steve O'Neil, Catherine Pruet, Tony Sawyer, Michael Tuma, Leslie Wagner, and Alex Wesson	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	01-000027, 01-000040, 01-000087, 01-000088, 01-000089, 01-000090, 07-000138, 27-000802, 27-001191, 27-001207, 28-000467, 43-000106, 43-000141, 43-000449, 43-000573, 43-000575, 43-000754, 43-000928, 43-001071, 48-000208, 48-000211, 48-000214, 48-000441, 48-000549, 49-001583, 57-000194, 57-000198, 57-000297, 57-000301, 57-000307
S-033061a		2006		Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	
S-033061b		2007	Nancy E. Sikes	Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)	SWCA Environmental Consultants	

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-033258		2006	Andrew Pulcheon	Supplemental Historic Property Survey Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA Associates, Inc.	27-002908, 27-002923, 27-003037, 27-003038, 27-003039
S-033258a		2006	Andrew Pulcheon	Archaeological Survey Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA	
S-033258b		2006	Andrew Pulcheon	Historical Resources Evaluation Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA	
S-035311		2008	Gary S. Breschini	Letter Report on Monitoring Findings for the Salinas Municipal Aquatic Center	Archaeological Consulting	
S-037850	Caltrans - EA-05-xxxxxx	2011	Michael Hibma	Historic Property Survey Report for the Salinas Freight Depot Project, Salinas, Monterey County, California, Caltrans District 5	LSA Associates, Inc	27-003036, 27-003037, 27-003038, 27-003039
S-037850a		2011	Neal Kaptain	Archaeological Survey Report for the Salinas Freight Depot Project, Salinas, Monterey County, California, Caltrans District 5	LSA Associates, Inc.	
S-037850b		2011	Michael Hibma	Historical Resources Evaluation Report for the Salinas Freight Depot Project, Salinas, Monterey County, California	LSA Associates, Inc.	
S-037850c		2010	Kent L. Seavey	Draft Historic Structure Report for the Southern Pacific Freight Depot, Salinas, California		
S-040755	Submitter - AC Project 4695	2013	Gary S. Breschini	Final Archaeological Monitoring Report, Taylor Farms Corporate Office, 138 Main Street, Salinas, Monterey County (letter report)	Archaeological Consulting	
S-043489	Agency Nbr - CNU3535	2013	Lorna Billat and Dana E. Supernowicz	Collocation Submission Packet, Downtown Salinas, CNU3535	EarthTouch, Inc.	27-003234
S-043489a		2013	Dana E. Supernowicz	Architectural Evaluation Study of the Downtown Salinas Project, AT&T Mobility Site No. CNU3535, 220 Bridge Street, Salinas, Monterey County, California 93941	Historic Resource Associates	
S-046390		2015	John Schlagheck	Archaeological Records Search and Site Reconnaissance, Haciendas Phase III and IV Housing Project, City of Salinas, Monterey County, California	Holman & Associates Archaeological Consulting	27-003658

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-046390a		2018	John P. Schlagheck and Fallin Steffen	Final Archaeological Monitoring and Data Recovery Report, Haciendas III Housing Project, City of Salinas, Monterey County, California	Holman and Associates	
S-047415	OHP PRN - HUD 2015_0306_004; Submitter - Project 5040; Voided - S-46500	2015	Mary Doane and Gary S. Breschini	Phase 1 Archaeological Survey of APN 002-191-018, 019, 020, 021, 023, 024, 028 & 029, Salinas, Monterey County, California	Archaeological Consulting	27-003465
S-047415a		2015	Carol Roland-Nawi	HUD 2015_0306_004; Housing Development Project Located at 71 Soledad Street, Salinas	Office of Historic Preservation	
S-047776		2015	Allika Ruby	Cultural Resources Review of the Former Salinas Manufactured Gas Plant Site Project, Salinas, Monterey County, California (letter report)	Far Western Anthropological Research Group	
S-050212	OTIS Report Number - HUD_2014_1017_001; OTIS Report Number - HUD_2016_0725_004	2016	Anna M. Velaquez	Section 106 Review-Compliance with 36CFR800.4, Old Municipal Swimming Pool Building, Phase I Retrofit, 920 N. Main Street, Salinas CA 93906 (letter report)	City of Salinas	
S-050212a		2014	Carol Roland-Nawi	HUD_2014_1017_001, Rehabilitation Project Located at 920 North Main Street, Salinas	Office of Historic Preservation	
S-050212b		2016	Anastacia Wyatt	Section 106 Review, Old Municipal Swimming Pool Building, Phase II Retrofit, 920 N. Main Street, Salinas, CA 93906 (letter report)	City of Salinas	
S-050212c		2016	Julianne Polanco	HUD_2016_0725_004; Municipal Pool Retrofit, Phase II of 920 North Main Street, Salinas	Office of Historic Preservation	

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-002322	CA-MNT-002050H	Resource Name - El Camino Real (Highway 101); Other - ECR1 and ECR2; Other - Highway 101; Other - MM-101; OHP Property Number - 173439; OHP PRN - Proj.Rev. FHWA070906A (segment vic. Aromas)	Structure	Historic	AH07; HP37	1999 (John Berg, Steve Mikesell, Far Western & JRP Historical Consulting Serives); 2002 (Theresa Rogers, JRP Historical Consulting Services)	S-005507, S-022819, S-026137, S-027827, S-030334, S-030335, S-033131, S-035825, S-038177, S-038553
P-27-002691		Resource Name - 26 Central Avenue	Building	Historic	HP06	2003 (Robert Cartier, Archaeological Resource Management)	S-027108
P-27-002764	CA-MNT-002198H	Resource Name - ITC-1	Site	Historic	AH04	2003 (Douglas McIntosh, Applied EarthWorks, Inc.)	S-028373
P-27-002870		Other - Map Reference No. 4; Other - Associated Seed Growers Building; Resource Name - Everett B. Clark Seed Company	Building	Historic	HP08	1996 ([none], Caltrans)	
P-27-002871		Other - Map Reference No. 6; Resource Name - El Aguila Mexican Bakery; Other - Golden Meat Market	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002872		Other - Map Reference No. 7; Resource Name - Salinas Used Furniture Store	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002873		Other - Map Reference No. 8; Resource Name - C.E. Bugbee Blacksmith Shop	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002874		Other - Map Reference No. 5; Resource Name - Waldorf Hotel; Other - Mrs. Kathrine Leifgen Furnished Rooms (1926)	Building	Historic	HP05	1996 ([none], Caltrans District 5)	
P-27-002908		Other - Map Reference No. 9; Resource Name - Pasquale Maida Grocery Store	Building	Historic	HP06	1996 ([none], Caltrans District 5)	S-033258

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-003036		Resource Name - Salinas Southern Pacific Railroad Historic District; Other - Salinas Amtrak Station; OTIS Resource Number - 510364; OHP Property Number - 187923; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	District	Historic	HP06; HP17; HP30	2011 (Michael Hibma, LSA Associates, Inc.)	S-037850
P-27-003037		Resource Name - Southern Pacific Freight Depot; Other - Freight Depot; Caltrans - Map Reference No. 3; OTIS Resource Number - 510366; OHP Property Number - 187925; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district	Historic	HP17	1996 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850
P-27-003038		Resource Name - Southern Pacific Passenger Station; Other - Station; Other - Southern Pacific Railroad Station; Other - Amtrak Station; Caltrans - Map Reference No. 1; OTIS Resource Number - 510365; OHP Property Number - 187924; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district, Other	Historic	HP17	1998 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850
P-27-003039		Resource Name - Railway Express Building; Other - REA Building; Other - Railway Express Agency Building; Other - American Railway Express Agency Building; Other - Map Reference No. 2; OTIS Resource Number - 510367; OHP Property Number - 187926; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district	Historic	HP06	1998 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-003234		Resource Name - PG&E Moss Landing-Salinas Electrical Tower No. 011/064; Other - Tower No. 011/064	Structure	Historic	HP09; HP11	2013 (Dana E. Supernowicz, Historic Resource Associates)	S-043489, S-050347
P-27-003465		Resource Name - Chinese American Community; OHP PRN - 3902-0002-9999	District	Historic	HP02; HP05; HP06; HP16	1980 (Nancy Way, Chinese American Survey)	S-047415
P-27-003658	CA-MNT-002467H	Resource Name - Haciendas Phase III-Archaeological Sensitive Area-Feature 1 (HIIIASA-Feature 1)	Site	Historic	AH04	2017 (John Schlagheck, Fallin Steffen, Holman & Associates)	S-046390

Attachment 3

Sacred Lands File Search

**Local Government Tribal Consultation List Request
Native American Heritage Commission**

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahe@nahe.ca.gov

Type of List Requested

☒ CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

☒ General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

___ General Plan ___ General Plan Element x General Plan Amendment

___ Specific Plan ___ Specific Plan Amendment ___ Pre-planning Outreach Activity

Required Information

Project Title: 1 Preston Street Project

Local Government/Lead Agency: City of Salinas

Contact Person: Lisa Brinton, Planning Manager Community Development Department

Street Address: 65 W. Alisal Street, 2nd Floor

City: Salinas **Zip:** 93901

Phone: 831-775-4259

Email: lisab@ci.salinas.ca.us

Specific Area Subject to Proposed Action

The proposed project consists of a General Plan Amendment to rezone the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density to Residential High Density. The project will be development in two phases. Phase one includes the development of 27 homes with the current zoning. Phase two will seek a Conditional Use Permit to allow the development of 2-12-bedroom transitional housing units

Additional Request

☒ Sacred Lands File Search - *Required Information:*

USGS Quadrangle Name(s): Salinas _____

Township: 14S _____ **Range:** 03E _____ **Section(s):** 29 _____



NATIVE AMERICAN HERITAGE COMMISSION

June 1, 2021

Lisa Brinton, Planner Manager
City of SalinasVia Email to: lisab@ci.salinas.ca.usCHAIRPERSON
Laura Miranda
LuiseñoVICE CHAIRPERSON
Reginald Pagaling
ChumashSECRETARY
Merri Lopez-Keifer
LuiseñoPARLIAMENTARIAN
Russell Attebery
KarukCOMMISSIONER
William Mungary
Paiute/White Mountain
ApacheCOMMISSIONER
Julie Tumamait-Stenslie
ChumashCOMMISSIONER
[Vacant]COMMISSIONER
[Vacant]COMMISSIONER
[Vacant]EXECUTIVE SECRETARY
Christina Snider
Pomo**NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, 1 Preston Street Project, Monterey County

Dear Ms. Brinton:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1(d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was positive. Please contact the tribes on the attached list for more information.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance we can assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address:
Sarah.Fonseca@nahc.ca.gov.

Sincerely,



Sarah Fonseca
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Monterey County
6/1/2021**

Amah Mutsun Tribal Band

Valentin Lopez, Chairperson
P.O. Box 5272
Galt, CA, 95632
Phone: (916) 743 - 5833
vlopez@amahmutsun.org

Costanoan
Northern Valley
Yokut

Ohlone/Costanoan-Esselen Nation

Louise Miranda-Ramirez,
Chairperson
P.O. Box 1301
Monterey, CA, 93942
Phone: (408) 629 - 5189
ramirez.louise@yahoo.com

Costanoan
Esselen

Amah Mutsun Tribal Band of Mission San Juan Bautista

Irene Zwierlein, Chairperson
789 Canada Road
Woodside, CA, 94062
Phone: (650) 851 - 7489
Fax: (650) 332-1526
amahmutsuntribal@gmail.com

Costanoan

Salinan Tribe of Monterey, San Luis Obispo Counties

Patti Dutton, Tribal Administrator
7070 Morro Road, Suite A
Atascadero, CA, 93422
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info@salinatribe.com

Salinan

Costanoan Rumsen Carmel Tribe

Tony Cerda, Chairperson
244 E. 1st Street
Pomona, CA, 91766
Phone: (909) 629 - 6081
Fax: (909) 524-8041
rumsen@aol.com

Costanoan

Wuksache Indian Tribe/Eshom Valley Band

Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906
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kwood8934@aol.com

Foothill Yokut
Mono

Esselen Tribe of Monterey County

Tom Little Bear Nason, Chairman
P. O. Box 95
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Phone: (831) 659 - 2153
Fax: (831) 659-0111
TribalChairman@EsselenTribe.org

Costanoan
Esselen

Xolon-Salinan Tribe

Karen White, Chairperson
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Salinan

Rumsen Am:a Tur:ataj Ohlone

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Costanoan

Indian Canyon Mutsun Band of Costanoan

Ann Marie Sayers, Chairperson
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Costanoan

Indian Canyon Mutsun Band of Costanoan

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Phone: (408) 673 - 0626
kanyon@kanyonconsulting.com

Costanoan

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65352.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed 1 Preston Street Project, Monterey County.

**1 Preston Street Project
MITIGATION MONITORING AND REPORTING PROGRAM
1 PRESTON STREET
(GENERAL PLAN AMENDMENT 2022-001 AND REZONE 2022-001)**

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
BIO-1: Nesting Bird Surveys and Avoidance	<p>To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation removal, shall occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey within 14 days of the start of construction. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer.</p> <p>If nests are found, an avoidance buffer shall be established by a qualified biologist. The buffer shall be established to ensure nesting activity is not disturbed by construction activity, and shall be determined by the qualified biologist based on the species' known tolerances, the proposed work activity, and existing disturbances associated with land uses outside of the site. The buffer shall be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.</p>	To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-2: Coast	Pre-construction clearance surveys for coast range newt shall	To minimize	Applicant, or	Development and	Within 14 days

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
Range Newt Survey and Avoidance	be conducted within 14 days prior to the start of construction (including staging and mobilization), the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction.	impacts to coast range newts.	Successor in Interest.	Engineering Services Department - Community Development Department - Current Planning Division	prior to the start of construction.
BIO-3: Western Pond Turtle Clearance Surveys and Avoidance	Pre-construction clearance surveys for western pond turtle shall be conducted, the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction.	To minimize impacts to western pond turtles.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-4: Western Burrowing Owl Surveys and Avoidance	The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the project site, to confirm the presence/absence of active western burrowing owl burrows. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply: <ul style="list-style-type: none"> Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures. If avoidance of western burrowing owls is not feasible, 	To minimize impacts to western burrowing owls.	Applicant, or Successor in Interest.	Community Development Department, Current Planning Division	Within 30 days prior to the start of construction.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan shall be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).				
CUL-1: Unanticipated Discovery of Cultural Resources	If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately to evaluate the find pursuant to PRC Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation (described below), to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measure TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.	To ensure protection of cultural resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	If archaeological resources are encountered during ground-disturbing activities.
GEO-1: Paleontological Resources Monitoring and Mitigation	For grading or excavation exceeding five feet in depth, the City of Salinas shall require the following: 1. Qualified Paleontologist. The project applicant shall retain a Qualified Paleontologist prior to excavations that will exceed five feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional	To ensure protection of paleontological resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	During grading or excavation exceeding five feet in depth.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).</p> <p>2. Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</p> <p>3. Paleontological Monitoring. Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas.</p> <p>4. Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the</p>				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.				
TRA-1: VMT Reduction Program	<p>The applicant shall prepare and implement a VMT Reduction Program that reduces VMT generated by the project to VMT per capita of 9.95. The following two strategies shall be included in the Program:</p> <p>Pedestrian Network Improvements. Construct pedestrian facilities to connect the site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections would encourage future residents to walk instead of drive.</p> <p>Include Bike Parking, Pursuant to SMC Section 37-50.400. Provide bicycle parking on site, which would encourage future residents to bike instead of drive.</p> <p>In addition to the above strategies, one or several of the following travel demand management strategies shall be considered for inclusion in the VMT Reduction Program, to achieve a VMT per capita of 9.7 or less:</p> <p>Reduce On-Site Parking. Reduce the number of on-site parking spaces for future residents to less than what is required by SMC Section 20-85; or</p> <p>Implement Unbundled Parking. Separate or “unbundle” parking costs from leases or property costs, requiring those that wish to purchase parking spaces to do so at an additional cost; or</p> <p>Affordable Housing. Provide affordable, below market-rate housing on site; or</p> <p>Voluntary Travel Behavior Change Pattern. Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at</p>	To reduce vehicle miles traveled per capita.	Applicant, or Successor in Interest.	Public Works Department – Traffic Engineering - Community Development Department - Current Planning	Prior to issuance of a building permit.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>least 75 percent of future residents participating; and Promotions and Marketing. Provide future residents with information regarding alternative transportation and travel demand management programs, with at least 75 percent of future residents participating; and</p> <p>School Carpool Program. Implement a school carpool program among future residents of the project site.</p> <p>The VMT Reduction Program shall be submitted to the City for review and approval prior to issuance of a building permit and shall demonstrate that the net VMT per capita would be 9.7 or less, using a combination of travel demand management strategies approved by the City.</p>				
TCR-1: Inadvertent Discoveries During Construction	<p>In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to PRC Section 21083.2. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.</p>	To ensure protection of on-site tribal cultural resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	If cultural resources of Native American origin are identified during grading or construction.

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PROPOSED GENERAL PLAN LAND USE AND ZONING CODE DESIGNATIONS:



1 Preston Street (APN: 003-161-008-000)

ORDINANCE NO. _____ (N.C.S.)

**AN ORDINANCE AMENDING THE ZONING MAP TO RECLASSIFY ONE (1)
SITE FROM RESIDENTIAL MEDIUM DENSITY (R-M-3.6) TO RESIDENTIAL
HIGH DENSITY (R-H-2.1)
(RZ 2022-001 RELATED TO GPA 2022-001)**

WHEREAS, on May 16, 2023, the Salinas City Council held a duly noticed public hearing to consider Rezone (Rezone 2022-001) to change the Zoning designation to 1 Preston Street, a vacant 2.6-acre (approximately 129,202 square feet) lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1) and related General Plan Amendment 2022-001 as described in more detail below:

1. Rezone 2022-001 (RZ 2022-001); Request to change Zoning designation of the above referenced 129, 202 square feet lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1); and
2. General Plan Amendment 2022-001 (GPA 2022-001); Request to change the General Plan designation of an approximately 129,202 square feet lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1).

WHEREAS, the City, in accordance with requirements of CEQA and the CEQA Guidelines prepared an Initial Study Mitigated Negative Declaration, for Rezone 2022-001 and related General Plan Amendment 2022-001 herein incorporated by reference and included as Exhibit “1”; and

WHEREAS, the City completed and filed a Notice of Intent to Adopt a Mitigated Negative Declaration with the Monterey County Clerk on January 27, 2023 which commenced a 30-day local public review period starting on January 27, 2023 and ended on February 26, 2023; mailed a Notice of Public Hearing to all property owners located within 300-feet the project site on January 27, 2023; and posted the Notice of Intent to Adopt a Mitigated Negative Declaration in locations throughout the City of Salinas City Hall and administrative offices on January 27, 2023; and

WHEREAS, the City mailed the Mitigated Negative Declaration to the State Clearinghouse on January 27, 2023, which commenced a 30-day local public review period starting on January 27, 2023, and ending on February 26, 2023 (SCH Number 2023010626); and

WHEREAS, on April 19, 2023, the Salinas Planning Commission, held a duly noticed public hearing to consider Rezone 2022-001 and related GPA 2022-001; and

WHEREAS, the Planning Commission considered a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed GPA 2022-001 and RZ 2022-001 and independently determined that all

impacts were adequately addressed in accordance with the California Environmental Quality Act; and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, considered the staff report, determined that positive findings could be established for approval of the General Plan Amendment 2022-001 (GPA 2022-001), and adopted Resolution No. 2023-03 recommending that the City Council adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approve RZ 2022-001 and related GPA 2022-001; and

WHEREAS, on May 16, 2023, the City Council weighed the evidence presented at the public hearing, including the staff presentation and the Staff Report which is on file at the Salinas City Clerk's Office and the Community Development Department, and all public testimony and documentary evidence introduced and received at the public hearing, together with the record of environmental review; and

WHEREAS, the City Council has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration and MMRP; and

WHEREAS, by Resolution No. 2023-____ the City Council adopted the Mitigated Negative Declaration and MMRP prepared for General Plan Amendment 2022-001 and related RZ 2022-001; and

WHEREAS, the proposed RZ 2022-001 would change the zoning designation of the subject parcel from "Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)", as further described above and shown on Exhibit "1", attached hereto and incorporated herein by reference; and

WHEREAS, the proposed Rezone has been found to be consistent with the goals, policies, and programs of the Salinas General Plan; and

WHEREAS, the Salinas City Council adopts the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

For the Mitigated Negative Declaration:

The City Council hereby finds that a Mitigated Negative Declaration has been prepared with respect to the project in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the guidelines promulgated thereunder. Further, this Council has independently reviewed and considered the information contained in the Initial Study and related environmental documents, together with the comments received during the public review process. On the basis of the whole record before it, the Council finds that there is no substantial evidence that the Amendments will have a

significant effect on the environment as the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program reduce future project related impacts to less than significant level (see Exhibit “2” of attachment 1) and that the Mitigated Negative Declaration reflects the Council’s independent judgment and analysis. On this basis, the City Council adopts the Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program.

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program have been included in the project (see Exhibit “2”). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies on January 27, 2023, and posted at the County Clerk’s Office on January 27, 2023; the deadline for comments was February 26, 2023. The State Clearinghouse received the document on January 27, 2023; the deadline for Clearinghouse comments was February 26, 2023 (SCH Number 2023010626).

Public comments were received from public agencies: Department of Toxic Substance Control during the comment period as described below:

1. Comments received via email from Mr. Gavin McCreary, Project Manager, Site Evaluation and Remediation Unit, Site Mitigation and Restoration Program, Department of Toxic Substance Control, On February 9, 2023 with comments attached to the email, stating: The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of Health and Safety Code section 101480 should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous

wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 Information Advisory Clean Imported Fill Material.
4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).

Staff Response: The CEQA consultant (Rincon Consultants, Inc.) prepared the following response comments to the comments made by Mr. McCreary and Staff provided comments via email to Mr. McCreary.

For Rezone 2022-001:

1. The amendment is consistent with the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.

Per the 2002 Salinas General Plan, the "High-Density Residential" designation allows for development of row houses, condominiums, and apartments. The designation allows a maximum of 24.0 units per net acre (30 with density bonus). Uses such as mobile and modular homes, public facilities, day care, churches and others that are compatible with and oriented toward serving the needs of the high-density neighborhood may also be considered. The maximum density of this land use designation may be increased in accordance with the density bonus provisions of the California Government Code and the City's Zoning Ordinance.

Per the 2002 Salinas General Plan, Focused Growth Areas are existing urbanized areas where additional growth and/or redevelopment and revitalization would be appropriate and provide benefits to the community. By selectively increasing density of development in a manner compatible with the surrounding neighborhoods, the pressure to develop agricultural lands is also reduced.

The proposed "Residential High Density" land use designation is consistent with General Plan Goal H-1, by providing a range of housing opportunities to

adequately address existing and projected needs in Salinas. The project also complies with General Plan Policy H-1.3, by identifying adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project complies with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

Per Zoning Code Section 37-30.140, the purpose of the “Residential high density (R-H)” land use designation is to provide appropriately located areas for high density and multifamily dwellings consistent with the general plan and with standards of public health and safety established by the Municipal Code. Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts. Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements. Achieve design compatibility through the use of site development regulations and design standards. Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings. Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment. Ensure the provision of public services and facilities needed to accommodate planned population densities. Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design principles and promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design. In addition, Residential- High Density (R-H-2.1) provides for high density multifamily dwelling units where the minimum density is more than fifteen dwelling units per net acre and the maximum density is not more than twenty dwelling units per net acre without density bonus.

The proposed Rezone request to change the Zoning designation of one (1) site consisting of a vacant 2.6-acre (approximately 129,202 square feet) from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1), which per R-M-3.6 Zoning Code Section 37-30.100 (j)(1), the minimum density is more than 8 dwelling units per net acre and the maximum density is not more than 12 dwelling units per net acre without density bonus. The purpose of the proposed Rezone is to facilitate the production of housing which per R-H-2.1 Zoning Code Section 37-30.150(j)(1) the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 20 dwelling units per net acre without density bonus. In order for the proposed Residential High Density Development Regulations to be permitted, the project site will need to be rezoned.

“Residential High Density” (R-H). The proposed rezoning of the project site would be consistent with Residential High Density (R-H) District and Focused

Growth (FG) Overlay District. It would comply with the development regulations and design standards of both the R-H and FG-2 District, by creating healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors. Increase pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit. Encourage creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space, and create revitalized neighborhoods through infill development and redevelopment activities.

2. ***The amendment will not have the effect of reversing the policies of the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.***

There are no policies within the Salinas General Plan that would be reversed as a result of this amendment. There are no Specific Plans or Precise Plans applicable to the site.

3. ***The amendment would not create an isolated district unrelated to adjacent zoning districts.***

The proposed rezoning will not create an unrelated zoning district because the rezoning of the project site from “from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)” would be consistent with the adjacent zoning districts “Residential High Density (R-H-2.1)”.

4. ***The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.***

Salinas is an urbanized area and public infrastructure is presently in place to serve most uses. The proposed Rezone would not create the need for additional infrastructure.

NOW, THEREFORE, THE SALINAS CITY COUNCIL HEREBY ORDAINS AS FOLLOWS:

SECTION 1. The City of Salinas’s Zoning Map, a copy of which is on file with the City Clerk of the City of Salinas and which copy constitutes the original record, is hereby amended to reflect the following:

That certain real property located in the City of Salinas, County of Monterey, State of California, and shown and designated on that certain map attached hereto as Exhibit 1 and made a part hereof, entitled “Rezone 2022-001 Map” classified Residential Medium Density (R-M-3.6) is hereby reclassified as shown on the attached exhibit to Residential High Density (R-H-2.1).

SECTION 2. The aforesaid map and all notations, references and other information shown thereon shall be as much a part of this ordinance as if the matters and information shown on said map were fully described herein.

SECTION 3. This ordinance shall take effect and be in force thirty days from and after its adoption.

SECTION 4. The Salinas City Clerk is hereby directed to cause the following summary of the ordinance to be published by one insertion in *The Monterey Herald*, a newspaper of general circulation published and circulated in the City of Salinas and hereby designated for that general purpose by the Salinas City Council:

“The City of Salinas’s Zoning Map has been amended by reclassifying one (1) site from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)”.

This ordinance was introduced and read on May 16, 2023, and passed and adopted on June 16, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

Kimbly Craig
Mayor

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney

ATTEST:

Patricia M. Barajas
City Clerk

EFFECTIVE DATE: _____

Attachments:

- Ord Exhibit 1: Initial Study/Mitigated Negative Declaration (ISMND), dated March 2023
- Ord Exhibit 2: Mitigation Monitoring and Reporting Program (MMRP)
- Ord Exhibit 3: Proposed GPA 2022-001 and Rezone 2022-001 Map

DRAFT



1 Preston Street Project

Final Initial Study – Mitigated Negative Declaration

prepared by

City of Salinas

Community Development Department

65 West Alisal Street, 2nd Floor

Salinas, California 93901

Contact: Oscar Resendiz, Associate Planner

prepared with the assistance of

Rincon Consultants, Inc.

2511 Garden Road, Suite C-250

Monterey, California 93940

March 2023



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

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Appendix B	Biological Resources Assessment
Appendix C	Energy Construction and Operational Energy Fuel Consumption Calculations
Appendix D	Transportation Analysis
Appendix E	Cultural Resources Study

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Initial Study

1. Project Title

1 Preston Street Project

2. Lead Agency Name and Project Sponsor

Community Development Department
City of Salinas
65 W. Alisal Street, 2nd Floor
Salinas, California 93901

3. Contact Person and Phone Number

Oscar Resendiz, Associate Planner
831-775-4259

4. Introduction

The 1 Preston Street Project, herein referred to as project or proposed project, would involve a General Plan Amendment (GPA) and Rezone (RZ) to modify the existing land use and zoning designations of the vacant 2.6-acre lot at 1 Preston Street. The proposed GPA would change the General Plan land use designation of Residential Medium Density (8-15 units/acre) to Residential High Density (15-20 ~~15-24~~ units/acre). The RZ would change the zoning from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The purpose of the proposed GPA and RZ is to facilitate the production of high-density housing, consistent with the City's General Plan. The GPA and RZ would affect 2.6 acres and would facilitate the development of up to approximately 76 housing units (anticipating a density bonus) across approximately 129,202 square feet (sf).

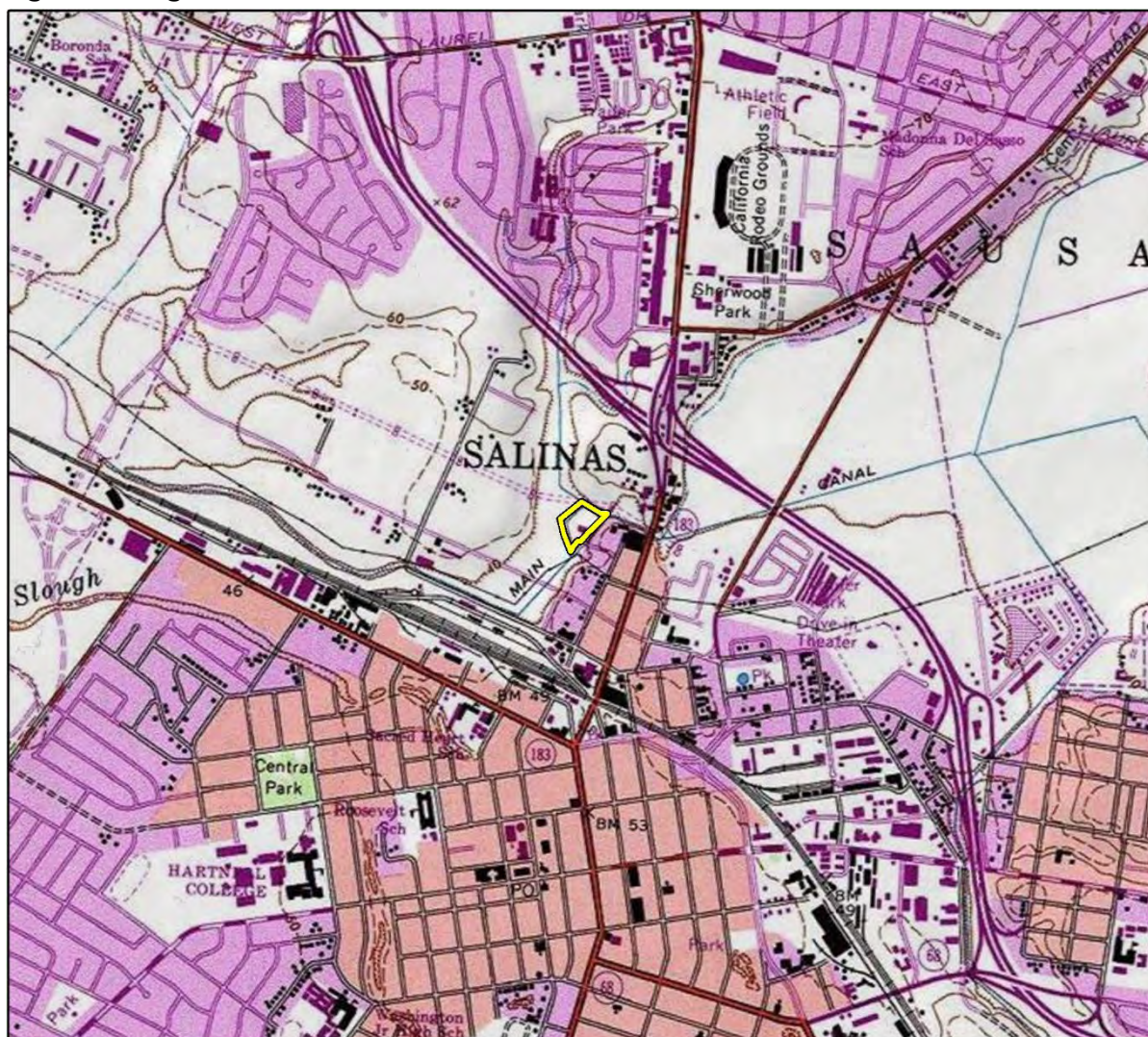
The project is intended to encourage the development of higher density development that would provide new housing that would be consistent with the Salinas General Plan. This project is being partially funded by Senate Bill (SB) 2 grant funding for the purpose of increasing housing production in the city.

5. Project Location

The proposed project is located at 1 Preston Street in Salinas, California. The project site is comprised of a single parcel, Assessor's Parcel Number (APN) 003-161-008-000.

Figure 1 shows the project's regional location, and Figure 2 shows the project site. The site is currently undeveloped and contains natural vegetation, bare soil, and soil stockpiles, located to the west of the termination of Preston Street. Topographically, the site and surrounding areas are relatively flat. The site is bounded by existing residential and commercial development on its eastern border, and to the other three sides by an open space reclamation ditch adjacent to a creek fed by Main Canal.

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and its licensors
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representation depicted in this map may not portray all of the features
currently found in the vicinity today and/or features depicted in this map
may have changed since the original topographic map was assembled.

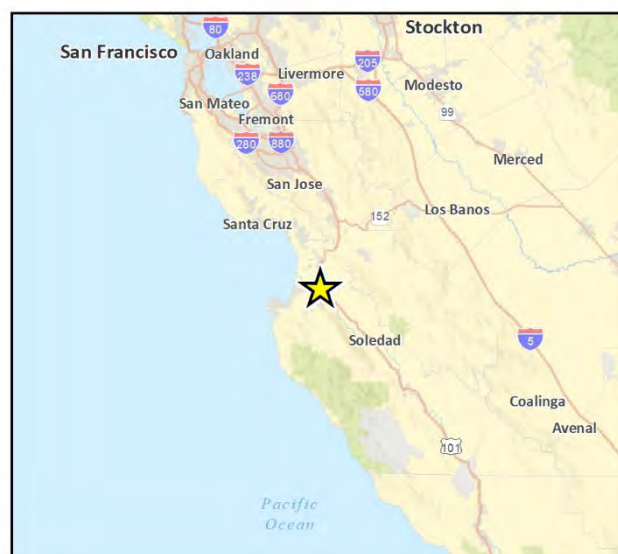
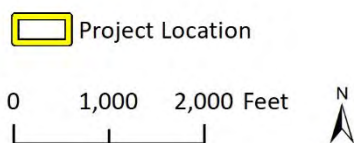


Figure 2 Project Location



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6. General Plan Designation

The project site is designated Residential Medium Density (8-15 units/acre).

7. Zoning

The project site is currently zoned Residential Medium Density (R-M-3.6) with Focused Growth (FG-2: North Main Street/Soledad Street) and Flood District (F) overlays. Surrounding sites are zoned Mixed Arterial Frontage (MAF), Residential High Density (R-H-2.1), Residential Low Density (R-L-5.5) Open Space (OS) and Parks (P). Regulations relating to the current and proposed zones are summarized in Table 1. Figure 4 shows the existing zoning districts on the site, and Figure 5 shows the proposed land use and zoning designations.

Table 1 R-M-3.6, R-H-2.1, FG, and F Zone Regulations

Zone	Comparison
Purpose	
Residential Medium Density (R-M-3.6)	<ul style="list-style-type: none"> Provide appropriately located areas for single-family and medium density multifamily dwellings consistent with the general plan and with standards of public health and safety established by the Municipal Code Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects that meet state and/or city density bonus requirements Achieve design compatibility through the use of site development regulations and design standards; Protect adjoining lower density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to higher density and multifamily dwellings Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment Ensure the provision of public services and facilities needed to accommodate planned population densities Encourage attractive and interesting residential streetscapes, dwelling units, and developments that are pedestrian-oriented and reflect traditional neighborhood design principles Promote safe residential neighborhoods through the use of crime prevention through environmental design (CPTED) features in dwelling and site design Provide for detached and attached single-family dwelling units on small lots where the minimum density is more than eight dwelling units per net acre and the maximum density is not more than twelve dwelling units per net acre without density bonus
Residential High Density (R-H-2.1)	<ul style="list-style-type: none"> Provide appropriately located areas for high density and multifamily dwellings consistent with the general plan and with standards of public health and safety established by the Municipal Code Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements Achieve design compatibility through the use of site development regulations and design standards

Zone	Comparison
	<ul style="list-style-type: none"> ▪ Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings ▪ Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment ▪ Ensure the provision of public services and facilities needed to accommodate planned population densities; ▪ Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design principles; ▪ Promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design ▪ Provide for high density multifamily dwelling units where the minimum density is more than fifteen dwelling units per net acre and the maximum density is not more than twenty dwelling units per net acre without density bonus
Focused Growth Overlay Area 2 (FG-2)	<ul style="list-style-type: none"> ▪ Create healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors ▪ Increase pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit ▪ Provide a mixture of uses to keep the neighborhoods active at all times of the day, not just morning and evening (as in the case of residential zones) or business hours (for commercial zones) ▪ Reduce vehicle trips and traffic by encouraging a mixture of uses and activities in one location ▪ Encourage creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space ▪ Create revitalized neighborhoods through infill development and redevelopment activities.
Flood Overlay (F)	<ul style="list-style-type: none"> ▪ Protect development from flood-related hazards ▪ Protect public health, safety, and general welfare by regulation of development within flood-prone areas ▪ Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters ▪ Control filling, grading, dredging, and other development which may alter drainage patterns and/or increase flood damage ▪ Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas ▪ Control the cumulative effect of development in flood-prone areas that can increase flood heights and velocity, erosion, downstream impacts, and otherwise contribute to flood loss ▪ Enhance water quality and groundwater recharge by identifying areas where resources can be placed for this purpose, such as floodplains or other areas, in accordance with the requirements of the latest adopted edition of the city's National Pollutant Discharge Elimination System (NPDES) permit requirements.
Residential Use Classifications	
R-M-3.6	Accessory dwelling units, day care homes, small employee housing projects, home occupations, manufactured housing, small residential care facilities, detached single family dwellings
R-H-2.1	Accessory dwelling units, day care homes, home occupations, small residential care facilities, domestic animals, and minor utilities
Residential Allowable Density	
R-M-3.6	Minimum density: more than 8 dwelling units per net acre Maximum density: not more than 12 dwelling units per net acre without density bonus
R-H-2.1	Minimum density: more than 15 dwelling units per net acre Maximum density: not more than 20 dwelling units per net acre without density bonus
Notes: Salinas Zoning Code text and information is summarized in the table; for full text and regulations refer to the Salinas Zoning Code Source: Salinas Zoning Code	

8. Setting and Surrounding Land Uses

The project site is vacant but surrounded primarily by urban land uses. As shown in Figure 3, land uses surrounding the project site consist of Medium and Low-Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street. The site is also bound to the north and west by an open space reclamation ditch owned by the Monterey County Water Resource Agency. The reclamation ditch adjacent to the site is fed by water from Alisal Creek, Gabilan Creek, and Natividad Creek. A small passive use park owned by the City of Salinas is located between existing residential developments, roughly 245 feet from the project site on the other side of the reclamation ditch. Additionally, there are several undeveloped lots to the east of Highway 183 located approximately 0.2 and 0.4 mile from the project site. Agriculture uses are located approximately 0.4 mile east of the project site.

9. Description of Project

The project consists of a GPA and RZ to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The project does not involve construction or other physical changes. Because there are currently no development proposals, this Initial Study analyzes the maximum potential buildout of the site, using reasonable assumptions for construction, building height, and other design features. Depending on the final design of proposed development facilitated by the rezoning project, additional project-specific CEQA review may be required, as determined by the City upon receipt of a complete project-specific application. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 76 residential units over roughly 129,202 sf. Based on the existing maximum height allowable in the R-H-2.1 zone, future development would not exceed 45 feet and would be up to approximately four to five stories tall. Development would likely consist of buildings that are either row houses, condominiums, apartments, or other units, ranging in size from 400 square feet to 2,210 square feet, all which would be consistent with the Salinas General Plan description of the High Density Residential land use designation.

Development Regulations

Rezoning of the site would be subject to development regulations of the R-H-2.1 zoning district, as specified in Division 2 of the Salinas Zoning Code. The site is also within the Focused Growth FG-2 North Main Street/Soledad Street and Flood (F) overlay districts. Properties within overlay districts are subject to development regulations of the underlying zoning district except as specified in supplemental regulations (Salinas Municipal Code [SMC] Chapter 27, Article V).

Figure 3 Surrounding Land Uses



Figure 4 Existing Zoning Districts



Figure 5 Proposed General Plan Land Use and Zoning Code Designations



Development of the site would be required to comply with all applicable development regulations, including the following key standards for the R-H-2.1 and overlay districts:

- Maximum building height of 45 feet without a Conditional Use Permit Minimum floor area ratio of 4.0
- Minimum usable open space of 500 square feet per DU
- Minimum one parking space per DU (includes studios) and two parking space per DU (includes two- and three-bedroom units); parking requirements may be reduced through approval of a site plan review or conditional use permit.

Utilities and Services

Police and Fire Services

The site is served by the City of Salinas Police Department and City of Salinas Fire Department. Utility service for development on the site would be provided as described below.

Wastewater

Wastewater treatment service in the City of Salinas is provided by Monterey One Water (M1W), formerly the Monterey Water Pollution Control Agency. Wastewater from the City is transmitted to the M1W Regional Treatment Plant located in Marina, approximately five miles northwest of the City.

Water

Water supply for the site would be provided by California Water Service. Water supply serving the City is groundwater obtained from groundwater.

Storm Drainage

The site is not currently connected to the City's stormwater drainage system. Development of the site would be required to comply with all applicable City and State regulations for stormwater control and mitigation.

Gas/Electricity

Electricity and natural gas service would be provided to the project by Central Coast Community Energy (3CE) through Pacific Gas & Electric (PG&E) infrastructure.

Circulation and Parking

Vehicle access would be provided by a single driveway on Preston Street. The driveway would provide entry and exit to vehicular traffic. Future development would require the provision of approximately 152 parking spaces, which would be surface level and likely dispersed across the site.¹

¹ Parking estimates are based on the Salinas Municipal Code, Article V Division 2, Section 37-50.360, Table 37-50.100, which list parking requirements for different unit types, ranging from one parking space per studio to three parking spaces for a four-bedroom unit. For the purposes of analysis, this document assumes a mix of unit types averaging to two parking spaces per dwelling units.

10. Other Public Agencies Whose Approval is Required

The project includes a GPA and RZ, which requires approval by the Salinas City Council. No other public agencies would be required to approve the project, though approvals may be required for future applications on the site, including from the following agencies:

- Central Coast Regional Water Quality Control Board (RWQCB)
- Monterey Bay Air Resources District (MBARD)
- California Department of Transportation (Caltrans)
- Federal Emergency Management Agency (FEMA)

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On May 20 and June 2, 2021, the City of Salinas mailed local tribes a Senate Bill (SB) 18 and Assembly Bill (AB) 52 notification letter via certified mail. Under AB 52, Native American tribes have 30 days to respond and request further project information and request formal consultation. Under SB 18, tribes have 90 days to respond. The City did not receive a request for formal consultation under AB 52. Copies of AB 52 correspondence for this project are included in Appendix C.

12. Environmental Factors Potentially Affected


This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

13. Determination

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

Oscar Resendiz
Oscar Resendiz

1/23/2023

Date

Associate Planner

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background

As addressed in CEQA analysis, aesthetics refers to visual environmental concerns as perceived from publicly accessible spaces, such as roadways, parks, and designated open spaces. Aesthetics or visual resources analysis is a process to assess the visible change and anticipated viewer response to that change. The Federal Highway Administration (FHWA), Bureau of Land Management (BLM), and U.S. Forest Service (USFS) have developed methodologies for conducting visual analysis that are used across the industry (FHWA 2015; BLM 1984; USFS 1996). These methods have been synthesized and used for this analysis.

While the conclusions of these assessments may seem entirely subjective, value is measured based on generally accepted measures of quality, viewer sensitivity, and viewer response, supported by consistent levels of agreement in research on visual quality evaluation (BLM 1984; FHWA 2015). Modifications in a landscape that repeat basic elements found in that landscape are said to be in harmony with their surroundings; changes that do not harmonize often look out of place and can be found to form an unpleasant contrast when their effects are not evaluated adequately.

Visual quality is a term that indicates the uniqueness or desirability of a visual resource, within a frame of reference that accounts for the uniqueness and “apparent concern for appearance” by concerned viewers (e.g., residents, visitors, jurisdictions) (USFS 1996). A well-established approach to visual analysis is used to evaluate visual quality, using the concepts of vividness, intactness, and unity (FHWA 2015).

- Vividness describes the memorability of landscape components as they combine in striking patterns.
- Intactness refers to the visual integrity of the natural and human-built.
- Unity indicates the visual coherence and compositional harmony of the landscape as a whole.

Setting

The project site is currently vacant and contains minimal ground cover and vegetation primarily along the perimeter of the lot. Various existing trees are visible from the site including a row of mature trees visible from the eastern boundary which blocks views of the abutting commercial lot. Additionally, in front of the trees, an existing concrete wall runs along the eastern boundary. Views in every direction include residential uses consisting of primarily single-family homes and a multi-family development to the north. On the eastern side of the site, opposite the reclamation ditch, an existing retaining wall runs along existing single-family homes. To both the north and south, power transmission poles and lines are visible from and run overhead of the site. A reclamation ditch bounds the site to the west and north. Photos of the site are shown in Figure 6.

Figure 6 Project Site Photos



Photograph 1: View from the project site facing the residences to the east.



Photograph 2: View from project site facing north.

Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas are places from which expansive views of a highly valued landscape can be observed by the public. They can be enjoyed from elevated places in the landscape or from roadways or other public places where the views stretch far into the distance. Scenic vistas may be informally recognized, or officially designated by a public agency.

The Salinas General Plan notes that public views are available from US 101, and that these views are often the first impression of Salinas for visitors. The General Plan Program EIR notes that view corridors of the community from US 101 include “agricultural views in the northern portion of the planning area, views of the [Northridge and Westridge shopping centers and the Auto Center], long vistas into Carr Lake [to the east of the highway], and potential office and commercial development in the central portion of the city” (City of Salinas 2002a). The project site is approximately 0.2 mile southwest of US 101, but is not visible from the highway due to intervening structures. The project site is not proximate to shopping centers or Carr Lake.

Surrounding views around the site include existing residential developments, a reclamation ditch, and telephone lines. Scenic vistas are not available from any part of the site or nearby major roadways, such as State Route (SR) 183 or North Davis Road. The project would facilitate future new development on the site that would include 76 residential units. Based on the existing maximum height allowable in the R-M-3.6 zone, future development would not exceed 45 feet. Development would likely consist of buildings that are either row houses, condominiums, or apartments, consistent with the Salinas General Plan description of the High Density Residential land use designation. The site is distant enough from US 101 and SR 183 that future development would not obstruct views and would not have a substantial effect on a scenic vista. There would be no impact to scenic vistas.

NO IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no roadways in the City of Salinas that are officially designated for the state scenic highway system. However, SR 68 has been identified as potentially eligible for this designation between the Salinas River and US 101 in the City of Salinas. No other road segments in the City are listed as eligible for designation (Caltrans 2019). The site is more than 0.9 mile from SR 68. There is intervening topography, vegetation, and structures that prevent views of the site from this roadway. Future development on the site would not exceed five stories in height; while this is generally taller than the two to three story homes and apartment buildings near the project site, development at the project site would not be visible from SR 68. In addition, there are no scenic resources such as trees, rock outcroppings, or historic buildings on or visible from the project site. Therefore, substantial damage to scenic resources within a state scenic highway would not occur and there would be no impact.

NO IMPACT

- c. *Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is in an urbanized area where existing, surrounding uses are primarily residential and commercial. Buildout of the site as a 76-unit residential development, pursuant to the proposed RZ, would be consistent with existing surrounding residential uses. The City has established design guidelines in the Zoning Code (Section 37-30.140) intended to ensure buildings and dwellings are visually compatible with one another and with adjacent neighborhoods. Design guidelines include, but are not limited to, minimum sizes for lot depth, frontages, and setbacks on all sides; maximum building height and minimum distances between structures; and usable open space and landscaping. Design guidelines for these site features would be applicable to development that occurs under the proposed project, and future development of the site would not conflict with the City's Zoning Code. Further, General Plan Policy CD-2.3, which requires infill development to be consistent with the scale and character of existing neighborhoods, would apply to future development of the project site. Therefore, the project would not conflict with the City's Zoning Code or regulations governing scenic quality. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

Light can be categorized as either a stationary source or a moving source. Stationary sources of light include exterior parking lot and building security lighting, and moving sources of light include the headlights of vehicles driving on roadways near the site. Streetlights and other security lighting also serve as sources of light in the evening hours. Glare is defined as focused, intense light emanated directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces area associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars.

The surrounding area is largely developed with residential and commercial uses. Existing sources of glare include parked cars and from east/west facing windows that reflect the sun as it transitions. In areas where mature street trees exist, glare from parked cars is reduced somewhat. The project site is currently vacant and does not produce substantial sources of light. However, the project would facilitate new development that would introduce new sources of light at the site. Future residential uses on the site would result in higher levels of light and glare as existing surrounding residential uses due to the project's proposed increased height and density. However, future development would be required to comply with SMC Section 37-50.480, which requires building and parking lot lighting be designed to generate the lowest possible amount of light while still providing for safety and security. Specifically, SMC Section 37-50.480 requires the following:

- Outdoor lighting shall employ cutoff optics that allows no light emitted above a horizontal plane running through the bottom of the fixture.
- Parking lots shall be illuminated to no more than an average maintained two and four-tenths footcandle at ground level with uniform lighting levels.
- All building-mounted and freestanding parking lot lights (including the fixture, base, and pole) shall not exceed a maximum of 25 feet in height in all districts.

- Lighting adjacent to other property or public rights-of-way shall be shielded to reduce light trespass.
- No portion of the lamp (including the lens and reflectors) shall extend below the bottom edge of the lighting fixture nor be visible from an adjacent property or public right-of-way.
- A point to point lighting plan showing horizontal illuminance in footcandles and demonstrating compliance with this section shall be submitted for review and approval prior to issuance of a building permit.

New sources of glare would include windows and glass components associated with future development. Large expanses of light-colored walls could also generate glare if they are positioned so the sun shines on them for extended periods. SMC Section 37-30.280 details design standards to reduce glare from new residential development. Relative to glare, this includes the following:

- Restrictions on roof materials, including prohibiting highly reflective surfaces that create glare
- Use of intermittent awnings and canopies to shield windows from direct sun that would create glare
- Prohibiting windows that have reflective glass
- Use of exterior color palettes that are compatible with adjacent structures and that are not highly reflective (e.g., bright white)

Finally, building windows would be required to comply with Title 24 Energy Standards by providing UV protection with polarization to reduce light and glare onto adjacent uses.

Conformance to the City's outdoor lighting standards, design guidelines and ordinances, and Title 24 would keep development facilitated by the proposed RZ from creating a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

The project site is within a primarily developed urban area in the City of Salinas. There is no existing important farmland on or adjacent to the site; the site, as well as all surrounding properties, are designated as “Urban and Built-Up Land” under the Farmland Mapping and Monitoring Program (DOC 2016a). The site is not zoned or designated for agriculture, used for agricultural production, or under a Williamson Act contract (DOC 2016a; Monterey County 2010). Residential developments bound the site to the north, south, and west. Commercial uses are located approximately 0.1 mile from the site along North Main Street. The nearest agricultural operations occur approximately 0.4 mile northeast of the site. As a result, future development pursuant to the proposed project would not convert farmland, conflict with agricultural zoning, or have the potential to result in the loss or conversion of farmland to non-agricultural use. There would be no impact.

NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

The project site is within a developed and urbanized area and there is no forest land on or adjacent to the site. The site, as well as neighboring properties, are not designated or zoned for forest preservation or timber harvesting. Therefore, future development pursuant to the proposed project would not conflict with zoning or cause rezoning of forest land or timberland, or result in conversion of forest land. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gases (ROG),² nitrogen oxides (NO_x), particulate matter with diameters of ten microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

² CARB defines VOC and ROG similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Quality Standards and Attainment

The project site is located in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the Monterey Bay Air Resource District (MBARD). As the local air quality management agency, the MBARD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the NCCAB is classified as being in “attainment” or “nonattainment.” In areas designated as nonattainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts associated with these criteria pollutants, presented in Table 2, are already occurring in that area as part of the environmental baseline condition. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The NCCAB is designated a nonattainment area for the ozone and PM₁₀ CAAQS (CARB 2021).

Table 2 Health Effects Associated with Nonattainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ¹

Source: United States Environmental Protection Agency 2018

Air Quality Management

Because the NCCAB currently exceeds the state ozone and PM₁₀ standards, MBARD is required to implement strategies to reduce pollutant levels to achieve attainment of the CAAQS. In March 2017, MBARD adopted its most recent Air Quality Management Plan (AQMP) to demonstrate a pathway for the region to make progress toward meeting the ozone CAAQS.

Given that NO_x emissions are a precursor to ozone formation, the AQMP includes measures to reduce NO_x emissions that focus on on-road and off-road vehicles (MBARD 2017).

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.

Air Pollutant Emission Thresholds

MBARD has adopted guidelines for quantifying and determining the significance of air quality emissions in its *CEQA Air Quality Guidelines* (MBARD 2008).

Air Quality Management Plan Consistency

The proposed project would be inconsistent with the AQMP, and would therefore have a cumulatively considerable (significant) contribution to significant cumulative air quality impacts, if it would result in either of the following (MBARD 2008; Duymich 2018):

- Population growth generated by the project would cause the population of Monterey County to exceed the population forecast for the appropriate five-year increment utilized in the AQMP; or³
- Construction and operational emissions of ozone precursors would exceed the significance thresholds established by MBARD, which are intended to set the allowable limit that a project can emit without impeding or conflicting with the AQMP's goal of attainment ambient air quality standards.

Regional Criteria Pollutant Significance Thresholds

Table 3 presents MBARD's project-level significance thresholds for construction and operational criteria air pollutant and precursor emissions. These represent levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the NCCAB's existing air quality conditions. For the purposes of this analysis, the project would result in a significant impact if combined construction and operational emissions from development facilitated by the project would exceed the thresholds shown in Table 3.

The CO thresholds provided by MBARD as presented in Table 3 are designed to screen out from further analysis projects that would have a less than significant impact from CO emissions; projects that exceed these thresholds would not necessarily result in a CO hotspot.

Stringent vehicle emission standards in California have reduced the level of CO emissions generated by vehicles over time such that CO hotspots are rarely a concern, except for roadways with very high traffic volumes. The adjacent Bay Area Air Quality Management District (BAAQMD) has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). The NCCAB and the San Francisco Bay Area Air Basin (the jurisdiction of the BAAQMD, which is the air district immediately adjacent to MBARD to the north) are both in attainment for the federal and state standards for CO and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (U.S. EPA

³ In Monterey County, consistency with population forecasts is based on comparing a project's population with countywide forecasts to avoid confusion related to declining population forecasts for cities on the Monterey Peninsula (MBARD 2008).

2020a; BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis. In the absence of an MBARD threshold that establishes a specific vehicle volume, the BAAQMD bright-line threshold for vehicle volume is applied in the following impact analysis. If the project exceeds the screening thresholds then the project would result in an exceedance of CO standards.

Table 3 Air Quality Thresholds of Significance

Pollutant	Source	Threshold of Significance
Construction Impacts		
PM ₁₀	Direct	82 lbs/day ¹
Operational Impacts		
VOC	Direct and Indirect	137 lbs/day
NO _x	Direct and Indirect	137 lbs/day
PM ₁₀	On-site	82 lbs/day ²
CO	N/A	LOS at intersection/road segment degrades from D or better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more
	Direct	550 lbs/day ³
SO _x , as SO ₂	Direct	150 lbs/day

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD CEQA Guidelines.

² The District's operational PM₁₀ threshold of significance applies only to on-site emissions, such as project-related exceedances along on-site unpaved roads. These impacts are generally less than significant. For large development projects, almost all travel is on paved roads, and entrained road dust from vehicular travel can exceed the significance threshold.

³ Modeling should be undertaken to determine if the project would cause or substantially contribute (550 lbs/day) to exceedance of CO ambient air quality standards. If not, the project would not have a significant impact.

Source: MBARD 2008

Odors

The MBARD guidelines state that odor impacts would be significant if the project would result in the emission of substantial concentrations of pollutants that produce objectionable odors, causing injury, nuisance, or annoyance to a considerable number of persons, or endangering the comfort, health, or safety of the public. If construction or operation of the project would emit pollutants associated with odors in substantial amounts, the analysis should assess the impact on existing or reasonably foreseeable sensitive receptors (MBARD 2008).

Toxic Air Contaminants

According to MBARD Guidelines, a project would have a significant impact if it would site a sensitive receptor near an unregulated source of toxic air contaminant (TAC) emissions (e.g., diesel-fuel internal combustion engines, parking areas for diesel fueled heavy duty trucks and buses, gasoline stations, and dry cleaners) that would result in an exceedance of health risk public notification thresholds adopted by MBARD in Rule 1000. The Guidelines also set forth the following thresholds, which are the same as the public notification thresholds (MBARD 2008):

- The hazard index is greater than 1 for acute or chronic impacts
- The cancer risk is greater than 10 in one million for long-term operational emissions or 1 per 100,000 population for temporary construction-related emissions

Cumulative Impacts

MBARD requires an evaluation of cumulative ozone, CO, and PM₁₀ impacts. Cumulative ozone impacts are evaluated based on the project's consistency with the AQMP, while cumulative CO and PM₁₀ impacts are evaluated the same as for project impacts, since air quality impacts are cumulative in nature. The cumulative CO hotspot analysis should account for cumulative traffic volumes to assess cumulative CO impacts.

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., mid-rise apartments and a parking lot), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under *Project Description*.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the default construction schedule and construction equipment list for a project of this type and size. Construction would occur over approximately 12 months, and site grading was assumed to be balanced the site (i.e., no net soil import or export). It is assumed that all construction equipment used would be diesel-powered. This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would comply with MBARD Rules 426 for architectural coatings (50 grams per liter for flat or non-flat coatings; and 100 grams per liter for traffic marking coatings).

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. The default trip generation rates were used, which are based on the Institute of Transportation Engineers (ITE) 10th edition trip generation rates. Emissions attributed to energy use include natural gas consumption by appliances as well as for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project could be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. MBARD uses growth forecasts provided by the Association of Monterey Bay Area Governments (AMBAG) to project population-related emissions, which are used in developing the AQMP for the NCCAB. AMBAG is the regional planning agency for Monterey, San Benito, and Santa Cruz counties, and addresses regional issues relating to transportation, economy, community development, and environment. The AQMP utilizes the 2014 Regional Growth Forecasts adopted by the AMBAG Board

in June 2014 as the basis for emissions forecasting and the land use and transportation control portions of the AQMP (MBARD 2017).⁴

The AQMP population forecast for Monterey County is a population of 479,487 persons in 2030, an increase of 64,430 persons from a population of 415,057 persons in 2010. In 2020, the population of Monterey County was 432,325. (U.S. Census Bureau 2021). The project would involve the development of up to 76 dwelling units. The project is anticipated to provide housing units for 293 new residents in the city (refer to Environmental Checklist Section 14, *Population and Housing*, for details on this calculation). This increase of 293 residents to the 432,325 people living in the County in 2021 would be within the AQMP's projected 2030 population 479,487 persons for Monterey County. Therefore, the project would be within the population forecasts used in the AQMP. Additionally, as described under checklist question (b) below, the project would not exceed MBARD's construction or operational ozone precursor thresholds, as operational VOC and NO_x emissions would be less than 137 pounds per day. For these reasons, the project would not generate air pollutant emissions that would impede or conflict with the AQMP's goal of achieving attainment of the State ozone standards. As a result, the project would not conflict with the implementation of the AQMP. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?*

The NCCAB is designated nonattainment for the ozone and PM₁₀ CAAQS. The following subsections discuss emissions associated with construction and operation of the proposed project.

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles in addition to VOC emissions that would be released during the drying phase of architectural coating. Table 4 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed MBARD thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant.

⁴ On June 13, 2018, AMBAG's Board of Directors adopted the 2018 Regional Growth Forecast. However, the most recent AQMP was adopted prior to this date and relies on the demographic and growth forecasts of the 2014 Regional Growth Forecast; therefore, the 2014 forecasts are utilized in the analysis of the project's consistency with the AQMP. The 2022 Regional Growth Forecast was adopted in June 2022.

Table 4 Estimated Maximum Daily Construction Emissions (lbs/day)

Construction Year	Maximum Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Emissions (lbs/day) - 2022*	107	15	17	<1	8	4
MBARD Thresholds	N/A	N/A	NA	N/A	82 ¹	NA
Threshold Exceeded?	N/A	N/A	NA	N/A	No	N/A

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features.

*Construction timeline is a conservative assumption based upon CalEEMod calculations.

See Appendix A for CalEEMod calculations and assumptions.

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.

Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., fireplaces, architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating and cooking), and mobile sources (i.e., vehicle trips to and from the project site). Table 5 summarizes the project’s maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed MBARD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment, and impacts would be less than significant.

Table 5 Estimated Maximum Daily Operational Emissions (lbs/day)

Emissions Source	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	4	<1	6	<1	<1	<1
Energy	<1	<2	<1	<1	<1	<1
Mobile	1	2	13	<1	3	1
Total	6	2	20	<1	<3	<1
MBARD Thresholds	137	137	550	150	82	n/a
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features.

See Appendix A for CalEEMod calculations and assumptions.

LESS THAN SIGNIFICANT IMPACT

c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Therefore, most sensitive receptor locations are schools, hospitals, and residences (CARB 2005). Sensitive receptors in the project vicinity include single-family residences, the nearest of which is adjacent to the project site's southeastern boundary. The project also includes the siting of new sensitive receptors. Localized air quality impacts to sensitive receptors typically result from CO hotspots and TACs, which are discussed in the following subsections.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

As discussed under *Air Pollutant Emission Thresholds* above, a significant CO impact would occur if project-generated traffic would increase the traffic volume to 44,000 vehicles per hour or greater. The project would generate 413 daily vehicle trips (Appendix A, Table 4.2). The most traveled intersection in or near the project site is the intersection of North Main Street and West Rossi Street. The intersection is approximately 965 feet south of the project site the existing intersection volume is approximately 33,426 average daily vehicles (City of Salinas 2020). Conservatively assuming that all project trips would travel through this intersection, the intersection volume would still not approach the threshold of 44,000 vehicle per hour (BAAQMD 2017). Therefore, the project would not expose sensitive receptors to substantial CO concentrations, and impacts would be less than significant.

Toxic Air Contaminants

The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2020) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 12 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period. According to the California Office of Environmental Health Hazard

Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 12 months) is approximately three percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017).

The maximum PM₁₀ and PM_{2.5} emissions would occur during site preparation and grading activities. These activities would last for approximately nine days. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with demolition, site preparation, and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than one percent of the total 30-year exposure period for health risk calculation. Given the aforementioned, DPM generated by project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

Operation

Common sources of TACs and PM_{2.5} include gasoline stations, dry cleaners, diesel backup generators, truck distribution centers, freeways, and other major roadways (BAAQMD 2017). The project does not propose construction of gas stations, dry cleaners, highways, or roadways or other permitted or non-permitted sources of TAC or PM_{2.5}. The project would not include any stationary sources of TACs or PM_{2.5} that would expose both on-site and nearby off-site receptors to substantial TAC or PM_{2.5} emissions. Impacts from project operation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. In addition, MBARD Rule 402 prohibits the discharge of air contaminants or other materials which would cause a nuisance or detriment to a considerable number of persons or to the public, except for odors from agricultural activities. Overall, project construction would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction-related impacts would be less than significant.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (MBARD 2008). The project would not facilitate the development of any uses associated with objectionable odors. Operational odor emissions from the project would be limited to odors associated with vehicle and engine exhaust and trash receptacles and would be

comparable with those generated by existing residential uses. Therefore, the proposed project would not result in other emissions (including odors) that would adversely affect a substantial number of people. Operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Special-status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service under the Federal Endangered Species Act; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act; 3) recognized as Species of Special Concern by the CDFW; 4) afforded protection under Migratory Bird Treaty Act and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank system.

Rincon Consultants, Inc. (Rincon) biologists reviewed agency databases and relevant literature for baseline information on special-status species and other sensitive biological resources occurring or potentially occurring at the site and in the immediate surrounding area. The following sources were reviewed for background information:

- CDFW California Natural Diversity Database (CNDDDB) (CDFW 2021a)
- Biogeographic Information and Observation System (BIOS) (CDFW 2021b)
- USFWS Information for Planning and Consultation (IPaC) (USFWS 2021a)
- USFWS Critical Habitat Portal (USFWS 2021b)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2021)
- CDFW Special Animals List (CDFW 2021c)
- CDFW Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2021d)

Rincon biologists conducted a review of applicable sources listed above for recorded occurrences of special-status plant and wildlife taxa in the region. For this review, the search included all occurrences within the U.S. Geological Survey 7.5-minute topographic quadrangle encompassing the site (*Salinas*), and the eight surrounding quadrangles. Aerial photographs, topographic maps, soil survey maps, geologic maps, and climatic data in the area were also examined. Rincon biologists additionally conducted a reconnaissance-level site visit to assess the habitat suitability for potential special-status species; map existing vegetation communities and any evident sensitive biological resources currently on site; note the presence of potential jurisdictional waters or wetlands; document any wildlife connectivity/movement features; and record all observations of plant and wildlife species within the project site.

Rincon biologists observed no special status plant and animal species during the reconnaissance survey. Of the 32 special status wildlife species evaluated, 3 species were determined to have a moderate potential to occur; Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*). Of the 45 special-status plant species evaluated, no species had a moderate or greater potential to occur. For further information, please refer to Appendix B.

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Special-Status Plants

Construction activities could result in direct impacts to special-status plant species due to removal of individuals or crushing by heavy equipment. No special-status plants were incidentally observed

during the reconnaissance-level field survey, which was conducted in May 2021, within the spring blooming period when many species are identifiable. A total of 45 special-status plant species are known to occur in the region, but no special-status plants are expected to occur within the project site (Appendix B). The project would have no impact to special-status plants.

Special-Status Wildlife

No federal or State-listed or other special-status wildlife species were observed during the field survey. Of the 32 species evaluated, two species had a low potential to occur and three species had a moderate potential to occur. California red-legged frog (*Rana draytonii*) and Monterey shrew (*Sorex ornatus salarius*) had a low potential to occur. Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*) had a moderate potential to occur in the study area. For the purposes of this analysis, special-status species with low potential to occur will not be addressed further. No other special-status species are expected to occur in the project site. This is due to a lack of species-specific habitat requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). The project site is relatively small and isolated by development from any natural habitats. As such, it does not support a prey base for larger predators/raptors and lacks connectivity to regional populations of special-status species.

Nesting Birds

The site contains nesting bird habitat (Appendix B). If nesting birds protected by the CFGC or MBTA are present on site during construction, direct effects could include injury or mortality from construction activity, or nest abandonment from construction noise, dust, and other project activities. The loss of an active nest would be a violation of the MBTA and CFGC Sections 3503 and 3513 and Mitigation Measure BIO-1 is required for the protection of all nesting avian species that have the potential to occur on or adjacent to the project site.

Coast Range Newt

Suitable aquatic breeding habitat for coast range newt is present adjacent to the project site within the unnamed reclamation ditch, and there is moderate potential for this species to occur within the project site (Appendix B). If coast range newts are present on site during construction, direct effects could include injury or mortality from construction activity. Loss of coast range newt individuals would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-2 is required. With Mitigation Measure BIO-2, impacts would be reduced to a less than significant level.

Western Pond Turtle

Western pond turtle has potential to occur along the adjacent ditch and within the nonnative grassland habitat (Appendix B). If western pond turtles are present on site during construction, direct effects could include injury or mortality from construction activity. Loss of western pond turtles would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-3 is required for the protection of western pond turtles. With Mitigation Measure BIO-3, impacts would be reduced to a less than significant level.

Western Burrowing Owl

Suitable western burrowing owl habitat is present in annual grassland, and ruderal habitat throughout the project site, within the nearby park, and along the adjacent reclamation ditch. Even

though there is a lack of burrows and a high degree of disturbance on site, nearby suitable habitat provided by adjacent open space and reclamation ditch increases the likelihood of western burrowing owl occupying the project site. Therefore, the species is determined to have a moderate potential to occur within the project site (Appendix B). Impacts to western burrowing owls would be limited to construction activities that would directly affect an occupied burrow, such as (temporarily or permanently damaging or destroying the burrow), or construction activities that would disrupt active breeding or wintering owls within 500 feet of the site. Because of the lack of suitable burrows within the project site, direct impacts to active burrows are unlikely; however, burrows could still be on-site and owls could then be disturbed by construction noise and human activity and might abandon active burrows, including during breeding. Loss of western burrowing owls would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-4 is required for the protection of western burrowing owls. With Mitigation Measure BIO-4, impacts would be reduced to a less than significant level.

Mitigation Measure

BIO-1 Nesting Bird Surveys and Avoidance

To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation removal, shall occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey within 14 days of the start of construction. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer.

If nests are found, an avoidance buffer shall be established by a qualified biologist. The buffer shall be established to ensure nesting activity is not disturbed by construction activity, and shall be determined by the qualified biologist based on the species' known tolerances, the proposed work activity, and existing disturbances associated with land uses outside of the site. The buffer shall be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

BIO-2 Coast Range Newt Survey and Avoidance

Pre-construction clearance surveys for coast range newt shall be conducted within 14 days prior to the start of construction (including staging and mobilization), the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction.

BIO-3 Western Pond Turtle Clearance Surveys and Avoidance

Pre-construction clearance surveys for western pond turtle shall be conducted, the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction.

BIO-4 Western Burrowing Owl Surveys and Avoidance

The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the project site, to confirm the presence/absence of active western burrowing owl burrows. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply:

- Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures.
- If avoidance of western burrowing owls is not feasible, then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan shall be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).

Significance After Mitigation

These measures would reduce impacts to nesting birds, coast range newt, western pond turtle, and western burrowing owls to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No CDFW listed sensitive natural communities or riparian habitats are present within the project site. Any riparian habitat correlating with the adjacent reclamation ditch is outside the project limits. Therefore, no impacts to sensitive natural communities are expected. Scattered trees on the site do not constitute woodland. Ruderal vegetation cover, such as that found at the site, is not considered a sensitive natural community. Therefore, the project would have no impact on riparian habitat or other sensitive natural communities.

NO IMPACT

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No jurisdictional waters or wetlands exist within the project site and no direct impacts are anticipated. However, potentially jurisdictional nearby waterways. Future project activities could include grading, excavation, and removal of soil. However, pursuant to the City of Salinas Zoning Code Section 37-50,180(h), a 100-foot setback area would be required from the top of the bank of the reclamation ditch in which no building or development could occur. Furthermore, the project would be required to comply with the City of Salinas General Plan Policies COS-17 and COS-18 which require developments to protect wetland and riparian areas through a 100-foot setback and implement a riparian/wetland habitat mitigation and management plan. Development activities may be considered within the setback area if a City Planner determines the encroachment to be minor and a Biotic Resources Study has determined that the proposed encroachment would not result in significant adverse impacts to the applicable creek or wetland because the implementation of alternative mitigation measures would achieve a comparable or better level of mitigation than the strict application of the 100-foot setback. As stated in the Biological Resources Assessment prepared for the project (Appendix B), a 30-foot reduced setback would be appropriate for this site, as implementation of the SWPPP and erosion control measures (outlined below) would be equally as protective as a 100-foot setback.

Development of the project site would disturb more than one acre of land, which would mandate implementation of a National Pollutant Discharge Elimination System (NPDES)-compliant Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMP) to prevent and retain stormwater runoff and to prevent soil erosion. Such BMPs could include checking vehicles daily for leaks, maintaining vehicles in good working order, providing spill kits, preparing a spill response plan, and sediment and erosion control measures (e.g., straw wattles, silt fending, check dams).

With mandatory implementation of the SWPPP and erosion control measures, a 30-foot reduced setback would be appropriate for the site and impacts to the potentially jurisdictional reclamation ditch would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement corridors are generally linear and consist of things such as coastlines, riverways and riparian zones. Additionally, some wildlife species may move through certain corridors in response to topography, such as a canyon through rugged mountains, or in response to its prey. The adjacent reclamation ditch is a potential wildlife movement corridor, as it passes through the urban landscape. It is not located within the boundaries of the project site. The additional development from the project would not affect wildlife utilizing the reclamation ditch as a movement corridor. Additionally, as described under criterion (c) above, impacts to the off-site reclamation ditch would be less than significant. Therefore, no impacts to wildlife movement corridors would occur.

NO IMPACT

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The Salinas General Plan Conservation and Open Space Element includes Policy COS-5.1, which aims to “protect and enhance creek, corridors, river corridors, the reclamation ditch, sloughs, wetlands, hillsides, and other potentially significant biological resources for their value in providing visual amenity, flood protection, habitat for wildlife and recreational opportunities” (City of Salinas 2002b). The project would be consistent with Policy COS-5.1 as the project would adhere to applicable regulations and implement mitigation measures to reduce potential impacts to a less than significant level, as described under criteria (a) through (d), above.

SMC Chapter 35 sets forth regulations and provisions pertaining to the planting, maintenance, and removal of trees and shrubs in Salinas. According to SMC Section 35.1, the City defines a heritage and/or landmark tree as 1) an oak tree that is at least 24 inches in diameter at two feet above the ground surface; or 2) an oak tree that is visually significant, historically significant, or exemplary in its species. SMC Section 35.18 prohibits the removal of heritage or landmark trees from City property unless approved by the City’s Public Works Director. Heritage and landmark trees do not occur within the project site, and development facilitated by the project would not result in the removal of heritage or landmark trees.

Pursuant to SMC Section 35.9, no person shall root-trim, trim, prune, plant, injure, remove, or interfere with any tree, shrub or plant upon any street, parkway or alley in the City without written permission from the City’s Public Works Director. No trees protected by this policy exist within the project site, therefore the proposed project would not conflict with the SMC, as applicable. In addition, Mitigation Measures BIO-1, through BIO-4 would be implemented to reduce potential impacts. Therefore, impacts would be less than significant with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan area. Therefore, the proposed project would not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript a lead agency determines to be historically significant (*CEQA Guidelines* Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code [PRC] Section 21083.2[a], [b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

In August 2021, Rincon Consultants, Inc. prepared a cultural resources study (~~Appendix C~~ Appendix E) for the project, which included: a cultural resources records search at the California Historical Resources Information System Northwest Information Center (NWIC) located at Sonoma State University; a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search; a pedestrian field survey; and historical topographic map and aerial imagery review.

The NWIC records search was performed to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius surrounding it. Rincon also reviewed were the National Register of Historic Places (NRHP), the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historical maps.

The NWIC records search identified 39 cultural resources studies conducted within a 0.5-mile radius of the project site, one of which evaluated portions of the project site. The NWIC search identified 16 previously recorded cultural resources within a 0.5-mile radius of the project site, none of which occur within the project site.

Rincon contacted NAHC on May 17, 2021, to request an SLF search of the project site. The NAHC emailed a response to the City on June 1, 2021, stating the SLF search was positive, meaning tribal heritage resources are noted in the project site vicinity. However, SLF searches are conducted by USGS quadrangle map, each of which covers an approximately 50- to 70-square-mile area, and the NAHC does not provide the specific location of tribal heritage resources. Therefore, a positive SLF search alone does not necessarily indicate the presence of tribal heritage resources within the immediate vicinity of the project site, as discussed further within Environmental Checklist Section 18, *Tribal Cultural Resources*.

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps from 1910 to 1964 depict the project site as undeveloped surrounded by a channelized creek to the west, south, and north (USGS 2021; NETR Online 2021). Historical topographic maps from 1970 to 1984 depict a structure added within the southeastern portion of the project site (NETR Online 2021). Aerial imagery from 1956 to 2005 depicts the project site as graded with a structure identified in the topographic maps, with housing development growing to the east and the water source as depicted on the topographic maps (NETR Online 2021). By 2009, the aerial imagery shows that the structure is no longer present, and vegetation has developed throughout the project site. Aerial imagery from 2012 depicts the project site in its current state, as graded with residential housing to the east and a channelized canal to the west, south, and north.

The background research and pedestrian field survey did not identify any historical resources within the project site. No built environment resources are present that may be impacted by the project; therefore, the project would not cause a substantial adverse change in the significance of a historical resource. There would be no impact

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The site has been disturbed by the previous development and demolition of a structure from 1970 to 2009. Additionally, the project site was previously used as a staging area, and the City stated that the owner grants access to the project site which has led to further disturbance (City of Salinas 2021a).

Rincon conducted a pedestrian survey of the project site in August 2021. The pedestrian survey consisted of a series of transects oriented generally north-south and east-west, spaced no more than 15 meters apart across the project site. Areas of exposed ground were inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features that indicate the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances, such as burrows, and drainages were also visually inspected. Ground visibility within the project site ranged from poor along the perimeter (less than five percent) to excellent (greater than 95 percent) within the center. No archaeological resources were identified during the pedestrian survey.

Although the SLF search was returned with positive results, no archaeological resources were identified within the project site through the NWIC records search or Rincon's pedestrian survey. Given the negative results of ~~Appendix C~~ Appendix E, the project site is considered to have low archaeological sensitivity. However, it is possible that unanticipated archaeological deposits could be encountered and damaged during the ground-disturbing activities associated with future construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments.

Consequently, mitigation is necessary to ensure that potential impacts to archaeological resources are reduced to a less than significant level.

Mitigation Measure

CUL-1 Unanticipated Discovery of Cultural Resources

If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately to evaluate the find pursuant to PRC Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation (described below), to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measure TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.

If data recovery is required, a Phase III data recovery program plan shall be prepared in accordance with California Office of Historic Preservation's (1990) Archaeological Resource Management Reports (ARMR): Recommended Contents and Format, PRC Section 21083.2, and *CEQA Guidelines* Section 15126.4(b). The plan shall include a discussion of relevant research questions that can be addressed by the resource; methods used to gather data, including data from previous studies;

laboratory methods to analyze the data; an assessment of artifacts recovered and any corresponding field notes, graphics, and lab analyses; and results of investigations.

Cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures. Lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility to be determined on a case-by-case basis in consultation with the City and interested tribal organizations. As applicable, the final Phase I Inventory, Phase II Testing and Evaluation, and/or Phase III Data Recovery reports shall be submitted to the City prior to ground-disturbing activities.

Significance After Mitigation

Mitigation Measure CUL-1 would ensure that impacts to unanticipated cultural resources would be less than significant.

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- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The cultural resources records search did not identify cemeteries or archaeological resources containing human remains within the site. However, the discovery of human remains is always a possibility during ground disturbances, as would be required for future development within the site. Human burials outside of formal cemeteries often occur in prehistoric archaeological contexts. In addition to being potential archaeological resources, human burials have specific provisions for treatment in PRC Section 5097. Additionally, the California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protects them from disturbance, vandalism, or destruction. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and establishes the NAHC as the entity to resolve any related disputes.

If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with PRC Section 5097.98 and State of California Health and Safety Code Section 7050.5 would ensure impacts to human remains are less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

As a state, California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2021). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. Most of California's electricity is generated in state with approximately 28 percent imported from the northwest and southwest in 2019; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2021a and 2021b). In addition, approximately 32 percent of California's electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2021a). In 2018, Senate Bill 100 accelerated the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 60 percent by 2030 and 100 percent by 2045. Electricity and natural gas service would be provided to the project by Central Coast Community Energy (3CE) through Pacific Gas & Electric (PG&E) infrastructure. Table 6 summarizes the electricity and natural gas consumption for Monterey County, in which the project site would be located, and for PG&E, as compared to statewide consumption.

Table 6 2020 Electricity and Natural Gas Consumption

Energy Type	Monterey County	PG&E	California	Proportion of PG&E Consumption	Proportion of Statewide Consumption ¹
Electricity (GWh)	2,434	78,519	279,510	3%	1%
Natural Gas (millions of therms)	110	4,509	12,332	2%	1%

GWh = gigawatt-hours
¹ For reference, the population of Monterey County (437,318 persons) is approximately 1.1 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).
Source: CEC 2021c

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC 2021d). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 12.6 billion gallons sold in 2020 (CEC 2021e). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 1.7 billion gallons sold in 2021e (CEC 2021e). Table 7 summarizes the petroleum fuel consumption for Monterey County in which the project site would be located, as compared to statewide consumption.

Table 7 2020 Annual Gasoline and Diesel Consumption

Fuel Type	Monterey County (gallons)	California (gallons)	Proportion of Statewide Consumption ¹
Gasoline	141	12,572	1%
Diesel	22	1,744	1%

¹ For reference, the population of Monterey County (437,318 persons) is approximately 1.1 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).
Source: CEC 2021e

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Environmental Checklist Section 3, *Air Quality*, and Environmental Checklist Section 8, *Greenhouse Gas Emissions*, respectively.

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The project would use nonrenewable and renewable resources for construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. The CalEEMod outputs for the air pollutant and GHG emissions modeling and default trip generation information from the CalEEMod outputs (Appendix A) were used to estimate energy consumption associated with the project.

Construction Energy Demand

The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. As shown in Table 8, project construction would require approximately 7,967 gallons of gasoline and approximately 31,830 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 8 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	N/A	31,830
Construction Worker Vehicle Trips	7,967	N/A

N/A = not applicable
See Appendix A for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as the California Green Building Standards Code (CALGreen), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Operational Energy Demand

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees. Table 9 summarizes estimated operational energy consumption for the project. As shown therein, project operation would require approximately 48,355 gallons of gasoline and 9,371 gallons of diesel for transportation fuels, 0.32 GWh of electricity, and 11,637 U.S. therms of natural gas. Vehicle trips associated with future residents would represent the greatest operational use of energy associated with the project.

Table 9 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption ¹	
Transportation Fuels		
Gasoline	48,355 gallons	5,309 MMBtu
Diesel	9,371 gallons	1,194 MMBtu
Electricity	0.32 GWh	1,082 MMBtu
Natural Gas Usage	11,637 U.S. therms	637 MMBtu
MMBtu = million metric British thermal units; GWh = gigawatt-hours		
¹ Energy consumption is converted to MMBtu for each source		
See Appendix A for energy calculation sheets and Appendix A for CalEEMod output results for electricity and natural gas usage.		

The project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. In addition, the 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. Also, per CALGreen, all plumbing fixtures used for the project would be high-efficiency fixtures, which would minimize the potential the inefficient or wasteful consumption of energy related to water and wastewater.

Furthermore, the project would increase housing density near to existing commercial uses and the Salinas Transit Center, which is less than one mile south of the project site. The Salinas Transit Center has Amtrak train services, Greyhound bus services, and Monterey-Salinas Transit (MST) bus services. Both Amtrak and Greyhound have routes that travel across the California and the United States. The MST system has bus routes from Watsonville to King City. Several MST bus stops are also along North Main Street and West Rossi Street, which are within walking distance of the project site. The bus stops are for routes 23, 29, 44, 49, and 95. These routes all have stops at the Salinas Transit Center. These factors would minimize the potential of the project to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels.

Based on the estimated operational energy consumption, the energy efficiency requirements under Title 24, and the project site's proximity to public transit, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The City of Salinas has not adopted any renewable energy or energy efficiency plan. However, the City's Conservation/Open Space Element in the General Plan contains policies which seek to encourage energy conservation (City of Salinas 2002b). As demonstrated in Table 10 the project would not conflict with the energy-related policies of the City's General Plan. The project would be required to comply with the nonresidential mandatory measures in the 2019 CALGreen, which

would reduce energy consumption compared to standard building practices. The project would also be required to comply with the energy standards in the California Building Energy Efficiency Standards. Project design features that would help meet these energy standards include low-flow plumbing fixtures, water-efficient irrigation systems, rooftop photovoltaic solar panels, and energy-efficient lighting. Compliance with these regulations would avoid potential conflicts with adopted energy conservation plans. Therefore, the project would result in no impact.

Table 10 Project Consistency with Applicable General Plan Policies

Policy	Consistency
Policy COS-8.1: Enforce State Title 24 building construction requirements	Consistent. Future development facilitated by the project would be required to comply with the latest iteration of Title 24 standards.
Policy COS-8.2: Apply standards that promote energy conservation in new and existing development	Consistent. Future development facilitated by the project would be required to comply with the California Building Energy Efficiency Standards and the California Green Building Standards code, which include energy conservation measures.
Policy COS-8.6: Encourage the creation and retention of neighborhood-level services (e.g., family medical offices, dry cleaners, grocery stores, drug stores) throughout the City in order to reduce energy consumption through automobile use.	Consistent. The project would facilitate the construction of up to 76 residential units on vacant parcels. The demolition of neighborhood services would not occur as part of the project. Neighborhood-level services in the vicinity of the sites include Chin Brothers Grocery & Liquor (on North Main Street), and the Salvation Army Thrift Store and Donation Center (on North Main Street). The project's proximity to existing neighborhood-level services would reduce reliance on automobile energy consumption, in addition to nearby commercial services walkable from the project site.

Source: City of Salinas 2002b

NO IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*
- c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

The site is not located within an identified earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (California Department of Conservation [DOC] 2016b). No known fault lines are located on the site. The closest active fault is the San Andreas Fault, which is located approximately 14.6 miles northeast of the site. Thus, the likelihood of surface rupture occurring from active faulting at the site is remote.

While no faults have been mapped within the City of Salinas itself, the city and surrounding areas could still experience damage from strong seismic shaking and the site is in a zone of very high seismic hazards (City of Salinas 2002b). The City's General Plan (2002) includes goals and policies meant to address earthquake risk in the city, including the following:

Goal S-4: Reduce the risk to the community from seismic activity, geologic conditions, flooding, and other natural hazards.

Policy S-4.1: During the review of development proposals, investigate and mitigate geologic and seismic hazards, or require that development be located away from such hazards, in order to preserve life and protect property.

Policy S-4.6: Ensure that all development and reuse/revitalization projects are developed in accordance with the most recent Uniform Fire Code requirements.

Despite the potential for ground shaking, future development at the site would be required to meet the current CBC seismic-resistance standards that ensure new structures are engineered to withstand the expected ground acceleration at any given location. Additionally, adherence to the General Plan policies described above would require new development to investigate and mitigate potential seismic hazards or to locate development away from these hazards. Compliance with all applicable provisions of state and local construction and designs standards, and implementation of the recommendations of the preliminary geotechnical investigation prepared for the a given development project would reduce the risk of loss, injury, or death due to strong seismic ground shaking. Impacts would be less than significant.

Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during ground shaking. The City primarily experiences earthquake hazards in the form of liquefaction, due to recently deposited sands and silts in areas of high groundwater levels (City of

Salinas 2002b). The liquefaction susceptibility is mapped as high for the site and mapped as low for surrounding areas (County of Monterey 2020). However, as required by Policy S-4.1, the future project applicant would investigate geologic and seismic hazards, including those related to liquefaction, and would be required to comply with recommendations included in the seismic report. Identification of geologic and seismic hazards would be confirmed by the City during review of development proposals. Additionally, the CBC includes specific requirements to address liquefaction hazards, including but not limited to over excavation, recompaction, and/or replacement of fill to minimize liquefaction potential. Required geotechnical investigations performed for future proposed development at the project site would also make site-specific design recommendations to minimize impacts related to liquefaction. Future development at the site would be required to conform to the CBC (as amended at the time of permit approval) as required by law. Compliance with the CBC would result in less than significant impacts related to seismic-related ground failure and liquefaction.

The site is relatively flat and is not located within a mapped landslide area; therefore, there is a very low potential for landslides on the site (County of Monterey 2020). Additionally, with modern construction and adherence to the geology and soil provisions of the CBC, which sets forth seismic design standards (Chapters 16, 18) and geohazard study requirements (Chapter 18), impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The site is currently undeveloped and generally flat, which limits the potential for substantial soil erosion. However, the project would facilitate future higher-density housing development at the site. Construction activities associated with future development could result in erosion or loss of topsoil.

The grading and excavation phase, when soils are exposed, has the highest potential for erosion. However, new development would be required to comply with Salinas Zoning Code Section 29-15(d), Best Management Practices for Construction Sites, which requires all construction to comply with the City's Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion and Sediments. All projects requiring a grading permit are required to submit to the City a SWPPP for control of erosion and stormwater runoff quality during construction. These standards provide direction concerning erosion control, including keeping debris and dirt out of the city's storm drain system, including the reclamation ditch, during construction, requiring submittal of a SWPPP, and requiring low impact development strategies or structural treatment control BMPs.

Additionally, future development would be required to obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit), administered by the State Water Resources Control Board (SWRCB). Environmental Checklist Section 10, *Hydrology and Water Quality* describes how coverage under the NPDES Permit would require implementation of a SWPPP and various BMPs to reduce erosion and loss of topsoil during site construction. Compliance with the NPDES permit and identified BMPs and with appropriate sections of the Salinas Grading Code of Ordinances would ensure impacts related to erosion and loss of topsoil would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Expansive soils have the potential to cause damage to structures through soil movement as the soil changes volume in response to changes in the water content. The site is primarily underlain by Clear Lake clay, Xerorthents loamy which range from moderate to very high expansive soils, as it has a moderate to very high shrink-swell potential (NRCS 2020). The City of Salinas Code of Ordinances requires a soils report for all development projects that investigates soil expansion potential and proposes mitigation for critically expansive soils (Section 31-402.5[b]). Potential mitigation for expansive soils could include but is not limited to over excavation, recompaction, and/or replacement of fill to minimize liquefaction potential. Future soil investigations performed for development at the project site would also make-site specific design recommendations to minimize impacts related to expansive soils. Project construction would be required comply with the CBC and City of Salinas Code of Ordinances, as applicable, which would ensure construction on potentially expansive soils is designed to withstand potential soil movement. Therefore, the project would not create substantial direct or indirect risks to life or property due to expansive soil, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

Future development facilitated by the proposed rezoning would be connected to the local wastewater treatment systems and would not require the installation of septic tanks or alternative wastewater disposal systems. No impact would occur.

NO IMPACT

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The paleontological sensitivities of the geologic units underlying the project site were evaluated to determine if development facilitated project could result in significant impacts to paleontological resources. The analysis was based on the results of an online paleontological locality search and review of existing information in the scientific literature concerning known fossils within geologic units mapped within the project sites. Fossil collections records from the Paleobiology Database and University of California Museum of Paleontology (UCMP) online database were reviewed for known fossil localities in Monterey County (Paleobiology Database 2021; UCMP 2021). Based on the available information contained within existing scientific literature and the UCMP database, paleontological sensitivities were assigned to the geologic units underlying the site. The potential for impacts to scientifically important paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (SVP) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (SVP 2010). This system is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present.

The project site is situated within the Salinas Valley in the Coast Ranges Geomorphic Province, one of eleven major provinces in the California (California Geological Survey 2002). The Salinas Valley is

bounded by the Gabilan and Santa Lucia mountain ranges to the east and west, respectively (California Geological Survey 2002; Norris and Webb 1990). The project site is entirely mapped at the surface by a single geologic unit: Quaternary young (middle to late Holocene) alluvium (Qa), which generally consists of unconsolidated to moderately consolidated alluvial gravel, sand, silt, and clay of valley areas and floodplains (Dibblee and Minch 2007).

Although not mapped within the project boundary, exposures of Quaternary old (early Holocene to Pleistocene) alluvium (Qoa) are prevalent throughout the Salinas Valley and underlie younger alluvial sediments at unknown depths within the project site (Dibblee and Minch 2007). The nearest exposure of Quaternary old alluvium is mapped approximately 100 feet northeast of the project site. Quaternary old (early Holocene to Pleistocene) alluvium consists of dissected, weakly to moderately indurated alluvial gravel, sand, and clay (Dibblee and Minch 2007).

Middle to late Holocene sedimentary deposits within the project site (e.g., Qa) are typically too young (i.e., less than 5,000 years old) to preserve paleontological resources and are determined to have a low paleontological sensitivity at the surface. However, older alluvial deposits are mapped at the surface not far from the project site, and the stratigraphic setting in the vicinity is indicative that Pleistocene (i.e., Qoa) units underlie the middle to late Holocene unit mapped at the surface at potentially shallow depths (Dibblee and Minch 2007).

Quaternary old deposits have a well-documented record of abundant and diverse vertebrate fauna throughout California, including Monterey County (Jefferson 2010; Paleobiology Database 2021; UCMP 2021). A search of the paleontological locality records at the UCMP resulted in 17 fossil localities, which yielded specimens of horse (*Equus*), ground sloth (*Glossotherium*), bison (*Bison*), and camel (*Camelops*), from Pleistocene-aged sediments in Monterey County (Paleobiology Database 2020; UCMP 2020). Therefore, in accordance with SVP guidelines, Quaternary old (early Holocene to Pleistocene) alluvium (Qoa) is assigned a high paleontological sensitivity.

Accurately assessing the boundaries between middle to late Holocene (i.e., Qa) and Pleistocene (i.e., Qoa) units is generally not possible without site-specific stratigraphic data, some form of radiometric dating, or fossil analysis. The depths at which these units become old enough to yield fossils is highly variable, but generally does not occur at depths of less than five feet based on the proximity of geologic units with high paleontological sensitivity (i.e., Qoa) mapped near the project site (Dibblee and Minch 2007).

Because the topography of the project site is generally flat, and no underground structures are envisioned, minimal grading and subsurface excavation would be required. The project site is in an urbanized area and has been previously developed. Given the nature of the proposed improvements and existing site conditions, project-related ground disturbance (i.e., excavations) is not anticipated to include ground disturbance greater than five feet in previously undisturbed areas and is thus unlikely to impact fossiliferous deposits. Although project implementation is not expected to uncover paleontological resources, there is still a possibility for such resources to be uncovered exists, and therefore there is potential the project could destroy a unique paleontological resource which would be potentially significant cannot be excluded.

Mitigation Measure GEO-1 is required to reduce impacts to paleontological resources in the case of unanticipated fossil discoveries. This measure would apply to all phases of project construction and would reduce the potential for impacts to unanticipated fossils present on site by providing for the recovery, identification, and curation of paleontological resources.

Mitigation Measure

GEO-1 Paleontological Resources Monitoring and Mitigation

For grading or excavation exceeding five feet in depth, the City of Salinas shall require the following:

1. **Qualified Paleontologist.** The project applicant shall retain a Qualified Paleontologist prior to excavations that will exceed five feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).
2. **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
3. **Paleontological Monitoring.** Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend that monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time.

In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

- a. **Salvage of Fossils.** If fossils are discovered, the paleontological monitor shall have the authority to halt or temporarily divert construction equipment within 50 feet of the find until the monitor and/or lead paleontologist evaluate the discovery and determine if the fossil may be considered significant. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically-sensitive Quaternary old alluvial deposits.

- b. **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.
4. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

Significance After Mitigation

Mitigation Measure GEO-1 would ensure that impacts to unanticipated paleontological resources would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. Most radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its global warming effect is 28 times greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change 2014).⁵

Anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the concentration of GHGs in the atmosphere that trap heat. Since the late 1700s, estimated concentrations of CO₂, methane, and nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent,

⁵ The Intergovernmental Panel on Climate Change's (2014) *Fifth Assessment Report* determined that methane has a GWP of 28. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

respectively, primarily due to human activity (U.S. EPA 2020b). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

Regulatory Framework

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the California Air Resources Board (CARB) adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of 6 metric tons (MT) of CO₂e by 2030 and 2 MT CO₂e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Association of Monterey Bay Area Governments (AMBAG) was assigned targets of a 3 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2020 and a 6 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2035. AMBAG adopted the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (AMBAG MTP/SCS) in June 2022, which meets the requirements of SB 375.
- **SB 100:** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.
- **California Building Standards Code (California Code of Regulations Title 24):** The California Building Standards Code consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy

efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Part 12 is the CALGreen, which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.

Methodology

GHG emissions associated with project construction and operation were estimated using CalEEMod, version 2020.4.0, with the assumptions described under Environmental Checklist Section 3, *Air Quality*, in addition to the following:

- **Amortization of Construction Emissions.** In lieu of guidance from MBARD to address construction GHG emissions, guidance from South Coast Air Quality Management District's (SCAQMD) is used for this analysis. Per SCAQMD recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008).
- **Service Population.** The project's per person GHG emissions were calculated by dividing total GHG emissions by the project's service population (residents). Average household size varies throughout California; therefore, the service population attributed to this project is based on average household size data specific to Salinas. The average household size in the City of Salinas is 3.85 persons per household (California Department of Finance [DOF] 2021). As such, the project would potentially add an estimated 293 residents (76 units x 3.85 persons per unit) to the City.

Significance Thresholds

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

According to *CEQA Guidelines* Section 15183.5(b), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP; 2016) in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. While the City has begun the process of preparing a Climate Action Plan, the City has not yet adopted a Climate Action Plan that can be used to evaluate the significance of project-level emissions. Additionally, MBARD has not provided quantitative thresholds that a lead agency within the NCCAB may use to evaluate GHG impacts associated with land use projects.

In the absence of local guidance, MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG emissions and related mitigation measures as they best apply to the specific project (MBARD 2017). Starting in 2012, MBARD recommended potentially using the GHG

thresholds for land use projects adopted by the adjacent San Luis Obispo Air Pollution Control District (SLOAPCD).

The SLOAPCD CEQA Air Quality Handbook includes a bright-line threshold and an efficiency threshold. However, per a 2021 memorandum published by SLOAPCD to address interim CEQA GHG guidance, the Air District designed its thresholds to achieve consistency with the statewide 2020 GHG reduction target set by AB 32 and has not yet updated the thresholds to achieve consistency with the statewide 2030 GHG reduction target set by SB 32 (SLOAPCD 2021). Thus, the bright-line threshold and efficiency threshold developed by SLOAPCD are not recommended for projects operational beyond 2020. Instead, the interim guidance from SLOAPCD recommends the following approaches:

1. Consistency with a Qualified Climate Action Plan pursuant to *CEQA Guidelines* 15183 and 15183.5.
2. No-net increase in GHG emissions relative to baseline conditions.
3. The Lead Agency adopts a defensible CEQA GHG threshold that meets local GHG emission targets with best management practices (e.g., the GHG threshold for Sacramento Metropolitan Air Quality Management District) or develop a SB 32 GHG bright-line threshold.

The first and second interim guidance approaches would not be applicable since the City of Salinas has not adopted a qualified CAP and the project would result in an increase in GHG emissions. Thus, this analysis evaluates the project's impact and consistency with statewide emissions targets using a locally appropriate, 2030 project-specific efficiency threshold as described below.

Project-Specific Efficiency Threshold

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. Efficiency thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions (AEP 2016). A locally appropriate 2030 project-specific threshold is derived from CARB's recommendations in the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan).

The State has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

With the release of the 2017 Scoping Plan, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (the project would facilitate residential development and no other land use types such as agriculture or industrial). Accordingly, consistent with the concerns raised in the *Golden Door Properties v. County of San Diego* (2018) and *Center for Biological Diversity v. California Department of Fish and Wildlife* ("Newhall Ranch" case, 2015)

decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally appropriate, evidence-based, mixed-use project-specific threshold consistent with the SB 32 target.

To develop the project-specific efficiency threshold, land use areas identified in the City of Salinas General Plan were first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. A description of major sources of emissions that are included in the 2017 Scoping Plan emissions sectors and representative sources in Salinas are shown in Table 11.

According to the City's General Plan Land Use Map, agricultural lands exist within the City; however, Agricultural Sector source emissions would not be directly impacted by the proposed land uses. Similarly, industrial lands exist within the City; however, the Industrial Sector source emissions as specified in the 2017 Scoping Plan (i.e., oil, gas, and hydrogen production; refineries; general fuel use; and mining operations) do not occur substantially on industrial lands and would not be directly impacted by the proposed land uses.⁶ Therefore, the agricultural and industrial emissions sectors were removed from the State 2030 emissions forecast to retain a more conservative locally appropriate target.

After removing Agricultural and Industrial emissions, the remaining emissions sectors with sources within the City of Salinas planning area were then summed to create a locally appropriate emissions total for a mixed-use project in Salinas, as shown in Table 11. This locally appropriate emissions total was divided by the statewide 2030 service person population to determine a locally appropriate, project-level threshold of 2.4 MT CO₂e per service population that is consistent with SB 32 targets, as shown in Table 12.

While State and regional regulators of energy and transportation systems, along with the State's Cap-and-Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State's long-term targets, local governments can do their fair share toward meeting the State's targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The AEP Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their "substantial progress" toward achieving long-term reduction targets identified in available plans, legislation, or Eos (AEP 2016). Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the anticipated development would impede "substantial progress" toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 State goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State's long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important because these targets have been set at levels that achieve California's fair share of international emissions reduction targets intended to stabilize global climate change effects and avoid the adverse environmental consequences, as noted in the 2017 Scoping Plan (CARB 2017).

⁶ Light and general industrial land uses are present in Salinas; however, these land uses are mostly dedicated to agricultural product processing.

Table 11 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector¹	2030 State Emissions Target (MMT)¹	Locally Appropriate²	Project Specific	Major Sources³
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High Global Warming Potential	11	Yes	Yes	Sulfur hexafluoride (SF ₆) from power stations, HFCs from refrigerants and air conditioning ⁴
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations do not occur substantially within the County
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the County
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶
Scoping Plan Target (All Sectors)	260	No	No	All emissions sectors
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations ⁵
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management ⁵
2030 Locally Applicable Emissions Sectors	153	Yes	Yes	Emissions applicable to the local planning area

MMT = million metric tons

¹ All State targets in MMT CO₂e. See the 2017 Scoping Plan, page 31 for sector details (CARB 2017).

² Locally appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the City of Salinas General Plan land use areas.

³ See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴ SF₆ is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

⁵ The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

⁶ Cap-and-Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.

Table 12 SB 32 Locally Appropriate Project-Specific Threshold

Threshold Source	Threshold Determination Variable	
2017 Scoping Plan	California 2030 Population (persons) ¹	41,028,749
	California 2030 Employment Projection (persons) ²	23,459,500
	Service Population (Residents + Employees) (persons)³	64,488,249
Locally Appropriate Project Threshold	2030 Locally Appropriate Emissions Sectors (MT CO ₂ e)	153,000,000 ⁴
	2030 California Service Population (persons)	64,488,249
	2030 Service Person Target (MT CO₂e per Service Person)	2.4

¹ California Department of Finance 2020. Report P-1A: Total Population Projections, 2010-2060

² Average of employment range projections under implementation scenario. See CARB's 2017 Scoping Plan, page 55 (CARB 2017).

³ This calculation double-counts residents of California who are employed in California; however, this results in a conservative calculation of the service person target as it results in a lower calculated target.

⁴ See Table 11

Furthermore, as discussed below, this report also contains an analysis of how the project complies with other regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this project, the most directly applicable adopted regulatory plans to reduce GHG emissions are AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/ SCS), Assembly Bill (AB) 32, SB 32, EO B-55-18, the 2017 Scoping Plan, and the City's General Plan.

- a. *Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

Construction and operation of the proposed project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Calculations of CO₂, methane, and nitrous oxide emissions are provided to identify the magnitude of potential project effects.

Construction of the proposed project would generate temporary GHG emissions primarily from the use of heavy construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. Total construction emissions would be 354 MT CO₂e. Amortized over a 30-year period per industry standard, construction-related GHG emissions would be equivalent to 12 MT CO₂e per year.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g., fireplaces, landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. As shown in Table 13, annual operational emissions generated by the proposed project combined with amortized construction emissions would total approximately 447 MT CO₂e per year in 2030, or approximately 1.5 MT CO₂e per service person per year, which would not exceed the locally applicable, project-specific threshold of 2.4 MT CO₂e per year. Therefore, impacts would be less than significant.

Table 13 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT CO₂e per year)
Construction	12
Operational	
Area	1
Energy	55
Mobile	354
Solid Waste	18
Water	7
Total Emissions	447
Service Population (Residents)	293
Emissions per Service Person	1.5
Threshold (MT CO₂e per service population per year)	2.4
Threshold Exceeded?	No

Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Several plans and policies have been adopted to reduce GHG emissions in the southern California region, including the State’s 2017 Scoping Plan, AMBAG 2045 MTP/SCS, and local policies contained in the City’s General Plan. The proposed project’s consistency with these plans is discussed in the following subsections.

2017 Scoping Plan

The 2017 Scoping Plan’s strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation.

The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. The project would be served by 3CE for electricity and this utility provider is required to increase its renewable energy procurement in accordance with SB 100 targets. The project would be located in an area served by the Monterey-Salinas Transit (MST) bus service, which provides stops from Watsonville to King City. There are bus stops along North Main Street and West Rossi Street, which are within walking distance of the project site. The bus stops are for routes 23, 29, 44, 49, and 95. These routes all have stops at the Salinas Transit Center, which provides Amtrak train services, and Greyhound bus services. The proximity to these public transit services would encourage future residents to reduce their VMT and associated fossil fuel usage. Furthermore, the project would be required to comply with the Senate Bill 1383, which requires that all residents and business compost organic waste (e.g., food, landscape material, and paper products) into organic waste collection services to

divert organic waste from being disposed of in landfills. For these reasons, the project would be consistent with the 2017 Scoping Plan.

Consistency with the AMBAG 2045 MTP/SCS

AMBAG adopted an updated MTP/SCS, *Moving Forward Monterey Bay 2045*, in June 2022. AMBAG prepares a long-range transportation plan every four years consistent with state and federal laws. The MTP/SCS is reflective of legislation SB 375 described in the *Regulatory Setting* above, to focus land use development around high-quality transit corridors as a means to reduce passenger vehicle GHG emissions.

AMBAG's 2045 MTP/SCS contains three goals that would apply to the proposed project:

- **Access and Mobility.** Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region
- **Economic Vitality.** Raise the region's standard of living by enhancing the performance of the transportation system.
- **Environment.** Promote environmental sustainability and protect the natural environment.
- **Healthy Communities.** Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.
- **Social Equity.** Provide an equitable level of transportation services to all segments of the population.
- **System Preservation and Safety.** Preserve and ensure a sustainable and safe regional transportation system.

The project would facilitate future residential development of up to 76 dwelling units near existing residences, commercial uses, and public transit. The Salinas Transit Center is one mile south of the site, within walking or biking distance. Along North Main Street and West Rossi Street (which are within 0.2 to 0.4 mile of the site, respectively) are the MST bus stops for routes 23, 29, 44, 49, and 95. Placing the project within proximity to the transit center would provide residents reliable travel options and encourage the use of public transit. The project is also less than one mile north of the Central City District and downtown Salinas. Thus, the site is close to existing employment/office buildings, and commercial development. As a result, public transit and alternative transportation modes such as bicycling and walking would be viable means of transportation, which would also reduce VMT. Therefore, the project would encourage new housing and an efficient use of land near alternate modes of transportation and would therefore be consistent with AMBAG's 2045 MTP/SCS.

Consistency with the City of Salinas General Plan

As noted in the discussion of *Regulatory Framework* above, while the City of Salinas General Plan does not contain specific GHG reduction policies, it does contain policies that encourage higher density development, energy efficiency, and multimodal transportation, that would reduce GHG emissions from new development. Table 14 summarizes the project's consistency with the City of Salinas General Plan goals and policies indirectly related to GHG emissions.

Table 14 Project Consistency with the City of Salinas General Plan

Policy	Consistency
Policy H-1.8: Encourage the development of higher density apartments, townhouses and condominiums served by major transit corridors or other non-automotive transport.	Consistent. The project would allow for the construction of higher-density housing on the project site of up to 76 units on the 2.6-acre site, in proximity to the Salinas Transit Center, which is less than one mile south of the project site. The Salinas Transit Center has Amtrak train services, Greyhound bus services, and the MST bus services. Both Amtrak and Greyhound have routes that travel across the California and the United States. The MST system has bus routes from Watsonville to King City.
Policy CD-3.8: Promote the use of alternative modes of transportation, including bus, rail, bicycling and walking. Policy COS-8.5: Encourage land use arrangements and densities that facilitate the use of energy efficient public transit.	Consistent. The project would encourage the use of existing nearby public transit and would promote the use of alternative modes of transportation, due to the proximity to the Salinas Transit Center and MST bus stops. Therefore, the project would be consistent with these policies.
Policy COS-8.1: Enforce State Title 24 building construction requirements. Policy COS-8.2: Apply standards that promote energy conservation in new and existing development.	Consistent. Future development facilitated by the project would be required to comply with Title 24 standards, which promote energy conservation in new buildings. Therefore, the project would comply with these policies.
Source: City of Salinas 2002	

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2017 Scoping Plan, AMBAG's 2045 MTP/SCS, and the City of Salinas General Plan. Consistency with the above plans, policies, regulations and GHG reduction actions/strategies would reduce the project's incremental contribution of GHG emissions. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As a department of the California Environmental Protection Agency (CalEPA), the Department of Toxic Substances Control (DTSC) is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of Resource Conservation and Recovery Act (RCRA) and the California Health and Safety Code. DTSC also administers the California Hazardous Waste Control Law to regulate hazardous wastes.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection with CalEPA consolidates the information submitted by these agencies into a master list, referred to as the Cortese List. The Cortese List is distributed to each city and county where sites on the lists are located. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by DTSC, SWRCB, and CalRecycle.

If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed project would rezone the site to facilitate higher density residential development, including up to 76 new residential units. Future construction activities may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, impacted groundwater, or contaminated soils. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation (USDOT) regulations (USDOT Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through RCRA. DTSC is responsible for implementing the RCRA program, as well as California's own hazardous waste laws, including the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and State requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Compliance with existing regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction.

The project would facilitate future construction of residential units on the site. Residential uses typically do not use or store large quantities of hazardous materials. Operation of the project would not involve the use, storage, transportation, or disposal of hazardous materials other than those typically used for household cleaning, maintenance, and landscaping. Therefore, operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

No schools are located within 0.25 mile of the project site. The nearest schools are Mount Toro High School and El Puente School located approximately 0.55 mile east of the site off Sherwood Drive. There would be no impact.

NO IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The following databases were checked, pursuant to Government Code Section 95962.5, on June 11, 2021, for known hazardous materials contamination at parcels within a 0.25 radius of the site:

- Hazardous Waste and Substances site “Cortese” list (65962.5[a])
- GeoTracker: List of LUST Sites (65962.5[c][1])
- List of solid waste disposal sites identified by the Water Board (65962.5[c][2])
- List of “active” Cease and Desist Order and Cleanup Abatement Order sites (65962.5[c][3])

The project site is not listed on any of these databases, which were compiled pursuant to Government Code 65962.5. Both Envirostor and Geotracker identified several closed cleanup sites within 0.25 mile of the project site. The cleanup action reports and remediation status of these sites indicates that there is no potential for hazardous materials to impact the project site. Accordingly, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials within 0.25 mile of a school. There would be no impact.

NO IMPACT

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The site is not located within a public airport land use plan area or within two miles of a public airport. The Salinas Municipal Airport (SMS) is the closest airport to the site and there are no private airstrips in the vicinity of the site. SMS is a general aviation facility occupying 763 acres, with two runways serving single- and twin-engine aircraft and helicopters, as well as an increasing number of turbo-propeller and turbine engine business jets. The airport is located approximately 2.6 miles southeast of the site, and the site is located outside of the Airport Influence Area and Runway Protection Zone (Salinas Community Development Department 1982). Therefore, no impact related to airport safety would occur.

NO IMPACT

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project would facilitate the development of high-density housing on the site. The site is adequately served by local roadways, and the future development of the site would not require the construction of new roadways or obstruct existing roadways. In addition, local requirements and review procedures would ensure that new development facilitated by the project would not interfere with emergency response or evacuation. For example, new development is required to pay development fees, which would ensure adequate fire and police protection facilities are provided to maintain response time goals. The building permit application for future development on the site would be reviewed by the Department of Public Works and the Salinas Fire and Police Departments for potential problems with emergency access within the City. Therefore, the project would not result in buildings that would block emergency response or evacuation routes or interfere with adopted emergency response and emergency evacuation plans. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The site is located within an urbanized area of the City of Salinas and is primarily surrounded by existing urban development. Furthermore, the site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) or an area of local responsibility (CAL FIRE 2007). Therefore, the project would not expose people or structures to a significant risk involving wildland fires. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The federal Clean Water Act establishes the framework for regulating discharges to Waters of the United States to protect their beneficial uses. The Porter-Cologne Water Quality Act regulates water quality within California and establishes the authority of the SWRCB and the nine Regional Water Quality Control Boards (RWQCBs). The SWRCB requires construction projects to provide careful management and close monitoring of runoff during construction, including on-site erosion protection, sediment management, and prevention of non-storm discharges. The SWRCB and RWQCBs issue NPDES permits to regulate specific discharges. The NPDES Construction General Permit regulates stormwater discharges from construction sites that disturb more than one acre of land.

The site overlies the Salinas Valley Groundwater Basin (SVGB), which extends from north of Marina and Salinas to the Monterey County/San Luis Obispo County line throughout the Salinas Valley. The site is within the 180-400 Foot Aquifer Subbasin of the SVGB, which covers 89,700 acres (140 square miles) of the SVGB. Groundwater is primarily recharged naturally through infiltration of surface water, deep percolation of excess irrigation water, and deep percolation of infiltrating precipitation. Recharge of the aquifer is limited due to the permeability of the Salinas Valley Aquitard, and there are no mapped springs, seeps, or discharge to streams identified in the Subbasin (SVBGSA 2020).

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Excavation, grading, and other activities associated with construction facilitated by the proposed project would result in soil disturbance that could cause water quality violations through potential erosion and subsequent sedimentation of receiving water bodies. Construction activities could also cause water quality violations in the event of an accidental fuel or hazardous materials leak or spill. If precautions are not taken to contain contaminants, construction activities could result in contaminated stormwater runoff that could enter nearby waterbodies. Construction activities resulting in ground disturbance of one acre or more are subject to the permitting requirements of the NPDES General Permit for Stormwater Discharges associated with Construction and Land Disturbance Activities (Construction General Permit Order No. 2009-0009-DWQ). The Construction General Permit requires the preparation and implementation of a SWPPP, which must be prepared before construction begins. The SWPPP includes specifications for BMPs implemented during project construction to minimize or prevent sediment or pollutants in stormwater runoff.

Construction facilitated by the project would comply with the requirements of the Construction General Permit. In addition, the contractor would be required to implement BMPs identified in the SWPPP to prevent construction pollution via stormwater and minimize erosion and sedimentation into waterways as a result of construction. Additionally, development facilitated the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans.

Compliance with the NPDES Construction General Permit would ensure the proposed project would not violate any water quality standards or water discharge regulations, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The site overlies the SVGB, 180-400 Foot Aquifer Subbasin. The Salinas Valley Basin Groundwater Sustainability Agency developed a Groundwater Sustainability Plan (GSP) for the subbasin, which was adopted in January 2020. The GSP describes current groundwater conditions, develops a hydrogeologic conceptual model, establishes a water budget, outlines local sustainable management criteria, and provides projects and programs for reaching sustainability in the Subbasin by 2040 (SVBGSA 2020).

The site is currently undeveloped and contains natural vegetation, bare soil, and soil stockpiles, located to the west of the termination of Preston Street. Topographically, the site and surrounding areas are relatively flat. The site is bounded by existing residential and commercial development on its eastern border, and to the other three sides by an open space reclamation ditch adjacent to a creek fed by Main Canal. Water supply to the site would be sourced from the local groundwater aquifer. The groundwater basin currently has issues with lowered groundwater elevations, seawater intrusion, and groundwater contamination.

As discussed in Environmental Checklist Section 19, *Utilities and Service Systems*, development facilitated by the project would increase demand for water above existing conditions on the site. The project's estimated water demand would be approximately 8,073,440 gallons per year or approximately 24.8 acre-feet per year (AFY) at full buildout (Appendix A). The project's water demands would be served by California Water Service-Salinas District (Cal-Water). Groundwater is the water source utilized by Cal-Water, with wells that extract water from five different groundwater basins, including the Corralitos-Pajaro Valley Subbasin, Salinas Valley-Langley Area Subbasin, Salinas Valley-180/400 Foot Aquifer Subbasin, Salinas Valley-East Side Aquifer Subbasin, and Salinas Valley-Monterey Subbasin. The project site's potential water demand would be less than 0.2 percent of Cal-Water Salinas District's 2025 water demand of 16,609 AFY (Appendix A). As discussed in Environmental Checklist Section 14, *Population and Housing*, the proposed project would not introduce an unplanned increase in population, and therefore the project's water supply needs are considered in the supply/demand estimates in the Salinas Valley Groundwater Basin 180/400-Foot Aquifer Subbasin Groundwater Sustainability Plan. Therefore, the project would not substantially deplete groundwater resources via water demand.

While development facilitated by the proposed project would construct new impervious surfaces that would prevent groundwater recharge in certain areas of the site, the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development would be required to include such facilities in the final design plans for the site, which would allow for the same volume of groundwater recharge on the site as existing conditions of the vacant site. Additionally, the project site is vacant but surrounded primarily by urban land uses consisting of Medium and Low Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street. Impacts to groundwater recharge would be less than significant.

Because the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater

management of the basin, the proposed project would not conflict with or obstruct implementation of the 180-400 Foot Aquifer GSP.

As discussed under criterion (a), the proposed project would not degrade surface or groundwater quality. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or groundwater management plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- (i) Result in substantial erosion or siltation on- or off-site?*
 - (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
 - (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
 - (iv) Impede or redirect flood flows?*

The site has been graded and contains natural vegetation, bare soil, and soil stockpiles. Development facilitated by the project would involve the construction of up to 76 units and stormwater drainage systems on the site. Construction would not substantially change the topography of the site. However, construction facilitated by the proposed project would include the addition of new impervious surfaces. Future development would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans for the site. Therefore, the project would not result in increased surface runoff that could result in flooding or exceed the capacity of existing stormwater drainage systems. Additionally, the project would not result in additional sources of polluted runoff.

As stated previously, construction facilitated by the project would be conducted in compliance with the State's Construction General Permit (Order No. 2009-0009-DWQ). Preparation of the SWPPP in accordance with the Construction General Permit would require erosion-control BMPs at the construction area. BMPs that are typically specified within the SWPPP may include, but would not be limited to, temporary measures during construction, revegetation, and structural BMPs. Therefore, the project would not result in substantial erosion or siltation during construction.

Construction and operational permitting requirements, including the NPDES Construction General Permit and City of Salinas MS4 Permit, would require erosion-control measures and the construction of on-site retention basins or bioretention facilities. These features would capture and treat stormwater runoff during construction and operation, ensuring no increase in erosion, siltation, surface runoff, or polluted runoff at the site.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the site and surrounding area is located within Flood Zone X, 0.2% Annual Chance Flood Hazard Area (FEMA 2009). Therefore, the project would not alter the flood zone boundaries, cause excess flooding downstream of the site, or impede or redirect flood flows. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

According to FEMA Flood Insurance Rate Maps, a majority of the site and surrounding area is located within Flood Zone X, 0.2% Annual Chance Flood Hazard Area (FEMA 2009). However, the site is bounded to the north, west, and southwest by a reclamation ditch which is located within a Flood Zone AE. Portions of the perimeter of the site are located within Flood Zone AE which is considered a Regulatory Floodway by FEMA. Future development within Flood Zone AE would be required to comply with the SMC Section 9-54.1, which states that all encroachments are prohibited, including fill, new construction, substantial improvement, and other new development unless certification by a registered professional engineer is provided demonstrating that encroachments shall not result in any increase in the base flood elevation during the occurrence of the base flood discharge, and a Conditional Letter of Map Revision is issued by FEMA. In addition, as discussed within Environmental Checklist Section 4, *Biological Resources*, the project would be required to comply with the City of Salinas Zoning Code Section 37-50.180(h) and General Plan Policy COS-17 which would require a 100-foot or 30-foot setback from the bank of the reclamation ditch.

The proposed project involves rezoning the project site, but no specific development proposal exists; therefore, there is not yet a proposed site plan. Any future development would be required to comply with the applicable provisions of the SMC and General Plan Policies outlined above, and development in Flood Zone AE would not be allowed without a Conditional Letter of Map Revision and certification by a registered professional engineer, as described above.

Furthermore, any materials stored on the site that could pollute runoff from flood events would be properly contained and stored per applicable local, state, and federal regulations (refer to Environmental Checklist Section 9, *Hazards and Hazardous Materials*, for additional information). There are no major water bodies within two miles of the site that could cause impacts from seiches on the site. Further, the site is not located in a tsunami inundation zone and there are no large bodies of water that could seiche and inundate the site (DOC 2020). Therefore, inundation of the site would not occur during the one-percent annual flood, the project would not release pollutants into floodwaters, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

The site is surrounded primarily by urban land uses, including residential and commercial development. Development facilitated by the project would not require new roadways or other features that would divide existing communities or make them inaccessible. Additionally, future development of the site would not require internal streets, as the site is located within existing city blocks. Future development facilitated by the project would maintain existing vehicular, bicycle, and pedestrian connections through the surrounding area. No impact related to the physical division of an established community would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project consists of a GPA and RZ to modify the existing vacant 2.6-acre lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). Land uses surrounding the project site consist of Medium and Low Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street, shown in Figure 3. The site is also bound to the north, northwest, and west by an open space reclamation ditch.

Applicable policies intended to reduce environmental effects are discussed throughout the relevant sections of this IS-MND. Table 15 lists additional applicable policies intended to reduce environmental effects of projects from the 2002 General Plan and indicates the project's consistency with those policies. This table also includes policies related to land use and planning, for informational purposes. As described in Environmental Checklist Section 3, *Air Quality*, development facilitated by the project would not conflict with the current AQMP that MBARD adopted to provide a strategy for the attainment of state and federal air quality standards. In addition, as described in Environmental Checklist Section 6, *Energy*, development facilitated by the project would not conflict with General Plan energy-related policies, and as described in Environmental Checklist Section 9, *Greenhouse Gas Emissions*, development facilitated by the project would not conflict with GHG-related policies provided in the City's General Plan. Additionally, as described in Environmental

Checklist Section 10, *Hydrology and Water Quality*, the project would not conflict with adopted water quality standards or policies.

Table 15 Project Consistency with General Plan Policies

Policy	Consistency
Policy LU-1.1: Balanced Land Use Pattern. Achieve a balance of land uses to provide for a range of housing, jobs, libraries, and educational and recreational facilities that allow residents to live, work, shop, learn, and play in the community	Consistent. The project would facilitate the development of under-utilized areas in an urbanized part of Salinas with approximately 76 residential units. The project would provide a higher-density residential option in an area of primarily low and medium density existing residential uses, and the site is located near existing commercial and mixed use development.
Policy LU-1.2: Accommodate Projected Growth. Provide a plan for land uses that includes capacity to accommodate growth projected for 2020 and beyond.	Consistent. The project includes a GPA that would modify the site to increase allowable density increases to create new housing, thereby accommodating projected growth.
Policy LU-2.1 Minimize Growth Impacts to Agricultural Lands. Minimize disruption of agriculture by maintaining a compact city form and directing urban expansion to the north and east, away from the most productive agricultural land.	Consistent. The project would involve infill development in an already urbanized area, where no active agricultural lands exist. Agriculture uses are located approximately 0.4 mile east of the project site.
Policy LU-2.4: Compact Growth. Utilized well-designed infill development and selective increase density within Focused Growth Areas to maintain compact city form.	Consistent. The project would facilitate new infill development to occur in an existing residential area, contributing to a more compact city form with increased density.

As demonstrated in Table 15, development facilitated by the project would be consistent with the applicable land use policies of the 2002 General Plan. Because the project would be consistent with applicable 2002 General Plan policies to avoid or reduce environmental impacts, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The Salinas General Plan states that although quarrying operations have previously occurred in the City's planning area, most mineral extraction sites are no longer considered significant resources. The General Plan does not identify mineral resources within or near the site (City of Salinas 2002b). The site is currently undeveloped, and no mineral extraction presently occurs or is proposed to occur on at the site. Therefore, the project would not affect the availability of any mineral resources. There would be no impact.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions.

Sound levels are described as either a “sound power level” or a “sound pressure level,” which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as L_{pw}) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure, and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), Day-Night Average Level (DNL; may also be symbolized as L_{dn}), and the community noise equivalent level (CNEL; may also be symbolized as L_{den}).

L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).⁷ The relationship between the peak-hour L_{eq} value and the L_{dn} /CNEL depends on the distribution of noise during the day, evening, and night; however noise levels described by L_{dn} and CNEL usually differ by 1 dBA or less. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range (FTA 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage nearby buildings and structures; these levels are identified in Table 16.

Table 16 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended for use by Caltrans, which are based on the

⁷ Because DNL and CNEL are typically used to assess human exposure to noise, the use of A-weighted sound pressure level (dBA) is implicit. Therefore, when expressing noise levels in terms of DNL or CNEL, the dBA unit is not included.

general human response to different levels of groundborne vibration velocity levels, are described in Table 17.

Table 17 Vibration Annoyance Potential Criteria

Human Response	Vibration Level (in/sec PPV)	
	Transient Sources	Continuous/Frequent Intermittent Sources ¹
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

in/sec = inches per second; PPV = peak particle velocity

Source: Caltrans 2020

¹ Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Noise Level Increases over Ambient Noise Levels

The operational and construction noise limits used in this analysis are set at reasonable levels at which a substantial noise level increase as compared to ambient noise levels would occur. Operational noise limits are lower than construction noise limits to account for the fact that permanent noise level increases associated with continuous operational noise sources typically result in adverse community reaction at lower magnitudes of increase than temporary noise level increases associated with construction activities that occur during daytime hours and do not affect sleep. Furthermore, these noise limits are tailored to specific land uses; for example, the noise limits for residential land uses are lower than those for commercial land uses. The difference in noise limits for each land use indicates that the noise limits inherently account for typical ambient noise levels associated with each land use. Therefore, an increase in ambient noise levels that exceeds these absolute limits would also be considered a substantial increase above ambient noise levels. As such, a separate evaluation of the magnitude of noise level increases over ambient noise levels would not provide additional analytical information regarding noise impacts and therefore is not included in this analysis.

Regulatory Setting

Federal Transit Administration

The FTA has recommended noise criteria related to traffic-generated noise in *Transit Noise and Vibration Impact Assessment* that can be used to determine whether a change in traffic would result in a substantial permanent increase in noise (FTA 2018).

Table 18 shows the significance thresholds for increases in traffic-related noise levels. These standards are applicable to project impacts on existing sensitive receivers (as defined under *Environmental Setting* above).

Table 18 Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA DNL or L _{eq})	Allowable Noise Exposure Increase (dBA DNL or L _{eq})
45-49	7
50-54	5
55-59	3
60-64	2
65-74	1
75+	0
dBA = A-weighted sound pressure level	
DNL =Day-Night Average Level	
L _{eq} =Equivalent continuous sound level	
Source: FTA 2018	

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For adjacent residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period. These values are used in the construction noise analysis as the thresholds as the City does not specify construction noise limits.

City of Salinas

SALINAS GENERAL PLAN

The City of Salinas Noise Element contains goals and policies that are designed to protect the community from excessive noise. The Noise Element establishes the following goals and policies that would apply to the proposed project:

Goal N-1: Minimize the adverse effects of noise through proper land use planning.

- Policy N-1.1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions.
- Policy N-1.2:** Require the inclusion of noise-reducing design features in development and reuse/revitalization projects to address the impact of noise on residential development.
- Policy N-1.4:** Ensure proposed development meets Title 24 Noise Insulation Standards for construction.

Goal N-3: Minimize non-transportation related noise impacts.

- Policy N-3.1:** Enforce the City of Salinas Noise Ordinance to ensure stationary noise sources and noise emanating from construction activities, private development/residences and special events are minimized.

Table 19 and Table 20 present the noise standards and noise/land use compatibility standards established by the General Plan Noise Element.

Table 19 Exterior Noise Standards

Designation/District of Property Receiving Noise	Maximum Noise Level, L_{dn} or CNEL, dBA
Agricultural	70
Residential	60
Commercial	65
Industrial	70
Public and Semipublic	60
Source: City of Salinas 2002b	

Table 20 Noise and Land Use Compatibility Matrix

Land Use Category	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential	50-60	60-70	70-75	75-85
Transient Lodging – Motel, Hotel	50-60	60-75	75-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	N/A	50-70	N/A	70-85
Sports Arena, Outdoor Spectator Sports	N/A	50-75	N/A	75-85
Playgrounds, Parks	50-70	N/A	70-75	75-85
Golf Course, Riding Stables, Water Recreation, Cemeteries	50-70	N/A	70-80	80-85
Office Buildings, Business Commercial, and Professional	50-65	60-75	75-85	N/A
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-80	80-85	N/A

¹ Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.

² Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.

³ Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.

⁴ Clearly Unacceptable: New construction or development clearly should not be undertaken.

Source: City of Salinas 2002b

According to the City's General Plan, if the noise level of a project falls within normally acceptable noise levels or conditionally acceptable noise levels, the project would be considered compatible with the noise environment. Normally acceptable noise levels implies that no mitigation would be needed. Conditionally acceptable noise levels implies that minor mitigation may be required to meet the City's and Title 24 noise standards. If the noise level falls within normally unacceptable noise levels, substantial mitigation would likely be needed to meet City noise standards. Mitigation may involve construction of noise barriers and substantial building sound insulation.

CITY OF SALINAS MUNICIPAL CODE

Section 37-50.180 of the Zoning Code identifies performance standards for noise for the receiving property based on its zoning. Residential and Public/Semipublic Districts allow maximum noise levels to be at or below 60 dBA or CNEL; Mixed Use and Commercial Districts allow maximum noise

levels to be at or below 65 dBA or CNEL, as long as interior noise levels at residential developments do not exceed a maximum of 45 dBA from exterior ambient noise; Parks/Open Space Districts allow maximum noise levels to be at or below 70 dBA or CNEL.

SMC Section 5-12.03 describes examples of prohibited noise disturbances, which include the following:

- (a) Residential devices: Yard supplies, radios, television sets, musical instruments, and similar devices. Operating, playing, or permitting the operation or the playing of devices necessary and commonly associated with residential living. Such noise includes, but is not limited to, noise created by power mowers, trimmers, home appliances (radios and televisions), musical instruments, home workshops, vehicle repairs and testing, home construction projects, or similar devices or activities which produces or reproduces sound. Noise generated from residential devices between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to create a noise disturbance across a residential or a commercial property line or at any time to violate the provisions of this section.
- (b) Speakers; Amplified sounds. Using or operating for any purpose any speaker, speaker system, or similar device between the hours of 10:00 p.m. and 7:00 a.m., such that the sound therefrom creates a noise disturbance across a residential property line, or at any time otherwise violates the provisions of this section, except for any noncommercial public speaking, public assembly, or other activity or activity for which a permit has been issued pursuant to the provisions of this Code.
- (c) Animals. Owning or possessing any animal (including a bird) which frequently or for long duration, howls, barks, meows, squawks, or makes other sounds which create a noise disturbance across a residential or a commercial property line.
- (d) Loading and unloading. Loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance across a residential property line or at any time otherwise violate the provisions of this section.
- (e) Emergency signaling devices. The intentional sounding or permitting the sounding outdoors of any fire, burglar, or similar emergency signaling device, except for emergency purposes or testing. Sounding or permitting the sounding of any exterior burglar or fire alarm or any motor vehicle alarm, unless such alarm is terminated within thirty (30) minutes of activation.
- (f) Domestic power tools, machinery. Operating or permitting the operation of any mechanically-powered saw, sander, drill, grinder, lawn or garden tool, or similar tool between the hours of 10:00 p.m. and 7:00 a.m. so as to create a noise disturbance across a residential or a commercial property line.

SMC Section 5.13.01 restricts the use of sound amplifying equipment and sound trucks between the hours of 10:00 p.m. and 7:00 a.m.

Project Noise Setting

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Salinas General Plan Noise Element identifies noise-sensitive land uses as

residences, schools, hospitals, religious meetings, and recreational areas (City of Salinas 2002b). Noise-sensitive receivers nearest to the site are provided in Table 21 below.

Table 21 Nearest Sensitive Receivers to Site

Nearest Receiver	Zoning	Distance from Property Line to Receiver (direction)	Distance from Center of Rezone Site to Receiver
Residences to the east	R-M-3.6	25 feet (east)	130 feet
Residences to the west	R-L-5.5	100 feet (west)	300 feet

Noise Measurements

The most prevalent source of noise in the project site vicinity is vehicular traffic along nearby roadways such as Preston Street adjacent immediately east of the project site and Casentini Street approximately 190 feet north of the project site. To characterize ambient sound levels at and near the project site, two 15-minute sound level measurements were conducted on Wednesday, August 11, 2021 at 12:16 p.m. and 12:34 p.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Noise Measurement (NM) 1 was taken at the entrance of the project site approximately 15 feet from the centerline of Preston Street to capture ambient noise levels of the adjacent residences east of the project site. NM2 was at the northwestern edge of the project site at to capture noise levels near residences along Greenbriar Way and vehicular traffic along Casentini Street north of the project site. Table 22 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix E. Figure 7 shows the noise measurement locations.

Table 22 Project Site Vicinity Sound Level Monitoring Results- Short-Term

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
NM1	Project Site Entrance west of Preston Street	12:16 – 12:36 p.m.	Approximately 15 feet to centerline of Preston Street	48	45	60
NM2	Northeastern edge of project boundary	12:34 – 12:49 p.m.	Approximately 500 feet to centerline of Casentini Street	49	44	60

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; L_{min} = minimum instantaneous noise level; L_{max} = maximum instantaneous noise level

Detailed sound level measurement data are included in Appendix E.

Figure 7 Noise Level Measurement Locations



- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Construction

General Construction

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation rate of 6 dBA per doubling of distance for stationary equipment.

Variation in power from construction equipment imposes additional complexity in characterizing the noise source level. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (FHWA 2006). Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels, but only during certain times of a day. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Typical heavy construction equipment during project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. However, construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Per SMC Section 5-13.01, noise generated by construction activities would be required to occur between the hours of 7:00 a.m. to 10:00 p.m. However, for purposes of analyzing impacts from this project, the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) criteria were used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period (FTA 2018).

Project construction would occur nearest to single-family residences immediately to the east of the project site. Over the course of a typical construction day, construction equipment could be located as close as 15 feet to adjacent properties, but would typically be located at an average distance farther away due to the nature of construction and the size of the project. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 170 feet from the single-family residences immediately adjacent southeast of the project site.

Construction noise is typically loudest during activities that involve excavation and moving soil, such as site preparation and grading. A potential high-intensity construction includes a dozer, grader, and front-end loader working during grading to excavate and move soil. At a distance of 170 feet, a

dozer, grader and front-end loader would generate a noise level of 73 dBA L_{eq} (RCNM calculations are included in Appendix E). Therefore, construction noise levels would not exceed the FTA noise threshold of 80 dBA L_{eq} for residential uses, and impacts would be less than significant.

On-site Operational Noise

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of residential development, such as heating ventilation, and air conditioning (HVAC) units, vehicles arriving and leaving, children at play, and landscape maintenance machinery. Vehicles arriving and leaving, children at play, and landscape maintenance are consistent with the existing noise environment and would not be anticipated to exceed applicable noise level limits from the applicable regulatory thresholds. Therefore, these sources are not considered substantial and are not analyzed further.

Stationary Noise

The primary on-site operational noise source from the project would be HVAC units. This analysis assumes the use of a typical HVAC system for multi-family residential sites, which is a 2.5-ton Carrier 24ABA4030 air conditioner with Puron refrigerant that has a sound power level of 76 dBA (see Appendix E for manufacturer's specifications). The project was assumed to contain 83 HVAC units based on 83 dwelling units. Based on typical locations of HVAC units for multi-family buildings, it is assumed that 83 roof-top HVAC units distributed across the project site would be needed, producing a combined noise level at off-site receivers that is equivalent to all units being located at the center of the project site, which is measured at approximately 160 feet from the nearest off-site sensitive receivers adjacent west of the proposed development boundary along Olive Avenue (see Appendix E for the manufacturer's noise data and HVAC noise calculations). For this analysis and based upon a sound power level of 76 dBA, it is estimated that the sound power level of a single HVAC unit would generate an equivalent sound pressure level of 58 dBA at 7 feet.

HVAC units are considered continuous noise sources. Per SMC Section 37-50.180, project impacts would be significant if operational noise levels from the project's HVAC equipment exceed 60 dBA for nearby residential uses. Noise levels generated by the rooftop HVACs, would be approximately 50 dBA L_{eq} at 160 feet, which would not exceed the City's threshold of 60 dBA for nearby residential areas. Therefore, impacts related to HVAC equipment noise would be less than significant.

Traffic Noise

The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes. Noise levels with and without project generated traffic were developed based on algorithms and reference levels from the Federal Highway Administration's (FHWA's) Traffic Noise Model.

The project would generate additional vehicle trips when compared to existing conditions that would increase noise levels on nearby roadways. As discussed in the project Transportation Analysis, the project is anticipated to generate 377 average daily trips (ADT), including 31 trips during the a.m. peak hour and 32 trips during the p.m. peak hour (Hexagon Traffic Consultants, Inc. 2022).⁸ The Transportation Analysis study area includes roadway segments of North Main Street, West Menke Street, West Rossi Street, and Martella Street (Hexagon Traffic Consultants, Inc. 2022).

⁸ ADT was derived from W-Trans. Transportation Analysis, which utilized 91 townhome dwelling units for the proposed project.

Project traffic intersection movements from the traffic study were used to estimate project ADT for each segment. In the Transportation Analysis, p.m. peak hour traffic was generally shown to consist of higher traffic volumes than the a.m. peak hour; therefore, p.m. peak hour traffic was utilized for conservative purposes. Traffic volumes depicted in this analysis are based on the Transportation Analysis scenarios that include existing conditions, existing plus project trip volumes (Hexagon Traffic Consultants, Inc. 2022).

The posted speed limit on West Menke Street and Martella Street is 25 miles per hour, while the speed limit for North Main Street and West Rossi Street is 40 miles per hour. There was no observed vehicle counts conducted during short term noise measurements due to restricted visibility of the roadway segments and the project site. Therefore, the vehicle classification mix for modeling assumes a typical breakdown of 97 percent automobiles, 2 percent medium trucks, and 1 percent heavy trucks. Traffic distribution through the day was modeled assuming 85 percent of total daily vehicle traffic during daytime hours and 15 percent of daily vehicle traffic during nighttime hours.

The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes from the proposed project. Noise levels with and without project-generated traffic for the existing volumes are shown in Table 23. As shown, traffic noise increases would be up to 2 dBA, which would not exceed the 3 dBA criterion for off-site traffic noise impacts. Impacts would be less than significant.

Table 23 Existing Conditions Traffic Noise Increases

Roadway	Segment	Speed (mph)	Existing Volume ¹ (ADT)	Existing + Project Volume ² (ADT)	Existing Noise Level ¹ (dBA)	Existing + Project Noise Level ² (dBA)	Noise Level Increase ³ (dBA)
West Menke Street	Martella Street to North Main Street (West)	25	420	530	57	58	1
West Menke Street	North Main Street to Bridge Street (East)	25	730	730	60	60	<1
North Main Street	Cassentini Street to West Menke Street (North)	40	25680	25800	73	73	<1
North Main Street	West Menke Street to West Rossi Street (South)	40	25570	25600	73	73	<1
West Rossi Street	Sansome Street to Martella Street (West)	40	11340	11450	70	70	<1
West Rossi Street	Martella Street to North Main Street (East)	40	11700	11790	70	70	<1
Martella Street	West Menke Street to West Rossi Street (North)	25	480	680	59	60	2
Martella Street	West Rossi Street to West Lake Street (South)	25	460	460	59	59	<1

dBA = A-weighted decibels; ADT = average daily trips; mph = miles per hour

¹ Transportation Analysis Existing PM Peak hour trips

² Transportation Analysis Project Trip Distribution

³ Numbers may not add up due to rounding.

Source: Hexagon Traffic Consultants, Inc. 2022

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Construction

Project construction would not involve activities typically associated with excessive groundborne vibration such as pile driving or blasting. The equipment utilized during project construction that would generate the highest levels of vibration may include the operation of a large dozer⁹. The City of Salinas has not adopted standards to assess vibration impacts during construction and operation. However, Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020a; FTA 2018). The thresholds of significance used in this analysis to evaluate vibration impacts are based on these impact criteria, as summarized in Table 17.

Project construction may require operation of vibratory equipment such as a large dozer within 15 feet of off-site residences. A dozer would create approximately 0.089 in/sec PPV at 25 feet (Caltrans 2020). This would equal a vibration level of 0.16 in/sec PPV at a distance of 15 feet.¹⁰ This would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in./sec. PPV, and the structural damage impact to residential structures of 0.2 in/sec PPV. Therefore, temporary vibration impacts associated with the dozer (and other potential equipment) would be less than significant.

Operation

As a residential use, the project would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. No operational vibration impact would occur.

LESS THAN SIGNIFICANT IMPACT

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The nearest public airport to the site is the Salinas Municipal Airport (SNS) located approximately 2.7 miles southeast of the project site. The project would not be located in the airport's 55 dBA CNEL contour (City of Salinas 2002b). Because the site is located outside the noise contours of the SNS, and no other airports are located nearby, the project would not expose people residing or working in the project area to excessive aircraft-related noise. There would be no impact.

NO IMPACT

⁹ Construction equipment assumptions were based on CalEEMod standard construction equipment use as detailed in Appendix E.

¹⁰ $PPV_{Equipment} = PPV_{Ref} (15/D)^n$ (in/sec), PPV_{Ref} = reference PPV at 15 feet, D = distance, and $n = 1.1$

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 76 residential units over roughly 129,202 sf. As such, the project would directly generate population growth. Based on a per-person household rate of 3.85 for the City of Salinas (DOF 2021), the proposed 76 units would add an estimated 293 new residents to the City's population. The 2021 population of Salinas is estimated at 160,206 (DOF 2021). The addition of new residents at the site would therefore increase the population of Salinas to 160,499. AMBAG estimates that the City's population will increase to 175,358 by 2040, an increase of 17,299 residents since 2015 (AMBAG 2022). The population increase facilitated by the proposed project would therefore be within AMBAG's population forecast for the City.

The city also currently has 43,579 housing units (DOF 2021). The addition of 76 units would bring the total number of housing units to 43,655. The latest AMBAG projections also estimate that the number of housing units in the city in 2040 will be 52,229 (AMBAG 2022). The housing growth facilitated by the project is therefore well within AMBAG projections. Therefore, the proposed project would not substantially induce population growth through the provision of new housing units.

It should be noted that overcrowding is a documented issue in the City, with 7,351 households, or 18 percent of all households, categorized as overcrowded in 2016 (County of Monterey 2019). This is further evidenced by the persons per household rate in the City of Salinas (3.85) as compared to Monterey County (3.30) and the State of California as a whole (2.91) (DOF 2021). The project would assist in alleviating overcrowding in the City by providing more available units to existing residents. Therefore, the proposed project would not facilitate substantial unplanned population growth in the area and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The site is currently vacant and undeveloped. There are no existing housing units or people residing at the site. Therefore, future buildout facilitated by the proposed project would not displace any existing housing units or people. No impact would occur.

NO IMPACT

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Salinas Fire Department (SFD) provides all-risk fire protection to the City of Salinas in the form of fire suppression, search and rescue, emergency medical services, operational training, disaster preparedness, community education, and other services based on community needs. Total authorized staffing for the SFD is 99 personnel, 93 of which are sworn public safety employees. SFD operates with three platoons. Each platoon has six engine companies that are made up of a Captain, Engineer, and two Firefighters, with one of the members being a Paramedic. The department has six pumper trucks, two ladder trucks, a crash truck for airport emergencies and other service vehicles (City of Salinas 2021b).

According to the City of Salinas Community Risk Assessment, the SFD has established performance goals for the first unit response time of within five minutes, 90 percent of the time for emergency medical incidents; and within five minutes, 20 seconds, 90 percent of the time for fire and all other priority incidents. Overall, response time for all priority incidents was within seven minutes, 23

seconds, 90 percent of the time during 2018, indicating that the SFD is not meeting its performance goals (City of Salinas 2019a).

SFD Fire Station #1 is closest to the site at 216 West Alisal Street, approximately 0.8 mile southwest of the site. The site is in the existing service area of the SFD. Future development at the site would be required to comply with applicable Fire Code requirements and project design plans would be reviewed by the SFD prior to construction. The project would facilitate population growth and would result in an increased demand for services proportional to the population increase; however, the increase would be incremental and within the growth projections for Salinas, as discussed within Environmental Checklist Section 14, *Population and Housing*. The addition of an estimated 293 future residents would not create excessive demand for emergency services or introduce development to areas outside of normal service range that would necessitate new fire protection facilities. With the continued implementation of existing practices, including compliance with the California Fire Code, future development of the project site would undergo review by the SFD during the Building Permitting process to ensure adequate access, consistency with existing facilities, and acceptable response times. Therefore, the project would not place an unanticipated burden on fire protection services or affect response times or service ratios such that new or expanded fire facilities would be needed. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Salinas Police Department (SPD) provides police protection in the City of Salinas, including to the project site. The SPD has 187 full-time sworn officers. Under this sworn staffing level, the SPD has one sworn officer for every 867 residents. The SPD is divided into three divisions: Field Operations, Investigations, and Administration. The Field Operations Division is headed by one Assistant Chief who oversees the Patrol Division, K-9 Unit, Traffic Unit, Crime Scene Investigators Unit, and Special Operations (SPD 2021).

The SPD communications center screens and assign calls on a priority basis based on the nature of the problem. SPD response time data is currently unavailable; however, the highest priority calls are typically answered within a few minutes. Less urgent calls can take longer depending on availability of the police officers and other calls the department is responding to at the time.

The nearest police station is at 312 East Alisal Street, located approximately 0.6 mile south of the site. The project would generate new population and associated demand for services; however, the increase would be incremental and within the growth projections for Salinas, as discussed within Environmental Checklist Section 14, *Population and Housing*. The addition of an estimated 293 residents would not create excessive demand for police services or introduce development to areas outside of the SPD's normal service range that would necessitate new police protection facilities. Therefore, the project would not place an unanticipated burden on police protection services or affect response times or service ratios such that new or expanded police facilities would be needed. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The site is located in the Salinas City Elementary and Salinas Union High School Districts (City of Salinas 2017). In the 2019-2020 school year, Salinas City Elementary School District had an enrollment of 6,689 students and Salinas Union High School District had an enrollment of 15,818 students (California Department of Education 2021). Salinas City Elementary School District has a total capacity of approximately 9,000 students (Salinas City Elementary School District 2021) and Salinas Union High School District has a total enrollment capacity of 16,000 students (Salinas Union High School District 2021). Development facilitated by the proposed project would add up to 76 new residential units in the City. Assuming a conservative student generation rate of one student per residential unit, the development of the site would generate up to 76 additional students at local schools. While future development would increase the number of students, it would not do so to the extent that new school facilities would be required, as the increase would be incremental, and would not result in an exceedance in capacity of the local elementary and high school districts. Furthermore, a school impact fee is collected for each residential unit that is constructed. As stated in California Government Code Section 65997, the payment of mandatory fees to the affected school districts would reduce potential school impacts to less than significant level under CEQA. Therefore, the project would not result in significant impacts, as the payment of impact fees is considered adequate mitigation for this impact. Therefore, impacts related to the need for new school facilities as a result of implementing the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, public facilities, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

As described in Environmental Checklist Section 16, *Recreation*, the Salinas General Plan establishes a standard of 3.0 acres of parkland for every 1,000 residents and has a current ratio of 4.27 acres of parkland for every 1,000 residents. The addition of 293 residents as a result of the project would result in a ratio of approximately 4.25 acres of parkland for every 1,000 residents. This would result in an incremental reduction in available recreation space per resident in the City but would be above the minimum required parkland standard of 3.0 acres of parks for every 1,000 residents. Therefore, while the project would facilitate new housing development that would contribute additional residents to the City population, given the existing population in the City and the number of new residents the project would produce, it would not result in overuse of parks such that substantial physical alteration of parks would occur, or require the construction of new park facilities. Impacts would be less than significant; refer to Environmental Checklist Section 16, *Recreation*, for further discussion.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

As described in criteria a.1 through a.4 above, impacts related to expanded or altered government facilities, including fire, police, school, and park facilities, would be less than significant.

Other government facilities include library services, which are provided by the Salinas Public Library. The public library system in Salinas is comprised of three branch libraries: John Steinbeck Library, Cesar Chavez Library, and El Gabilan Library. The library collection includes more than 100,000 books, magazines, movies, and audiobooks, and a separate Steinbeck Collection of more than a thousand books, articles, and historical items. The closest library branch is the John Steinbeck Library located at 350 Lincoln Avenue, approximately 0.8 mile south of the site.

As described in Environmental Checklist Section 14, *Population and Housing*, development facilitated by the proposed project would generate population growth of approximately 293 people. This level of population growth would not be substantial in relation to the City's overall population and would thus not require construction of new library facilities. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Pursuant to the City's Park Classifications and Sports Facilities Standards that were adopted in 2018, parkland is classified to assist in planning for the community's recreational needs. The six classifications of parks in Salinas include community parks, neighborhood parks, small parks, school parks, greenways, and special use areas. Each classification corresponds to a different size and type of park as well as a different population-based standard for parks to person ratios. According to a recreational facility inventory conducted in 2019, Salinas provides more than 684 acres of public parkland and recreation facilities distributed throughout 52 park sites and numerous open space parcels (City of Salinas 2019b). The City's current estimated population is 160,206 residents (DOF 2021). Therefore, the ratio of parks to residents in the City is 4.27 acres of developed public parkland for every 1,000 residents.

Recreational facilities nearest the site include the Rossi Rico Linear Parkway (located approximately 0.13 mile from the site), Bataan Memorial Park (0.41 mile from the site), and Central Community Park (0.76 mile from the site). Central Community Park is larger community park facility with a minimum of 20 acres or larger of developed recreational space that serves several neighborhoods. Rossi Rico Linear Parkway and Bataan Memorial Park are small parks that are generally less than two acres in size and provide some recreation services to residents within 0.25-mile walking distance. All parks are within a one-mile radius of the site (City of Salinas 2018).

Table LU-4 of the Salinas General Plan establishes public services and facility service standards in the city, including standards for the city's parks and recreation services. The service standard for parks in Salinas, as described by the Salinas General Plan is 3.0 acres of developed community parkland per 1,000 residents.

As described in Environmental Checklist Section 14, *Population and Housing*, the proposed project would facilitate the development of up to 76 housing units at the site and would increase the population of Salinas to 160,499. Therefore, if all 76 housing units potentially allowed under the proposed GPA were constructed, the ratio of urban parks to residents in the City would be 4.25 acres of developed public parkland for every 1,000 residents. This would result in an incremental reduction in available recreation space per resident in the City but would be above the minimum required parkland standard of 3.0 acres of parks for every 1,000 residents. Additionally, the SMC requires the provision of on-site open space areas for residential and mixed-use developments. Therefore, while the project would facilitate new housing development that would contribute additional residents to the City population, given the existing population in the City and the number of new residents the project would produce, it would not substantially alter citywide demand for parks such that substantial physical deterioration of parks would occur, or the construction of new recreational facilities would be required. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on transportation analysis for the project completed by Hexagon Transportation Consultants, Inc, provided in Appendix D.

Existing Roadway Setting

The project site is regionally accessible via US Highway 101, a four-lane freeway approximately 0.25 mile north of the site; SR 183, a two-lane highway approximately 0.4 mile south of the site; and SR 68, a four-lane highway approximately one mile south of the site. Local access to the project site is provided by North Main Street, West Rossi Street, West Menke Street, Martella Street, and Preston Street, which are described in detail below.

North Main Street is a four-lane, north-south roadway approximately 700 feet east of the project site. North Main Street is the primary north-south roadway in the City of Salinas and connects North Salinas and US Highway 101 to the city's downtown area. North Main Street provides sidewalks and on-street parking on both sides of the roadway. Access to the project site from North Main Street would be provided by West Menke Street and West Rossi Street.

West Menke Street is a two-lane, east-west roadway that intersects with North Main Street approximately 700 feet southeast of the project site. There is a continuous sidewalk on the north side of West Menke Street, with parking permitted on both sides of the roadway. Access to the project site from West Menke Street would be provided by Martella Street.

West Rossi Street is a two-lane, east-west roadway that intersects with North Main Street approximately 0.2 mile southeast of the project site. West Rossi Street provides sidewalks and bike lanes on both sides of the roadway and on-street parking on its northern side. Access to the project site from West Rossi Street would be provided by Martella Street.

Martella Street is a two-lane, north-south roadway perpendicular to West Rossi Street and parallel to North Main Street. Martella Street turns west toward the project site and becomes Preston Street approximately 350 feet east of the project site. Intermittent sidewalks and on-street parking is provided along both sides of Martella Street. Access to the project site from Martella Street would be provided by Preston Street.

Preston Street is a two-lane, north-south roadway immediately east of the project site. West Preston Street provides a sidewalk on its northern side with parking permitted on both sides of the roadway. The project site is located at the western end of Preston Street.

Existing Transit Setting

Existing transit services in the vicinity of the project site are provided by Amtrak and MST. The Salinas Amtrak station is located approximately 0.4 mile south of the project site and provides train and connecting bus services. Amtrak provides one daily train service in each direction via the Coast Starlight route and connecting bus services to train stations to the north several times daily.

The project site is served by five MST bus routes, including Routes 23, 29, 44, 49, and 95. Table 24 describes these routes and the bus stops' location in relation to the project site.

Table 24 Monterey-Salinas Transit Bus Services

Bus Route	Route Description	Hours of Operation	Headway ¹	Bus Stop Location
Route 23	Salinas to King City	6:45 am – 10:00 pm	60 minutes	0.2 mile southeast of the project site, west side of North Main Street
Route 29	Watsonville to Salinas via Prunedale	5:45 am – 7:00 pm	120 minutes	700 feet southeast of the project site, west side of North Main Street
Route 44	Northridge to Salinas	6:30 am – 6:15 pm	75 minutes	0.4 mile southwest of the project site, south side of West Rossi Street
Route 49	Santa Rita via Northridge	6:15 am – 10:00 pm	60 minutes	0.2 mile southeast of the project site, east side of North Main Street
Route 95	Williams Ranch to Northridge	9:30 am – 5:15 pm	120 minutes	0.2 mile southeast of the project site, east side of North Main Street

¹ Approximate headways during peak commute periods.

Source: Appendix D

Existing Bicycle Setting

There are several bicycle facilities in the vicinity of the project site, which are categorized into one of the following three classes:

- **Class I Bikeway (Bike Path).** Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel. The Rossi Rico Parkway is an east-west bike path that connects West Rossi Street to Davis Road on the western edge of Salinas. The Rossi Rico Parkway would be accessible from the project site via West Rossi Street, approximately 1,500 feet south of the site.
- **Class II Bikeway (Bike Lane).** Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Striped bike lanes are present on 1.3 miles of West Rossi Street between Davis Road and Sherwood Drive.

- **Class III Bikeway (Bike Route).** Class III bikeways are bike routes that have signs to help guide bicyclists on recommended routes. A Class III bikeway is present on Rico Street, a north-south roadway approximately 0.3 mile west of the project site, for approximately 0.4 mile between West Rossi Street and Larkin Street. A Class III bikeway is also present on Casentini Street, an east-west roadway approximately 350 feet north of the project site, for approximately 0.5 mile between North Main Street and Rico Street.

Existing Pedestrian Setting

Pedestrian facilities near the project site consist primarily of sidewalks along roadways in the vicinity of the project site. While sidewalks are absent along several property frontages on Preston Street, Martella Street, and West Menke Street, a continuous sidewalk connects the project site to North Main Street, a major street in the project vicinity. Other pedestrian facilities in the area include marked crosswalks at the intersections of North Main Street and West Rossi Street, North Main Street and West Menke Street, and Martella Street and West Rossi Street. The existing network of sidewalks and crosswalks provides adequate connectivity and provides pedestrians with safe routes to transit services in the area.

Regulatory Setting

California Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, which eliminated automobile delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. In December 2018, the Office of Planning and Research (OPR) released the final update to the *CEQA Guidelines* consistent with SB 743, which states that VMT is the most appropriate metric of transportation impacts to align local environmental review under CEQA with California's long-term greenhouse gas emissions reduction goals. In October 2020, the City of Salinas adopted its SB 743 Implementation Policy for analyzing VMT in CEQA documents. This policy establishes a VMT impact threshold of 15 percent below the countywide residential VMT per capita for residential uses in the city. The City's VMT Evaluation Tool indicates that the current countywide average VMT per capita is 11.40; thus, a project would result in a significant impact if it would generate 9.7 VMT per capita or greater.

City of Salinas General Plan Policies

The General Plan contains the following transportation-related goals, policies, and programs, which apply to development projects in the City:

Goal CD-3 Create a community that promotes a pedestrian-friendly, livable environment.

- Policy CD-3.6** Provide and maintain a pedestrian-friendly atmosphere by encouraging "pedestrian zones" with increased land-scaping, use of traffic-calming techniques on local streets, adequate separation from automobile traffic and the inclusion of amenities such as lighted crosswalks and increased lighting along sidewalks.

Goal C-1 Provide and maintain a circulation system that meets the current and future needs of the community.

- Policy C-1.2** Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.
- Policy C-1.3** Require that new development and any proposal for an amendment to the Land Use Element of the General Plan demonstrate that traffic service levels meeting established General Plan standards will be maintained on arterial and collector streets.
- Policy C-1.4** Continue to require new development to contribute to the financing of street improvements, including formation of roadway maintenance assessment districts, required to meet the demand generated by the project.
- Policy C-1.5** Ensure that new development makes provisions for street maintenance through appropriate use of gas tax and formation of maintenance assessment districts.
- Policy C-1.7** Design roadway capacities to adequately serve planned land uses.
- Policy C-1.8** Whenever possible, in reuse/revitalization projects, reduce the number of existing driveways on arterial streets to improve traffic flow.
- Policy C-2.1** Urge a countywide approach to Transportation Demand Management (TDM) and Transportation Systems Management (TSM) as the best way to reduce peak-hour vehicle trips and congestion at major employment centers.
- Policy C-3.1** Support Monterey-Salinas Transit initiatives to provide adequate and improved (i.e. more frequent availability and use of Intelligent Transportation System measures where appropriate) public transportation service.
- Policy C-3.2** Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service.
- Policy C-3.3** Support the extension of commuter rail to Salinas to allow for alternatives to automobile use.

Goal C-4 Provide an extensive, safe public bicycle network that provides on-street as well as off-street facilities.

- Policy C-4.2** Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes, that promote bicycling.
- Policy C-4.4** Improve the biking environment by providing safe and attractive cut-throughs, bike lanes, and bike paths for both recreational and commuting purposes.
- Policy C-4.6** Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.

Policy C-5.1 Increase availability of safe and well-maintained sidewalks in all areas of the City.

Policy C-5.5 Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes.

Implementation Program C-12: Salinas Bikeways Plan

Continue to implement the Salinas Bikeways Plan by applying for additional funding and requiring developers to assist in the provision of the needed facilities.

Implementation Program C-13: Pedestrian Facilities

Require new development and redevelopment to provide pedestrian facilities within the project and pedestrian connections with major destinations. Identify areas within the existing community that would benefit from improved pedestrian facilities. Explore additional funding sources to provide additional pedestrian facilities.

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Roadway Facilities

SB 743 has phased out the use of LOS to determine potential transportation impacts. However, in evaluating project consistency with the City's General Plan, a comparison of LOS is still required pursuant to General Plan Policies C-1.2 and C-1.3. This analysis is provided for informational purposes. LOS is a qualitative description of operating conditions ranging from LOS A, free-flow conditions with little to no delay, to LOS F, congested conditions with excessive delays.

Intersections evaluated in this analysis include the signalized intersection of North Main Street and West Rossi Street, and the two-way stop-controlled intersections of North Main Street and West Menke Street, and West Rossi Street and Martella Street. These study intersections were evaluated using the 2010 Highway Capacity Manual LOS methodology using Synchro software (Appendix D). The project would not be consistent with the City's General Plan roadway operations policies if:

- The addition of project traffic would cause operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F), or
- The addition of project traffic adds one vehicle trip to intersections already operating at an unacceptable level.

Table 25 summarizes the LOS analysis for each of the evaluated intersections. Further information regarding this analysis is provided in Appendix D.

Table 25 Intersection Level of Service Impacts

Intersection	Control	Peak Hour	No Project		With Project			Impact?
			Average Delay (sec)	LOS	Average Delay (sec)	LOS	Increase in Delay (sec)	
North Main Street and West Menke Street	Two-way stop	AM	65.9	F	79.5	F	13.6	Yes
		PM	183.3	F	183.3	F	0	No
North Main Street and West Rossi Street	Signal	AM	28.9	C	29.1	C	0.2	No
		PM	31.3	C	31.6	C	0.3	No
West Rossi Street and Martella Street	Two-way stop	AM	22.3	C	24.1	C	1.8	No
		PM	26.2	D	27.9	D	1.7	No

Source: Appendix D

As shown above, the signalized intersection of North Main Street and West Rossi Street and the unsignalized intersection of West Rossi Street and Martella Street operate at an acceptable LOS D or better during AM and PM peak hours. However, the unsignalized intersection of North Main Street and West Menke Street currently operates at an unacceptable LOS F during AM and PM peak hours. Implementation of the project is estimated to increase delay at the intersection by 13.6 seconds during AM peak hours.

While it is estimated that the project would adversely increase delay at the intersection of North Main Street and West Menke Street, field observations performed by Hexagon Transportation Consultants (Appendix D) indicate that gaps in traffic are available during both peak hours at the intersection. A gap in traffic, as defined by the 2010 Highway Capacity Manual, is the time needed for a driver to safely navigate from a minor street approach. The longest gap is typically a left turn from a minor street onto a two-way major street, or the left turn from West Menke Street onto northbound North Main Street. Based on the values described in the Highway Capacity Manual, vehicles originating at the project site would need a minimum gap of at least 7.5 seconds to turn from West Menke Street onto northbound North Main Street. Field observations indicate that vehicles on West Menke Street were easily able to make this turn, with AM peak hour gaps averaging 12 seconds and PM peak hour gaps averaging 16 seconds (Appendix D). This results in fewer vehicles approaching the unsignalized intersection of North Main Street and West Menke Street. Therefore, impacts to policies related to operation of roadway facilities would be less than significant.

Transit Facilities

The project site is adequately served by existing MST transit services along North Main Street, as listed in Table 24. The new transit trips generated by the project are not expected to create demand that exceeds capacity of transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities. Therefore, impacts to transit services would be less than significant.

Bicycle and Pedestrian Facilities

The proposed project would involve a GPA and subsequent rezoning to allow construction of high-density residential units at the project site. Future development at the project site would likely include sidewalks, pedestrian facilities, and bicycle facilities. The project would not involve removal

of any bicycle or pedestrian facilities, nor would it conflict with any adopted plans or policies for bicycle or pedestrian facilities. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

As described under *Regulatory Setting*, SB 743 and *CEQA Guidelines* Section 15064.3 identify VMT as the most appropriate criteria to evaluate a project's transportation impacts. In adherence to SB 743, the City of Salinas has adopted its SB 743 Implementation Policy, which aligns with the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*. As provided in the SB 743 Implementation Policy, a project would have to produce less than 9.7 VMT per capita to result in less than significant impacts. If it is anticipated that a project would have a significant impact on VMT, the impact must be reduced by modifying the project and/or implementing mitigation measures, which could include a travel demand management program, to reduce its VMT to an acceptable level.

According to VMT analysis performed using the City's VMT Evaluation Tool (Appendix D) using default values for the project's intended density, the proposed project is expected to generate 10.53 VMT per capita, which would exceed the impact threshold of 9.7 VMT per capita. Therefore, mitigation measures are required to reduce the VMT per capita from 10.53 to 9.7.

Mitigation Measure

TRA-1 VMT Reduction Program

The applicant shall prepare and implement a VMT Reduction Program that reduces VMT generated by the project to VMT per capita of 9.95. The following two strategies shall be included in the Program:

1. **Pedestrian Network Improvements.** Construct pedestrian facilities to connect the site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections would encourage future residents to walk instead of drive.
2. **Include Bike Parking, Pursuant to SMC Section 37-50.400.** Provide bicycle parking on site, which would encourage future residents to bike instead of drive.

In addition to the above strategies, one or several of the following travel demand management strategies shall be considered for inclusion in the VMT Reduction Program, to achieve a VMT per capita of 9.7 or less:

1. **Reduce On-Site Parking.** Reduce the number of on-site parking spaces for future residents to less than what is required by SMC Section 20-85; or
2. **Implement Unbundled Parking.** Separate or "unbundle" parking costs from leases or property costs, requiring those that wish to purchase parking spaces to do so at an additional cost; or
3. **Affordable Housing.** Provide affordable, below market-rate housing on site; or
4. **Voluntary Travel Behavior Change Pattern.** Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at least 75 percent of future residents participating; and

5. **Promotions and Marketing.** Provide future residents with information regarding alternative transportation and travel demand management programs, with at least 75 percent of future residents participating; and
6. **School Carpool Program.** Implement a school carpool program among future residents of the project site.

The VMT Reduction Program shall be submitted to the City for review and approval prior to issuance of a building permit and shall demonstrate that the net VMT per capita would be 9.7 or less, using a combination of travel demand management strategies approved by the City.

Significance After Mitigation

Based on the City's SB 743 Implementation Policy and VMT Evaluation Tool, implementation of the travel demand management Strategies 1 and 2 would reduce the VMT generated by the project to 9.95 VMT per capita. Additional strategies in the measure could be combined to reduce VMT to below the 9.7 threshold. Examples of combinations to achieve this reduction include, but are not limited to:

- Strategies 1 through 3 would reduce VMT to 9.53 VMT per capita
- Strategies 1, 2, and 4 would reduce VMT to 9.7 VMT per capita
- Strategies 1, 2, and 5 would reduce VMT to 9.53 VMT per capita
- Strategies 1, 2, and 6 through 8 would reduce VMT generated by the project to 9.62 VMT per capita

The above combinations of measures would be sufficient to reduce VMT per capita to 9.7 or less. In practice, other measures may be included as appropriate. The intent of the above list is to demonstrate that implementation of Mitigation Measure TRA-1 is technically feasible, and as such, a reduction of VMT per capita to 9.7 or less is achievable.

Therefore, implementation of Mitigation Measure TRA-1 would reduce VMT per capita to 9.7 or less. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

Currently, there are no proposed site plans for future development on the site. However, development facilitated by the project would be required to undergo site plan review and building permit approval prior to construction. This process includes an evaluation of the site plan by the City and local fire district for site circulation, which would ensure that project designs do not include hazardous design features, including sharp curves or dangerous intersections, or incompatible uses. Future development would include the potential for approximately 76 new residential units. This development is consistent to existing surrounding land uses and would be ensure that hazards from incompatible uses do not occur.

Future development on the site would also be subject to an evaluation of the site plan by the local fire district for emergency access, which would ensure that adequate access is provided. However, final project designs are not available to review for safety features and geometric design. Proposed vehicle access would be provided by a single driveway on Preston Street which would provide entry

and exit to the site. No additional roadways or intersections are proposed at this time. Therefore, impacts are less than significant.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Assembly Bill 52

California Assembly Bill 52 of 2014 (AB 52) expanded CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Senate Bill 18

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill [SB] 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government’s jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research’s Tribal Consultation Guidelines (2005); “The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.” SB 18 refers to PRC Section 5097.9 and 5097.995 to define cultural places as:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9)
- and Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.995).

On May 20, 2021, and June 2, 2021, the City of Salinas sent via certified mail notification letters to nine California Native American Tribes that are traditionally and culturally affiliated with the project area per AB 52 and SB 18 requirements. The letters were sent to representatives of the Ohlone/Costanoan-Esselen Nation, the Amah Mutsun Tribal Band, the Indian Canyon Mutsun Band of Costanoan, the Xolon Salinan Tribe, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Torres Martinez Desert Cahuilla Indians, the Costanoan Rumsen Carmel Tribe, the Rumsen Am:at Tur:ataj Ohlone, the Wuksache Indian Tribe/Eshom Valley Band, the Salinan Tribe of Monterey, San Luis Obispo Counties, and the Esselen Tribe of Monterey County. On August 10, 2021, Helen Rubio of the Santa Ynez Band of Chumash Indians responded via email to City Associate Planner Oscar Resendiz, stating that no further consultation is requested for the project. No other responses were received.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

The cultural resources records search and Native American consultation through AB 52 and SB 18 did not identify potential tribal cultural resources within the project site. However, there is always potential to uncover buried archaeological and tribal cultural resources during ground disturbing activities, which could potentially be considered tribal cultural resources eligible for listing in the CRHR or a local register or be considered tribal cultural resources. Should project construction activities encounter and damage or destroy a tribal cultural resource or resources, impacts would be potentially significant. Mitigation Measure TCR-1 would ensure that tribal cultural resources are preserved in the event they are uncovered during construction and would reduce impacts regarding disrupting tribal cultural resources to a less than significant level.

Mitigation Measure

TCR-1 Inadvertent Discoveries During Construction

In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to PRC Section 21083.2. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<hr/>				
a. <i>Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</i>				
c. <i>Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>				

Water

Water for future development facilitated by the project would be provided by Cal-Water via existing utilities on and adjacent to the site. The Cal-Water Salinas District relies entirely on groundwater, with wells that extract water from five different groundwater basins, including the Corralitos-Pajaro Valley Subbasin, Salinas Valley-Langley Area Subbasin, Salinas Valley-180/400 Foot Aquifer Subbasin, Salinas Valley-East Side Aquifer Subbasin, and Salinas Valley-Monterey Subbasin. Water supply is discussed further under criterion (b) below.

New residential development facilitated by the project would increase demand for water above existing conditions on the site. The project's estimated water demand would be approximately 7,083,090 gallons per year or approximately 21.75 acre-feet per year (AFY) at full buildout, which is less than 0.2 percent of Cal-Water Salinas District's 2025 water demand of 16,609 AFY (Appendix A). Existing supplies would be sufficient to meet forecasted water demand for development facilitated by the project. Therefore, impacts would be less than significant.

Wastewater

M1W provides wastewater collection, treatment, and disposal services for the City of Salinas. Wastewater is transported to the M1W Regional Treatment Plant (RTP) located in Marina. The RTP is designed with a daily capacity of 29.6 million gallons for secondary and tertiary treatment, and 5 million gallons for advanced purification for groundwater replenishment. The RTP treats an average of 17 million gallons per day and has a remaining capacity of 12.6 million gallons per day (M1W 2021).

The project's estimated wastewater generation would be approximately 6,727,867 gallons per year or 20.6 AFY (assuming water use is approximately 120 percent of wastewater generation), or approximately 0.018 million gallons per day. This would represent approximately 0.15 percent of the RTP wastewater treatment plant's remaining capacity. Therefore, the RTP has capacity to meet the wastewater treatment demands that would be generated by future development facilitated by the project. Therefore, impacts associated with project's incremental wastewater generation would be less than significant.

Stormwater

Future development facilitated by the project would be designed and engineered with drainage features appropriate to accommodate the needs of the future development. As discussed in Environmental Checklist Section 10, *Hydrology and Water Quality*, development facilitated the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. The proposed project would not require the construction of new off-site stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

A significant impact to electricity, natural gas, and telecommunications facilities may occur if a project's demand for these services exceeds the capacity of local providers. Telecommunications in the area are provided by multiple providers including Xfinity and AT&T, which are available in the project area. Existing infrastructure occurs near the project site and facility upgrades would not likely be necessary.

As described in Environmental Checklist Section 6, *Energy*, project operation would require approximately 0.32 GWh of electricity per year and approximately 637 MMBtu of natural gas per year. Central Coast Community Energy (3CE) would provide electricity to new development at the site and procures energy from clean and renewable sources such as solar, wind, geothermal, and biomass. 3CE works in partnership with PG&E which continues to provide the project site with electricity transmission and natural gas. PG&E maintains power lines along Powell Street, West Market Street, Sherwood Drive, Clark Street, and others within Salinas (CEC 2017). The substation that powers lines in the vicinity of the site has a facility rating of 11.82 megawatts (MW) and a typical load of 9.01 MW, with a remaining capacity of 2.81 MW (PG&E 2022). The project would require approximately 0.04 MW,¹¹ less than 1 percent of the remaining capacity of the PG&E substation. In addition, each year, the California Independent System Operator Corporation (CAISO) publishes a comprehensive evaluation of the Independent System Operator transmission grid to assess grid reliability requirements, identify upgrades needed to successfully meet California's policy goals, and explore projects that can bring economic benefits to consumers. The plan is prepared to support important energy and environmental policies while maintaining reliability through a resilient electric system. PG&E's participation in the transmission plan process would ensure adequate electrical service and capacity (CAISO 2021). PG&E has adequate natural gas storage to ensure adequate natural gas supply, and supply often exceeds demand (PG&E 2022). Accordingly, the project would be accommodated adequately by existing electricity, natural gas, and telecommunication facilities and would not require improvements to existing facilities, or the provision of new facilities, that would cause significant environmental effects. This impact would be less than significant.

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- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Estimated water demand for development facilitated by the project is 8,073,440 gallons per year or approximately 24.8 AFY (Appendix A). The California Urban Water Management Planning Act requires that each water supplier provide an assessment of the reliability of its water supply during normal, dry, and multiple dry years. Table 26 shows Cal-Water's assessment for normal, single dry, and multiple-dry year periods, estimating supply and demand during the years 2025, 2030, 2035, 2040, and 2045.

As shown in Table 26, available supply is expected to be adequate to serve projected water demand for the normal, single dry, and multiple-dry year scenarios assessed through 2045. Considering the additional water demand resulting from development facilitated by the project, adequate water supply would be available to serve full buildout of the site in any of the above water year scenarios through 2045. However, it should be noted that water supply available through the Salinas Public Water System would experience small shortfalls towards the end of the planning period. Specifically, a 2.6 percent shortfall in normal years in 2045, 1.7 percent shortfall in 2040 and 2045 during single-dry years, and 3.6 percent shortfall in 2040 and 2045 during multiple dry year periods. However, any potential dry year shortfalls in 2040 or 2045 in the Salinas Public Water System service area would be alleviated by proactive actions conducted by Cal Water, including efforts to identify new water supply sources and further reduce projected demand through conservation efforts (Cal Water 2021). Therefore, adequate water supply facilities would be available to serve the

¹¹ The project would consume approximately 320 MWh per year, or 0.036 MW.

project for the reasonably foreseeable future, and the project's water system would connect to existing water supply infrastructure. Water supply impacts would be less than significant.

Table 26 Multiple Dry Years Water Supply and Demand – Salinas District

	2025	2030	2035	2040	2045
Normal Year					
Total Supply (AFY)	16,609	16,988	17,575	18,175	18,853
Total Demand	16,609	16,988	17,575	18,175	18,853
Supply Shortage?	No	No	No	No	No
Single Dry Year					
Total Supply (AFY)	17,152	17,542	18,147	18,765	19,464
Total Demand	17,152	17,542	18,147	18,765	19,464
Supply Shortage?	No	No	No	No	No
First Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Second Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Third Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Fourth Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Fifth Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No

Source: California Water Service 2021

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- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

To comply with the California Integrated Waste Management Act of 1989 (AB 939), the County must divert at least 50 percent of its solid waste from landfills. In addition, Assembly Bill 341 (AB 341) sets a statewide 75 percent recycling goal by 2020. AB 341 also requires businesses generating more than four cubic yards of solid waste to recycle and requires owners of multi-family housing with five or more units to provide recycling for their tenants.

The Salinas Valley Solid Waste Authority transports solid waste generated in the City of Salinas to the Johnson Canyon Landfill. The landfill is permitted to receive a maximum throughput of 1,574 tons per day. The landfill has remaining capacity of 6,923,297 cubic yards an estimated closure date of 2055 (California Department of Resources Recycling and Recovery [CalRecycle] 2020).

Based on CalEEMod outputs (Appendix A), development facilitated by the project would generate approximately 35 tons per year (approximately 192 pounds of solid waste per day). Assuming a minimum of 50 percent diversion from landfills in accordance with AB 939, the project would send approximately 96 pounds per day, or 0.05 ton per day, to the Johnson Canyon Landfill.¹² This represents approximately 0.003 percent of the landfill's allowable daily throughput of 1,694 tons per day (CalRecycle 2022). Therefore, the project would be served by a landfill with sufficient available capacity and would comply with applicable regulations related to solid waste. Impacts would be less than significant.

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¹² Calculation: 192 pounds divided by 2 = 96 pounds

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather and other relevant factors (PRC 4201-4204, California Government Code 51175-89). The primary factors that increase an area's susceptibility to fire hazards include topography and slope, vegetation type and vegetation condition, and weather and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. Under state regulations, areas within Very High Fire Hazard Severity Zones (VHFHSZ) must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

In California, responsibility for wildfire prevention and suppression is shared by federal, state, and local agencies. Federal agencies have legal responsibility to prevent and suppress wildfires in Federal Responsibility Areas. CAL FIRE prevents and suppresses wildfires in State Responsibility Area lands, which are non-federal lands in unincorporated areas with watershed value, are of statewide interest, defined by land ownership, population density, and land use. Wildfire prevention and

suppression in Local Responsibility Areas (LRA) are typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. These lands include incorporated cities, cultivated agriculture lands, and portions of the desert (CAL FIRE 2007).

The site is within a primarily developed and urbanized area, with minimal vegetation. The site is not within a State Responsibility Area (SRA) and is not within an area classified as Very High, High, or Moderate for fire hazard severity. The nearest VHFHSZ occurs approximately four miles southwest and the nearest SRA with a hazard severity rating is located roughly five miles east of the site (CAL FIRE 2007).

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The site is not located within or near (within two miles of) a VHFHSZ or SRA (CAL FIRE 2007). The site is bounded by primarily developed land and paved urban areas. All areas immediately surrounding the site are non-VHFHSZs. As discussed in Environmental Checklist Section 15, *Public Services*, the SFD provides emergency response and public safety services for the site. In addition, the project would not involve the installation of overhead powerlines or other infrastructure that may exacerbate fire risk. Therefore, the project would not expose people or structures to a significant risk involving wildfires nor exacerbate the risk of wildfire. There would be no impact.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in Environmental Checklist Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation Measure BIO-1 would reduce impacts to nesting bird species to less than significant. In addition, Mitigation Measures BIO-2, BIO-3, and BIO-4 would reduce impacts to coast range newts, western pond turtles, and western burrowing owls.

As discussed in Environmental Checklist Section 5, *Cultural Resources*, no archaeological resources are known to occur on the site. Nevertheless, the potential for the recovery of buried cultural materials during development activities remains. Implementation of Mitigation Measures CUL-1 would reduce impacts to previously undiscovered cultural resources to a less than significant level by providing a process for evaluating and, as necessary, avoiding impacts to any resources found during construction. As discussed in Environmental Checklist Section 18, *Tribal Cultural Resources*, the potential to discover unanticipated resources during development is a possibility. Mitigation Measure TCR-1 provides for guidance steps to take in the event of an unanticipated discovery of tribal cultural resources. With the implementation of Mitigation Measure TCR-1, impacts related to tribal cultural resources would be reduced to a less than significant level. Therefore, impacts to important examples of California history or prehistory would be less than significant with mitigation incorporated.

As noted throughout the Initial Study, most other potential environmental impacts related to the quality of environment would be less than significant or less than significant with implementation of mitigation measures.

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- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

The cumulative setting includes proposed and approved projects within a one-mile radius of the project site. Cumulative projects were based upon a list of projects available for public review and comment on the City of Salinas website as well as approved projects within the area, including the Downtown Parking Lot and Intermodal Transportation Center Rezone Project and 11 Hill Circle Residential Project.

Cumulative impacts associated with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gas Emissions, Water Supply, and Solid Waste (*CEQA Guidelines* Section 15064[h][3]) and would be less than significant. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as Agriculture and Forestry Resources, Mineral Resources, and Wildfire. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). Other issues (e.g., Aesthetics, Hazards and Hazardous Materials) are site-specific, and impacts at one location do not add to impacts at other locations or create additive impacts. The project would increase traffic compared to existing conditions. However, Mitigation Measure TRA-1 proposes TDM measures and impacts would be less than significant with mitigation. Therefore, the project’s impacts would not be cumulatively considerable.

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- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As discussed in Environmental Checklist Section 3, *Air Quality*, the project would not conflict with an air quality plan, result in cumulatively considerable net increase in pollutants, or expose sensitive receptors to substantial concentrations of pollutants or odors. As

discussed in Environmental Checklist Section 9, *Hazards and Hazardous Materials*, construction and operation of the project would not result in the upset, release, or use of hazardous materials. As discussed in Environmental Checklist Section 13, *Noise*, the project would not generate significant impacts to ambient noise or ground-borne vibration. Therefore, the project would not cause substantial adverse effects on human beings.

LESS THAN SIGNIFICANT IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Salinas. Persons involved in data gathering analysis, project management, and quality control are listed below.

Rincon Consultants, Inc.

Megan Jones, Principal-in-Charge
Katherine Green, Project Manager
Aileen Mahoney, Senior Environmental Planner
Gianna Meschi, Environmental Planner
Kayleigh Limbach, Environmental Planner
Christian Knowlton, Biologist
Dustin Merrick, Paleontologist
Luis Apolinar, Publishing Specialist
Yaritza Ramirez, Publishing Specialist

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Revisions to the Draft IS-MND

The following pages provide a summary record of proposed changes to the text of the Draft IS-MND. None of the changes would warrant recirculation of the IS-MND pursuant to CEQA Guidelines Section 15073.5. The amendments serve to correct typographical errors or clarify and strengthen the content of the IS-MND, but do not introduce significant new information.

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Introduction

Page 1 of the Draft IS-MND has been revised as follows:

The proposed GPA would change the General Plan land use designation of Residential Medium Density (8-15 units/acre) to Residential High Density (~~15-20~~ 15-24 units/acre).

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Section 5, *Cultural Resources*, page 40 and 41 of the Draft IS-MND are revised as follows:

In August 2021, Rincon Consultants, Inc. prepared a cultural resources study (~~Appendix C~~ Appendix E) for the project...

Given the negative results of ~~Appendix C~~ Appendix E, the project site is considered to have low archaeological sensitivity.

Appendices

Appendix E, *Cultural Resources Study*, has been included to the Final IS-MND. The study, which was referenced and incorporated into the analysis in Section 5, *Cultural Resources*, was erroneously referred to as Appendix C and unintentionally omitted from the Draft IS-MND Appendices. It has been added as Appendix E to the Final IS-MND.



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

February 9, 2023

Mr. Oscar Resendiz
City of Salinas
65 West Alisal Street, 2nd Floor
Salinas, CA 93901
OscarR@ci.salinas.ca.us

MITIGATED NEGATIVE DECLARATION FOR 1 PRESTON STREET PROJECT –
DATED JANUARY 2023 (STATE CLEARINGHOUSE NUMBER: 2023010600)

Dear Mr. Resendiz:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of [Health and Safety Code section 101480](#) should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate

1.1

1.2

1.3

any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

1.3

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 [Information Advisory Clean Imported Fill Material](#).

1.4

4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

1.5

DTSC appreciates the opportunity to comment on the MND. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

1.6

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Letter 1

COMMENTER: Gavin McCreary, Project Manager, Department of Toxic Substances Control

DATE: February 9, 2023

Response 1.1

The commenter states that the Department of Toxic Substances Control's (DTSC's) responses will pertain to potential issues related to groundbreaking activities, work near a roadway, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

This comment is noted and not related to the adequacy or conclusions of the IS-MND. No revisions to the IS-MND are required in response to this comment.

Response 1.2

The commenter suggests that a qualified regulatory agency, such as the DTSC, RWQCB, or other qualified local agency that meets the requirements of Health and Safety Code section 101480, should provide regulatory concurrence that the project site is safe for construction and the proposed use.

Health and Safety Code section 101480 authorizes a responsible party, as defined, to request that a local officer supervise remedial action if a release of waste occurs and remedial action is required. As stated in Section 9, *Hazards and Hazardous Materials*, of the Initial Study, no items of potential environmental concern were identified at the project site. Therefore, oversight of a qualified regulatory investigation and no remedial action would be required at this time. No revisions to the IS-MND are required in response to this comment.

Response 1.3

The commenter suggests that the IS-MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. The commenter states that the IS-MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

Please refer to Section 5, *Cultural Resources*, of the Initial Study for additional information on historic uses of the project site. As discussed therein, it was found that the project site was generally undeveloped until the 1970s. As stated in Section 9, *Hazards and Hazardous Materials*, of the Initial Study, future operation activities on the project site are not anticipated to release hazardous wastes or substances, but construction activities could result in the transport, storage, or use of potentially hazardous materials. The project would be required to comply with various federal, state, and local regulations, including those set forth by DTSC, which are designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. No items of potential environmental concern were identified at the project site. Therefore, there are no required investigations or remediation needed, and no revisions to the IS-MND are warranted.

Response 1.4

The commenter states that proper sampling should be conducted to ensure all backfill soil is free of contamination.

According to DTSC, there are currently no established standards within applicable statutes and regulations that address environmental requirements for imported fill material.¹ Sampling of backfill soil would not be required. Additionally, the property owner would be liable if contaminated soil were imported to the site. No revisions to the IS-MND are required in response to this comment.

Response 1.5

The commenter states that if any part of the project site has been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the IS-MND.

Based on review of historical topographic maps from 1910 to 1964, the project site has not been used for agricultural purposes. Furthermore, the project site has not been used for weed abatement or related activities. As discussed within Section 9, Hazards and Hazardous Materials, compliance with existing DTSC regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction. No revisions to the IS-MND are required in response to this comment.

Response 1.6

The commenter expresses gratitude for inclusion in the public comment period for the proposed project and links several resources such as the Site Mitigation and Restoration Program for additional suggestions.

This comment is noted and not related to the adequacy or conclusions of the IS-MND. No revisions to the IS-MND are required in response to this comment.

¹ California Department of Toxic Substances Control. 2017. DTSC Information Advisory Clean Imported Fill Material Fact Sheet. <https://dtsc.ca.gov/information-advisory-clean-imported-fill-material-fact-sheet/> (accessed March 2023).

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Appendix A

CalEEMod Output Files

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505

[illegible]

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.5380	0.5380
2	4-2-2023	7-1-2023	0.5445	0.5445
3	7-2-2023	9-30-2023	0.5445	0.5445
		Highest	0.5445	0.5445

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.7519	2.5835	4.3354	0.0458	3.8100e-003	6.6157
Total	0.9705	0.3584	2.9663	4.5400e-003	0.4212	0.0107	0.4319	0.1126	0.0104	0.1230	8.8485	464.0739	472.9224	0.4953	0.0249	492.7203

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.4015	2.2165	3.6180	0.0366	3.0500e-003	5.4422
Total	0.9705	0.3584	2.9663	4.5400e-003	0.4212	0.0107	0.4319	0.1126	0.0104	0.1230	8.4981	463.7068	472.2049	0.4862	0.0241	491.5468

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.96	0.08	0.15	1.85	3.05	0.24

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	11/17/2023	11/30/2023	5	10
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Unmitigated	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
NaturalGas Mitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
NaturalGas Unmitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

6.0 Area Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Unmitigated	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0238	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Total	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0238	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Total	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.6180	0.0366	3.0500e-003	5.4422
Unmitigated	4.3354	0.0458	3.8100e-003	6.6157

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.95171 / 3.12173	4.3354	0.0458	3.8100e-003	6.6157
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		4.3354	0.0458	3.8100e-003	6.6157

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.96136 / 3.12173	3.6180	0.0366	3.0500e-003	5.4422
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3.6180	0.0366	3.0500e-003	5.4422

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.0966	0.4194	0.0000	17.5814
Unmitigated	7.0966	0.4194	0.0000	17.5814

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

9.0 Operational Offroad

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

Mitigated Construction

[illegible]

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.1655	2,683.1655	0.1700	0.1234	2,724.1979
Total	5.5188	1.9354	18.7522	0.0273	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,899.8126	2,899.8126	0.1849	0.1272	2,942.3383

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.1655	2,683.1655	0.1700	0.1234	2,724.1979
Total	5.5188	1.9354	18.7522	0.0273	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,899.8126	2,899.8126	0.1849	0.1272	2,942.3383

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	
4	Paving	Paving	11/17/2023	11/30/2023	5	10	
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654
Total	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654
Total	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318
Total	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318
Total	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0275	0.9314	0.3009	3.9200e-003	0.1287	6.1700e-003	0.1349	0.0371	5.9000e-003	0.0430		416.1973	416.1973	3.6600e-003	0.0611	434.4905
Worker	0.2753	0.1824	2.4459	6.3000e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		644.4071	644.4071	0.0204	0.0176	650.1539
Total	0.3027	1.1137	2.7468	0.0102	0.8105	0.0105	0.8210	0.2179	9.8700e-003	0.2278		1,060.604 4	1,060.604 4	0.0240	0.0787	1,084.644 4

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0275	0.9314	0.3009	3.9200e-003	0.1287	6.1700e-003	0.1349	0.0371	5.9000e-003	0.0430		416.1973	416.1973	3.6600e-003	0.0611	434.4905
Worker	0.2753	0.1824	2.4459	6.3000e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		644.4071	644.4071	0.0204	0.0176	650.1539
Total	0.3027	1.1137	2.7468	0.0102	0.8105	0.0105	0.8210	0.2179	9.8700e-003	0.2278		1,060.604 4	1,060.604 4	0.0240	0.0787	1,084.644 4

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977
Total	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977
Total	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640
Total	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640
Total	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.165 5	2,683.165 5	0.1700	0.1234	2,724.197 9
Unmitigated	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.165 5	2,683.165 5	0.1700	0.1234	2,724.197 9

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
NaturalGas Unmitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1745.23	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.74523	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

6.0 Area Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Unmitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	107.1950	14.8383	16.9465	0.0349	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,316.334 2	3,316.334 2	0.7703	0.0817	3,352.176 9
Maximum	107.1950	14.8383	16.9465	0.0349	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,316.334 2	3,316.334 2	0.7703	0.0817	3,352.176 9

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	107.1950	14.8383	16.9465	0.0349	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,316.334 2	3,316.334 2	0.7703	0.0817	3,352.176 9
Maximum	107.1950	14.8383	16.9465	0.0349	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,316.334 2	3,316.334 2	0.7703	0.0817	3,352.176 9

[illegible]

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Total	5.4599	2.1851	19.7477	0.0262	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,790.5310	2,790.5310	0.2055	0.1393	2,837.1931

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Total	5.4599	2.1851	19.7477	0.0262	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,790.5310	2,790.5310	0.2055	0.1393	2,837.1931

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	
4	Paving	Paving	11/17/2023	11/30/2023	5	10	
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240
Total	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240
Total	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799
Total	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799
Total	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0267	0.9863	0.3100	3.9300e-003	0.1287	6.1900e-003	0.1349	0.0371	5.9200e-003	0.0430		416.9522	416.9522	3.5900e-003	0.0613	435.3055
Worker	0.2927	0.2281	2.4221	5.9600e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		609.8587	609.8587	0.0229	0.0204	616.5235
Total	0.3194	1.2144	2.7320	9.8900e-003	0.8105	0.0105	0.8210	0.2179	9.8900e-003	0.2278		1,026.810 9	1,026.810 9	0.0265	0.0817	1,051.829 0

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0267	0.9863	0.3100	3.9300e-003	0.1287	6.1900e-003	0.1349	0.0371	5.9200e-003	0.0430		416.9522	416.9522	3.5900e-003	0.0613	435.3055
Worker	0.2927	0.2281	2.4221	5.9600e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		609.8587	609.8587	0.0229	0.0204	616.5235
Total	0.3194	1.2144	2.7320	9.8900e-003	0.8105	0.0105	0.8210	0.2179	9.8900e-003	0.2278		1,026.810 9	1,026.810 9	0.0265	0.0817	1,051.829 0

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199
Total	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199
Total	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759
Total	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759
Total	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.883 9	2,573.883 9	0.1906	0.1356	2,619.052 8
Unmitigated	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.883 9	2,573.883 9	0.1906	0.1356	2,619.052 8

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
NaturalGas Unmitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1745.23	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.74523	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

6.0 Area Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Unmitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

1 Preston Street GHG
Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2030
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

[illegible]

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.5380	0.5380
2	4-2-2023	7-1-2023	0.5445	0.5445
3	7-2-2023	9-30-2023	0.5445	0.5445
		Highest	0.5445	0.5445

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.7519	2.5835	4.3354	0.0458	3.8100e-003	6.6157
Total	0.9682	0.2539	2.4617	3.8100e-003	0.4206	9.5300e-003	0.4302	0.1124	9.3500e-003	0.1217	8.8485	408.6651	417.5136	0.4887	0.0203	435.7687

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.4015	2.2165	3.6180	0.0366	3.0500e-003	5.4422
Total	0.9682	0.2539	2.4617	3.8100e-003	0.4206	9.5300e-003	0.4302	0.1124	9.3500e-003	0.1217	8.4981	408.2981	416.7962	0.4795	0.0195	434.5953

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.96	0.09	0.17	1.87	3.75	0.27

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	11/17/2023	11/30/2023	5	10
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Unmitigated	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541220	0.054515	0.190757	0.133854	0.023260	0.005971	0.010451	0.009212	0.001090	0.000543	0.025209	0.001134	0.002785
Parking Lot	0.541220	0.054515	0.190757	0.133854	0.023260	0.005971	0.010451	0.009212	0.001090	0.000543	0.025209	0.001134	0.002785

5.0 Energy Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
NaturalGas Mitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
NaturalGas Unmitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

6.0 Area Detail

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Unmitigated	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1065					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0236	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Total	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1065					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0236	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Total	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.6180	0.0366	3.0500e-003	5.4422
Unmitigated	4.3354	0.0458	3.8100e-003	6.6157

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.95171 / 3.12173	4.3354	0.0458	3.8100e-003	6.6157
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		4.3354	0.0458	3.8100e-003	6.6157

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.96136 / 3.12173	3.6180	0.0366	3.0500e-003	5.4422
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3.6180	0.0366	3.0500e-003	5.4422

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.0966	0.4194	0.0000	17.5814
Unmitigated	7.0966	0.4194	0.0000	17.5814

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

9.0 Operational Offroad

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

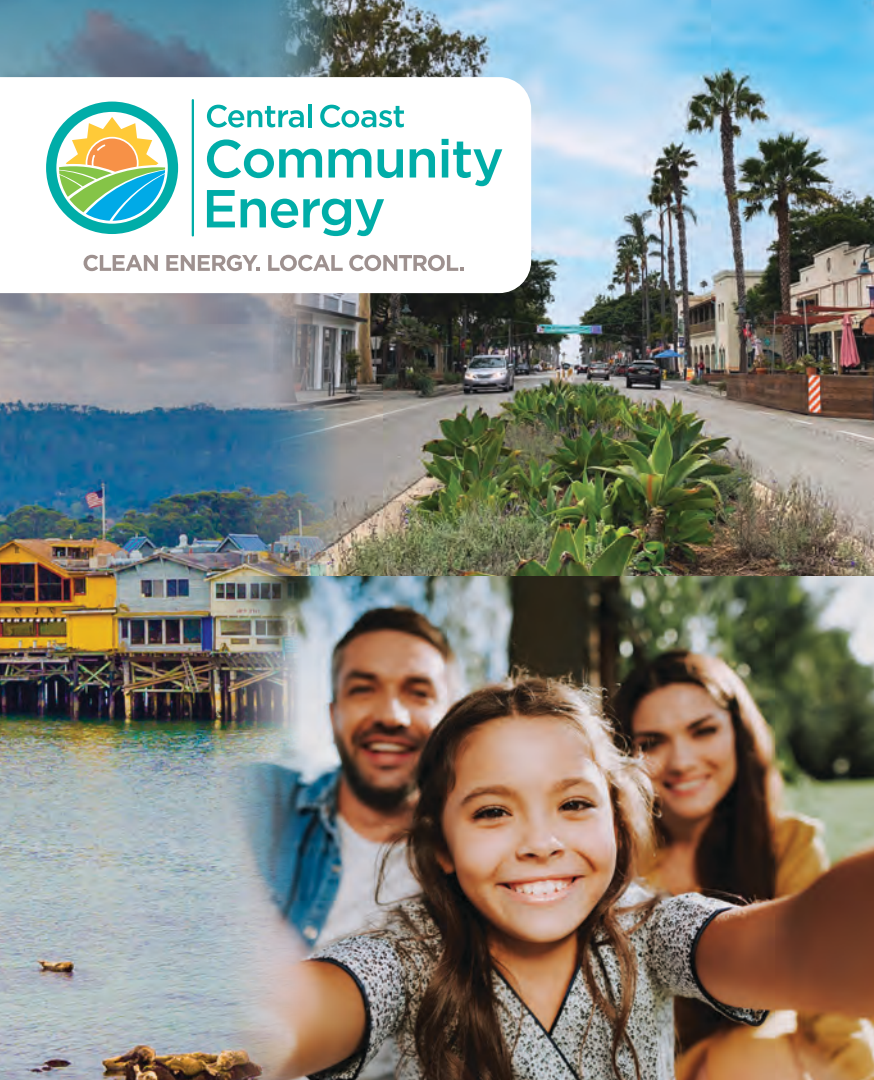
Equipment Type	Number
----------------	--------

11.0 Vegetation



Central Coast
**Community
Energy**

CLEAN ENERGY. LOCAL CONTROL.



Energizing a Cleaner, More Reliable Grid

- Committed to 100% clean and renewable energy by 2030
- Surpassed interim goal of 60% clean and renewable energy by 2025
- Invested more than \$2.1 billion in renewable generation and storage
- Supporting buildout of **new** California renewable generation; more than 90% of renewable energy sourced by CCCE will come from new facilities

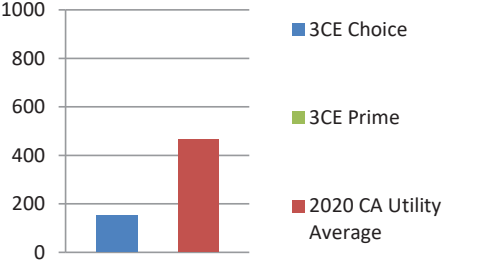
Powering Local Benefits and Financial Resources

ELECTRIFY YOUR RIDE

- All CCCE customers are eligible for the Electrify Your Ride program
- **\$2,000 - \$4,000** in rebates available for purchase or lease of new or used electric vehicles (EV), including motorcycles and e-bikes
 - Additional stackable funds available, including up to \$15,000 for income-qualified customers
- **\$2,400 - \$10,000** available for Level 2 electric vehicle chargers at home or workplace
 - Includes the labor and material costs for installation, including electrical panel upgrades or replacements

Visit **3Cenergy.org/energy-programs** to learn more.

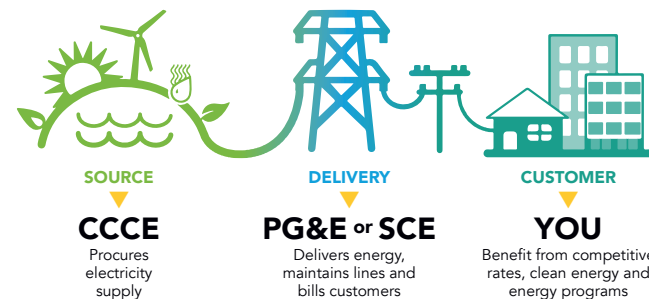
PLUG INTO
CASH
REBATES

2020 POWER CONTENT LABEL						
Central Coast Community Energy						
https://3cenenergy.org/understanding-clean-energy/						
Greenhouse Gas Emissions Intensity (lbs CO ₂ e/MWh)			Energy Resources	3CE Choice	3CE Prime	2020 CA Power Mix
3CE Choice	3CE Prime	2020 CA Utility Average	Eligible Renewable ¹	31.1%	100.0%	33.1%
151	0	466	Biomass & Biowaste	1.7%	0.0%	2.5%
			Geothermal	8.8%	0.0%	4.9%
			Eligible Hydroelectric	2.8%	0.0%	1.4%
			Solar	15.3%	50.0%	13.2%
			Wind	2.5%	50.0%	11.1%
			Coal	0.0%	0.0%	2.7%
			Large Hydroelectric	55.7%	0.0%	12.2%
			Natural Gas	0.0%	0.0%	37.1%
			Nuclear	0.0%	0.0%	9.3%
			Other	0.0%	0.0%	0.2%
			Unspecified Power ²	13.2%	0.0%	5.4%
			TOTAL	100.0%	100.0%	100.0%
Percentage of Retail Sales Covered by Retired Unbundled RECs ³ :				0%	0%	
¹ The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology. ² Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source. ³ Renewable energy credits (RECs) are tracking instruments issued for renewable generation. Unbundled RECs represent renewable generation that was not delivered to serve retail sales. Unbundled RECs are not reflected in the power mix or GHG emissions intensities above.						
For specific information about this electricity portfolio, contact:			Central Coast Community Energy (831) 641-7222			
For general information about the Power Content Label, visit:			http://www.energy.ca.gov/pcl/			
For additional questions, please contact the California Energy Commission at:			Toll-free in California: 844-454-2906 Outside California: 916-653-0237			

Version: October 2021

You are receiving this notice because you were a Central Coast Community Energy customer in 2020. Receipt of this notice does not mean that your electricity generation services are currently with CCCE. The generation data highlighted in the CCCE 2020 Power Content Label is provided in the Annual Report to the California Energy Commission: Power Source Disclosure Program. Percentages may not round to 100% due to rounding.

CLEAN ENERGY. LOCAL CONTROL.



Learn about service offerings and energy programs at
3Cenergy.org or call **888.909.6227**    



Central Coast Community Energy

70 Garden Court, Suite 300
Monterey, CA 93940

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U.S. POSTAGE
PAID
CENTRAL COAST
COMMUNITY ENERGY

Appendix B

Biological Resources Assessment



Rincon Consultants, Inc.

2511 Garden Road, Suite C-250
Monterey, California 93940

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info@rinconconsultants.com
www.rinconconsultants.com

January 9, 2023

Project No: 21-10851

Lisa Brinton, Planning Manager
Community Development Department
City of Salinas
65 West Alisal Street, 2nd Floor
Salinas, California 93901
Via email: lisab@ci.salinas.ca.us
cc: Megan Hunter, meganh@ci.salinas.ca.us

Subject: Biological Resources Assessment for 1 Preston Street Project in Salinas, California 95003

Dear Ms. Brinton:

This report documents the findings of a Biological Resources Assessment (BRA) conducted by Rincon Consultants, Inc. (Rincon) for the 1 Preston Street Project (project) in Salinas, California. The purpose of this report is to document existing conditions at the project site and to evaluate the potential for impacts to special-status biological resources including plant and wildlife species, plant communities, jurisdictional waters and wetlands, and suitable habitat for nesting birds, in compliance with the County of Monterey's California Environmental Quality Act (CEQA) environmental review requirements.

Project Location and Description

The project site, here after known as the study area, includes County Assessor's Parcel Number 003-161-008-000 and is located at 1 Preston Street in central Salinas, California, within Monterey County, on the east of the Monterey Bay (Figure 1; Attachment 1). The study area is south of Highway (HWY) 101. Land uses surrounding the approximately 2.6-acre study area consist of Medium and Low-Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along north Main Street. The study area is bordered on the north and west by an open space reclamation ditch which is fed by Main Canal, and collects water from Alisal Creek, Gabilan Creek, and Natividad Creek. A small park is located between existing residential developments, roughly 245 feet northwest of the project site on the far side of the reclamation ditch. The site is undeveloped with bare ground and sparse ruderal vegetation in the center and nonnative annual grasslands around the perimeter.

The proposed project consists of a General Plan Amendment and Rezone to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1), which would facilitate the development of up to approximately 76 housing units (anticipating a density bonus) across approximately 129,202 square feet (sf). Because there are currently no development proposals, this BRA assumes the maximum potential buildout of the site.

Regulatory Background

Regulatory authority over biological resources is shared by Federal, State, and local authorities under a variety of statutes and guidelines. Primary authority for general biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City of Salinas). The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State under CEQA and has direct jurisdiction under the California Fish and Game Code (CFGC). Under the California and federal Endangered Species Acts (CESA/ESA), the CDFW and the U.S. Fish and Wildlife Service (USFWS) also have direct regulatory authority over species formally listed as threatened or endangered, and species protected by the Migratory Bird Treaty Act (MBTA). The U.S. The City of Salinas is the designated lead agency under CEQA for this project.

Methods

This biological resources assessment consists of a review of relevant literature and background information, a reconnaissance-level field survey to confirm existing conditions and determine which biological resources are present or may occur at the site, and an evaluation of the development to determine potentially significant impacts to biological resources under CEQA. The potential presence of special-status species is based on the literature review and a survey designed to map vegetation communities and assess habitat suitability and presence of target species. The study area evaluated for this biological resource assessment is defined as the limits of the subject parcel (Figure 2; Attachment 1).

Literature Review

The literature review included database research on special-status resource occurrences within the *Salinas, California* 7.5-minute U.S. Geological Survey (USGS) quadrangle and eight surrounding quads. Sources included the CDFW California Natural Diversity Data Base (CNDDB) (CDFW 2021a), Biogeographic Information and Observation System (Bios) (CDFW 2021b), USFWS Information for Planning and Consultation (IPaC) (USFWS 2021a), and USFWS Critical Habitat Portal (USFWS 2021b). Other resources included the California Native Plant Society (CNPS) online Inventory of Rare and Endangered Plants of California (CNPS 2021), CDFW's Special Animals List (CDFW 2021c), and CDFW's Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2021d). Aerial photographs, topographic maps, soil survey maps, geologic maps, and climatic data in the area were also examined.

Field Survey

A reconnaissance-level site visit was conducted to assess the habitat suitability for potential special-status species; map existing vegetation communities and any evident sensitive biological resources currently on site; note the presence of potential jurisdictional waters or wetlands; document any wildlife connectivity/movement features; and record all observations of plant and wildlife species within the study area. Site photos from the survey are included as Attachment 2.

Existing Conditions

Topography and Soils

The site's elevation is roughly 48 feet above mean sea level. With the exception of the reclamation ditch, the topography of the study area and its immediate surroundings is generally flat and has been previously graded and compacted. The site is located in Salinas, California. Based on the most recent soil survey for Monterey County (U.S. Department of Agriculture, Natural Resources Conservation Service [USDA,NRCS] 1980), the study area contains two soil map units:

- **Clear Lake clay, sandy substratum, drained, 0 to 1 percent slopes**, is basin alluvium. This soil type is derived from igneous, metamorphic and sedimentary rock over flood plain alluvium.
- **Xerorthents, loamy**, occurs on old alluvial fans, footslope terraces and footslopes.

Vegetation and Other Land Cover

No natural vegetation communities exist within the study area. Vegetation within the study area is regularly maintained, and was comprised of largely bare ground in the center with sparse ruderal vegetation, with non-native annual grassland along the perimeter (refer to Figure 3, Attachment 1). The dominant species were wild oats (*Avena sp.*), rip-gut brome (*Bromus diandrus*), and foxtail barley (*Hordeum murinum*) within the non-native annual grassland.

General Wildlife

The study area and its surroundings provide habitat for wildlife species that commonly occur in urban habitats such as house finch (*Haemorrhous mexicanus*), Botta's pocket gopher (*Thomomys bottae*) and California scrub jay (*Aphelocoma californica*); however, the site is regularly maintained and, therefore, only provides marginal habitat for urban wildlife such as Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and fox squirrel (*Sciurus niger*). The adjacent reclamation ditch channel may provide a dispersal corridor for wildlife. Species such as coyote, bobcat, and raccoon may utilize the channel.

Special-Status Biological Resources

This section discusses special-status biological resources observed in the study area and evaluates the potential for the study area to support special-status biological resources.

Special-Status Species

Local, State, and federal agencies regulate special-status species and may require an assessment of their presence or potential presence to be conducted prior to the approval of proposed development on a property. Assessments for the potential occurrence of special-status species are based upon known ranges, habitat preferences for the species, species occurrence records from the CNDDDB species occurrence records from other sites in the vicinity of the study area, and previous reports for the study area. The potential for each special-status species to occur in the study area was evaluated according to the following criteria:

- **Not Expected.** Habitat on and adjacent to the site is clearly unsuitable for the species' requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime).
- **Low Potential.** Few of the habitat components meeting the species' requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site.
- **Moderate Potential.** Some of the habitat components meeting the species' requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site.
- **High Potential.** All of the habitat components meeting the species' requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site.
- **Present.** Species is observed on the site or has been recorded (e.g., CNDDDB, other reports) on the site recently (within the last 5 years).

For the purpose of this report, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the ESA; those listed or candidates for listing as Rare, Threatened, or Endangered under the CESA or Native Plant Protection Act; those identified as Fully Protected by the CFGC (Sections 3511, 4700, 5050, and 5515); those identified as Species of Special Concern (SSC) by the CDFW; and plants occurring on lists 1 and 2 of the CNPS California Rare Plant Rank (CRPR) system per the following definitions:

- **Rank 1A:** Plants presumed extinct in California;
- **Rank 1B.1:** Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat);
- **Rank 1B.2:** Rare or endangered in California and elsewhere; fairly endangered in California (20 to 80 percent occurrences threatened);
- **Rank 1B.3:** Rare or endangered in California and elsewhere, not very endangered in California (less than 20 percent of occurrences threatened, or no current threats known);
- **Rank 2:** Rare, threatened or endangered in California, but more common elsewhere.

Based on a query of the CNDDDB, there are 45 special-status plant species and 32 special-status wildlife species documented within the *Salinas, California* 7.5-minute U.S. Geological Survey (USGS) quadrangle and 8 surrounding quads. All 77 special-status species have been evaluated for potential to occur within the study area (Attachment 3).

Special-Status Plant Species

No special-status plants were incidentally observed during the reconnaissance-level field survey. The reconnaissance survey was conducted in May 2021, within the spring blooming period when many species are identifiable. Based on the impacted nature of the site, lack of natural vegetation communities, and habitat requirements of special-status plant species, Rincon determined of the 45 special-status plant species known to occur in the region, Congdon's tarplant (*Centromadia parryi* ssp. *Congdonii*) is the only species to have a low potential to occur within the study area (see Attachment 3). No other special-status species are expected to occur in the study area. This is due to a lack of species-specific habitat

requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). For the purposes of CEQA analysis, special-status species with low potential to occur will not be addressed further.

Special-Status Wildlife Species

No federal or State-listed or other special-status wildlife species were observed during the field survey. Of the 32 species evaluated (see Attachment 3), two species had a low potential to occur and three species had a moderate potential to occur. California red-legged frog (*Rana draytonii*) and Monterey shrew (*Sorex ornatus salarius*) had a low potential to occur. Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*), had a moderate potential to occur in the study area. For the purposes of CEQA analysis, special-status species with low potential to occur will not be addressed further. No other special-status species are expected to occur in the study area. This is due to a lack of species-specific habitat requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). The study area is relatively small and isolated by development from any natural habitats. As such, it does not support a prey base for larger predators/raptors and lacks connectivity to regional populations of special-status species.

Coast Range Newt

Coast range newt is a CDFW species of special concern that inhabits terrestrial habitats such as oak woodlands, annual grassland, and chaparral where sufficient moisture is present. As adults they will migrate over 0.62 mile (1 km) to breed in ponds, reservoirs, and slow-moving streams. There is one CNDDDB record for the coast range newt within five miles of the study area. The study area is within the known range of the species and suitable terrestrial and aquatic habitat is present within and immediately adjacent to the study area.

Western Pond Turtle

Western pond turtle is a CDFW species of special concern that is found in ponds, lakes, rivers, creeks, marshes, and irrigation ditches, with abundant vegetation. It requires basking sites of logs, rocks, cattail mats, or exposed banks. Western pond turtle is active from approximately February to November. It will estivate during summer droughts by burying itself in soft bottom mud. When creeks and ponds dry up in summer, some turtles will travel along the creek until they find an isolated deep pool, others stay within moist mats of algae in shallow pools, and many turtles move to woodlands above the creek or pond and bury themselves in loose soil. Western pond turtle will overwinter underground until temperatures warm up and the heavy winter flows of the creek subside. They return to the creek in the spring.

There are two occurrences within five miles of the study area, with the closest occurrence approximately 3.6 miles to the east within Natividad Creek. The ditch immediately adjacent to the study area is connected to Natividad creek.

Western Burrowing Owl

Western burrowing owl is a CDFW Species of Special Concern that occupies open, treeless areas within grassland, low density scrub, and desert biomes. This species generally inhabits gently sloping areas, characterized by low, sparse vegetation, and is often associated with high densities of burrowing

mammals (Poulin et al. 2011). Western burrowing owl often uses relatively disturbed areas such as agricultural fields, golf courses, cemeteries, and vacant urban lots in addition to natural breeding habitats. Nests are most often in fossorial animal burrows, such as California ground squirrel or American badger, but atypical nests such as culverts or rubble piles may also be used. Nest sites are typically selected in an area with a high density of burrows.

There are five occurrences within five miles of the study area, with the closest occurrence approximately 0.45 miles to the west. Suitable habitat is present throughout the study area within both the nonnative annual grassland and the ruderal habitats. Even though burrows of suitable size were not observed within the study area ground squirrels were observed in the open space alongside the adjacent reclamation ditch within 500 feet of the study area. The species is known to occur in the region and is determined to have a moderate potential to occur within the study area.

Nesting Birds

Birds may nest in trees, shrubs, or directly on the ground. The study area contains suitable nesting habitat for ground-nesting avian species, including killdeer (*Charadrius vociferus*). Therefore, the study area contains suitable nesting habitat for resident and migratory birds. Adjacent parcels contain trees and shrubs which provide suitable nesting habitat for other avian species. Native bird nests are protected by the MBTA and CFGC Section 3503. The nesting season generally extends from February through August but can vary based upon annual climatic conditions.

Special-Status Vegetation Communities

Plant communities are also considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in CNDDDB. CNDDDB vegetation alliances are ranked 1 through 5 based on NatureServe’s (2010) methodology, with those alliances ranked globally (G) or statewide (S) as 1 through 3 considered sensitive. Some alliances with the rank of 4 and 5 have also been included in the 2018 sensitive natural communities list under CDFW’s revised ranking methodology (CDFW 2020e).

Based on the current list, no special-status vegetation communities are present in the study area.

Jurisdictional Waters and Wetlands

While no potentially jurisdictional features occur within the study area, the reclamation ditch immediately adjacent to the study area is a potentially jurisdictional feature.

Wildlife Movement

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations or those populations that are at risk of becoming isolated. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network.

The study area is not within any Essential Connectivity Areas or Natural Landscape Blocks (CDFW 2021b). The adjacent ditch may provide a wildlife movement corridor, or habitat linkage; however, it is not within the study area.

Impact Analysis and Mitigation Measures

This section discusses the potential impacts and effects to biological resources that may occur from implementation of the proposed project and recommends mitigation measures that would reduce those impacts where applicable.

Special-Status Species

The proposed project would have a significant effect on biological resources if it would:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Special-Status Plants

The proposed project has potential to result in direct impacts to special-status plant species if they are present in the disturbance footprint due to removal of individuals or crushing by heavy equipment.

No sensitive plant species were observed during the reconnaissance survey in May 2021 and no special-status plants are expected to occur within the study area.

Special-Status Wildlife

The site contains nesting bird habitat. If nesting birds protected by the CFGC or MBTA are present on-site during construction, direct effects could include injury or mortality from construction activity, or nest abandonment from construction noise, dust, and other project activities.

Nesting Birds

The loss of active nests would be a violation of the MBTA and CFGC sections 3503 and 3513. The loss of common avian species is not likely to constitute a significant impact under CEQA; however, the following measures are recommended for all avian species to maintain compliance with federal and State laws:

- To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation and/or tree removal should occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey, within 14 days of the start of construction. The nesting bird pre-construction survey will be conducted by a qualified biologist within the disturbance footprint and a 300-foot buffer.
- If nests are found, an avoidance buffer will be established by a qualified biologist. The buffer should be established to ensure nesting activity is not disturbed by construction activity, and should be determined by the qualified biologist based on the species' known tolerances, the proposed work

activity, and existing disturbances associated with land uses outside of the site. The buffer should be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel should be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities should occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer should occur only at the discretion of the qualified biologist.

This measure will reduce impacts to nesting birds to less than significant.

Coast Range Newt

Suitable aquatic breeding habitat for coast range newt is present adjacent to the study area within the unnamed reclamation ditch. There is moderate potential for this species to occur within the study area, and no impacts to breeding habitat are expected from project development. However, direct impacts in the form of injury or mortality could occur if individuals are present during construction activity.

Pre-construction clearance surveys for coast range newt should be conducted within 14 days prior to the start of construction (including staging and mobilization) in areas of suitable habitat. The surveys should cover the entire disturbance footprint. A wildlife exclusion fence should be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction. These measures will reduce impacts to coast range newt to less than significant.

Western Pond Turtle

Western pond turtle has potential to occur along the adjacent ditch and within the nonnative grassland habitat. The species may be directly adversely affected by the proposed project if individuals are present in the work areas. Injury or mortality of individuals that may result from construction activity may be considered a significant impact under CEQA.

Pre-construction clearance surveys for western pond turtle should be conducted within 14 days prior to the start of construction (including staging and mobilization) in areas of suitable habitat. The surveys should cover the entire disturbance footprint. A wildlife exclusion fence should be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction. These measures will reduce impacts to western pond turtle to less than significant.

Western Burrowing Owl

Suitable western burrowing owl habitat is present in annual grassland, and ruderal habitats throughout the study area and within the nearby park and along the adjacent reclamation ditch. Even though there is a lack of burrows and a high degree of disturbance, with the nearby suitable habitat in the adjacent open space and along the reclamation ditch the likelihood of western burrowing owl occupying the study area is increased; therefore, the species is determined to have a moderate potential to occur within the study area. Impacts to western burrowing owls would be limited to project activity that would directly affect an

occupied burrow (temporarily or permanently damage or destroy the burrow), or project activity that would disrupt active breeding or wintering owls within 500 feet of construction activity. Because of the lack of suitable burrows within the study area, direct impacts to active burrows are unlikely; however, owls can be disturbed by construction noise and human activity and may abandon active burrows, including during breeding. Impacts to active western burrowing owl burrows would be considered significant under CEQA.

The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the study area, to confirm the presence/absence of active western burrowing owl burrows. The surveys should be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys should be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures should apply:

- Avoidance buffers during the breeding and non-breeding season should be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures.
- If avoidance of western burrowing owls is not feasible, then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season should be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan should be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).

These measures will reduce impacts to western burrowing owl to less than significant.

Special-Status Vegetation

The proposed project would have a significant effect on biological resources if it would:

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

The reclamation ditch to the north and west of the project area is outside the project boundaries. This is a potentially jurisdictional feature. The project will not impact this feature. No CDFW listed sensitive natural communities or riparian habitats are present within the project boundaries. Therefore, no impacts to sensitive natural communities are expected.

Jurisdictional Waters and Wetlands

The proposed project would have a significant effect on biological resources if it would:

- c. Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game Code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means.

No jurisdictional waters or wetlands exist within the project site and no direct impacts are anticipated. However, potentially jurisdictional features within the vicinity of the project site include the reclamation ditch located immediately adjacent to the project site. Indirect impacts from project activities could occur if sediment or pollutants were allowed to enter nearby waterways. Future project activities could include grading, excavation, and removal of soil... Development of the project site would disturb more than one acre of land, which would mandate implementation of a National Pollutant Discharge Elimination System (NPDES)-compliant Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMP) to prevent and retain stormwater runoff and to prevent soil erosion. Such BMPs could include checking vehicles daily for leaks, maintaining vehicles in good working order, providing spill kits, preparing a spill response plan, and sediment and erosion control measures (e.g., straw wattles, silt fencing, check dams). With mandatory implementation of the SWPPP and erosion control measures, impacts to the potentially jurisdictional reclamation ditch would be less than significant.

Pursuant to the City of Salinas Zoning Code Section 37-50,180(h), a 100-foot setback area would be required from the top of the bank of the reclamation ditch in which no building or development could occur. Furthermore, the project would be required to comply with the City of Salinas General Plan Policies COS-17 and COS-18 which require developments to protect wetland and riparian areas through a 100-foot setback and implement a riparian/wetland habitat mitigation and management plan. Development activities may be considered within the setback area if a City Planner determines the encroachment to be minor and a Biotic Resources Study has determined that the proposed encroachment would not result in significant adverse impacts to the applicable creek or wetland because the implementation of alternative mitigation measures would achieve a comparable or better level of mitigation than the strict application of the 100-foot setback. This BRA has determined that a 30-foot reduced setback would be appropriate for this site, as implementation of the SWPPP and erosion control measures would be equally as protective as a 100-foot setback.

Wildlife Movement

The proposed project would have a significant effect on biological resources if it would:

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

The adjacent reclamation ditch is a potential wildlife movement corridor however, it is outside the proposed project area and not within the study area. Therefore, no impacts to wildlife movement corridors are expected.

Local Policies and Ordinance

The proposed project would have a significant effect on biological resources if it would:

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The Salinas General Plan Conservation and Open Space Element includes Policy COS-5.1, which aims to “protect and enhance creek, corridors, river corridors, the reclamation ditch, sloughs, wetlands, hillsides, and other potentially significant biological resources for their value in providing visual amenity, flood

protection, habitat for wildlife and recreational opportunities” (City of Salinas 2002b). The project would be consistent with Policy COS-5.1 as the project would adhere to applicable regulations and implement mitigation measures to reduce potential impacts to a less than significant level, as described under criteria (a) through (d), above.

Chapter 35 of the Salinas Municipal Code sets forth regulations and provisions pertaining to the planting, maintenance, and removal of trees and shrubs in Salinas. According to Section 35-1 of the Salinas Municipal Code, the City defines a heritage and/or landmark tree as 1) an oak tree that is at least 24 inches in diameter at two feet above the ground surface; or 2) an oak tree that is visually significant, historically significant, or exemplary in its species. Section 35-18 of the Salinas Municipal Code prohibits the removal of heritage or landmark trees from City property unless approved by the City’s Public Works Director. Heritage and landmark trees do not occur within the study area, and development facilitated by the project would not result in the removal of heritage or landmark trees.

Pursuant to Section 35-9 of the Salinas Municipal Code, no person shall root-trim, trim, prune, plant, injure, remove, or interfere with any tree, shrub or plant upon any street, parkway or alley in the City without written permission from the City’s Public Works Director. No trees protected by this policy exist within the study area, therefore the proposed project would not conflict with the Salinas Municipal Code, as applicable.

Habitat Conservation Plan

The proposed project would have a significant effect on biological resources if it would:

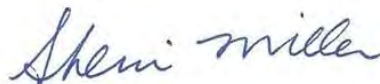
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The study area is outside all Habitat Conservation Plan and Natural Community Conservation Plan Areas. Therefore, the proposed project will not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

Sincerely,
Rincon Consultants, Inc.



Christian Knowlton
Biologist



Sherri
Principal

Miller

Attachments

- Attachment 1 Figures
- Attachment 2 Representative Site Photographs
- Attachment 3 Special-Status Species Evaluation Tables

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Attachment 1

Figures

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and its licensors © 2021. Salinas Quadrangle. T14S R03E S29. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

 Project Location

0 1,000 2,000 Feet



Figure 2 Study Area



Imagery provided by Microsoft Bing and its licensors © 2021.

Salinas 11/19/2021

Figure 3 Vegetation/Landcover



Attachment 2

Representative Site Photographs



Photograph 1. The southwest corner of the study area, facing southwest.



Photograph 2. The southwest corner of the study area, facing north. Soil stockpiles in the midground.



Photograph 3. Adjacent reclamation ditch with non-native annual grassland along the bank.



Photograph 4. The north side of the study area facing south. Non-native annual grassland along the bank.



Photograph 5. Illegal dumpsite and homeless encampment along adjacent reclamation ditch. Northeast corner of the study area.



Photograph 6. Soil and gravel stockpiles along the western edge of the study area.



Photograph 7. Heavily disturbed soil in the center of the study area.

Attachment 3

Special-Status Species Evaluation Tables



Special-Status Species in the Regional Vicinity of the Study Area

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Plants and Lichens				
<i>Agrostis lacun- vernalis</i> vernal pool bent grass	None/None G1/S1 1B.1	Vernal pools. In mima mound areas or on the margins of vernal pools. 125-150 m. Blooms April - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Allium hickmanii</i> Hickman's onion	None/None G2/S2 1B.2	Closed-cone coniferous forest, chaparral, coastal scrub, coastal prairie, valley and foothill grassland. Sandy loam, damp ground and vernal swales; mostly in grassland though can be associated with chaparral or woodland. 5-200 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Arctostaphylos hookeri</i> ssp. <i>hookeri</i> Hooker's manzanita	None/None G3T2/S2 1B.2	Chaparral, coastal scrub, closed-cone coniferous forest, cismontane woodland. Sandy soils, sandy shales, sandstone outcrops. 30-550 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos montereyensis</i> Toro manzanita	None/None G2?/S2? 1B.2	Chaparral, cismontane woodland, coastal scrub. Sandy soil, usually with chaparral associates. 45-765 m. Blooms January - March	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos pajaroensis</i> Pajaro manzanita	None/None G1/S1 1B.1	Chaparral. Sandy soils. 30-170 m. Blooms December - February	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos pumila</i> sandmat manzanita	None/None G1/S1 1B.2	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub. On sandy soil with other chaparral associates. 3-210 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Astragalus tener</i> var. <i>tener</i> alkali milk-vetch	None/None G2T1/S1 1B.2	Alkali playa, valley and foothill grassland, vernal pools. Low ground, alkali flats, and flooded lands; in annual grassland or in playas or vernal pools. 0-170 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Castilleja ambigua</i> var. <i>insalutata</i> pink Johnny-nip	None/None G4T2/S2 1B.1	Coastal bluff scrub, coastal prairie. Wet or moist coastal strand or scrub habitats. 3-135 m. Blooms May - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Centromadia parryi</i> ssp. <i>Congdonii</i> Congdon's tarplant	None/None G3T1T2/S1S2 1B.1	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 0-245 m. Blooms June - October	Low Potential	Potentially suitable habitat exists along the creek channel and in the disturbed areas. With the regular vegetation maintenance, it is unlikely the species would be observed within the study area.



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Chorizanthe minutiflora</i> Fort Ord spineflower	None/None G1/S1 1B.2	Coastal scrub, chaparral (maritime). Sandy, openings. 60-145 m. Blooms April - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Chorizanthe pungens</i> var. <i>pungens</i> Monterey spineflower	FT/None G2T2/S2 1B.2	Coastal dunes, chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Sandy soils in coastal dunes or more inland within chaparral or other habitats. 3-270 m. Blooms April - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Chorizanthe robusta</i> var. <i>robusta</i> robust spineflower	FE/None G2T1/S1 1B.1	Cismontane woodland, coastal dunes, coastal scrub, chaparral. Sandy terraces and bluffs or in loose sand. 5-245 m. Blooms May - September	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Clarkia jolonensis</i> Jolon clarkia	None/None G2/S2 1B.2	Cismontane woodland, chaparral, coastal scrub, riparian woodland. 10-1280 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Collinsia multicolor</i> San Francisco collinsia	None/None G2/S2 1B.2	Annual herb. Blooms March-May. Closed-cone coniferous forest, coastal scrub. On decomposed shale (mudstone) mixed with humus. 30-250m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i> seaside bird's-beak	None/SE G5T2/S2 1B.1	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub, coastal dunes. Sandy, often disturbed sites, usually within chaparral or coastal scrub. 30-520 m. Blooms July - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium californicum</i> ssp. <i>interius</i> Hospital Canyon larkspur	None/None G3T3/S3 1B.2	Cismontane woodland, chaparral, coastal scrub. In wet, boggy meadows, openings in chaparral and in canyons. 195-1095 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium hutchinsoniae</i> Hutchinson's larkspur	None/None G2/S2 1B.2	Broad leafed upland forest, chaparral, coastal prairie, coastal scrub. On semi-shaded, slightly moist slopes, usually west-facing. 15-535 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium umbraculorum</i> umbrella larkspur	None/None G3/S3 1B.3	Cismontane woodland, chaparral. Mesic sites. 215-2075 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Ericameria fasciculata</i> Eastwood's goldenbush	None/None G2/S2 1B.1	Closed-cone coniferous forest, chaparral (maritime), coastal scrub, coastal dunes. In sandy openings. 30-215 m. Blooms July - October	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Eriogonum nortonii</i> Pinnacles buckwheat	None/None G2/S2 1B.3	Chaparral, valley and foothill grassland. Sandy soils; often on recent burns; western Santa Lucias. 90-975 m. Blooms May - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Erysimum ammophilum</i> sand-loving wallflower	None/None G2/S2 1B.2	Chaparral (maritime), coastal dunes, coastal scrub. Sandy openings. 3-320 m. Blooms March - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Erysimum menziesii</i> Menzies' wallflower	FE/SE G1/S1 1B.1	Bloom period: January-August. Occurs in coastal dunes, headlands, and cliffs. Localized on dunes and coastal strands. Elevations: 1-25 m. Blooms January - August.	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Fritillaria liliacea</i> fragrant fritillary	None/None G2/S2 1B.2	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland. Often on serpentine; various soils reported though usually on clay, in grassland. 3-385 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Gilia tenuiflora</i> ssp. <i>arenaria</i> Monterey gilia	FE/ST G3G4T2/S2 1B.2	Coastal dunes, coastal scrub, chaparral (maritime), cismontane woodland. Sandy openings in bare, wind-sheltered areas. Often near dune summit or in the hind dunes; two records from Pleistocene inland dunes. 5-245 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Holocarpha macradenia</i> Santa Cruz tarplant	FT/SE G1/S1 1B.1	Coastal prairie, coastal scrub, valley and foothill grassland. Light, sandy soil or sandy clay; often with nonnatives. 10-275 m. Blooms June -November	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Horkelia cuneata</i> var. <i>sericea</i> Kellogg's horkelia	None/None G4T1?/S1? 1B.1	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. 5-430 m. Blooms April - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Horkelia marinensis</i> Point Reyes horkelia	None/None G2/S2 1B.2	Coastal dunes, coastal prairie, coastal scrub. Sandy flats and dunes near coast; in grassland or scrub plant communities. 2-775 m. Blooms May - September	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Lasthenia conjugens</i> Contra Costa goldfields	FE/None G1/S1 1B.1	Valley and foothill grassland, vernal pools, alkaline playas, cismontane woodland. Vernal pools, swales, low depressions, in open grassy areas. 1-450 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Legenere</i> legenere	<i>limosa</i> None/None G2/S2 1B.1	Vernal pools. In beds of vernal pools. 1-1005 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Lupinus</i> Tidestrom's lupine	<i>tidestromii</i> FE/SE G1/S1 1B.1	Coastal dunes. Partially stabilized dunes, immediately near the ocean. 4-25 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Malacothamnus</i> <i>palmeri</i> <i>involucratus</i> Carmel Valley bush-mallow	var. None/None G3T2Q/S2 1B.2	Cismontane woodland, chaparral, coastal scrub. Talus hilltops and slopes, sometimes on serpentine. Fire dependent. 5-520 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Malacothrix</i> var. Carmel malacothrix	<i>saxatilis</i> <i>arachnoidea</i> None/None G5T2/S2 1B.2	Chaparral, coastal scrub. Rock outcrops or steep rocky roadcuts. 30-1040 m. Blooms May - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Meconella</i> Oregon meconella	<i>oregana</i> None/None G2G3/S2 1B.1	Coastal prairie, coastal scrub. Open, moist places. 60-640 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Microseris</i> marsh microseris	<i>paludosa</i> None/None G2/S2 1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. 3-610 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Monardella</i> ssp. northern leaved monardella	<i>sinuata</i> <i>Nigrescens</i> <i>curly-</i> None/None G3T2/S2 1B.2	Coastal dunes, coastal scrub, chaparral, lower montane coniferous forest. Sandy soils. 10-245 m. Blooms May - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Monolopia</i> woodland woollythreads	<i>gracilens</i> None/None G3/S3 1B.2	Chaparral, valley and foothill grassland, cismontane woodland, broad leafed upland forest, North Coast coniferous forest. Grassy sites, in openings; sandy to rocky soils. Often seen on serpentine after burns but may have only weak affinity to serpentine. 120-975 m. Blooms March - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Pinus</i> Monterey pine	<i>radiata</i> None/None G1/S1 1B.1	Closed-cone coniferous forest, cismontane woodland. Five primary stands are native to California. Dry bluffs and slopes. 60-125 m.	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Piperia yadonii</i> Yadon's rein orchid	FE/None G1/S1 1B.1	Closed-cone coniferous forest, chaparral, coastal bluff scrub. On sandstone and sandy soil, but poorly drained and often dry. 10-505 m. Blooms June - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Plagiobothrys chorisianus</i> <i>chorisianus</i> Choris' popcornflower	var. None/None G3T1Q/S1 1B.2	Chaparral, coastal scrub, coastal prairie. Mesic sites. 5-705 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Plagiobothrys diffusus</i> San Francisco popcornflower	None/SE G1Q/S1 1B.1	Valley and foothill grassland, coastal prairie. Historically from grassy slopes with marine influence. 45-360 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Rosa pinetorum</i> pine rose	None/None G2/S2 1B.2	Closed-cone coniferous forest, cismontane woodland. 5-1090 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	None/None G2/S2 1B.2	Broad leafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. 90-750 m. Blooms April - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium buckwestiorum</i> Santa Cruz clover	None/None G2/S2 1B.1	Coastal prairie, broad leafed upland forest, cismontane woodland. Moist grassland. Gravelly margins. 30-805 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium hydrophilum</i> saline clover	None/None G2/S2 1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 1-335 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium polyodon</i> Pacific Grove clover	None/SR G1/S1 1B.1	Closed-cone coniferous forest, meadows and seeps, coastal prairie, valley and foothill grassland. Along small springs and seeps in grassy openings. 5-260 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Regional Vicinity refers to within a 9-quad search radius of site.				
Status (Federal/State)		CRPR (CNPS California Rare Plant Rank)		
FE = Federal Endangered	1B = Rare, Threatened, or Endangered in California and elsewhere			
FT = Federal Threatened				
SE = State Endangered	CRPR Threat Code Extension			
ST = State Threatened	.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)			
SR = State Rare	.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)			
	.3 = Not very endangered in California (<20% of occurrences threatened/low degree and immediacy of threat)			
Other Statuses				
G1 or S1	Critically Imperiled Globally or Subnationally (state)			
G2 or S2	Imperiled Globally or Subnationally (state)			
G3 or S3	Vulnerable to extirpation or extinction Globally or Subnationally (state)			
G4/5 or S4/5	Apparently secure, common and abundant			
Additional Notations may be provided as follows				
T –	Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)			
Q –	Questionable taxonomy that may reduce conservation priority			
? –	Inexact Numeric rank			



Special-Status Animal Species in the Regional Vicinity of the Study Area

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Invertebrates				
<i>Euphilotes enoptes smithi</i> Smith's blue butterfly	FE/None G5T1T2/S1	Most commonly associated with coastal dunes & coastal sage scrub plant communities in Monterey & Santa Cruz counties. Hostplant: Eriogonum latifolium and Eriogonum parvifolium are utilized as both larval and adult foodplants.	Not Expected	No suitable coastal dune or coastal sage scrub habitat occurs in the study area and this species host plants were not observed.
Fish				
<i>Eucyclogobius newberryi</i> tidewater goby	FE/None G3/S3	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.	Not Expected	No suitable habitat occurs in the study area. The adjacent ditch is fed primarily by agriculture runoff.
<i>Lavinia exilicauda harengus</i> Monterey hitch	None/None G4T2T4/S2S4 SSC	Occupies a wide variety of habitats, although they are most abundant in lowland areas with large pools or in small reservoirs that mimic such conditions.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
<i>Oncorhynchus mykiss irideus</i> pop. 9 steelhead - south-central California coast DPS	FT/None G5T2Q/S2	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including the Santa Maria River.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
<i>Spirinchus thaleichthys</i> longfin smelt	FC/ST G5/S1	Euryhaline, nektonic & anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
Amphibians				
<i>Ambystoma californiense</i> California tiger salamander	FT/ST G2G3/S2S3 WL	Central California DPS federally listed as threatened. Santa Barbara and Sonoma counties DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	Not Expected	The site is surrounded by development and has been heavily disturbed.
<i>Ambystoma macrodactylum croceum</i> Santa Cruz long-toed salamander	FE/SE G5T1T2/S1S2 FP	Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey counties. Aquatic larvae prefer shallow (<12 inches) water, using clumps of vegetation or debris for cover. Adults use mammal burrows.	Not Expected	Suitable habitat is not present, and the site is surrounded by development.

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Rana boylei</i> foothill yellow- legged frog	None/SE G3/S3 SSC	Partly shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	Not Expected	Suitable habitat is not present, and the site is surrounded by development.
<i>Rana draytonii</i> California red- legged frog	FT/None G2G3/S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	Low Potential	Potentially suitable habitat occurs along the adjacent reclamation ditch. California red-legged frogs may use the urban creeks as dispersal corridors however, the urban nature of the reclamation ditch and a lack of suitable breeding habitat may preclude them from the study area. Dispersing individuals may transiently occur within the study area
<i>Spea hammondi</i> western spadefoot	None/None G2G3/S3 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Not Expected	No suitable habitat occurs in the study area
<i>Taricha torosa</i> Coast Range newt	None/None G4/S4 SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats & will migrate over 1 km to breed in ponds, reservoirs and slow moving streams.	Moderate Potential	Potentially suitable habitat occurs along the adjacent reclamation ditch. Coast range newts may use the urban creeks as dispersal corridors however, the urban nature of the reclamation ditch may preclude them from the study area.
Reptiles				
<i>Anniella pulchra</i> Northern California legless lizard	None/None G3/S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.	Not Expected	No suitable habitat occurs in the study area.
<i>Emys marmorata</i> western pond turtle	None/None G3G4/S3 SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Moderate Potential	Potentially suitable habitat occurs within the adjacent reclamation ditch corridor.
<i>Phrynosoma blainvillii</i> coast horned lizard	None/None G3G4/S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Not Expected	No suitable habitat occurs in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Thamnophis hammondi</i> two-striped gartersnake	None/None G4/S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	Not Expected	No suitable habitat occurs in the study area
Birds				
<i>Agelaius tricolor</i> tricolored blackbird	None/ST G1G2/S1S2 SSC	Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	Not Expected	No suitable habitat occurs in the study area
<i>Aquila chrysaetos</i> golden eagle	None/None G5/S3 FP WL	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	Not Expected	No suitable habitat occurs in the study area
<i>Asio flammeus</i> short-eared owl	None/None G5/S3 SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.	Not Expected	No suitable habitat occurs in the study area
<i>Athene cunicularia</i> burrowing owl	None/None G4/S3 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Moderate Potential	Suitable habitat occurs within the study area. There are occurrences 0.45 miles to the west and ground squirrels were observed in the nearby open space.
<i>Buteo swainsoni</i> Swainson's hawk	None/ST G5/S3	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	Not Expected	No suitable habitat occurs in the study area
<i>Charadrius nivosus</i> western snowy plover	FT/None G3T3/S2 SSC	Sandy beaches, salt pond levees, and shores of large alkali lakes. needs sandy, gravelly or friable soils for nesting.	Not Expected	No suitable habitat occurs in the study area
<i>Coturnicops noveboracensis</i> yellow rail	None/None G4/S1S2 SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.	Not Expected	No suitable habitat occurs in the study area
<i>Elanus leucurus</i> white-tailed kite	None/None G5/S3S4 FP	Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Not Expected	No suitable habitat occurs in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Falco peregrinus anatum</i> American peregrine falcon	FD/SD G4T4/S3S4 FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Not Expected	No suitable habitat occurs in the study area
<i>Rallus obsoletus</i> California Ridgway's rail	FE/SE G3T1/S1 FP	Salt water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed however, feeds away from cover on invertebrates from mud-bottomed sloughs.	Not Expected	No suitable habitat occurs in the study area
<i>Riparia riparia</i> bank swallow	None/ST G5/S2	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	Not Expected	No suitable habitat occurs in the study area
<i>Vireo bellii pusillus</i> least Bell's vireo	FE/SE G5T2/S2	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.	Not Expected	No suitable habitat occurs in the study area
Mammals				
<i>Antrozous pallidus</i> pallid bat	None/None G4/S3 SSC	Found in a variety of habitats including deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts in crevices of rock outcrops, caves, mine tunnels, buildings, bridges, and hollows of live and dead trees which must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Not Expected	No suitable habitat occurs in the study area
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	None/None G4/S2 SSC	Occurs throughout California in a wide variety of habitats. Most common in mesic sites, typically coniferous or deciduous forests. Roosts in the open, hanging from walls & ceilings in caves, lava tubes, bridges, and buildings. This species is extremely sensitive to human disturbance.	Not Expected	No suitable habitat occurs in the study area
<i>Neotoma macrotis luciana</i> Monterey dusky-footed woodrat	None/None G5T3/S3 SSC	Forest habitats of moderate canopy and moderate to dense understory. Also, in chaparral habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.	Not Expected	No suitable habitat occurs in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Sorex ornatus</i> <i>salaris</i> Monterey shrew	None/None G5T1T2/S1S2 SSC	Riparian, wetland, and upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. feeds on insects & other invertebrates found under logs, rocks & litter.	Low Potential	Marginal habitat occurs adjacent to the study area however, the disturbed nature of the study area precludes the species from the project site.
<i>Taxidea taxus</i> American badger	None/None G5/S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not Expected	No suitable habitat occurs in the study area

Regional Vicinity refers to within a 6-quadrant search radius of site.

Status (Federal/State)

FE = Federal Endangered

FT = Federal Threatened

SE = State Endangered

ST = State Threatened

SR = State Rare

SD = State Delisted

SSC = CDFW Species of Special Concern

FP = CDFW Fully Protected

WL = CDFW Watch List

Other Statuses

G1 or S1 Critically Imperiled Globally or Subnationally (state)

G2 or S2 Imperiled Globally or Subnationally (state)

G3 or S3 Vulnerable to extirpation or extinction Globally or Subnationally (state)

G4/5 or S4/5 Apparently secure, common and abundant

Additional Notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)

Q – Questionable taxonomy that may reduce conservation priority



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Appendix C

Energy Construction and Operational Energy Fuel Consumption Calculations

1 Preston Street Project

Last Updated: 4/7/2022

Compression-Ignition Engine Brake-Specific Fuel Consumption (BSFC) Factors [1]:

HP: 0 to 100	0.0588	HP: Greater than 100	0.0529
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Values above are expressed in gallons per horsepower-hour/BSFC.

CONSTRUCTION EQUIPMENT

Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phase	Fuel Used (gallons)
Graders	1	8	187	0.41	Site Preparation Phase	97.26
Scrapers	1	8	367	0.48	Site Preparation Phase	223.48
Tractors/Loaders/Backhoes	1	7	97	0.37	Site Preparation Phase	44.29
Graders	1	8	187	0.41	Grading Phase	194.53
Rubber Tired Dozers	1	8	247	0.4	Grading Phase	250.68
Tractors/Loaders/Backhoes	1	7	97	0.37	Grading Phase	88.58
Cranes	1	8	231	0.29	Building Construction Phase	6,232.20
Forklifts	2	7	89	0.2	Building Construction Phase	3,221.69
Generator Sets	1	8	84	0.74	Building Construction Phase	6,428.90
Tractors/Loaders/Backhoes	1	8	97	0.37	Building Construction Phase	3,711.92
Welders	3	8	46	0.45	Building Construction Phase	6,422.69
Air Compressors	1	6	78	0.48	Architectural Coating Phase	132.01
Cement and Mortar Mixers	1	8	9	0.56	Paving Phase	23.69
Pavers	1	8	130	0.42	Paving Phase	230.89
Paving Equipment	1	8	132	0.36	Paving Phase	200.95
Rollers	1	8	80	0.38	Paving Phase	142.91
Tractors/Loaders/Backhoes	1	8	97	0.37	Paving Phase	168.72
Total Fuel Used						27,815.41
						(Gallons)

Construction Phase Days of Operation

Site Preparation Phase	3
Grading Phase	6
Building Construction Phase	220
Paving Phase	10
Architectural Coating Phase	10
Total Days	249

WORKER TRIPS

Constuction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
Site Preparation Phase	25.3	8	10.8	10.25
Grading Phase	25.3	10	10.8	25.61
Building Construction Phase	25.3	83	10.8	7794.78
Paving Phase	25.3	15	10.8	64.03
Architectural Coating Phase	25.3	17	10.8	72.57
Total				7,967.24

HAULING AND VENDOR TRIPS

Trip Class	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
HAULING TRIPS				
Site Preparation Phase	7.6	0	20.0	0.00
Grading Phase	7.6	0	20.0	0.00
Building Construction Phase	7.6	0	20.0	0.00
Paving Phase	7.6	0	20.0	0.00

Architectural Coating Phase	7.6	0	20.0	0.00
Total				-
VENDOR TRIPS				
Site Preparation Phase	7.6	0	7.3	0.00
Grading Phase	7.6	0	7.3	0.00
Building Construction Phase	7.6	19	7.3	4015.00
Paving Phase	7.6	0	7.3	0.00
Architectural Coating Phase	7.6	0	7.3	0.00
Total				4,015.00

Total Gasoline Consumption (gallons)	7,967.24
Total Diesel Consumption (gallons)	31,830.41

Sources:

[1] United States Environmental Protection Agency. 2021. *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES3.0.2*. September. Available at: <https://www.epa.gov/system/files/documents/2021-08/420r21021.pdf>.

[2] United States Department of Transportation, Bureau of Transportation Statistics. 2021. *National Transportation Statistics*. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

1 Preston Street Project

Last Updated: 4/7/2022

Populate one of the following tables (Leave the other blank):

Annual VMT	OR	Daily Vehicle Trips
Annual VMT: 1,132,272		Daily Vehicle Trips: Average Trip Distance:

Fleet Class	Fleet Mix	Fuel Economy (MPG) [1]
Light Duty Auto (LDA)	0.512341	Passenger Vehicles 25.3
Light Duty Truck 1 (LDT1)	0.05237	Light-Med Duty Trucks 18.2
Light Duty Truck 2 (LDT2)	0.194493	Heavy Trucks/Other 7.6
Medium Duty Vehicle (MDV)	0.150484	Motorcycles 44
Light Heavy Duty 1 (LHD1)	0.029151	
Light Heavy Duty 2 (LHD2)	0.007004	
Medium Heavy Duty (MHD)	0.010494	
Heavy Heavy Duty (HHD)	0.009415	
Other Bus (OBUS)	0.001203	
Urban Bus (UBUS)	0.000586	
Motorcycle (MCY)	0.027411	
School Bus (SBUS)	0.001303	
Motorhome (MH)	0.003746	

Fleet Mix					
Vehicle Type	Percent	Fuel Type	Annual VMT:		Fuel Consumption (Gallons)
			VMT	Vehicle Trips: VMT	
Passenger Vehicles	51.23%	Gasoline	580,109	0.00	22,929
Light-Medium Duty Trucks	39.73%	Gasoline	449,905	0.00	24,720
Heavy Trucks/Other	6.29%	Diesel	71,222	0.00	9,371
Motorcycle	2.74%	Gasoline	31,037	0.00	705

Total Gasoline Consumption (gallons)	48,355
Total Diesel Consumption (gallons)	9,371

Sources:

[1] United States Department of Transportation, Bureau of Transportation Statistics. 2021. National Transportation Statistics. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

Equipment	Horsepower	Load Factor
Aerial Lifts	63	0.31
Air Compressors	78	0.48
Bore/Drill Rigs	221	0.5
Cement and Mortar Mixers	9	0.56
Concrete/Industrial Saws	81	0.73
Cranes	231	0.29
Crawler Tractors	212	0.43
Crushing/Proc. Equipment	85	0.78
Excavators	158	0.38
Forklifts	89	0.2
Generator Sets	84	0.74
Graders	187	0.41
Off-Highway Tractors	124	0.44
Off-Highway Trucks	402	0.38
Other Construction Equipment	172	0.42
Other General Industrial Equipment	88	0.34
Other Material Handling Equipment	168	0.4
Pavers	130	0.42
Paving Equipment	132	0.36
Plate Compactors	8	0.43
Pressure Washers	13	0.3
Pumps	84	0.74
Rollers	80	0.38
Rough Terrain Forklifts	100	0.4
Rubber Tired Dozers	247	0.4
Rubber Tired Loaders	203	0.36
Scrapers	367	0.48
Signal Boards	6	0.82
Skid Steer Loaders	65	0.37
Surfacing Equipment	263	0.3
Sweepers/Scrubbers	64	0.46
Tractors/Loaders/Backhoes	97	0.37
Trenchers	78	0.5
Welders	46	0.45

Appendix D

Transportation Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.

1 Preston Residential

Transportation Analysis

Prepared for:

Rincon Consultants

February 28, 2022

Hexagon Transportation Consultants, Inc.

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed residential development located at 1 Preston Street in Salinas, California. The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). There is currently no development proposal. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies of the City of Salinas. The transportation analysis will consist of a CEQA-level transportation analysis to determine environmental impacts related to Vehicle Miles Traveled (VMT) and a transportation operations analysis to determine local impacts to nearby transportation facilities within the project vicinity.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool.

Transportation Operations Analysis Scope

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of Salinas *Draft SB 743 Implementation Policy* describes screening criteria that determines a non-significant transportation impact for development projects. The criteria are based on the type of project, characteristics, and/or location. The project does not meet the screening criteria described in the *Draft SB 743 Implementation Policy* and would be required to conduct a CEQA level VMT analysis.

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate 10.53 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact.

Mitigation Measures: Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**
6. Affordable Housing: Provide below market-rate housing on-site. **or**
7. Voluntary Travel Behavior Change Program: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. Promotions and Marketing: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. School Carpool Program: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Transportation Operations Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The transportation operations analysis includes the analysis of AM and PM peak-hour traffic conditions for one signalized intersection and two unsignalized intersections. The intersections were evaluated using Synchro software, utilizing the Highway Capacity Manual (HCM) 2010 methodology.

Trip Generation

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour.

Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with and without the project. The N. Main Street/Menke Street intersection would operate at an unacceptable LOS F during both peak hours with and without the project. The addition of project generated trips to the intersection would increase the average delay experienced by each vehicle on the worst-leg approach by 13.6 seconds during the AM peak hour. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Table ES-1
Intersection Level of Service Summary

Study #	Intersection	Control	Peak Hour	Existing Conditions				
				No Project		with Project		Increase in Crit. Delay (sec)
				Avg. Delay ¹ (sec)	LOS	Avg. Delay ¹ (sec)	LOS	
1	N. Main Street & Menke Street	TWSC	AM	65.9	F	79.5	F	13.6
			PM	183.3	F	183.3	F	0.0
2	N. Main Street & Rossi Street	Signal	AM	28.9	C	29.1	C	0.2
			PM	31.3	C	31.6	C	0.3
3	Martella Street & Rossi Street	TWSC	AM	22.3	C	24.1	C	1.8
			PM	26.2	D	27.9	D	1.7

Notes:
¹ Average delay is reported for signalized intersections. Delay for the worst approach leg is reported for TWSC intersections.
Bold indicates a substandard level of service.
Bold indicates an adverse effect with the addition of project trips.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection. Field observations show that gaps in traffic are available during both peak hours at both intersections.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

Pedestrian facilities in the project vicinity include sidewalks, crosswalks, and pedestrian signals at the signalized study intersection. The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides access to additional pedestrian facilities and to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should be designed to include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

Bicycle facilities in the project vicinity include bike paths, bike lanes, and bike routes. The project site is not directly served by any bicycle facilities. However, Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Facilities

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

1.

Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed residential development located at 1 Preston Street in Salinas, California. The site is located at the western end of Preston Street. The project site location and surrounding study area are shown on Figure 1.

The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The maximum potential buildout of the site was evaluated as part of this traffic analysis since there currently is no development proposal. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units.

Transportation Policies

Draft SB 743 Implementation Policy

Historically, traffic impact analysis has utilized vehicular delay to identify traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service (LOS).

In adherence to SB 743, the City of Salinas has adopted a new Transportation Analysis Policy, the City of Salinas *Draft SB 743 Implementation Policy*. The policy establishes the thresholds for transportation impacts under the CEQA based on VMT instead of LOS. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new development projects are required to analyze transportation impacts using the VMT metric and conform to the *Draft SB 743 Implementation Policy*.

General Plan Goals & Policies

The Circulation Element of the *City of Salinas General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The 2002 General Plan

contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system (C-1.8);
- Encourage car-pooling, at government offices, business, schools, and other facilities, to reduce the number of vehicles using the roadway system (C1.9);
- Urge a countywide approach to Transportation Demand Management (TDM) and Transportation Systems Management (TSM) as the best way to reduce peak-hour vehicle trips and congestion at major employment centers. (C2.1);
- Work with Caltrain and Amtrak to provide commuter rail service to the Silicon Valley and other major destinations to provide alternatives to automobile use (C-2.5);
- Support continued maintenance and expanded use of the City's Intermodal Transportation Center (C-2.7);
- Support Monterey-Salinas Transit initiatives to provide adequate and improved public transportation service (C-3.1);
- Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service (C 3.2);
- Support the extension of commuter rail to Salinas to allow for alternatives to automobile use. (C 3.3);
- Support public transportation that is "bike" friendly, such as buses with bicycle racks and reduced fares for bicycle riders and provision of bicycle racks at public transportation stations (C-3.4);
- Continue to develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips. Eliminate gaps and provide connections between existing bicycle routes (C-4.1);
- Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes, that promote bicycling (C-4.2);
- Encourage existing businesses and require new construction to provide on-premise facilities to aid bicycle commuters, such as on-site safe bicycle parking (C-4.3);
- Improve the biking environment by providing safe and attractive cut-through, bike lanes, and bike paths for both recreational and commuting purposes (C-4.4);
- Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design (C-4.5);
- Encourage parking lot designs that provide for safe and secure bicycle parking (C-4.6);
- Increase availability of safe and well-maintained sidewalks in all areas of the City (C-5.1);
- Ensure that all pedestrian route improvements meet with ADA standards for accessibility (C-5.3) ;
- Encourage parking lot designs that promote pedestrian access and safety (C-5.4);
- Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes (C-5.5)

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *City of Salinas General Plan* goals and policies. The TA was evaluated following the standards and methodologies set forth in the City of Salinas *Draft SB 743 Implementation Policy* and by the California Environmental Quality Act (CEQA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool. The City's VMT analysis tool was developed to streamline the analysis for development projects with common land uses such as residential, office and industrial uses.

The City of Salinas *Draft SB 743 Implementation Policy* establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The policy also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required. However, the proposed project will not meet all applicable VMT screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Transportation Operations Analysis Scope

The current General Plan, *City of Salinas General Plan*, adopted in September 2002 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The transportation operations analysis supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The transportation operations analysis also includes signal warrant analyses and critical gap evaluation at unsignalized intersections. An evaluation of potential project impacts on bicycle, pedestrian, and transit facilities is also included.

The study intersections were selected in coordination with City staff and are listed below and are shown on Figure 1.

Study Intersections

1. North Main Street and Menke Street (unsignalized)
2. North Main Street and Rossi Street
3. Rossi Street and Martell Street (unsignalized)

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Salinas General Plan.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the VMT analysis methodology, baseline and potential project VMT impacts, and required mitigation measures to reduce any VMT impacts. Chapter 4 describes the transportation operations analysis including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection

traffic effects caused by the project, and effects on bicycle, pedestrian, and transit facilities. Chapter 5 presents the conclusions of the transportation analysis.

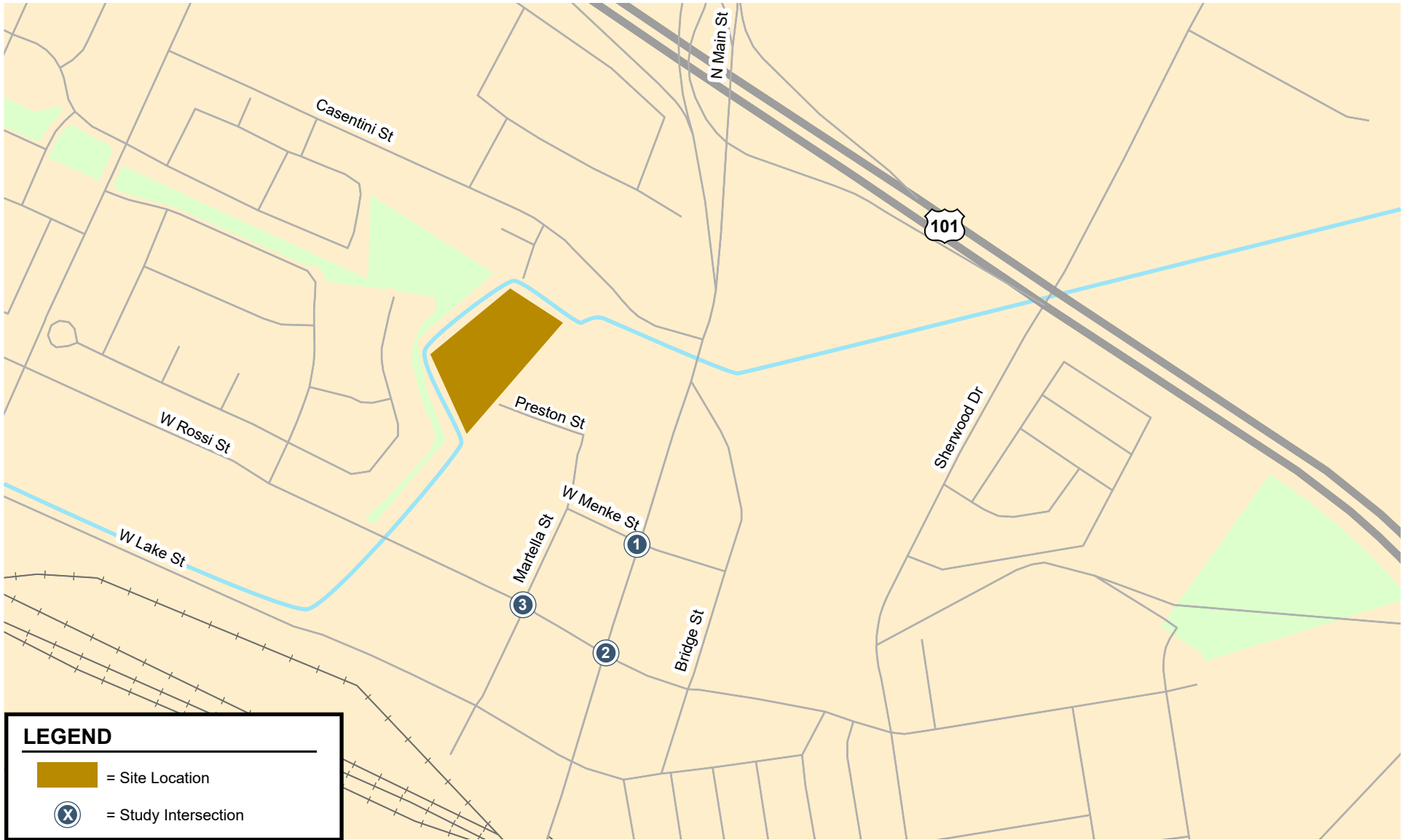


Figure 1
Site Location

2. Existing Transportation System

This chapter describes the existing transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via US-101, SR-68, and SR 183. These facilities are described below.

US-101 is a four-lane freeway in the vicinity of the site. US 101 extends north to Gilroy and the San Francisco Bay Area and south to King City, central California, and the Los Angeles area. Access to the site is provided via its interchange at Main Street.

SR-68 is a four-lane highway with a two-way left-turn median between Blanco Road and Portola Drive. South of Portola Drive, the roadway narrows to two lanes with a two-way left-turn lane. SR 68 extends north to US-101 in Salinas and south to the Monterey Bay Peninsula. SR-68 runs along South Main Street and John Street in the City of Salinas. Access from SR-68 to the project site is provided via Main Street and North Main Street.

SR-183 is a two-lane highway west of the city of Salinas. SR 183 widens to four lanes and runs along Market Street and North Main Street within the City of Salinas. It extends east to US-101 in Salinas and west to SR-1 near Moss Landing. Access from SR-183 to the project site is provided via Rossi Street and Menke Street.

Local access to the site is provided by North Main Street, West Rossi Street, West Menke Street, Martella Street and Preston Street. These roadways are described below.

North Main Street is a four-lane north-south roadway in the vicinity of the project site. North Main Street is the primary north-south roadway within the city of Salinas and connects North Salinas and US-101 to the downtown area. In the project vicinity, North Main Street has a posted speed limit of 40 mph with sidewalks and on-street parking on both sides of the street and no bike lanes. Access to the project site from North Main Street is provided via Rossi Street and Menke Street.

West Rossi Street is a two-lane east-west roadway in the vicinity of the project site and extends between North Davis Road and Sherwood Drive. Sidewalks and bike lanes are present along both sides of West Rossi Street. In the project vicinity, parking is permitted on the north side of West Rossi Street, west of Martella Street. Access to the project site from West Rossi Street is provided via Martella Street.

West Menke Street is a two-lane east-west roadway that extends between Bridge Street and Martella Street in the vicinity of the project site. A continuous sidewalk is present along the north side of West Menke Street. Parking is permitted on both sides of West Menke Street. Access to the project site from West Menke Street is provided via Martella Street.

Martella Street is a two-lane north-south roadway in the vicinity of the project site extending between West Lake Street and Preston Street. Intermittent sidewalks are present along both sides of Martella Street. Parking is permitted on both sides of Martella Street. Access to the project site from Martella Street is provided via Preston Street.

Preston Street is a two-lane east-west roadway in the vicinity of the project site. A sidewalk is present on the north side of Preston Street. Parking is permitted on both sides of Preston Street. The proposed project site is located at the west end of Preston Street.

Existing Pedestrian, Bicycle and Transit Facilities

The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are missing along several property frontages along Preston Street, Martella Street, and Menke Street. However, a continuous sidewalk connects the project site to Main Street, which is the nearest major street in the vicinity. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at the signalized study intersection of North Main Street and Rossi Street. At the intersection of North Main Street and Menke Street, marked crosswalks are present along the west and east legs. At the intersection of Martella Street and Rossi Street, marked crosswalks are present along the north and east legs.

Overall, the existing network of sidewalks and crosswalks provides adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Bicycle Facilities

There are several bicycle facilities in the vicinity of the project site. Bicycle facilities are divided into the following three classes of relative significance:

Class I Bikeway (Bike Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. The Rossi Rico Parkway is in the vicinity of the project site and connects Rossi Street to Davis Road. The nearest access to the bike path is along Rossi Street, approximately 1,500 feet from the project site.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on Rossi Street, between Davis Road and Sherwood Drive.

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Rice Street, between Rossi Street and Larkin Street
- Casentini Street, between Main Street and Rico Street

The existing bicycle facilities are shown in Figure 2.

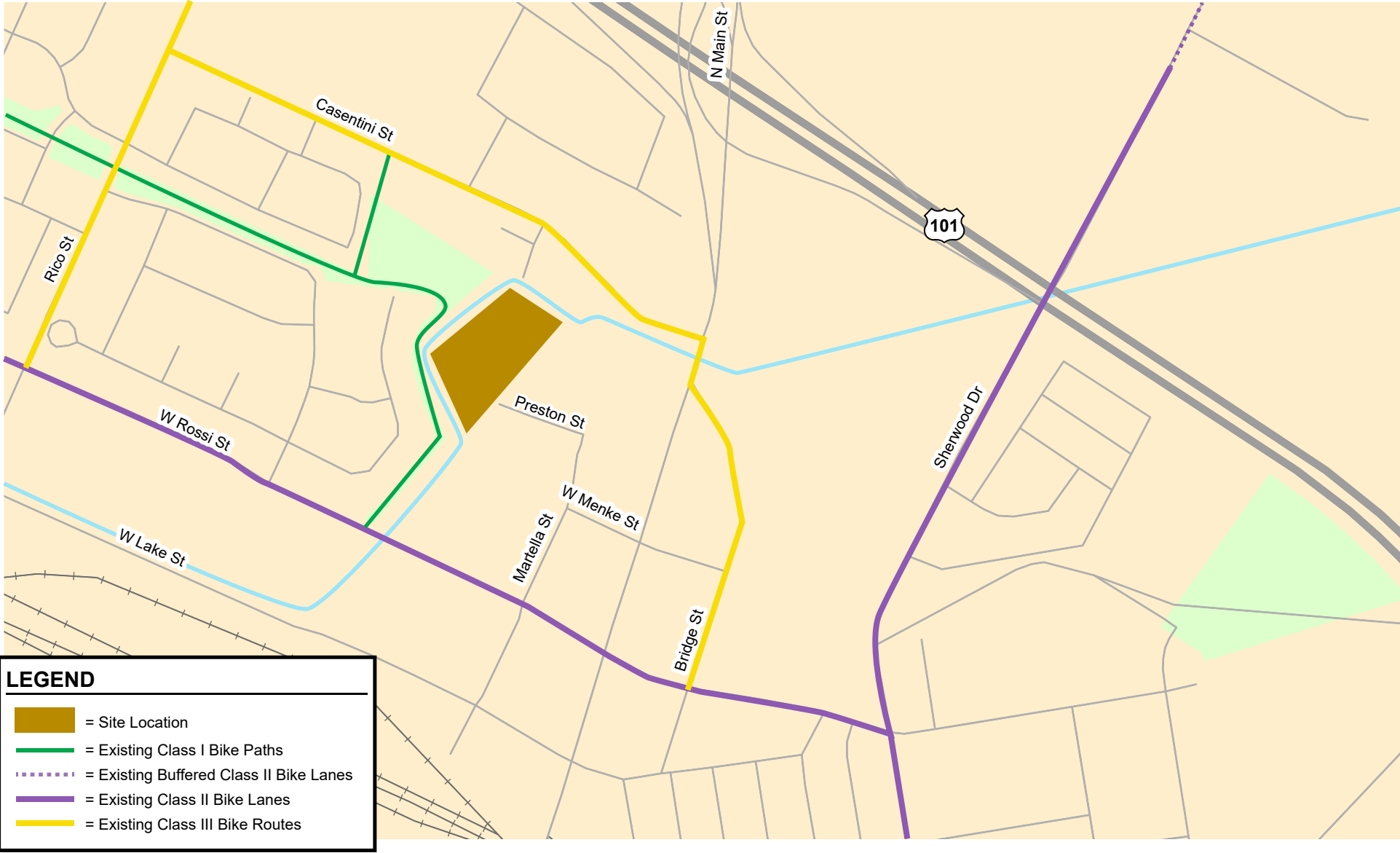


Figure 2
Existing Bicycle Facilities

Existing Transit Services

Existing transit services in the study area are provided by Monterey-Salinas Transit (MST) and are shown on Figure 3. The Salinas Amtrak station is located ½-mile from the project site and provides train and connecting bus services from Amtrak. Amtrak services are limited at Salinas station, providing one daily service in each direction via the Coast Starlight. Amtrak provides connecting bus services to train stations towards the north several times daily.

Monterey-Salinas Transit Bus Service

The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49 and 95). These bus routes are listed in Table 1, including their terminus points and headways. The nearest bus stops to the project site are located along both sides of Main Street (just south of Rossi Street), approximately ¼-mile from the project site. It should be noted that although headways are long, these routes all run along Main Street in the city of Salinas, connecting the downtown area and project site to areas in the northern part of the city, north of US 101.

Table 1
Existing Transit Services

Transit Route	Route Description	Hours of Operation	Headway ¹
Route 23	Salinas to King City	6:45 am - 10:00 pm	60 mins
Route 29	Watsonville to Salinas via Prunedale	5:45 am - 7:00 pm	120 mins
Route 44	Northridge to Salinas	6:30 am - 6:15 pm	75 mins
Route 49	Santa Rita via Northridge	6:15 am - 10:00 pm	60 mins
Route 95	Williams Ranch to Northridge	9:30 am - 5:15 pm	120 mins

Notes:
¹ Approximate headways during peak commute periods.

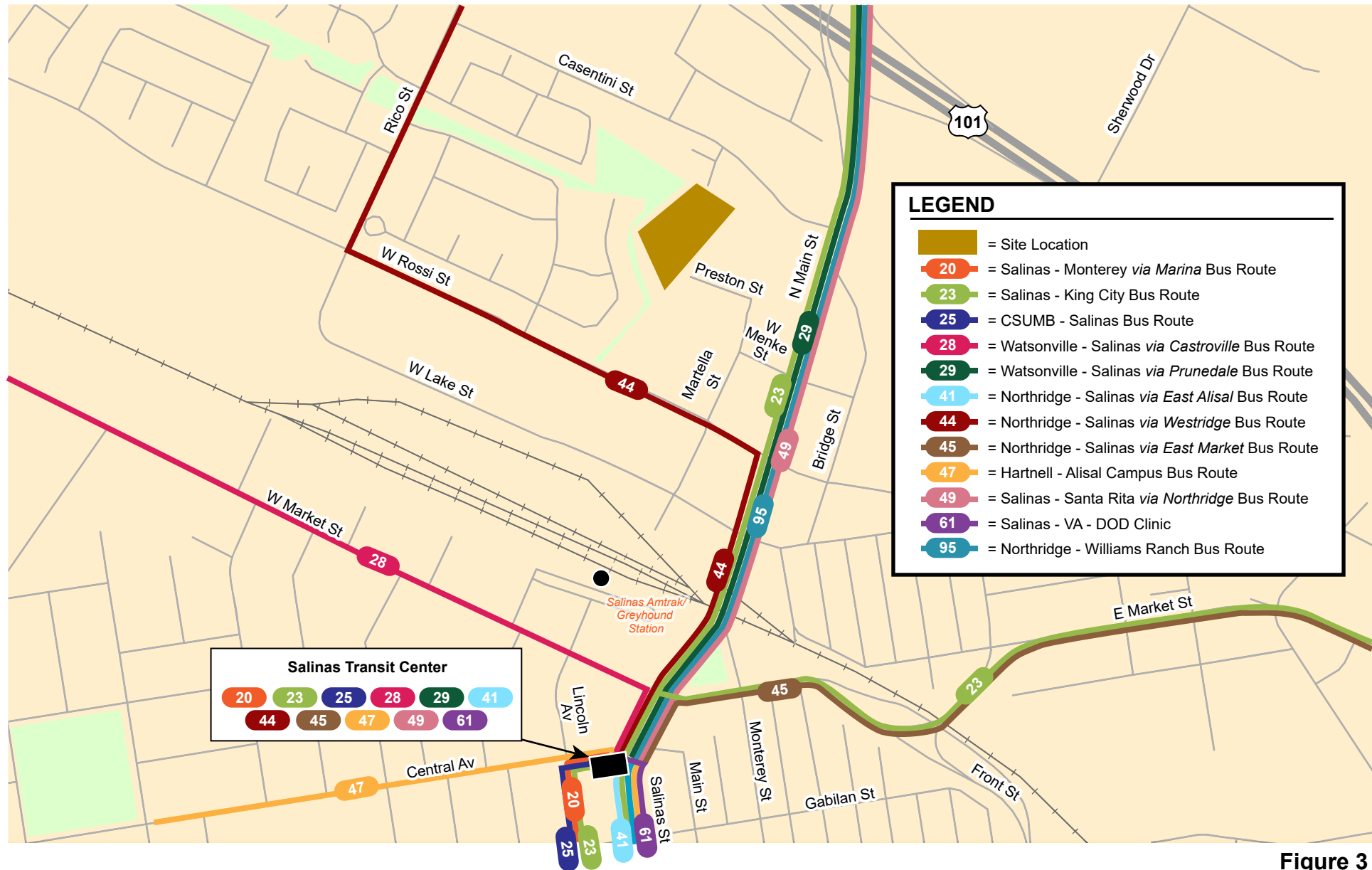


Figure 3
Existing Transit Services

3.

CEQA VMT Evaluation

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, and mitigation measures recommended to reduce significant impacts. Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes

VMT Evaluation Methodology and Criteria

The effects of the proposed project on VMT were evaluated using the methodology outlined in the City of Salinas *Draft SB 743 Implementation Policy*.

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

VMT Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed a VMT Analysis Tool. The VMT tool identifies the existing average VMT per capita and VMT per employee for an identified project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT analysis tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in “high-VMT areas”. Projects that exceed the City’s thresholds of significance are required to include VMT reduction measures that would reduce the project VMT to the greatest extent possible.

VTM Policies and Impact Criteria

In adherence to SB 743, the City of Salinas has adopted its *Draft SB 743 Implementation Policy*. The policy aligns with the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Per OPR's technical advisory, VMT per resident (capita) is the recommended metric to evaluate CEQA-related transportation impacts for residential land uses. As stated in the technical advisory, OPR recommends an impact threshold of 15% below the existing VMT levels for residential land uses. OPR allows the existing VMT to be measured as regional or citywide VMT per capita. Therefore, the City's policy has established 15% below the county-wide residential VMT per capita as the impact threshold for residential uses in the city. The VMT Evaluation Tool indicates that the countywide average VMT per capita is currently 11.40. Thus, the project will result in a significant impact if it results in project generated VMT of 9.7 VMT per capita or greater.

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through mitigation measures, which can include implementing a TDM program.

The VMT analysis tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. The VMT reduction measures include Transportation Demand Management (TDM) strategies in the following categories:

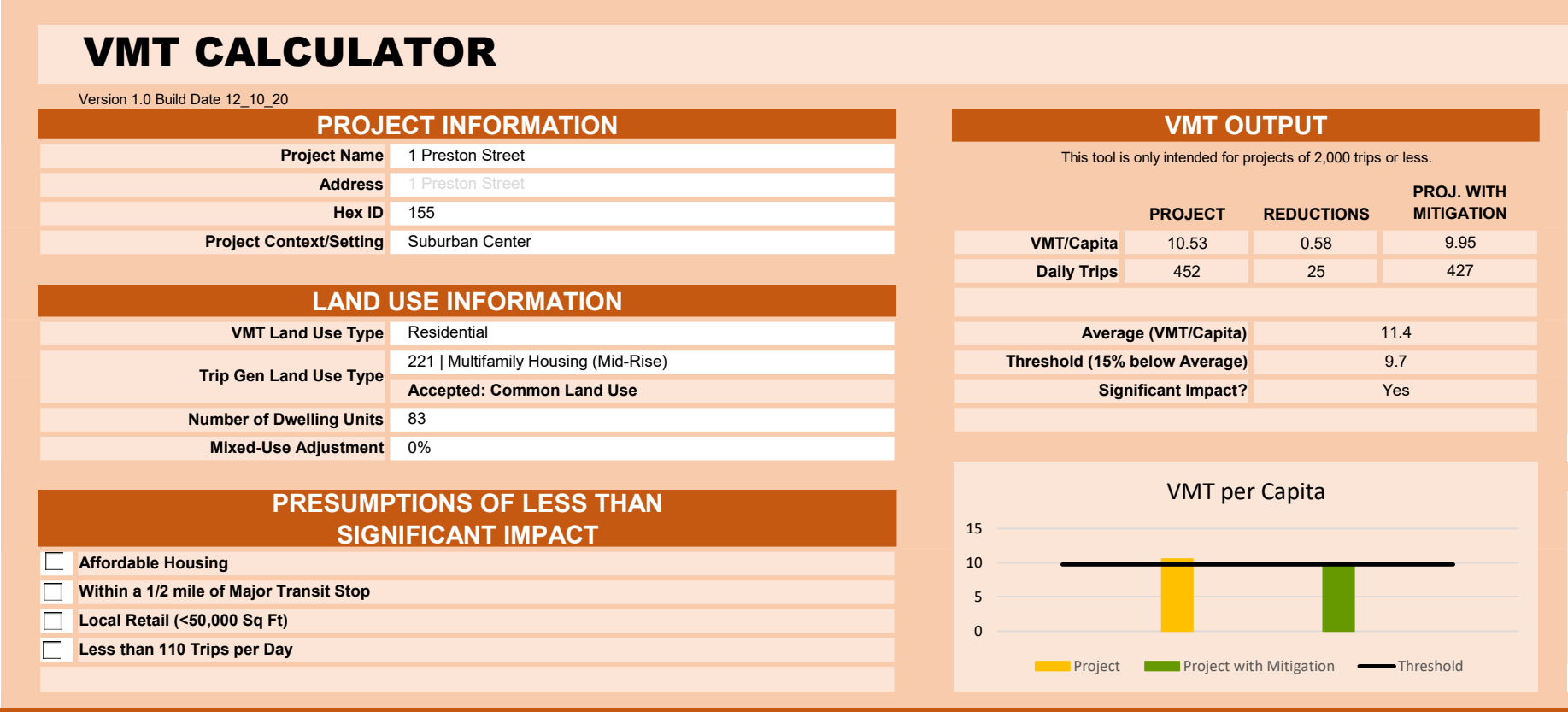
1. Parking
2. Transit
3. Communication and Information
4. Commuting
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement
8. Miscellaneous
9. Land Use

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate VMT per capita (10.53), which would exceed the impact threshold of 9.7 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria. The VMT Evaluation Tool output is shown in Figure 4 and also can be found in Appendix A.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact. Per the city's impact thresholds, the project would need to implement VMT reduction measures to achieve an 8 percent reduction (10.53 to 9.7) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels.



Mitigation Measures: Based on City's VMT policy and analysis tool, the following Travel Demand Management (TDM) strategies could be implemented to reduce the project's impact to a less than significant level. The mitigation measures and the resulting VMT are summarized in Table 2.

Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**
6. Affordable Housing: Provide below market-rate housing on-site. **or**
7. Voluntary Travel Behavior Change Program: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. Promotions and Marketing: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. School Carpool Program: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Table 2
VMT Mitigation Measures and Resulting VMT

Item	Mitigation	Mitigation Description	VMT per Capita	VMT Threshold	VMT Impact?
1	Project	None	10.53	9.7	Yes
2	Higher Density, Pedestrian Network Improvements, and Include Bike Parking Per City Code	The project proposes to construct residential units at a higher density in an infill location, construct pedestrian facilities within the project site that would connect to the existing pedestrian network, and provide bike parking on-site.	9.95	9.7	Yes
3	Item 2 and Reduce On-site Parking	Reducing on-site parking spaces less than what is required per the municipal code	(9.53) varies ¹	9.7	No
4	Item 2 and Implement Unbundled Parking	Unbundle parking costs from leases/property costs.	(9.7) varies ²	9.7	No
5	Affordable Housing	The project could provide a high percentage of affordable housing units, as defined by the City of Salinas, could result in a less-than significant impact on VMT.	n/a	9.7	No
6	Item 2 and Implement Voluntary Travel Behavior Change Program, Promotions and Marketing, and School Carpool Program	<p><u>Voluntary Travel Behavior Change Program</u> - Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes.</p> <p><u>Promotions and Marketing</u> - Implement marketing/educational campaigns that promote the use of transit, carpooling, school pools, and travel through active modes. Strategies may include welcome packets for new residents, on-line portal to access information, and event promotions.</p> <p><u>School Carpool Program</u> - Implement a School Carpool Program. Residents would be provided information upon move-in. Interested residents would provide their contact information to similarly interested families.</p>	9.62	9.7	No

Notes:

¹ Since a breakdown of units and their sizes has not yet been proposed, the number of required spaces is unknown. Based on a requirement of 2 spaces per unit, reducing the parking supply to one space per unit would result in 9.53 VMT per capita.

² VMT reduction is varied based on the amount charged for a parking space. Implementing a \$20 charge for parking would reduce the VMT per capita to 9.7

4.

Transportation Operations Analysis

This chapter describes the transportation operations analysis including the method by which project traffic is estimated, intersection operations analysis for existing and existing plus project scenarios, any adverse effects on study intersections caused by the project, and effects on bicycle, pedestrian, and transit facilities, and parking.

The transportation operations analysis provides supplemental analysis for use by the City of Salinas in identifying adverse effects related to the proposed project and to identify potential improvements to the transportation system. The transportation operations analysis supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter.

Project Description

There currently is no development proposal for the vacant project site. Therefore, the maximum potential buildout of the site was evaluated as part of this traffic analysis. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units. The lot can be accessed at the west end of Preston Street.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Multi-Family Housing – Mid Rise (Land Use 221) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021) were applied to the proposed residential development.

Based on the trip generation rates, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 3.

Table 3
Project Trip Generation Estimates

Land Use	Size	Daily Trips		AM Peak Hour							PM Peak Hour							
		Rate	Trip	Split			Trip				Rate	Split			Trip			
				In	Out	Total	In	Out	Total	In		Out	Total					
Proposed Land Uses																		
#221 - Multifamily Housing (Mid-Rise)	83	Dwelling Units	4.540	377	0.370	23%	77%	7	24	31	0.390	61%	39%	20	12	32		
Source: ITE Trip Generation Manual, 11 th Edition 2021.																		

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Figure 5 shows the trip distribution pattern and net trip assignment of project traffic on the local transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area. The study includes the analysis of one signalized intersection and two unsignalized intersections within the City of Salinas. The study intersections were selected in coordination with City staff and are listed below and are shown on Figure 6.

Study Intersections

1. North Main Street and Menke Street (unsignalized)
2. North Main Street and Rossi Street
3. Rossi Street and Martell Street (unsignalized)

Study Scenarios

Intersection operations conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing AM and PM peak hour traffic volumes at all study intersections were obtained from new traffic counts.

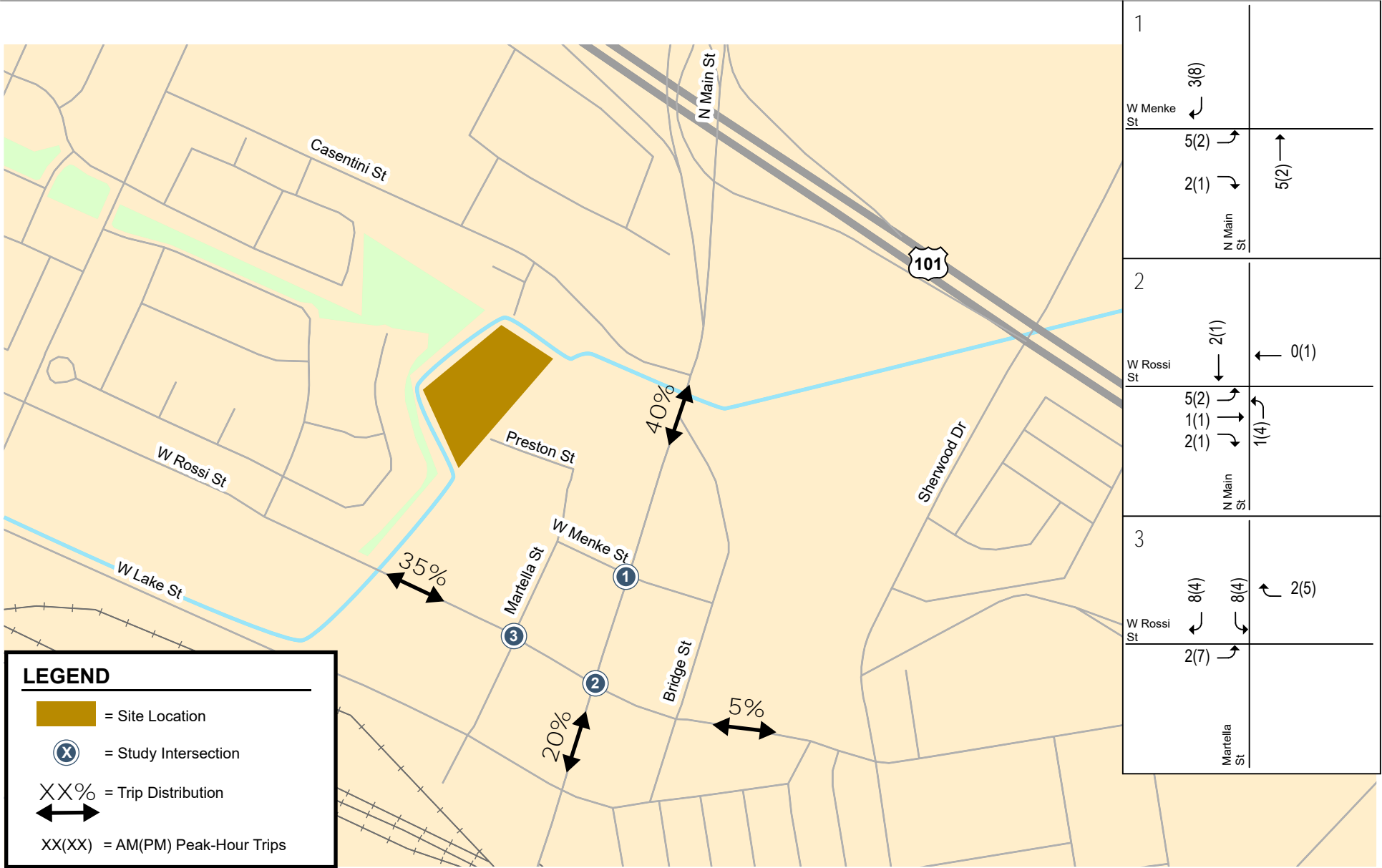


Figure 5
Project Trip Distribution and Assignment

- **Existing Plus Project Conditions.** Existing plus project conditions represent existing peak-hour traffic volumes on the existing roadway network with the addition of traffic generated by the proposed project assuming the project was completed and occupied today. Existing plus project conditions were evaluated relative to existing conditions to determine potential project impacts on the existing transportation network attributable to the project only.

Data Requirements

The data required for the analysis were obtained from new traffic counts and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 7. It is assumed in this analysis that the roadway network and intersection configurations under the existing plus project would be the same as described under existing conditions.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all signalized study intersections were obtained from new traffic counts collected in January 2022. The existing peak-hour intersection volumes are shown on Figure 8. Intersection turning-movement counts conducted for this analysis are presented in Appendix B.

Existing plus Project Conditions

Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 9).

Intersection Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Study intersections were evaluated based on the *2010 Highway Capacity Manual* (HCM) level of service methodology using Synchro software. This method evaluates intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average control delay and level of service at signalized intersections is shown in Table 4. The correlation between control delay and level of service at unsignalized intersections is shown in Table 5.

City of Salinas Intersection Operations Adverse Effects

An adverse effect on signalized intersection operations occurs if for either peak hour:

1. The addition of project traffic causes operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level, or
2. The addition of project traffic adds one vehicle trip to intersections already operating at an unacceptable level (LOS E or F).

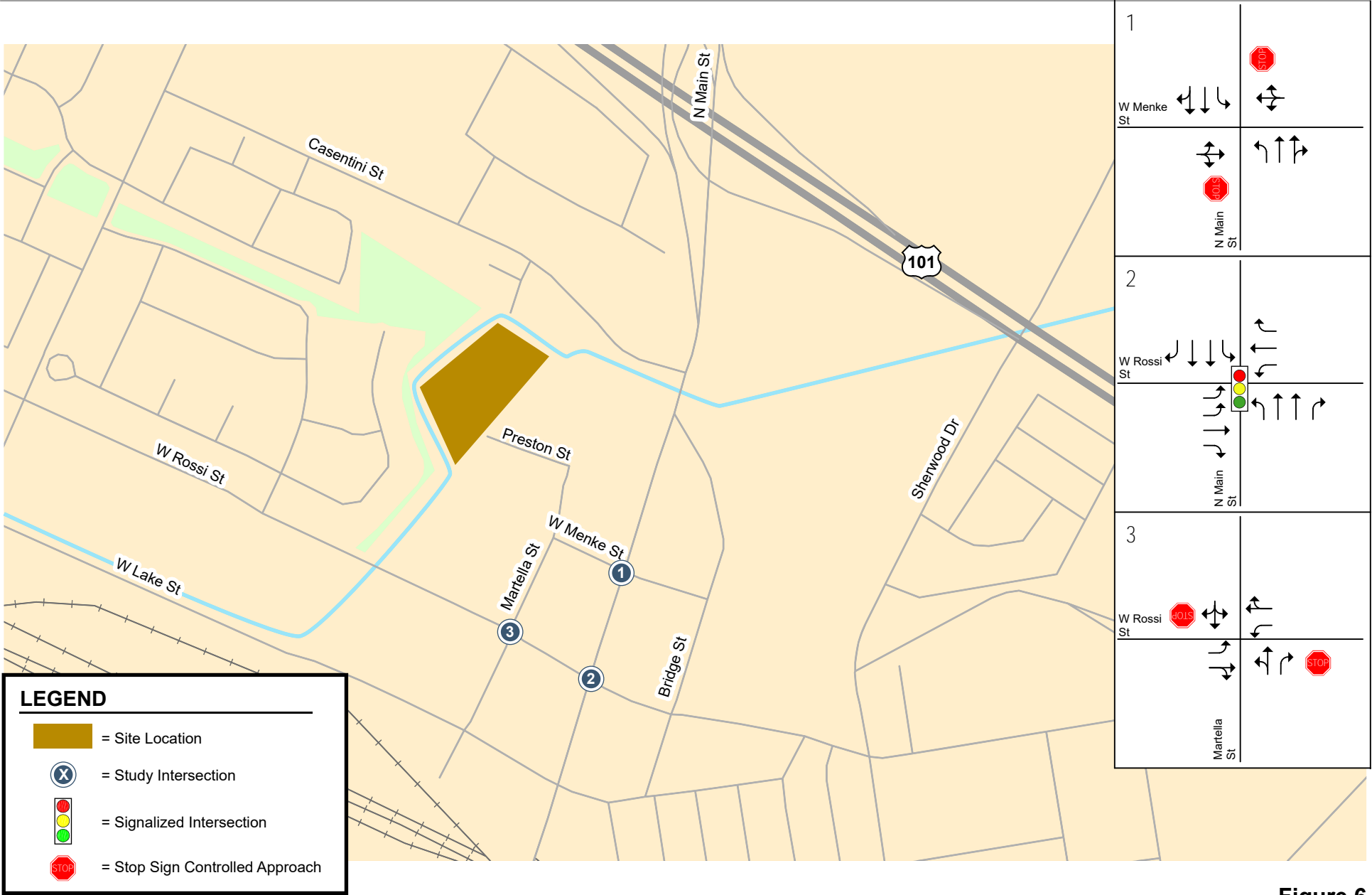


Figure 6
Existing Lane Configurations

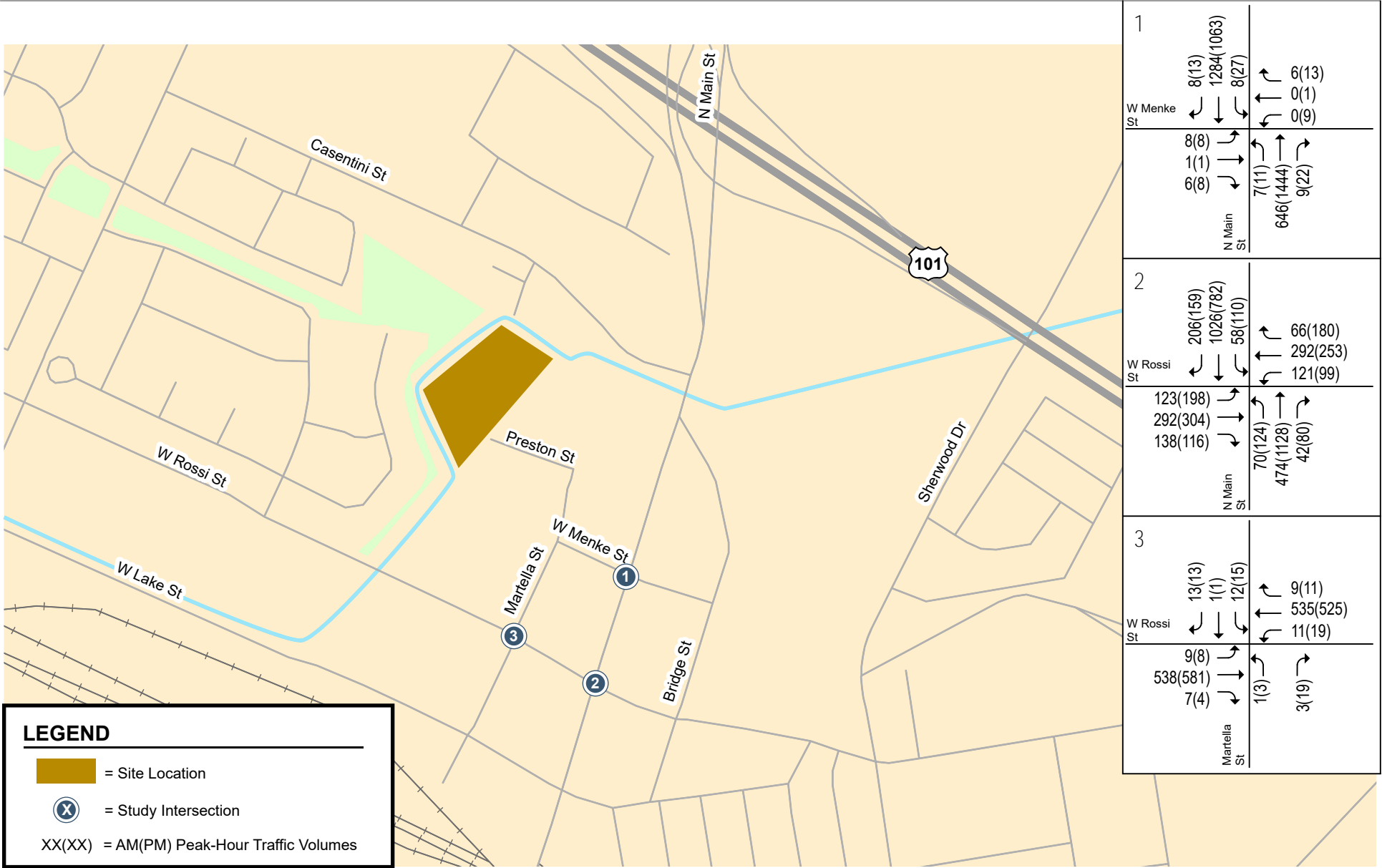


Figure 7
Existing Traffic Volumes

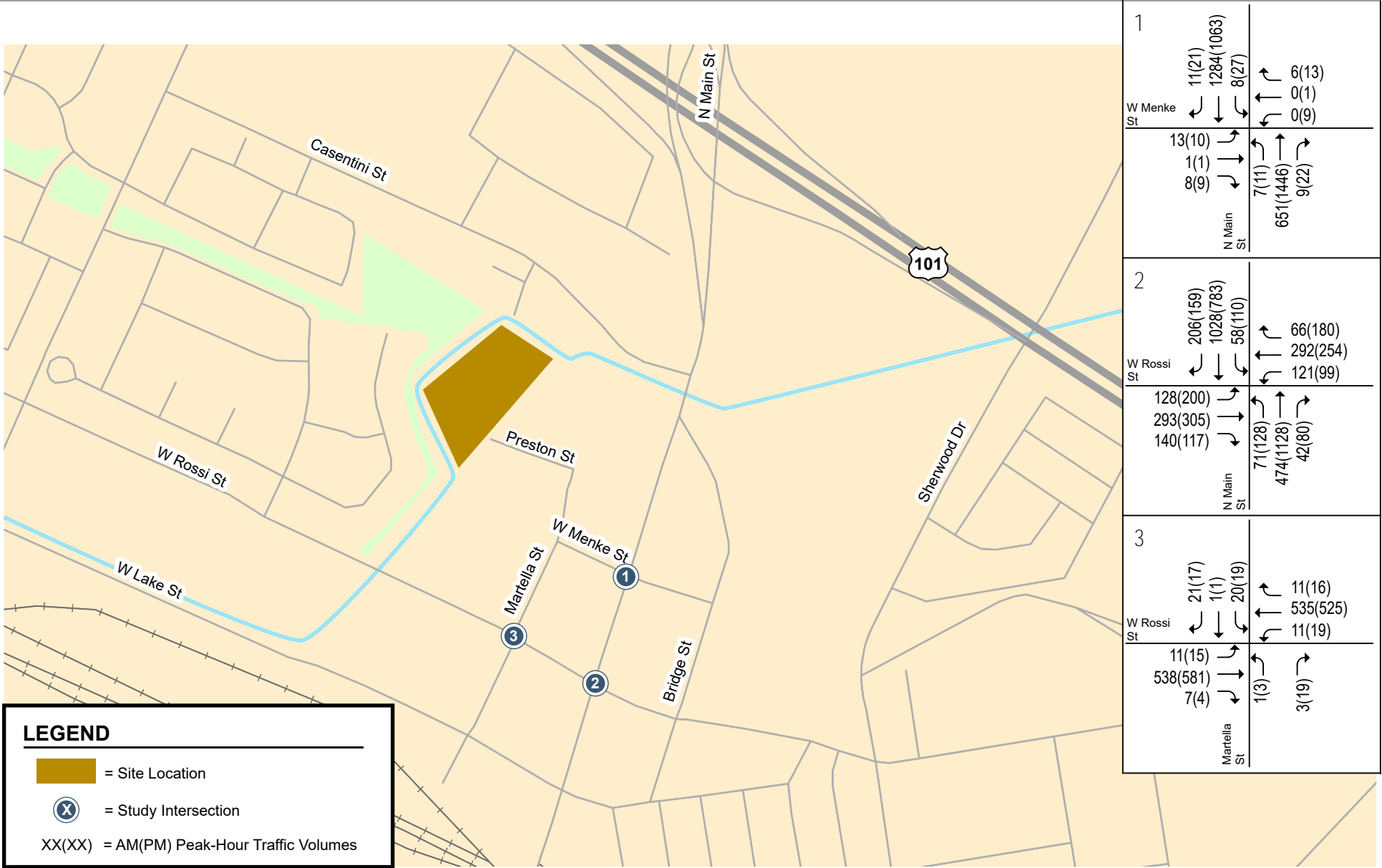


Figure 8
Existing Plus Project Traffic Volumes

Table 4
Signalized Intersection Level of Service Definition Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0
Source: Transportation Research Board, <i>2010 Highway Capacity Manual</i> (Washington, D.C., 2010)		

Table 5
Unsignalized Intersection Level of Service Definition Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0
Source: Transportation Research Board, <i>2010 Highway Capacity Manual</i> (Washington, D.C., 2010)		

An adverse effect at a one- or two-way stop-controlled intersection operations occurs if for either peak hour:

1. The addition of project traffic causes overall operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level, or
2. The addition of project traffic adds one vehicle trip to intersections whose side-street operations are already operating at an unacceptable level (LOS E or F).

An adverse intersection operations effect provides an indication to City staff to determine whether improvements are needed at a study intersection. If adverse effects are found as a result of the addition of project-generated trips on the roadway network, potential improvements that would reduce the project's effect on the roadway network will be identified.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6.

Table 6
Intersection Level of Service Results

Study #	Intersection	Control	Peak Hour	Existing Conditions				
				No Project		with Project		
				Avg. Delay ¹ (sec)	LOS	Avg. Delay ¹ (sec)	LOS	Increase in Crit. Delay (sec)
1	N. Main Street & Menke Street	TWSC	AM	65.9	F	79.5	F	13.6
			PM	183.3	F	183.3	F	0.0
2	N. Main Street & Rossi Street	Signal	AM	28.9	C	29.1	C	0.2
			PM	31.3	C	31.6	C	0.3
3	Martella Street & Rossi Street	TWSC	AM	22.3	C	24.1	C	1.8
			PM	26.2	D	27.9	D	1.7

Notes:
¹ Average delay is reported for signalized intersections. Delay for the worst approach leg is reported for TWSC intersections.
Bold indicates a substandard level of service.
Bold indicates an adverse effect with the addition of project trips.

Existing Intersection Operation Conditions

The results of the level of service analysis show that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street operate at an acceptable LOS D or better during both the AM and PM peak hours. The unsignalized intersection of N. Main Street/Menke Street currently operates at an unacceptable LOS F during both peak hours. The level of service calculation sheets are included in Appendix C.

Existing plus Project Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with the addition of project-generated trips. The N. Main Street/Menke Street intersection would continue to operate at an unacceptable LOS F during both

peak hours. The intersection level of service calculation sheets are included in Appendix C.

The addition of project generated trips to the west leg (eastbound direction) of the N. Main Street/Menke Street intersection would increase the average delay experienced by each vehicle on that approach by 13.6 seconds during the AM peak hour. N. Main Street carries a high volume of traffic during the peak hours and causes side-street traffic to wait for extended periods of time. Field observations show that vehicles were able to make turns from Menke Street once the downstream signal at N. Main Street/Rossi Street approached the end of the green phase for the southbound direction. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. A peak hour signal warrant check and a critical gap analysis were performed at each of the unsignalized study intersections to evaluate the need for a change of control.

Peak Hour Signal Warrant

The need for signalization of the unsignalized intersections was assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

A peak-hour traffic signal warrant check was conducted for unsignalized study intersections that meet the 100 vehicles per hour threshold for minor streets. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection.

Critical Gap Observations

Although the minor street threshold is not met for the peak hour signal warrant at either unsignalized intersection, a critical gap analysis was completed to determine whether vehicles would be able to turn from minor streets onto major streets at study intersections.

The critical gap is the time needed for a driver to safely navigate from a minor street approach. The longest critical gap is typically the left turn from a minor street to a major street at two-way stop-controlled intersections. The Highway Capacity Manual (HCM) describes the default values that should be used for these movements based on the number of lanes on the major street. The critical gap is 7.5 seconds and 7.1 seconds for a four-lane major street and two-lane major street, respectively.

Based on the values described in the HCM, vehicles originating at the project site would need a minimum gap of at least 7.5 seconds to turn from Menke Street onto northbound N. Main Street and 7.1 seconds to turn from Martella Street onto eastbound Rossi Street.

Field observations show that gaps in traffic are available during both peak hours at both intersections. For the intersection of N. Main Street and Menke Street, field observations show that during both peak hour, vehicles were easily able to make left turns from Menke Street onto N. Main Street when southbound through green phase began at the N. Main Street/Rossi Street intersection. Since the southbound movement at the N. Main Street/Rossi Street intersection ends with a lagging left turn, very few vehicles approach the unsignalized intersection of N. Main Street/Menke Street towards the end of the signal cycle, allowing for vehicles to locate a gap in traffic to depart from Menke Street. Field observations of the signal timing show that the green+yellow+all red for the southbound left turn movement at N. Main Street/Rossi Street totals 12 seconds in the AM peak hour and 16 seconds in the PM peak hour, which would provide an adequate gap in traffic for vehicles to depart Menke Street.

For the intersection of Martella Street and Rossi Street, vehicles are easily able to find gaps in traffic to make the left turn. During busier cycles at the N. Main Street/Rossi Street intersection, vehicles may occasionally spillback to the Martella Street/Rossi Street intersection. However, vehicles are easily able to depart Martella Street once the signal turns green at the downstream intersection. Field observations of the signal timing show that the green+yellow+all red for the eastbound left turn movement at N. Main Street/Rossi Street totals 12 seconds in the AM peak hour and 14 seconds in the PM peak hour, which would provide an adequate gap in traffic for vehicles to depart Menke Street.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals (see Chapter 2 for details).

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides connections to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details). The project site is not directly served by any bicycle facilities. Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not

remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Services

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth by the California Environmental Quality Act (CEQA) and the City of Salinas.

CEQA VMT Analysis

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate 10.53 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact.

Mitigation Measures: Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled

parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**

6. **Affordable Housing**: Provide below market-rate housing on-site. **or**
7. **Voluntary Travel Behavior Change Program**: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. **Promotions and Marketing**: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. **School Carpool Program**: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Transportation Operations Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The transportation operations analysis includes the analysis of AM and PM peak-hour traffic conditions for one signalized intersection and two unsignalized intersections. The intersections were evaluated using Synchro software, utilizing the Highway Capacity Manual (HCM) 2010 methodology.

Trip Generation

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour.

Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with and without the project. The N. Main Street/Menke Street intersection would operate at an unacceptable LOS F during both peak hours with and without the project. The addition of project generated trips to the intersection would increase the average delay experienced by each vehicle on the worst-leg approach by 13.6 seconds during the AM peak hour. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection. Field observations show that gaps in traffic are available during both peak hours at both intersections.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

Pedestrian facilities in the project vicinity include sidewalks, crosswalks, and pedestrian signals at the signalized study intersection. The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides access to additional pedestrian facilities and to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should be designed to include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

Bicycle facilities in the project vicinity include bike paths, bike lanes, and bike routes. The project site is not directly served by any bicycle facilities. However, Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Facilities

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

**1 Preston Street
Residential Development TA
Technical Appendices**

Appendix A

City of Salinas VMT Analysis Tool Summary

VMT CALCULATOR

Version 1.0 Build Date 12_10_20

PROJECT INFORMATION

Project Name	1 Preston Street
Address	1 Preston Street
Hex ID	155
Project Context/Setting	Suburban Center

LAND USE INFORMATION

VMT Land Use Type	Residential
Trip Gen Land Use Type	221 Multifamily Housing (Mid-Rise)
	Accepted: Common Land Use
Number of Dwelling Units	83
Mixed-Use Adjustment	0%

PRESUMPTIONS OF LESS THAN SIGNIFICANT IMPACT

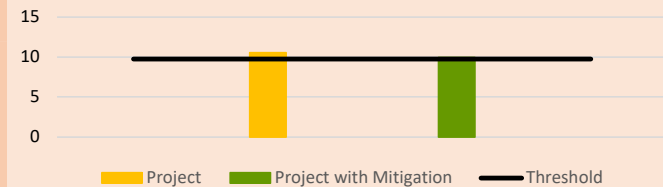
<input type="checkbox"/>	Affordable Housing
<input type="checkbox"/>	Within a 1/2 mile of Major Transit Stop
<input type="checkbox"/>	Local Retail (<50,000 Sq Ft)
<input type="checkbox"/>	Less than 110 Trips per Day

VMT OUTPUT

This tool is only intended for projects of 2,000 trips or less.

	PROJECT	REDUCTIONS	PROJ. WITH MITIGATION
VMT/Capita	10.53	0.58	9.95
Daily Trips	452	25	427
Average (VMT/Capita)	11.4		
Threshold (15% below Average)	9.7		
Significant Impact?	Yes		

VMT per Capita



TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

Scroll down for all TDM Strategies

PARKING STRATEGIES

#	TDM Measure	Selected Max Value	Input	Description
1	Reduce Parking Supply	4%	0	City code parking provision for project site (parking spaces)
			0	Actual parking provision for project site (parking spaces)
2	Unbundle Parking	5%	0	monthly parking cost (\$) for project site
3	Parking Cash-out	4%	0%	percent of employees eligible
4	Residential Area Parking Permits	0.25%	No	Yes/No
5	Price Workplace Parking	4%	0%	percent of employees eligible
6	Parking Management Strategies	1%	No	Yes/No

TRANSIT STRATEGIES

#	TDM Measure		Input	Description
7	Reduce Transit Headways	2%	No	Yes/No
8	Transit Rerouting	2%	No	Yes/No
9	Transit Stops near Project Site	2%	No	Yes/No
10	Safe and Well-Lit Access to Transit	1%	No	Yes/No
11	Transit Subsidies	4%	0%	percent of employees and residents eligible
			\$0.00	amount (\$) of transit subsidy per passenger (daily equivalent) (\$0.75, \$1.49, \$2.98 or \$5.96. Select highest value if unlimited ride passes are provided.)

COMMUNICATION & INFORMATION STRATEGIES

#	TDM Measure		Input	Description
12	Voluntary Travel Behavior Change Program	2%	0%	percent of employees and residents participating
13	Promotions & Marketing	2%	0%	percent of employees and residents participating
14	Multimodal Wayfinding Signage	1%	No	Yes/No

COMMUTING STRATEGIES

#	TDM Measure		Input	Description
15	Employer Sponsored Vanpool or Shuttle	2%	None	degree of implementation - High (>30 vans) - Medium (10-30 vans) - Low (<10 vans)
			None	employer size - Large (>500 employees) - Medium (100-500 employees) - Low (<100 employees)
			0%	percent of employees eligible
16	Preferential Carpool / Vanpool Parking Spaces	2%	No	Yes/No
17	On-site Carts or Shuttles	1%	No	Yes/No
18	On-site Childcare	2%	No	Yes/No

SHARED MOBILITY STRATEGIES

#	TDM Measure		Input	Description
19	Ride-Share Program	5%	0%	percent of employees eligible
20	Car Share	1%	None	project setting - urban + comprehensive transit - suburban + commuter rail - all other settings
21	Designated Parking Spaces for Car Share Vehicles	1%	No	Yes/No
22	School Carpool Program	15%	None	level of implementation

BICYCLE INFRASTRUCTURE STRATEGIES

#	TDM Measure		Input	Description
23	Bike Charging Facility	1.0%	No	Yes/No
24	Implement/Improve On-street Bicycle Facility	0.50%	No	Yes/No
25	Include Bike Parking Per City Code	0.50%	Yes	Yes/No
26	Include Secure Bike Parking and Showers	0.50%	No	Yes/No
27	Bicycle Repair Station / Services	0.50%	No	Yes/No

NEIGHBORHOOD ENHANCEMENT STRATEGIES

#	TDM Measure		Input	Description
28	Traffic Calming Improvements	1%	0%	percent of streets within project with traffic calming improvements (25%, 50%, 75%, or 100%)
			0%	percent of intersections within project with traffic calming improvements (25%, 50%, 75%, or 100%)
29	Pedestrian Network Improvements	2%	Within Project Or	selection: within project and connecting off-site, within project only
30	Healthy Food Retail in Underserved Area	2%	None	selection: within project and connecting off-site, within project only

MISCELLANEOUS STRATEGIES

#	TDM Measure		Input	Description
31	Virtual Care Strategies for Hospitals	6%	No	Yes/No
32	On-site Affordable Housing	20%	No	Yes/No

LAND USE STRATEGIES

#	TDM Measure		Input	Description
33	Transit Oriented Development	15%	No	Yes/No
34	Destination Development (Residential Close to work)	2.5%	No	Yes/No
35	Transit Service Expansion	2.5%	No	Yes/No
36	Higher Density	4%	Yes	Yes/No
37	Open Space	1%	No	Yes/No
38	Street grid	4%	No	Yes/No

Appendix B

Traffic Counts



(303) 216-2439
www.alltrafficdata.net

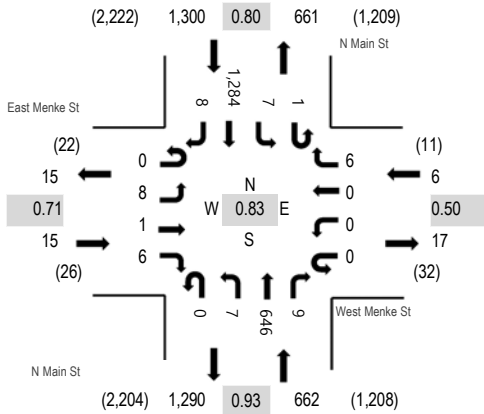
Location: 1 N Main St & West Menke St AM

Date: Wednesday, January 26, 2022

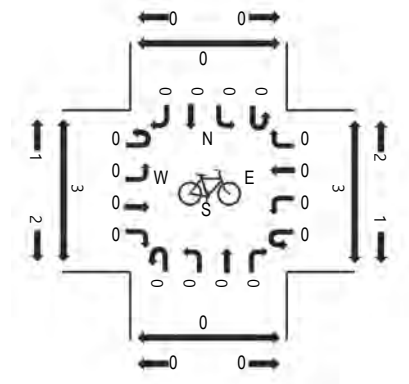
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

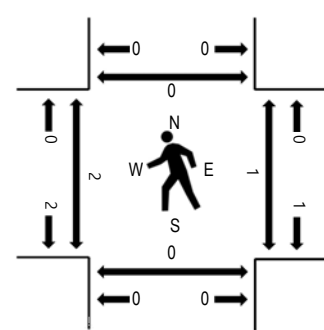
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	East Menke St Eastbound				West Menke St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	1	0	0	0	2	0	0	75	1	0	4	201	0	284	1,697	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	1	0	0	114	1	0	0	226	1	345	1,882	0	1	0	0
7:30 AM	0	2	0	1	0	0	0	1	0	1	125	0	0	0	338	0	468	1,983	0	0	0	0
7:45 AM	0	2	0	4	0	0	0	1	0	3	181	2	0	1	405	1	600	1,941	1	0	0	0
8:00 AM	0	1	1	1	0	0	0	3	0	2	173	1	0	2	280	5	469	1,770	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	1	0	1	167	6	1	4	261	2	446		1	1	0	0
8:30 AM	0	3	0	2	0	1	0	0	0	0	162	3	1	1	249	4	426		1	2	0	0
8:45 AM	0	3	0	0	0	0	0	1	0	1	185	4	0	1	233	1	429		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	8	1	6	0	0	0	6	0	6	624	9	1	7	1,269	8	1,945
Mediums	0	0	0	0	0	0	0	0	0	1	19	0	0	0	15	0	35
Total	0	8	1	6	0	0	0	6	0	7	646	9	1	7	1,284	8	1,983



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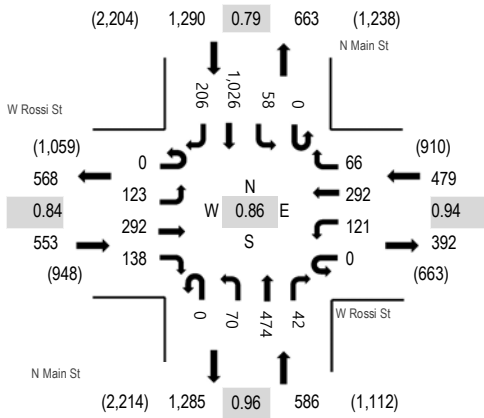
Location: 2 N Main St & W Rossi St AM

Date: Wednesday, January 26, 2022

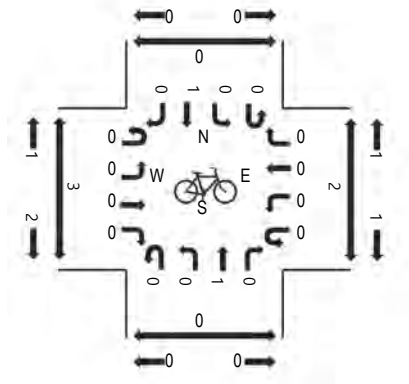
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

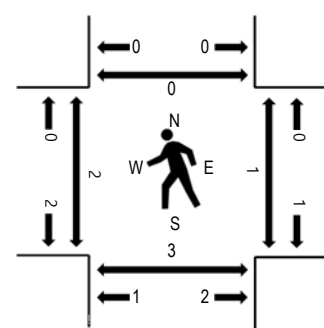
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	12	30	19	0	22	88	7	0	12	65	7	0	10	144	48	464	2,526	1	0	1	0
7:15 AM	0	22	45	24	0	24	72	12	0	9	81	9	0	12	187	28	525	2,769	1	3	2	2
7:30 AM	0	22	61	36	0	30	72	11	0	10	102	11	0	13	279	48	695	2,908	0	0	0	0
7:45 AM	0	43	82	39	0	33	75	20	0	16	115	10	0	25	317	67	842	2,843	1	0	2	0
8:00 AM	0	23	80	35	0	22	78	20	0	22	138	9	0	12	230	38	707	2,648	0	0	0	0
8:15 AM	0	35	69	28	0	36	67	15	0	22	119	12	0	8	200	53	664		1	1	1	0
8:30 AM	0	24	56	32	0	30	47	19	0	19	136	15	0	14	206	32	630		0	3	3	1
8:45 AM	0	44	42	45	0	26	66	18	0	27	135	11	0	20	170	43	647		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
Lights	0	120	283	137	0	119	284	64	0	67	456	41	0	56	1,016	203	2,846
Mediums	0	2	9	1	0	2	8	2	0	3	16	1	0	2	10	3	59
Total	0	123	292	138	0	121	292	66	0	70	474	42	0	58	1,026	206	2,908

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	9	526	7	3	8	521	8	0	1	0	3	0	12	1	11	1,110
Mediums	0	0	11	0	0	0	14	1	0	0	0	0	0	0	0	2	28
Total	0	9	538	7	3	8	535	9	0	1	0	3	0	12	1	13	1,139



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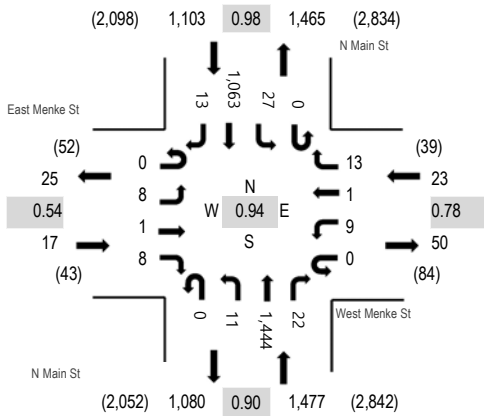
Location: 1 N Main St & West Menke St PM

Date: Wednesday, January 26, 2022

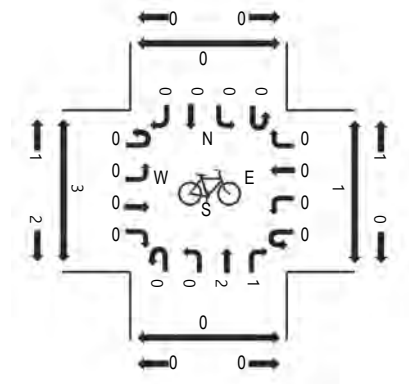
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

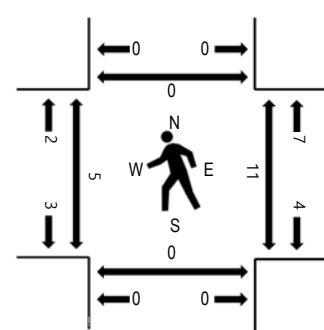
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	East Menke St Eastbound				West Menke St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	0	5	0	3	0	3	0	2	357	9	0	14	263	5	664	2,620	1	1	0	0
4:15 PM	0	0	0	1	0	3	1	4	0	3	405	7	0	6	265	1	696	2,603	2	3	0	0
4:30 PM	0	3	0	2	0	2	0	3	0	3	337	5	0	6	266	4	631	2,566	0	4	0	0
4:45 PM	0	2	1	0	0	1	0	3	0	3	345	1	0	1	269	3	629	2,516	2	3	0	0
5:00 PM	0	3	0	2	0	1	0	7	0	1	380	6	0	2	239	6	647	2,402	1	3	0	0
5:15 PM	0	8	0	4	0	0	0	3	0	1	369	3	0	7	262	2	659		2	2	0	0
5:30 PM	0	3	0	1	0	0	0	5	0	3	323	3	0	4	236	3	581		1	2	0	0
5:45 PM	0	1	1	3	0	0	0	0	1	2	267	6	0	2	223	9	515		6	3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4
Lights	0	8	1	7	0	9	1	13	0	10	1,433	22	0	26	1,045	13	2,588
Mediums	0	0	0	1	0	0	0	0	0	1	10	0	0	0	16	0	28
Total	0	8	1	8	0	9	1	13	0	11	1,444	22	0	27	1,063	13	2,620



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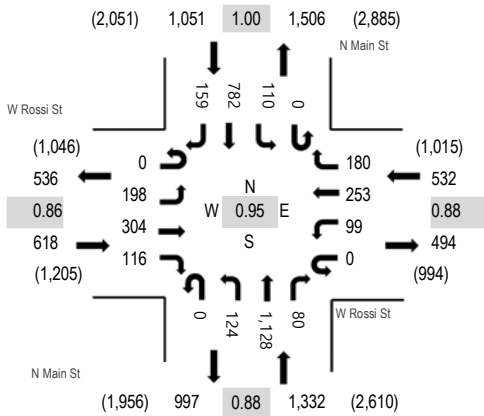
Location: 2 N Main St & W Rossi St PM

Date: Wednesday, January 26, 2022

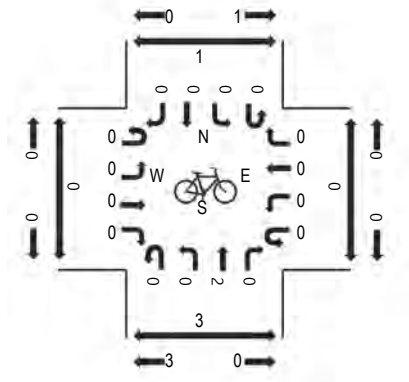
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

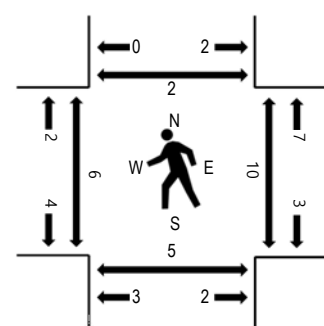
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	46	70	37	0	19	58	61	0	39	299	24	0	32	202	37	924	3,524	1	1	2	1
4:15 PM	0	58	77	26	0	23	63	70	0	26	277	11	0	26	192	51	900	3,533	3	4	3	0
4:30 PM	0	50	71	22	0	22	66	31	0	33	261	15	0	30	202	38	841	3,500	0	2	0	0
4:45 PM	0	35	75	25	0	27	70	36	0	29	269	23	0	24	192	54	859	3,461	2	2	2	0
5:00 PM	0	55	81	43	0	27	54	43	0	36	321	31	0	30	196	16	933	3,357	1	2	0	2
5:15 PM	0	44	72	25	0	32	54	42	0	33	271	28	0	40	174	52	867		3	3	6	1
5:30 PM	0	43	76	23	0	21	56	29	0	34	261	22	0	19	200	18	802		1	2	2	1
5:45 PM	0	50	75	26	0	17	71	23	0	30	210	27	0	15	183	28	755		4	2	10	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	4
Lights	0	197	302	115	0	98	251	178	0	121	1,117	80	0	107	776	153	3,495
Mediums	0	1	2	1	0	0	2	2	0	2	10	0	0	2	6	6	34
Total	0	198	304	116	0	99	253	180	0	124	1,128	80	0	110	782	159	3,533



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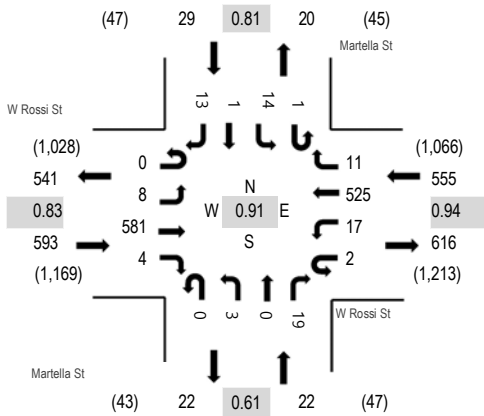
Location: 3 Martella St & W Rossi St PM

Date: Wednesday, January 26, 2022

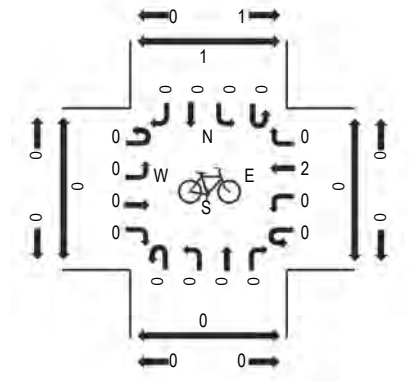
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

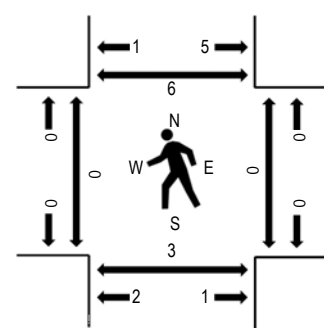
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				Martella St Northbound				Martella St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	158	0	0	9	129	7	0	0	0	6	0	3	0	3	316	1,186	0	0	1	0
4:15 PM	0	3	153	1	2	2	125	2	0	2	0	7	0	1	0	2	300	1,199	0	0	2	0
4:30 PM	0	2	137	1	0	9	138	4	0	1	0	3	0	4	1	3	303	1,154	0	0	1	0
4:45 PM	0	2	114	0	0	2	137	2	0	0	0	1	1	5	0	3	267	1,126	0	0	0	1
5:00 PM	0	1	177	2	0	4	125	3	0	0	0	8	0	4	0	5	329	1,143	0	0	0	5
5:15 PM	0	0	123	0	0	3	119	3	0	1	0	4	0	2	0	0	255		0	0	0	1
5:30 PM	0	2	135	0	0	6	115	1	0	0	0	11	0	2	0	3	275		0	0	1	0
5:45 PM	0	9	148	0	0	2	115	2	0	0	0	3	0	2	1	2	284		0	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	8	578	3	2	15	516	11	0	3	0	19	1	14	1	11	1,182
Mediums	0	0	3	1	0	1	9	0	0	0	0	0	0	0	0	2	16
Total	0	8	581	4	2	17	525	11	0	3	0	19	1	14	1	13	1,199

Appendix C

Level of Service Calculations

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/16/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	1	6	0	0	6	7	646	9	8	1284	8
Future Vol, veh/h	8	1	6	0	0	6	7	646	9	8	1284	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	7	0	0	7	8	702	10	9	1396	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1786	2147	703	1440	2146	356	1405	0	0	712	0	0
Stage 1	1419	1419	-	723	723	-	-	-	-	-	-	-
Stage 2	367	728	-	717	1423	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	51	48	380	93	48	640	482	-	-	884	-	-
Stage 1	144	201	-	384	429	-	-	-	-	-	-	-
Stage 2	625	427	-	387	200	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	49	47	380	88	47	640	482	-	-	884	-	-
Mov Cap-2 Maneuver	49	47	-	88	47	-	-	-	-	-	-	-
Stage 1	142	199	-	377	422	-	-	-	-	-	-	-
Stage 2	608	420	-	374	198	-	-	-	-	-	-	-




























Approach	EB		WB		NB		SB	
HCM Control Delay, s	65.9		10.7		0.1		0.1	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	482	-	-	75	640	884	-
HCM Lane V/C Ratio	0.016	-	-	0.217	0.01	0.01	-
HCM Control Delay (s)	12.6	-	-	65.9	10.7	9.1	-
HCM Lane LOS	B	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0	0	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 			 	
Traffic Volume (veh/h)	123	292	138	121	292	66	70	474	42	58	1026	206
Future Volume (veh/h)	123	292	138	121	292	66	70	474	42	58	1026	206
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	134	317	150	132	317	0	76	515	46	63	1115	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	379	322	165	438	372	98	753	337	456	1466	656
Arrive On Green	0.06	0.20	0.20	0.09	0.23	0.00	0.06	0.21	0.21	0.26	0.41	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	134	317	150	132	317	0	76	515	46	63	1115	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.9	12.6	6.4	5.6	12.1	0.0	3.3	10.3	1.3	2.1	20.7	0.0
Cycle Q Clear(g_c), s	2.9	12.6	6.4	5.6	12.1	0.0	3.3	10.3	1.3	2.1	20.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	379	322	165	438	372	98	753	337	456	1466	656
V/C Ratio(X)	0.63	0.84	0.47	0.80	0.72	0.00	0.77	0.68	0.14	0.14	0.76	0.00
Avail Cap(c_a), veh/h	335	472	401	173	472	401	265	2368	1059	456	2184	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.3	29.4	27.0	34.2	27.2	0.0	35.9	27.9	13.2	22.0	19.3	0.0
Incr Delay (d2), s/veh	3.1	10.4	1.0	22.1	5.0	0.0	12.0	1.1	0.2	0.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.5	2.9	3.8	6.8	0.0	1.9	5.1	0.8	1.0	10.2	0.0
LnGrp Delay(d),s/veh	38.4	39.8	28.0	56.3	32.2	0.0	47.8	29.0	13.4	22.2	20.2	0.0
LnGrp LOS	D	D	C	E	C		D	C	B	C	C	
Approach Vol, veh/h		601			449			637			1178	
Approach Delay, s/veh		36.6			39.3			30.1			20.3	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	20.9	11.7	20.2	8.8	36.4	9.2	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	51.5	7.5	19.5	11.5	47.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	4.1	12.3	7.6	14.6	5.3	22.7	4.9	14.1				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.1	0.1	9.2	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				28.9								
HCM 2010 LOS				C								

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/16/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	538	7	11	535	9	1	0	3	12	1	13
Future Vol, veh/h	9	538	7	11	535	9	1	0	3	12	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	585	8	12	582	10	1	0	3	13	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	593	0	0	1228	1225	589	1222	1224	587
Stage 1	-	-	-	-	-	-	609	609	-	611	611	-
Stage 2	-	-	-	-	-	-	619	616	-	611	613	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	984	-	-	983	-	-	155	179	508	156	179	510
Stage 1	-	-	-	-	-	-	482	485	-	481	484	-
Stage 2	-	-	-	-	-	-	476	482	-	481	483	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	984	-	-	983	-	-	147	175	508	152	175	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	175	-	152	175	-
Stage 1	-	-	-	-	-	-	477	480	-	476	478	-
Stage 2	-	-	-	-	-	-	456	476	-	473	478	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	16.6	22.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	984	-	-	983	-	-	236
HCM Lane V/C Ratio	0.014	0.01	-	-	0.012	-	-	0.12
HCM Control Delay (s)	16.6	8.7	-	-	8.7	-	-	22.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/16/2022

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	8	1	8	9	1	13	11	1444	22	27	1063	13
Future Vol, veh/h	8	1	8	9	1	13	11	1444	22	27	1063	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	9	10	1	14	12	1570	24	29	1155	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2030	2838	585	2242	2833	797	1169	0	0	1594	0	0
Stage 1	1220	1220	-	1606	1606	-	-	-	-	-	-	-
Stage 2	810	1618	-	636	1227	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	34	17	454	23	17	329	593	-	-	407	-	-
Stage 1	191	251	-	110	163	-	-	-	-	-	-	-
Stage 2	340	161	-	433	249	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	29	15	454	20	15	329	593	-	-	407	-	-
Mov Cap-2 Maneuver	29	15	-	20	15	-	-	-	-	-	-	-
Stage 1	187	233	-	108	160	-	-	-	-	-	-	-
Stage 2	317	158	-	393	231	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	124.5		183.3		0.1		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	593	-	-	47 41	407	-	-
HCM Lane V/C Ratio	0.02	-	-	0.393 0.61	0.072	-	-
HCM Control Delay (s)	11.2	-	-	124.5 183.3	14.5	-	-
HCM Lane LOS	B	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4 2.2	0.2	-	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	304	116	99	253	180	124	1128	80	110	782	159
Future Volume (veh/h)	198	304	116	99	253	180	124	1128	80	110	782	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	215	330	126	108	275	0	135	1226	87	120	850	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	378	321	136	365	310	168	1553	695	151	1519	680
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.00	0.09	0.44	0.44	0.08	0.43	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	215	330	126	108	275	0	135	1226	87	120	850	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.6	15.7	6.3	5.5	12.8	0.0	6.8	27.3	3.0	6.1	16.5	0.0
Cycle Q Clear(g_c), s	5.6	15.7	6.3	5.5	12.8	0.0	6.8	27.3	3.0	6.1	16.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	378	321	136	365	310	168	1553	695	151	1519	680
V/C Ratio(X)	0.74	0.87	0.39	0.79	0.75	0.00	0.80	0.79	0.13	0.80	0.56	0.00
Avail Cap(c_a), veh/h	357	437	371	184	437	371	261	2143	959	223	2066	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.0	35.4	31.6	41.6	34.8	0.0	40.7	22.1	15.3	41.2	19.7	0.0
Incr Delay (d2), s/veh	6.5	15.8	0.8	15.2	6.0	0.0	9.6	1.4	0.1	11.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	9.7	2.8	3.3	7.2	0.0	3.8	13.6	1.3	3.4	8.1	0.0
LnGrp Delay(d),s/veh	47.5	51.2	32.4	56.8	40.8	0.0	50.3	23.5	15.3	52.7	20.0	0.0
LnGrp LOS	D	D	C	E	D		D	C	B	D	B	
Approach Vol, veh/h		671			383			1448			970	
Approach Delay, s/veh		46.5			45.3			25.5			24.0	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	44.7	11.5	23.1	13.2	43.8	12.2	22.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	55.5	9.5	21.5	13.5	53.5	9.5	21.5				
Max Q Clear Time (g_c+I1), s	8.1	29.3	7.5	17.7	8.8	18.5	7.6	14.8				
Green Ext Time (p_c), s	0.1	11.0	0.0	0.9	0.1	7.1	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				31.3								
HCM 2010 LOS				C								

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/16/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	581	4	19	525	11	3	0	19	15	1	13
Future Vol, veh/h	8	581	4	19	525	11	3	0	19	15	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	632	4	21	571	12	3	0	21	16	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	636	0	0	1279	1277	634	1282	1273	577
Stage 1	-	-	-	-	-	-	652	652	-	619	619	-
Stage 2	-	-	-	-	-	-	627	625	-	663	654	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	991	-	-	947	-	-	143	166	479	142	167	516
Stage 1	-	-	-	-	-	-	457	464	-	476	480	-
Stage 2	-	-	-	-	-	-	471	477	-	450	463	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	991	-	-	947	-	-	135	161	479	133	162	516
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	161	-	133	162	-
Stage 1	-	-	-	-	-	-	453	460	-	472	469	-
Stage 2	-	-	-	-	-	-	447	467	-	427	459	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			15.9			26.2		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	991	-	-	947	-	-	201
HCM Lane V/C Ratio	0.067	0.009	-	-	0.022	-	-	0.157
HCM Control Delay (s)	15.9	8.7	-	-	8.9	-	-	26.2
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/17/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	1	8	0	0	6	7	651	9	8	1284	11
Future Vol, veh/h	13	1	8	0	0	6	7	651	9	8	1284	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1	9	0	0	7	8	708	10	9	1396	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1790	2154	704	1446	2155	359	1408	0	0	718	0	0
Stage 1	1420	1420	-	729	729	-	-	-	-	-	-	-
Stage 2	370	734	-	717	1426	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	51	47	379	92	47	638	481	-	-	879	-	-
Stage 1	143	201	-	380	426	-	-	-	-	-	-	-
Stage 2	622	424	-	387	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	49	46	379	86	46	638	481	-	-	879	-	-
Mov Cap-2 Maneuver	49	46	-	86	46	-	-	-	-	-	-	-
Stage 1	141	199	-	374	419	-	-	-	-	-	-	-
Stage 2	605	417	-	372	197	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	79.5		10.7		0.1		0.1	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	71	638	879	-
HCM Lane V/C Ratio	0.016	-	-	0.337	0.01	0.01	-
HCM Control Delay (s)	12.6	-	-	79.5	10.7	9.1	-
HCM Lane LOS	B	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0	0	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	293	140	121	292	66	71	474	42	58	1028	206
Future Volume (veh/h)	128	293	140	121	292	66	71	474	42	58	1028	206
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	139	318	152	132	317	0	77	515	46	63	1117	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	379	322	165	435	370	100	752	336	458	1466	656
Arrive On Green	0.06	0.20	0.20	0.09	0.23	0.00	0.06	0.21	0.21	0.26	0.41	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	139	318	152	132	317	0	77	515	46	63	1117	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.0	12.7	6.5	5.6	12.2	0.0	3.3	10.4	1.3	2.1	20.9	0.0
Cycle Q Clear(g_c), s	3.0	12.7	6.5	5.6	12.2	0.0	3.3	10.4	1.3	2.1	20.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	379	322	165	435	370	100	752	336	458	1466	656
V/C Ratio(X)	0.64	0.84	0.47	0.80	0.73	0.00	0.77	0.68	0.14	0.14	0.76	0.00
Avail Cap(c_a), veh/h	334	470	399	172	470	399	264	2357	1055	458	2174	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.4	29.6	27.1	34.4	27.4	0.0	36.0	28.1	13.3	22.1	19.4	0.0
Incr Delay (d2), s/veh	3.1	10.6	1.1	22.2	5.2	0.0	11.8	1.1	0.2	0.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.7	2.9	3.8	6.9	0.0	2.0	5.2	0.8	1.0	10.3	0.0
LnGrp Delay(d),s/veh	38.5	40.2	28.2	56.6	32.6	0.0	47.8	29.2	13.5	22.2	20.3	0.0
LnGrp LOS	D	D	C	E	C		D	C	B	C	C	
Approach Vol, veh/h		609			449			638			1180	
Approach Delay, s/veh		36.8			39.7			30.3			20.4	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.5	20.9	11.7	20.2	8.8	36.5	9.4	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	51.5	7.5	19.5	11.5	47.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	4.1	12.4	7.6	14.7	5.3	22.9	5.0	14.2				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.1	0.1	9.2	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			29.1									
HCM 2010 LOS			C									

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/17/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	538	7	11	535	11	1	0	3	20	1	21
Future Vol, veh/h	11	538	7	11	535	11	1	0	3	20	1	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	585	8	12	582	12	1	0	3	22	1	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	594	0	0	593	0	0	1237	1231	589	1227	1229	588
Stage 1	-	-	-	-	-	-	613	613	-	612	612	-
Stage 2	-	-	-	-	-	-	624	618	-	615	617	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	982	-	-	983	-	-	153	177	508	155	178	509
Stage 1	-	-	-	-	-	-	480	483	-	480	484	-
Stage 2	-	-	-	-	-	-	473	481	-	479	481	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	983	-	-	143	173	508	151	174	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	173	-	151	174	-
Stage 1	-	-	-	-	-	-	474	477	-	474	478	-
Stage 2	-	-	-	-	-	-	445	475	-	470	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	16.8	24.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	982	-	-	983	-	-	234
HCM Lane V/C Ratio	0.014	0.012	-	-	0.012	-	-	0.195
HCM Control Delay (s)	16.8	8.7	-	-	8.7	-	-	24.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.7

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/17/2022

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Vol, veh/h	10	1	9	9	1	13	11	1446	22	27	1063	21
Future Vol, veh/h	10	1	9	9	1	13	11	1446	22	27	1063	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	10	10	1	14	12	1572	24	29	1155	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2036	2845	589	2244	2844	798	1178	0	0	1596	0	0
Stage 1	1225	1225	-	1608	1608	-	-	-	-	-	-	-
Stage 2	811	1620	-	636	1236	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	33	17	452	23	17	329	589	-	-	407	-	-
Stage 1	190	249	-	109	162	-	-	-	-	-	-	-
Stage 2	339	160	-	433	246	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	28	15	452	20	15	329	589	-	-	407	-	-
Mov Cap-2 Maneuver	28	15	-	20	15	-	-	-	-	-	-	-
Stage 1	186	231	-	107	159	-	-	-	-	-	-	-
Stage 2	316	157	-	392	229	-	-	-	-	-	-	-
























Approach	EB		WB		NB		SB	
HCM Control Delay, s	144.5		183.3		0.1		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	589	-	-	45 41	407	-	-
HCM Lane V/C Ratio	0.02	-	-	0.483 0.61	0.072	-	-
HCM Control Delay (s)	11.2	-	-	144.5 183.3	14.5	-	-
HCM Lane LOS	B	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8 2.2	0.2	-	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	305	117	99	254	180	128	1128	80	110	783	159
Future Volume (veh/h)	200	305	117	99	254	180	128	1128	80	110	783	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	332	127	108	276	0	139	1226	87	120	851	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	379	323	136	365	311	172	1552	694	151	1509	675
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.00	0.10	0.44	0.44	0.08	0.43	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	217	332	127	108	276	0	139	1226	87	120	851	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.7	15.9	6.4	5.5	12.8	0.0	7.1	27.3	3.0	6.1	16.7	0.0
Cycle Q Clear(g_c), s	5.7	15.9	6.4	5.5	12.8	0.0	7.1	27.3	3.0	6.1	16.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	379	323	136	365	311	172	1552	694	151	1509	675
V/C Ratio(X)	0.75	0.87	0.39	0.79	0.76	0.00	0.81	0.79	0.13	0.80	0.56	0.00
Avail Cap(c_a), veh/h	356	436	371	183	436	371	261	2138	957	222	2061	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.1	35.4	31.7	41.7	34.8	0.0	40.6	22.1	15.3	41.3	19.9	0.0
Incr Delay (d2), s/veh	6.7	16.1	0.8	15.3	6.1	0.0	10.5	1.4	0.1	11.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	9.8	2.9	3.3	7.2	0.0	3.9	13.6	1.3	3.5	8.2	0.0
LnGrp Delay(d),s/veh	47.8	51.6	32.4	57.0	41.0	0.0	51.1	23.6	15.4	52.9	20.2	0.0
LnGrp LOS	D	D	C	E	D		D	C	B	D	C	
Approach Vol, veh/h	676				384				1452			
Approach Delay, s/veh	46.8				45.5				25.7			
Approach LOS	D				D				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	44.8	11.6	23.2	13.4	43.7	12.3	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	55.5	9.5	21.5	13.5	53.5	9.5	21.5				
Max Q Clear Time (g_c+l1), s	8.1	29.3	7.5	17.9	9.1	18.7	7.7	14.8				
Green Ext Time (p_c), s	0.1	11.0	0.0	0.8	0.1	7.1	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay	31.6											
HCM 2010 LOS	C											

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/17/2022

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	581	4	19	525	16	3	0	19	19	1	17
Future Vol, veh/h	15	581	4	19	525	16	3	0	19	19	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	632	4	21	571	17	3	0	21	21	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	636	0	0	1297	1296	634	1299	1290	580
Stage 1	-	-	-	-	-	-	666	666	-	622	622	-
Stage 2	-	-	-	-	-	-	631	630	-	677	668	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	987	-	-	947	-	-	139	162	479	138	163	514
Stage 1	-	-	-	-	-	-	449	457	-	474	479	-
Stage 2	-	-	-	-	-	-	469	475	-	443	456	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	987	-	-	947	-	-	129	156	479	128	157	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	156	-	128	157	-
Stage 1	-	-	-	-	-	-	442	450	-	466	468	-
Stage 2	-	-	-	-	-	-	441	465	-	417	449	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			16			27.9		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	987	-	-	947	-	-	197
HCM Lane V/C Ratio	0.068	0.017	-	-	0.022	-	-	0.204
HCM Control Delay (s)	16	8.7	-	-	8.9	-	-	27.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.7

Appendix E

Cultural Resources Study



Rincon Consultants, Inc.

437 Figueroa Street, Suite 203
Monterey, California 93940

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August 26, 2021

Project No. 21-10851

Master Agreement No. 17-04143

Lisa Brinton, Planning Manager
Community Development Department
City of Salinas
65 W. Alisal Street, 2nd Floor
Salinas, California 93901
Via email: lisab@ci.salinas.ca.us
cc: Megan Hunter, meganh@ci.salinas.ca.us

Subject: Cultural Resources Assessment for the 1 Preston Street Project Salinas, Monterey County, California

Dear Ms. Brinton:

The City of Salinas (City) retained Rincon Consultants, Inc. (Rincon) to conduct a cultural resources assessment for the proposed 1 Preston Street Project (project) in Salinas, Monterey County, California. The proposed project is subject to the California Environmental Quality Act (CEQA) and local regulations. The City is the lead agency under CEQA. This letter report documents the results of the assessment, which was conducted in support of CEQA review and consisted of a cultural resources records search, Sacred Lands File search, and a pedestrian field survey.

Project Location

The proposed project consists of Assessor's Parcel Number 003-161-008-000, a 2.6-acre lot located at 1 Preston Street, Salinas, in Monterey County, California (Figure 1, Attachment 1). The proposed project site lies within Section 29 of Township 14 South, Range 3 East of the *Salinas, Calif.* (USGS 2021) topographic quadrangle (Figure 2, Attachment 1). The project site is bounded by residential and commercial development to the east, and a channelized river to the north, west, and south. The proposed project site is currently vacant and unpaved.

Project Description

The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The project does not involve construction or other physical changes. Because there are currently no development proposals, this Initial Study analyzes the maximum potential buildout of the site, using reasonable assumptions for construction, building height, and other design features. Depending on the final design of proposed development facilitated by the rezoning project, additional project-specific CEQA review may be required, as determined by the City upon receipt of a complete project-specific application. With full buildout and anticipating a density bonus, future development on the site may



include the construction of up to 76 residential units over roughly 129,202 square feet. Based on the existing maximum height allowable in the R-M-3.6 zone, future development would not exceed 45 feet and would be up to approximately 4-5 stories tall. Development would likely consist of buildings that are either row houses, condominiums, apartments, or other units, ranging in size from 400 square feet to 2,210 square feet, all which would be consistent with the Salinas General Plan description of the High Density Residential land use designation.

Cultural Resources Records Search

On May 20, 2021, Rincon requested a records search of the project site and a 0.5-mile radius from the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) located at Sonoma State University. On June 23, 2021, Rincon received the results of the records search for the proposed project. The purpose of the records search was to identify previously conducted cultural resources studies and previously recorded cultural resources located within the existing project site and a 0.5-mile radius. In addition to the NWIC records search, a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Built Environment Resource Directory, and the Archaeological Determinations of Eligibility list was conducted.

Previously Conducted Studies

The NWIC records search identified 39 previously conducted cultural resources studies within the 0.5-mile radius of the project site (Attachment 2), of which one (S-043489) includes portions of the current project site as discussed here.

S-043489

In 2013, Lorna Billat of Earth Touch, Inc. and Dana E. Supernowicz of Historic Resource Associates conducted study S-043489 entitled *Collocation ("CO") Submission Packet FCC Form 621, Downtown Salinas, CNU3535*. This study included an architectural evaluation for the project by Supernowicz entitled *Architectural Evaluation Study of the Downtown Salinas Project, AT&T Mobility Site No. CNU3535, 220 Bridge Street, Salinas, Monterey County, California 93941*. The study included the development of the Area of Potential Effects (APE), a records search of the NWIC, archival research, and a pedestrian survey of the APE. Additionally, a vehicular survey was conducted for the visual APE, approximately a 0.5-mile radius around the direct APE. The study identified one historical resource, the PG&E Moss Landing-Salinas Tower No. 011/064; however, the tower was recommended ineligible for listing in the NRHP. No further cultural resources evaluations were recommended for the project. The recorded historical resource is located outside of the current project site. The study includes the entirety of the current project site within the visual APE; therefore, no formal pedestrian survey was conducted of the current project site.

Previously Recorded Resources

The NWIC records search identified 16 previously recorded cultural resources within a 0.5-mile radius of the project site (Table 1 and Attachment 2), of which none are identified within the project site. These resources include a historic district, four historic-period structures, six historic-period buildings, and one historic-period archaeological site.



Table 1 Previously Recorded Resources within 0.5-mile Radius of the Project Site

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/ CRHR Status	Relationship to Project Site
P-27-002322	CA-MNT-2050H	Historic Structure	El Camino Real, Highway 101	1999 (J. Berg and S. Mikesell); 2002 (T. Rogers)	Portions recommended ineligible for listing in NRHP	Outside
P-27-002691	—	Historic Building	26 Central Avenue	2003 (R. Cartier)	Not evaluated	Outside
P-27-002764	CA-MNT-2198H	Historic Site	Refuse deposit	2003 (D. McIntosh)	Not evaluated	Outside
P-27-002870	—	Historic Building	Associated Seed Growers Building, Everett B. Clark Seed Company	1996 (Caltrans)	Appears eligible for listing in the NRHP	Outside
P-27-002871	—	Historic Building	El Aguila Mexican Bakery; Golden Meat Market	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002872	—	Historic Building	Salinas Used Furniture Store	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002873	—	Historic Building	C. E. Bugbee Blacksmith Shop	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002874	—	Historic Building	Waldorf Hotel; Mrs. Katherine Leifgen Furnished Rooms	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002908	—	Historic Building	Pasquale Maida Grocery Store	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-003036	—	Historic District	Salinas Southern Pacific Railroad Historic District	2011 (M. Hibma)	Recommended eligible for listing in the NRHP	Outside
P-27-003037	—	Historic Building, District Element	Southern Pacific Freight Depot	1996 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside
P-27-003038	—	Historic Building, District Element	Southern Pacific Passenger Station	1998 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside



Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/CRHR Status	Relationship to Project Site
P-27-003039	—	Historic Building, District Element	Railway Express Building	1998 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside
P-27-003234	—	Historic Structure	PG&E Moss Landing – Salinas Electrical Tower No. 011/064	2013 (D. E. Supernowicz)	Recommended ineligible for listing in the NRHP	Outside
P-27-003465	—	Historic District	Chinese American Community	1980 (N. Way)	7: Not Evaluated, or Needs Re-evaluation for NRHP or CRHR	Outside
P-27-003658	CA-MNT-2467H	Historic Site	Haciendas	2017 (J. Schlagheck and F. Steffen)	Recommended eligible for listing in the CRHR	Outside

Source: NWIC 2021

Aerial Imagery and Historical Topographic Maps Review

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps from 1910 to 1964 depict the project site as undeveloped surrounded by a channelized creek to the west, south, and north (USGS 2021; NETR Online 2021). Historical topographic maps from 1970 to 1984 depict a structure added within the southeastern portion of the project site (NETR Online 2021). Aerial imagery from 1956 to 2005 depicts the project site as graded with a structure identified in the topographic maps, with housing development growing to the east and the water source as depicted on the topographic maps (NETR Online 2021). By 2009, the aerial imagery shows that the structure is no longer present, and vegetation has developed throughout the project site. Aerial imagery from 2012 depicts the project site in its current state, as graded with residential housing to the east and a channelized canal to the west, south, and north.

The site has been disturbed by the previous development and demolition of a structure from 1970 to 2009. Additionally, the project site was previously used as a staging area, and the City stated that the owner grants access to the project site which as lead to further disturbance of the site (City of Salinas 2021).

Sacred Lands File Search

Rincon contacted the Native American Heritage Commission (NAHC) on May 17, 2021, to request a Sacred Lands File (SLF) search of the project site. The NAHC emailed a response to the City on June 1, 2021, stating the SLF search was positive. In their response, the NAHC provided a list of 11 tribes who may have knowledge of cultural resources within the project site. The SLF search can be found in Attachment 3 of this report. Rincon was not contracted to conduct Native American outreach as a part of this cultural assessment.



Pedestrian Field Survey

On August 20, 2021, Rincon Archaeologist Dustin Merrick, MA, Registered Professional Archaeologist (RPA), conducted a pedestrian survey of the project site. Mr. Merrick walked a series of pedestrian transects oriented generally north-south and east-west, spaced no more than 15 meters apart across the project site. Areas of exposed ground were inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features that indicate the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances, such as burrows, and drainages were also visually inspected. Ground visibility within the project site ranged from poor along the perimeter (less than five percent) to excellent (greater than 95 percent) within the center.

The project site consisted of tan to dark brown sand and showed evidence of heavy disturbance. Native soils were intermixed with imported fill with some gravel. Figure 3 through Figure 6 in Attachment 1 depict the current conditions of the project site.

No new cultural resources were observed or recorded during the field survey.

Findings and Recommendations

The background research and pedestrian field survey did not identify any cultural resources within the project site. No built environment resources are present that may be impacted by the project; therefore Rincon recommends a finding of ***no impact to historical resources***.

Although the SLF search was returned with positive results, no prehistoric resources were identified within the project site. Given the negative results of this study, the project site is considered to have low archaeological sensitivity. However, it is possible that unanticipated archaeological deposits and/or human remains could be encountered and damaged during the ground-disturbing activities associated with construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments. Consequently, mitigation is necessary to ensure that potential impacts to archaeological resources, including those that may be considered historical resources, are reduced to a less-than-significant level.

Given the results of this assessment, Rincon recommends a finding of ***less than significant impact to archaeological resources with mitigation*** for the purposes of CEQA. The following is recommended in the unlikely case of unanticipated discoveries during ground-disturbing activities. Also included below is a summary of existing regulations regarding the discovery of human remains. With adherence to existing regulations, Rincon recommends a finding of ***less than significant impact to human remains***.

Unanticipated Discovery of Cultural Resources

In the unlikely event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archeology (National Park Service 1983) will be contacted immediately to evaluate the find. If the find is prehistoric, then a Native American representative will be contacted to participate in the evaluation of the find. If necessary, the



evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for listing in the CRHR and cannot be avoided additional work, such as testing and data recovery excavations, may be warranted to mitigate any significant impacts to cultural resources to less than a significant level.

Unanticipated Discovery of Human Remains

In the unlikely event of an unanticipated discovery of human remains, all ground-disturbing activities in the vicinity of the discovery will be immediately suspended and redirected elsewhere. All steps required to comply with State of California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 will be implemented including contacting the Monterey County Department of Medical Examiner-Coroner. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

Please do not hesitate to contact Rincon with any questions regarding this cultural resources assessment.

Sincerely,

Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read 'Courtney Montgomery'.

Courtney Montgomery, MA
Archaeologist

A handwritten signature in black ink, appearing to read 'Hannah Haas'.

Hannah Haas, MA, RPA
Cultural Resources Program Manager/
Senior Archaeologist

A handwritten signature in black ink, appearing to read 'Andrew Pulcheon'.

Andrew Pulcheon, MA, RPA, AICP, CEP
Principal/ Senior Archaeologist

Attachments

- Attachment 1 Figures
- Attachment 2 NWIC Records Search Results
- Attachment 3 Sacred Lands File Search



References

Billat, Lorna, and Dana E. Supernowicz

- 2013 Collocation Submission Packet, Downtown Salinas, CNU3535. Report on file at the Northwest Information Center, Sonoma State University.

National Park Service

- 1983 Archeological and Historic Preservation: Secretary of the Interior's Standards and Guidelines. Electronic document, online at http://www.nps.gov/history/local-law-Arch_Standards.htm Accessed December 6, 2011.

NETR Online

- 2021 *Historic Aerials*. <https://www.historicaerials.com/viewer> Accessed July 2021.

Resendiz, Oscar

- 2021 City of Salinas (Mr. Oscar Resendiz, Associate Planner) email exchange with Rincon Consultants, Inc. (Ms. Katherine Green, AICP, Project Manager) regarding imported soils and site conditions.

United States Geological Survey (USGS)

- 2021 Topo View. [online map database]. <https://ngmdb.usgs.gov/topoview/> Accessed July 2021.

Attachment 1

Figures

Figure 1 Project Boundary Map



Imagery provided by Microsoft Bing and its licensors © 2021.

Figure 2 Project Location Map



Basemap provided by National Geographic Society, Esri and its licensors
© 2021. Salinas Quadrangle. T14S R03E S29. The topographic
representation depicted in this map may not portray all of the features
currently found in the vicinity today and/or features depicted in this map
may have changed since the original topographic map was assembled.

 Project Location

0 1,000 2,000 Feet

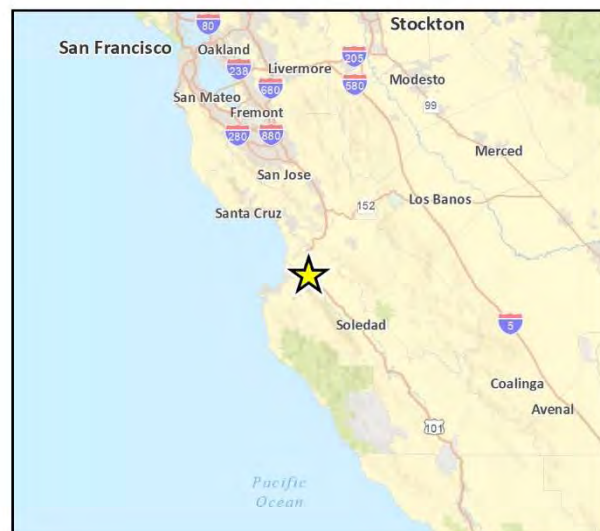


Figure 3 Overview of Ground Visibility within Perimeter, Plainview



Figure 4 Overview of the Northern Portion of the Project Site, Facing North



Figure 5 Overview of Project Site, Facing Northeast



Figure 6 Intermixed Soils and Gravel, Facing South



Attachment 2

NWIC Records Search Results

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: _____ **IC FILE NO.:** _____

To: _____ Information Center

Print Name: _____ Date: _____

Affiliation: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

Billing Address (if different than above): _____

Billing Email: _____ Billing Phone: _____

Project Name / Reference: _____

Project Street Address: _____

County or Counties: _____

Township/Range/UTMs: _____

USGS 7.5' Quad(s): _____

PRIORITY RESPONSE (Additional Fee): yes / no

TOTAL FEE NOT TO EXCEED: \$ _____

(If blank, the Information Center will contact you if the fee is expected to exceed \$1,000.00)

Special Instructions:

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes / no

Notes: _____

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the \$150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the [OHP website](#).

1. Map Format Choice:

Select One: Custom GIS Maps ☐ GIS Data ☐ Custom GIS Maps and GIS Data ☐ No Maps ☐

Any selection below left unmarked will be considered a "no."

Location Information:

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Locations¹	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Locations	yes / no	yes / no	
Report Locations¹	yes / no	yes / no	
"Other" Report Locations²	yes / no	yes / no	

3. Database Information:

(contact the IC for product examples, or visit the [SSJVIC website](#) for examples)

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Database¹			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Database			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
Report Database¹			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
Include "Other" Reports ²	yes / no	yes / no	

4. Document PDFs (paper copy only upon request):

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Records ¹	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Records	yes / no	yes / no	
Reports ¹	yes / no	yes / no	
"Other" Reports ²	yes / no	yes / no	

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

	Within project area	Within _____	radius
OHP Built Environment Resources Directory³:			
Directory listing only (Excel format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	
OHP Archaeological Resources Directory^{1,5}:			
Directory listing only (Excel format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	
California Inventory of Historic Resources (1976):			
Directory listing only (PDF format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the [OHP website](#) and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey	yes / no
Ethnographic Information	yes / no
Historical Literature	yes / no
Historical Maps	yes / no
Local Inventories	yes / no
GLO and/or Rancho Plat Maps	yes / no
Shipwreck Inventory	yes / no
Soil Survey Maps	yes / no

¹ In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

² "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.

³ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

⁴ Associated documentation will vary by resource. Contact the IC for further details.

⁵ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

CALIFORNIA
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Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
<http://www.sonoma.edu/nwic>

6/23/2021

NWIC File No.: 20-2378

Dustin Merrick
Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, CA 93003

Re: 1 Preston Street Project (21-10851)

The Northwest Information Center received your record search request for the project area referenced above, located on the Salinas USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a ½ mile radius:

Resources within project area:	None
Resources within ½ mile radius:	P-27-002322; P-27-002691; P-27-002764; P-27-002870; P-27-002871; P-27-002872; P-27-002873; P-27-002874; P-27-002908; P-27-003036; P-27-003037; P-27-003038; P-27-003039; P-27-003234; P-27-003465; P-27-003658
Reports within project area:	S-43489
Reports within ½ mile radius:	S-3302; S-5604; S-7584; S-10634; S-12623; S-13355; S-18837; S-19623; S-19979; S-20593; S-22657; S-26911; S-26922; S-27108; S-28373; S-33061; S-33258; S-35311; S-37850; S-40755; S-46390; S-47415; S-47776; S-50212

Resource Database Printout (list):

Resource Database Printout (details):

Resource Digital Database Records:

Report Database Printout (list):

Report Database Printout (details):

Report Digital Database Records:

Resource Record Copies:

Report Copies:

OHP Built Environment Resources Directory:

Archaeological Determinations of Eligibility:

CA Inventory of Historic Resources (1976):

Caltrans Bridge Survey:

Ethnographic Information:

<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
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<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed

Historical Literature:

☐ enclosed ☒ not requested ☐ nothing listed

Historical Maps:

☐ enclosed ☒ not requested ☐ nothing listed

Local Inventories:

☐ enclosed ☒ not requested ☐ nothing listed

GLO and/or Rancho Plat Maps:

☐ enclosed ☒ not requested ☐ nothing listed

Shipwreck Inventory:

☐ enclosed ☒ not requested ☐ nothing listed

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Justin Murazzo
Researcher

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-003302	Voided - E-2 MNT	1976	Katherine Flynn	Archaeological Impact Evaluation of proposed site of Municipal Tennis Courts, Sherwood Park (letter report)	Archaeological Resource Service	
S-005604	Other - E-533 MNT	1980	Paul Hampson, Trudy Haversat, and Gary S. Breschini	Preliminary Archaeological Reconnaissance of the Laurel West Encore Subdivision, North Salinas, Monterey County, California.	Archaeological Consulting	
S-007584	Submitter - Project 753	1985	R. Paul Hampson and Gary S. Breschini	Preliminary Cultural Resources Reconnaissance for the Rico/Lake Street Bridge Project, Salinas, Monterey County, California.	Archaeological Consulting	
S-010634	Agency Nbr - HUD # 121-EH-272-NP-CMI-L8; Submitter - AC Project 1369	1988	Gary S. Breschini	Preliminary Cultural Resources Reconnaissance of a Parcel at West Menke and Martella Streets, Salinas, Monterey County, California	Archaeological Consulting	
S-012623	Submitter - Project 1863	1991	Anna Runnings and Gary S. Breschini	Preliminary Cultural Resources Reconnaissance for Assessor's Parcel Numbers 003-161-06 and -26, Salinas, Monterey County, California	Archaeological Consulting	
S-013355	Voided - S-13354	1991	Glory Anne Laffey	Preliminary Archaeological Investigation of the Salinas Redevelopment Area, 100 Block/Alisal Slough, with Research Design and Proposal for Evaluation for Eligibility	Archaeological Resource Management	
S-013355a		1991	Laurie Crane and Cynthia James	Archaeological Testing of the Salinas Redevelopment Area 100 Block/Alisal Slough	Archaeological Resource Management	
S-018837	Submitter - AC Project 2454	1996	Anna Runnings and Trudy Haversat	Preliminary Archaeological Reconnaissance for the Proposed Salinas Intermodal Transportation Center, Salinas, Monterey County, California	Archaeological Consulting	
S-019623		1997	Gary S. Breschini	Report on burial identification and recovery and subsequent archaeological monitoring conducted at the National Steinbeck Center Project in Salinas, Monterey County, California (letter report)	Archaeological Consulting	
S-019979	Submitter - AC Project 2517	1997	Kathy Owens, Anna Runnings, and Trudy Haversat	Combined Archaeological Reconnaissance and Monitoring for Storm Drain Improvements in Salinas, Monterey County, California	Archaeological Consulting	
S-020593		1998	Barry A. Price	Cultural Resources Assessment, Pacific Bell Mobile Services Facility SF-830-05, Salinas, Monterey County, California (letter report)	Applied EarthWorks	

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-022657		2000	Izaak Sawyer, Laurie Pfeiffer, Karen Rasmussen, and Judy Berryman	Phase 1 Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	27-000334, 27-000335, 27-000349, 27-000706, 27-000806, 27-000888, 27-001207, 27-001227, 27-001228, 27-001393, 27-001408, 27-001482, 41-000410, 43-000449, 44-000047, 44-000155, 44-000156, 44-000157, 44-000174, 44-000270
S-026911		2003	Randy M. Baloian	Cultural Resource Assessment for the Main Street Cineplex and Parking Structure in Downtown Salinas, California	Applied EarthWorks	
S-026922		2003	Randy M. Baloian	Negative Archaeological Survey Report, Proposed Parking Lot at Main and Market Streets near Downtown Salinas for the Salinas Intermodal Transportation Center	Applied EarthWorks, Inc.	
S-027108		2003		The Salinas Hotel and Greyhound Office/Retail Development Projects: An Historical, Architectural, and Archaeological Evaluation	Archaeological Resource Management	27-002686, 27-002687, 27-002688, 27-002689, 27-002690, 27-002691, 27-002692, 27-002693, 27-002694, 27-002695
S-028373	Agency Nbr - City project #9060	2004	Randy Baloian	Cultural Resources Monitoring for the Intermodal Transportation Center Parking Lot in Downtown Salinas, Monterey County, California	Applied EarthWorks, Inc.	27-002764
S-033061	Submitter - SWCA Cultural Resources Report Database No. 06-507; Submitter - SWCA Report No. 10715-	2006	Nancy Sikes, Cindy Arrington, Bryon Bass, Chris Corey, Kevin Hunt, Steve O'Neil, Catherine Pruet, Tony Sawyer, Michael Tuma, Leslie Wagner, and Alex Wesson	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	01-000027, 01-000040, 01-000087, 01-000088, 01-000089, 01-000090, 07-000138, 27-000802, 27-001191, 27-001207, 28-000467, 43-000106, 43-000141, 43-000449, 43-000573, 43-000575, 43-000754, 43-000928, 43-001071, 48-000208, 48-000211, 48-000214, 48-000441, 48-000549, 49-001583, 57-000194, 57-000198, 57-000297, 57-000301, 57-000307
S-033061a		2006		Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	
S-033061b		2007	Nancy E. Sikes	Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)	SWCA Environmental Consultants	

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-033258		2006	Andrew Pulcheon	Supplemental Historic Property Survey Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA Associates, Inc.	27-002908, 27-002923, 27-003037, 27-003038, 27-003039
S-033258a		2006	Andrew Pulcheon	Archaeological Survey Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA	
S-033258b		2006	Andrew Pulcheon	Historical Resources Evaluation Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA	
S-035311		2008	Gary S. Breschini	Letter Report on Monitoring Findings for the Salinas Municipal Aquatic Center	Archaeological Consulting	
S-037850	Caltrans - EA-05-xxxxx	2011	Michael Hibma	Historic Property Survey Report for the Salinas Freight Depot Project, Salinas, Monterey County, California, Caltrans District 5	LSA Associates, Inc	27-003036, 27-003037, 27-003038, 27-003039
S-037850a		2011	Neal Kaptain	Archaeological Survey Report for the Salinas Freight Depot Project, Salinas, Monterey County, California, Caltrans District 5	LSA Associates, Inc.	
S-037850b		2011	Michael Hibma	Historical Resources Evaluation Report for the Salinas Freight Depot Project, Salinas, Monterey County, California	LSA Associates, Inc.	
S-037850c		2010	Kent L. Seavey	Draft Historic Structure Report for the Southern Pacific Freight Depot, Salinas, California		
S-040755	Submitter - AC Project 4695	2013	Gary S. Breschini	Final Archaeological Monitoring Report, Taylor Farms Corporate Office, 138 Main Street, Salinas, Monterey County (letter report)	Archaeological Consulting	
S-043489	Agency Nbr - CNU3535	2013	Lorna Billat and Dana E. Supernowicz	Collocation Submission Packet, Downtown Salinas, CNU3535	EarthTouch, Inc.	27-003234
S-043489a		2013	Dana E. Supernowicz	Architectural Evaluation Study of the Downtown Salinas Project, AT&T Mobility Site No. CNU3535, 220 Bridge Street, Salinas, Monterey County, California 93941	Historic Resource Associates	
S-046390		2015	John Schlagheck	Archaeological Records Search and Site Reconnaissance, Haciendas Phase III and IV Housing Project, City of Salinas, Monterey County, California	Holman & Associates Archaeological Consulting	27-003658

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-046390a		2018	John P. Schlagheck and Fallin Steffen	Final Archaeological Monitoring and Data Recovery Report, Haciendas III Housing Project, City of Salinas, Monterey County, California	Holman and Associates	
S-047415	OHP PRN - HUD 2015_0306_004; Submitter - Project 5040; Voided - S-46500	2015	Mary Doane and Gary S. Breschini	Phase 1 Archaeological Survey of APN 002-191-018, 019, 020, 021, 023, 024, 028 & 029, Salinas, Monterey County, California	Archaeological Consulting	27-003465
S-047415a		2015	Carol Roland-Nawi	HUD 2015_0306_004; Housing Development Project Located at 71 Soledad Street, Salinas	Office of Historic Preservation	
S-047776		2015	Allika Ruby	Cultural Resources Review of the Former Salinas Manufactured Gas Plant Site Project, Salinas, Monterey County, California (letter report)	Far Western Anthropological Research Group	
S-050212	OTIS Report Number - HUD_2014_1017_001; OTIS Report Number - HUD_2016_0725_004	2016	Anna M. Velaquez	Section 106 Review-Compliance with 36CFR800.4, Old Municipal Swimming Pool Building, Phase I Retrofit, 920 N. Main Street, Salinas CA 93906 (letter report)	City of Salinas	
S-050212a		2014	Carol Roland-Nawi	HUD_2014_1017_001, Rehabilitation Project Located at 920 North Main Street, Salinas	Office of Historic Preservation	
S-050212b		2016	Anastacia Wyatt	Section 106 Review, Old Municipal Swimming Pool Building, Phase II Retrofit, 920 N. Main Street, Salinas, CA 93906 (letter report)	City of Salinas	
S-050212c		2016	Julianne Polanco	HUD_2016_0725_004; Municipal Pool Retrofit, Phase II of 920 North Main Street, Salinas	Office of Historic Preservation	

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-002322	CA-MNT-002050H	Resource Name - El Camino Real (Highway 101); Other - ECR1 and ECR2; Other - Highway 101; Other - MM-101; OHP Property Number - 173439; OHP PRN - Proj.Rev. FHWA070906A (segment vic. Aromas)	Structure	Historic	AH07; HP37	1999 (John Berg, Steve Mikesell, Far Western & JRP Historical Consulting Services); 2002 (Theresa Rogers, JRP Historical Consulting Services)	S-005507, S-022819, S-026137, S-027827, S-030334, S-030335, S-033131, S-035825, S-038177, S-038553
P-27-002691		Resource Name - 26 Central Avenue	Building	Historic	HP06	2003 (Robert Cartier, Archaeological Resource Management)	S-027108
P-27-002764	CA-MNT-002198H	Resource Name - ITC-1	Site	Historic	AH04	2003 (Douglas McIntosh, Applied EarthWorks, Inc.)	S-028373
P-27-002870		Other - Map Reference No. 4; Other - Associated Seed Growers Building; Resource Name - Everett B. Clark Seed Company	Building	Historic	HP08	1996 ([none], Caltrans)	
P-27-002871		Other - Map Reference No. 6; Resource Name - El Aguila Mexican Bakery; Other - Golden Meat Market	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002872		Other - Map Reference No. 7; Resource Name - Salinas Used Furniture Store	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002873		Other - Map Reference No. 8; Resource Name - C.E. Bugbee Blacksmith Shop	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002874		Other - Map Reference No. 5; Resource Name - Waldorf Hotel; Other - Mrs. Kathrine Leifgen Furnished Rooms (1926)	Building	Historic	HP05	1996 ([none], Caltrans District 5)	
P-27-002908		Other - Map Reference No. 9; Resource Name - Pasquale Maida Grocery Store	Building	Historic	HP06	1996 ([none], Caltrans District 5)	S-033258

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-003036		Resource Name - Salinas Southern Pacific Railroad Historic District; Other - Salinas Amtrak Station; OTIS Resource Number - 510364; OHP Property Number - 187923; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	District	Historic	HP06; HP17; HP30	2011 (Michael Hibma, LSA Associates, Inc.)	S-037850
P-27-003037		Resource Name - Southern Pacific Freight Depot; Other - Freight Depot; Caltrans - Map Reference No. 3; OTIS Resource Number - 510366; OHP Property Number - 187925; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district	Historic	HP17	1996 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850
P-27-003038		Resource Name - Southern Pacific Passenger Station; Other - Station; Other - Southern Pacific Railroad Station; Other - Amtrak Station; Caltrans - Map Reference No. 1; OTIS Resource Number - 510365; OHP Property Number - 187924; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district, Other	Historic	HP17	1998 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850
P-27-003039		Resource Name - Railway Express Building; Other - REA Building; Other - Railway Express Agency Building; Other - American Railway Express Agency Building; Other - Map Reference No. 2; OTIS Resource Number - 510367; OHP Property Number - 187926; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district	Historic	HP06	1998 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-003234		Resource Name - PG&E Moss Landing-Salinas Electrical Tower No. 011/064; Other - Tower No. 011/064	Structure	Historic	HP09; HP11	2013 (Dana E. Supernowicz, Historic Resource Associates)	S-043489, S-050347
P-27-003465		Resource Name - Chinese American Community; OHP PRN - 3902-0002-9999	District	Historic	HP02; HP05; HP06; HP16	1980 (Nancy Way, Chinese American Survey)	S-047415
P-27-003658	CA-MNT-002467H	Resource Name - Haciendas Phase III-Archaeological Sensitive Area-Feature 1 (HIIIASA-Feature 1)	Site	Historic	AH04	2017 (John Schlagheck, Fallin Steffen, Holman & Associates)	S-046390

Attachment 3

Sacred Lands File Search

**Local Government Tribal Consultation List Request
Native American Heritage Commission**

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahe@nahe.ca.gov

Type of List Requested

☒ CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

☒ General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

___ General Plan ___ General Plan Element _x_ General Plan Amendment

___ Specific Plan ___ Specific Plan Amendment ___ Pre-planning Outreach Activity

Required Information

Project Title: 1 Preston Street Project

Local Government/Lead Agency: City of Salinas

Contact Person: Lisa Brinton, Planning Manager Community Development Department

Street Address: 65 W. Alisal Street, 2nd Floor

City: Salinas **Zip:** 93901

Phone: 831-775-4259

Email: lisab@ci.salinas.ca.us

Specific Area Subject to Proposed Action

The proposed project consists of a General Plan Amendment to rezone the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density to Residential High Density. The project will be development in two phases. Phase one includes the development of 27 homes with the current zoning. Phase two will seek a Conditional Use Permit to allow the development of 2-12-bedroom transitional housing units

Additional Request

☒ Sacred Lands File Search - *Required Information:*

USGS Quadrangle Name(s): Salinas _____

Township: 14S _____ **Range:** 03E _____ **Section(s):** 29 _____



NATIVE AMERICAN HERITAGE COMMISSION

June 1, 2021

Lisa Brinton, Planner Manager
City of Salinas

Via Email to: lisab@ci.salinas.ca.us

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
Karuk

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, 1 Preston Street Project, Monterey County

Dear Ms. Brinton:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1(d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was positive. Please contact the tribes on the attached list for more information.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance we can assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address:
Sarah.Fonseca@nahc.ca.gov.

Sincerely,



Sarah Fonseca
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Monterey County
6/1/2021**

Amah Mutsun Tribal Band

Valentin Lopez, Chairperson
P.O. Box 5272
Galt, CA, 95632
Phone: (916) 743 - 5833
vlopez@amahmutsun.org

Costanoan
Northern Valley
Yokut

Ohlone/Costanoan-Esselen Nation

Louise Miranda-Ramirez,
Chairperson
P.O. Box 1301
Monterey, CA, 93942
Phone: (408) 629 - 5189
ramirez.louise@yahoo.com

Costanoan
Esselen

Amah Mutsun Tribal Band of Mission San Juan Bautista

Irene Zwierlein, Chairperson
789 Canada Road
Woodside, CA, 94062
Phone: (650) 851 - 7489
Fax: (650) 332-1526
amahmutsuntribal@gmail.com

Costanoan

Salinan Tribe of Monterey, San Luis Obispo Counties

Patti Dutton, Tribal Administrator
7070 Morro Road, Suite A
Atascadero, CA, 93422
Phone: (805) 464 - 2650
info@salinatribes.com

Salinan

Costanoan Rumsen Carmel Tribe

Tony Cerda, Chairperson
244 E. 1st Street
Pomona, CA, 91766
Phone: (909) 629 - 6081
Fax: (909) 524-8041
rumsen@aol.com

Costanoan

Wuksache Indian Tribe/Eshom Valley Band

Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas, CA, 93906
Phone: (831) 443 - 9702
kwood8934@aol.com

Foothill Yokut
Mono

Esselen Tribe of Monterey County

Tom Little Bear Nason, Chairman
P. O. Box 95
Carmel Valley, CA, 93924
Phone: (831) 659 - 2153
Fax: (831) 659-0111
TribalChairman@EsselenTribe.org

Costanoan
Esselen

Xolon-Salinan Tribe

Karen White, Chairperson
P. O. Box 7045
Spreckels, CA, 93962
Phone: (831) 238 - 1488
xolon.salinan.heritage@gmail.com

Salinan

Rumsen Am:a Tur:ataj Ohlone

Dee Dee Ybarra, Chairperson
14671 Farmington Street
Hesperia, CA, 92345
Phone: (760) 403 - 1756
rumsenama@gmail.com

Costanoan

Indian Canyon Mutsun Band of Costanoan

Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA, 95024
Phone: (831) 637 - 4238
ams@indiancanyon.org

Costanoan

Indian Canyon Mutsun Band of Costanoan

Kanyon Sayers-Roods, MLD
Contact
1615 Pearson Court
San Jose, CA, 95122
Phone: (408) 673 - 0626
kanyon@kanyonconsulting.com

Costanoan

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65352.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed 1 Preston Street Project, Monterey County.

**1 Preston Street Project
MITIGATION MONITORING AND REPORTING PROGRAM
1 PRESTON STREET
(GENERAL PLAN AMENDMENT 2022-001 AND REZONE 2022-001)**

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
BIO-1: Nesting Bird Surveys and Avoidance	<p>To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation removal, shall occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey within 14 days of the start of construction. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer.</p> <p>If nests are found, an avoidance buffer shall be established by a qualified biologist. The buffer shall be established to ensure nesting activity is not disturbed by construction activity, and shall be determined by the qualified biologist based on the species' known tolerances, the proposed work activity, and existing disturbances associated with land uses outside of the site. The buffer shall be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.</p>	To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-2: Coast	Pre-construction clearance surveys for coast range newt shall	To minimize	Applicant, or	Development and	Within 14 days

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
Range Newt Survey and Avoidance	be conducted within 14 days prior to the start of construction (including staging and mobilization), the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction.	impacts to coast range newts.	Successor in Interest.	Engineering Services Department - Community Development Department - Current Planning Division	prior to the start of construction.
BIO-3: Western Pond Turtle Clearance Surveys and Avoidance	Pre-construction clearance surveys for western pond turtle shall be conducted, the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction.	To minimize impacts to western pond turtles.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-4: Western Burrowing Owl Surveys and Avoidance	The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the project site, to confirm the presence/absence of active western burrowing owl burrows. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply: <ul style="list-style-type: none"> Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures. If avoidance of western burrowing owls is not feasible, 	To minimize impacts to western burrowing owls.	Applicant, or Successor in Interest.	Community Development Department, Current Planning Division	Within 30 days prior to the start of construction.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan shall be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).				
CUL-1: Unanticipated Discovery of Cultural Resources	If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately to evaluate the find pursuant to PRC Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation (described below), to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measure TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.	To ensure protection of cultural resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	If archaeological resources are encountered during ground-disturbing activities.
GEO-1: Paleontological Resources Monitoring and Mitigation	For grading or excavation exceeding five feet in depth, the City of Salinas shall require the following: 1. Qualified Paleontologist. The project applicant shall retain a Qualified Paleontologist prior to excavations that will exceed five feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional	To ensure protection of paleontological resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	During grading or excavation exceeding five feet in depth.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).</p> <p>2. Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</p> <p>3. Paleontological Monitoring. Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas.</p> <p>4. Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the</p>				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.				
TRA-1: VMT Reduction Program	<p>The applicant shall prepare and implement a VMT Reduction Program that reduces VMT generated by the project to VMT per capita of 9.95. The following two strategies shall be included in the Program:</p> <p>Pedestrian Network Improvements. Construct pedestrian facilities to connect the site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections would encourage future residents to walk instead of drive.</p> <p>Include Bike Parking, Pursuant to SMC Section 37-50.400. Provide bicycle parking on site, which would encourage future residents to bike instead of drive.</p> <p>In addition to the above strategies, one or several of the following travel demand management strategies shall be considered for inclusion in the VMT Reduction Program, to achieve a VMT per capita of 9.7 or less:</p> <p>Reduce On-Site Parking. Reduce the number of on-site parking spaces for future residents to less than what is required by SMC Section 20-85; or</p> <p>Implement Unbundled Parking. Separate or “unbundle” parking costs from leases or property costs, requiring those that wish to purchase parking spaces to do so at an additional cost; or</p> <p>Affordable Housing. Provide affordable, below market-rate housing on site; or</p> <p>Voluntary Travel Behavior Change Pattern. Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at</p>	To reduce vehicle miles traveled per capita.	Applicant, or Successor in Interest.	Public Works Department – Traffic Engineering - Community Development Department - Current Planning	Prior to issuance of a building permit.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>least 75 percent of future residents participating; and Promotions and Marketing. Provide future residents with information regarding alternative transportation and travel demand management programs, with at least 75 percent of future residents participating; and</p> <p>School Carpool Program. Implement a school carpool program among future residents of the project site.</p> <p>The VMT Reduction Program shall be submitted to the City for review and approval prior to issuance of a building permit and shall demonstrate that the net VMT per capita would be 9.7 or less, using a combination of travel demand management strategies approved by the City.</p>				
TCR-1: Inadvertent Discoveries During Construction	<p>In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to PRC Section 21083.2. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.</p>	To ensure protection of on-site tribal cultural resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	If cultural resources of Native American origin are identified during grading or construction.

\\COSRedirect\User\oscar\Desktop\1 Preston Street\Planning Commission (PC)\1 Preston Street - Mitigation Monitoring and Reporting Program.doc

PROPOSED GENERAL PLAN LAND USE AND ZONING CODE DESIGNATIONS:



1 Preston Street (APN: 003-161-008-000)



CITY OF SALINAS PLANNING COMMISSION REPORT

DATE: APRIL 19, 2023

TO: PLANNING COMMISSION

FROM: COURTNEY GROSSMAN, PLANNING MANAGER

BY: OSCAR RESENDIZ, ASSOCIATE PLANNER

TITLE: GENERAL PLAN AMENDMENT 2022-001 AND REZONE 2022-001;
AMEND THE GENERAL PLAN LAND USE DESIGNATION FROM
RESIDENTIAL MEDIUM DENSITY (8-15 UNITS/ACRE) TO RESIDENTIAL
HIGH DENSITY (15-24 UNITS/ACRE) AND REZONE FROM
RESIDENTIAL MEDIUM DENSITY (R-M-3.6) TO RESIDENTIAL HIGH
DENSITY (R-H-2.1) OF A VACANT 2.6 ACRE SITE LOCATED AT 1
PRESTON STREET

RECOMMENDED MOTION:

Staff recommends that the Planning Commission affirm the findings and approve the attached Resolution recommending that the City Council adopt the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (ER 2022-009) and approve General Plan Amendment 2022-001 and Rezone 2022-001.

EXECUTIVE SUMMARY:

The City of Salinas is proposing a General Plan Amendment (GPA) to change the land use designation from Residential Medium Density (8-15 units/acre) to Residential High Density (15-24 units/acre) and Rezone (RZ) from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1) of a vacant 2.6-acre lot located at 1 Preston Street. An Initial Study and Mitigated Negative Declaration have been prepared for the project, which is known as ER 2022-009. The purpose of the GPA and RZ is to facilitate the production of high-density housing, consistent with the City's General Plan. The GPA and RZ would facilitate the development of up to approximately 76 housing units (anticipating a density bonus). A draft ordinance for the GPA and RZ is provided as an attachment to this staff report.

The project does not involve construction or other physical changes to the site because there are

currently no development proposals. The project is intended to encourage future higher density development that would provide new housing consistent with the Salinas General Plan. This project is being partially funded by Senate Bill 2 (SB 2) grant funding for the purpose of increasing housing production in the City.

DISCUSSION:

Background:

In December 2019, the City accepted an SB 2 grant award from the state Housing and Community Development Department (HCD) in the amount of \$310,000. Grant funds are to be used to facilitate the production of housing by undertaking the necessary planning and environmental studies and analyses to consider changing land use and zoning designations of identified opportunity sites to allow for higher density residential or mixed-use development. This SB 2 grant award enabled the City to undertake the planning and environmental study and analysis required to prepare the proposed Amendments. The SB 2 grant is awarded to cities for the preparation, adoption, and implementation of plans that streamline housing development approval and accelerate housing production.

The purpose of the proposed General Plan Amendment and Rezone is to facilitate the production of high-density housing, consistent with the City's General Plan. The GPA and RZ would affect 2.6 acres and would facilitate the development of up to approximately 76 housing units (anticipating a density bonus). The project would allow for greater housing density and more flexible development standards. These proposed general plan and zoning changes are shown on Exhibit "D". The project does not involve construction or other physical changes to the site.

The property is located in the Residential Medium Density (R-M-3.6) Zoning District with Focused Growth (FG-2: North Main Street/Soledad Street) and Flood District (F) overlays. The following provides an overview of the land uses and zoning districts adjacent to the project site:

North:	Parks (P) - Flood District (F) overlay
South:	Mixed Arterial Frontage (MAF) – Focused Growth (FG-2: North Main Street/Soledad Street) /Flood District (F) overlays
East:	Residential High Density (R-H-2.1) – Focused Growth (FG-2: North Main Street/Soledad Street) /Flood District (F) overlays
West:	Single-family Residential/Low Density Residential (R-L-5.5) - Flood District (F) overlay

Analysis:

General Plan Amendment

Per the 2002 Salinas General Plan, the "High-Density Residential" designation allows for

development of row houses, condominiums, and apartments. The designation allows a maximum of 24 units per net acre. Uses such as mobile and modular homes, public facilities, day care, churches and others that are compatible with and oriented toward serving the needs of the high-density neighborhood may also be considered. The maximum density of this land use designation may be increased in accordance with the density bonus provisions of the California Government Code and the City's Zoning Ordinance.

Per the 2002 Salinas General Plan, Focused Growth Areas are existing urbanized areas where additional growth and/or redevelopment and revitalization would be appropriate and provide benefits to the community. By selectively increasing density of development in a manner compatible with the surrounding neighborhoods, the pressure to develop agricultural lands is also reduced.

The project site is currently designated "Residential Medium Density (8-15 du/ac)". The proposed Amendment is consistent. The proposed General Plan Amendment would change the existing designation for the project site and amend the General Plan Land Use and Circulation Policy Map to align with the proposed rezoning of the site to Residential High Density (15-24 du/ac). The Amendment would be consistent with Salinas General Plan policies and the General Plan land use designation of the adjacent site to the east of the subject site.

The proposed General Plan Amendment is consistent with General Plan Goal H-1, by increasing the allowed density and providing a range of housing opportunities to adequately address existing and projected needs in Salinas. The project also furthers General Plan Policy H-1.3, by identifying adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project is consistent with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

Rezone

Residential- High Density (R-H-2.1) provides for high density multifamily dwelling units where the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 20 dwelling units per net acre without density bonus. Per Zoning Code Section 37-30.140, the purpose of the "Residential high density (R-H)" land use designation is to provide appropriately located areas for high density and multifamily dwellings consistent with the General Plan and with standards of public health and safety established by the Municipal Code. This includes:

- Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts.
- Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements.
- Achieve design compatibility through site development regulations and design standards.
- Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings.

- Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment.
- Ensure the provision of public services and facilities needed to accommodate planned population densities.
- Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design principles and promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design.

For the proposed Residential High Density Development Regulations to be permitted, the project site will need to be rezoned “Residential High Density” (R-H). The purpose of the proposed Rezone is to facilitate the production of housing which per R-H-2.1 Zoning Code Section 37-30.150(j)(1) the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 20 dwelling units per net acre without density bonus.

The proposed rezoning of the project site would be consistent with Residential High Density (R-H) District and Focused Growth (FG) Overlay District. The project would comply with the development regulations and design standards of both the R-H and FG-2 District by:

- Creating healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors.
- Increasing pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit.
- Encouraging creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space, and create revitalized neighborhoods through infill development and redevelopment activities.

Findings:

Mitigated Negative Declaration:

Prior to recommending approval of the General Plan Amendment and Rezone, the Planning Commission will need to determine that the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (ER 2022-009) is adequate for the proposed project by approving the attached Resolution.

General Plan Amendment/Rezone:

The Planning Commission may recommend approval of a General Plan Amendment and Rezone, if all the findings set forth in the attached Planning Commission Resolution are established. Per Zoning Code Section 37-60.920(d)(2), an affirmative vote of a majority (no less than four (4) votes) of the Planning Commission is required for the Commission to make a recommendation of the General Plan Amendment to the City Council. A draft ordinance for the GPA and RZ is provided as an attachment to this staff report.

Time Consideration:

The proposed project includes requests for a General Plan Amendment and Rezone, which are legislative acts and not subject to the Permit Streamlining Act (PSA).

CEQA CONSIDERATION:

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not result in a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program have been included in the project (see Exhibit "G"). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk's Office on January 27, 2023; the deadline for comments was February 26, 2023. The State Clearinghouse received the document on January 27, 2023; the deadline for Clearinghouse comments was February 26, 2023 (SCH Number 2023010626). Comments received are discussed below.

On May 20 and June 2, 2021, the City of Salinas mailed local tribes a Senate Bill (SB) 18 and Assembly Bill (AB) 52 notification letter via certified mail. Under AB 52, Native American tribes are provided 30 days to respond and request further project information and request formal consultation. Under SB 18, tribes are provided 90 days to respond. The City did not receive a request for formal consultation under AB 52. As of the date this report was written, no requests for additional consultation were received.

It should be noted that the circulated Initial Study and Mitigated Negative Declaration incorrectly stated the General Plan land use designation of Residential High Density maximum density to be 15-20 units/acre when the correct maximum number of units per acre is 24. Staff has identified this error and the final ordinance to City Council will reflect the correct density of 15-24 units/acre.

Agency Responses:

Public comment was received via email on February 9, 2023, from Mr. Gavin McCreary, Project Manager, Site Evaluation and Remediation Unit, Site Mitigation and Restoration Program, Department of Toxic Substance Control. Comments and response to comments are paraphrased below with complete comment and response being provided as attachments to this report.

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of Health and Safety Code section 101480 should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 Information Advisory Clean Imported Fill Material.
4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).

Staff Response: Rincon Consultants, Inc., the consulting firm prepared the following response to DTSC's comments. Staff provided comments via email to Mr. McCreary.

1. Health and Safety Code section 101480 authorizes a responsible party, as defined, to request that a local officer supervise remedial action if a release of waste occurs and remedial action is required. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, no items of potential environmental concern were identified at the project site. Therefore, oversight of a qualified regulatory investigation and no remedial action would be required at this time. No revisions to the IS-MND are required in response to this comment.
2. Please refer to Section 5, Cultural Resources, of the Initial Study for additional information on historic uses of the project site. As discussed therein, it was found that the project site was generally undeveloped until the 1970s. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, future operation activities on the project site are not anticipated to release hazardous wastes or substances, but construction activities could result in the transport, storage, or use of potentially hazardous materials. The project would be

required to comply with various federal, state, and local regulations, including those set forth by DTSC, which are designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. No items of potential environmental concern were identified at the project site. Therefore, there are no required investigations or remediation needed, and no revisions to the IS-MND are warranted.

3. According to DTSC, there are currently no established standards within applicable statutes and regulations that address environmental requirements for imported fill material. Sampling of backfill soil would not be required. Additionally, the property owner would be liable if contaminated soil were imported to the site. No revisions to the IS-MND are required in response to this comment.
4. Based on review of historical topographic maps from 1910 to 1964, the project site has not been used for agricultural purposes. Furthermore, the project site has not been used for weed abatement or related activities. As discussed within Section 9, Hazards and Hazardous Materials, compliance with existing DTSC regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction. No revisions to the ISMND are required in response to this comment.

Alternatives Available to the Commission:

The Planning Commission has the following alternatives:

1. Affirm the findings set forth in the attached Resolution, recommending that the City Council adopt the Mitigated Negative Declaration and approve General Plan Amendment 2022-001, and Rezone 2022-001 with modifications; or
2. Find that the proposed applications are not appropriate and establish findings at the public hearing recommending that the City Council deny General Plan Amendment 2022-001 and Rezone 2022-001.

Conclusion:

The project is consistent with the General Plan and Zoning Code. The project is intended to encourage future higher density development that would provide new housing consistent with the Salinas General Plan. The project does not involve construction or other physical changes to the site because there are currently no development proposals.

ATTACHMENTS:

Proposed Planning Commission Resolution, including the following exhibits:

- Exhibit 1: Mitigated Negative Declaration and Mitigation Monitoring Program
- Exhibit 2: Proposed General Plan Land Use and Zoning Map

Exhibit "A" Project Location
Exhibit "B" Surrounding Land Uses
Exhibit "C" Existing Zoning District
Exhibit "D" Proposed General Plan Land Use and Zoning Map
Exhibit "E" Letter from Department of Toxic Substance Control, from Mr. Gavin McCreary,
Project Manager, Dated February 9, 2023.
Exhibit "F" Initial Study/ Mitigated Negative Declaration (ISMND), dated January 2023
Exhibit "G" 1 Preston Street - Mitigated Monitoring and Reporting Program

Cc: Mr. Gavin McCreary, Project Manager, Site Evaluation and Remediation Unit, Site
Mitigation and Restoration Program, Department of Toxic Substance Control.
Massolo Brothers Company, Property Owner
Katherine Green, AICP, Rincon Consultants, Inc.

**SALINAS PLANNING COMMISSION
RESOLUTION NO. 2023-_____**

**RESOLUTION RECOMMENDING TO THE SALINAS CITY COUNCIL APPROVAL
OF A GENERAL PLAN AMENDMENT (GPA) TO CHANGE THE LAND USE
DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY (8-15 UNITS/ACRE) TO
RESIDENTIAL HIGH DENSITY (15-24 UNITS/ACRE) AND REZONE (RZ) FROM
RESIDENTIAL MEDIUM DENSITY (R-M-3.6) TO RESIDENTIAL HIGH DENSITY (R-
H-2.1) OF A VACANT 2.6-ACRE LOT LOCATED AT 1 PRESTON STREET
(GPA 2022-001, RZ 2022-001, ER 2022-009)**

WHEREAS, on April 19, 2023, the Salinas Planning Commission held a duly noticed public hearing to consider General Plan Amendment 2022-001 and Rezone 2022-001 of a vacant 2.6-acre lot located at 1 Preston Street as described in more detail below:

1. General Plan Amendment 2022-001 (GPA 2022-001); Change the land use designation from Residential Medium Density (8-15 units/acre) to Residential High Density (15-24 units/acre); and
2. Rezone 2022-001 (RZ 2022-001); Change the Zoning designation from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1).

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

WHEREAS, the Planning Commission has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, which is known as ER 2022-009; and

WHEREAS, the circulated Initial Study and Mitigated Negative Declaration incorrectly stated the General Plan land use designation of Residential High Density maximum density to be 15-20 units/acre when the correct maximum number of units per acre is 24; and

WHEREAS, this error and the final ordinance to City Council will reflect the correct density of 15-24 units/acre.

NOW, THEREFORE, BE IT RESOLVED by the Salinas Planning Commission that it recommends that the City Council adopt the proposed Mitigated Negative Declaration, approve General Plan Amendment 2022-001 and Rezone 2022-001, adopt the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

For the Mitigated Negative Declaration:

1. *The Planning Commission hereby finds that a Mitigated Negative Declaration (MND) has been prepared with respect to the project in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the guidelines promulgated thereunder.*

Further, this Commission has independently reviewed and considered the information contained in the Initial Study and related environmental documents, together with the comments received during the public review process. On the basis of the whole record before it, the Commission finds that there is no substantial evidence that the project will have a significant effect on the environment and that the MND reflects the Commission's independent judgment and analysis. On this basis, the Commission recommends that the City Council adopt the Mitigated Negative Declaration.

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program have been included in the project (see Exhibit "1"). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk's Office on January 27, 2023; the deadline for comments was February 26, 2023. The State Clearinghouse received the document on January 27, 2023; the deadline for Clearinghouse comments was February 26, 2023 (SCH Number 2023010626).

Public comment was received via email on February 9, 2023, from Mr. Gavin McCreary, Project Manager, Site Evaluation and Remediation Unit, Site Mitigation and Restoration Program, Department of Toxic Substance Control. Comments and response to comments are paraphrased below with complete comment and response being provided as attachments to this report.

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of Health and Safety Code section 101480 should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 Information Advisory Clean Imported Fill Material.
4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).

Staff Response: Rincon Consultants, Inc., the consulting firm prepared the following response to DTSC's comments. Staff provided comments via email to Mr. McCreary.

1. Health and Safety Code section 101480 authorizes a responsible party, as defined, to request that a local officer supervise remedial action if a release of waste occurs and remedial action is required. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, no items of potential environmental concern were identified at the project site. Therefore, oversight of a qualified regulatory investigation and no remedial action would be required at this time. No revisions to the IS-MND are required in response to this comment.
2. Please refer to Section 5, Cultural Resources, of the Initial Study for additional information on historic uses of the project site. As discussed therein, it was found that the project site was generally undeveloped until the 1970s. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, future operation activities on the project site are not anticipated to release hazardous wastes or substances, but construction activities could result in the transport, storage, or use of potentially hazardous materials. The project would be required to comply with various federal, state, and local regulations, including those set forth by DTSC, which are designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. No items of potential environmental concern were identified at the project site. Therefore, there are no required investigations or remediation needed, and no revisions to the IS-MND are warranted.
3. According to DTSC, there are currently no established standards within applicable statutes and regulations that address environmental requirements for imported fill material.¹ Sampling of backfill soil would not be required. Additionally, the property owner would be liable if contaminated soil were imported to the site. No revisions to the IS-MND are required in response to this comment.
4. Based on review of historical topographic maps from 1910 to 1964, the project site has not been used for agricultural purposes. Furthermore, the project site has not been used for weed abatement or related activities. As discussed within Section 9, Hazards and Hazardous Materials, compliance with existing DTSC regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction. No revisions to the ISMND are required in response to this comment.

For General Plan Amendment 2022-001:

- 2. That the proposed General Plan Amendment is in conformance with all other goals, policies, programs, and land uses of the Salinas General Plan.***

The proposed Amendment is consistent with Salinas General Plan Policies. The proposed General Plan Amendment would change the existing designation for the project site and amend the General Plan Land Use and Circulation Policy Map to align with the proposed rezoning of the site to Residential High Density (15-24 units/acre). The Amendment would be consistent with the General Plan land use designation of the adjacent sites of the subject site. The proposed “Residential High Density (15-24 units/acre)” land designation for the project site is consistent with General Plan Goal H-1, by providing a range of housing opportunities to adequately address existing and projected needs to Salinas. The project also complies with General Plan Policy H-1.3, by identify adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project complies with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

- 3. That the proposed General Plan Amendment promotes the public necessity, convenience, and general welfare.***

The General Plan Amendment promotes the public necessity, convenience, and general welfare because the proposal will create additional housing units the City of Salinas.

For Rezone 2022-001:

- 4. The amendment is consistent with the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.***

Per the 2002 Salinas General Plan, Focused Growth Areas are existing urbanized areas where additional growth and/or redevelopment and revitalization would be appropriate and provide benefits to the community. By selectively increasing density of development in a manner compatible with the surrounding neighborhoods, the pressure to develop agricultural lands is also reduced.

The project site is currently designated “Residential Medium Density (8-15 du/ac)”. The proposed Amendment is consistent. The proposed General Plan Amendment would change the existing designation for the project site and amend the General Plan Land Use and Circulation Policy Map to align with the proposed rezoning of the site to Residential High Density (15-24 du/ac). The Amendment would be consistent with Salinas General Plan policies and the General Plan land use designation of the adjacent site to the east of the subject site.

The proposed General Plan Amendment is consistent with General Plan Goal H-1, by increasing the

allowed density and providing a range of housing opportunities to adequately address existing and projected needs in Salinas. The project also furthers General Plan Policy H-1.3, by identifying adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project is consistent with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

Residential- High Density (R-H-2.1) provides for high density multifamily dwelling units where the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 20 dwelling units per net acre without density bonus. Per Zoning Code Section 37-30.140, the purpose of the “Residential high density (R-H)” land use designation is to provide appropriately located areas for high density and multifamily dwellings consistent with the General Plan and with standards of public health and safety established by the Municipal Code. This includes:

- Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts.
- Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements.
- Achieve design compatibility through site development regulations and design standards.
- Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings.
- Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment.
- Ensure the provision of public services and facilities needed to accommodate planned population densities.
- Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design principles and promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design.

The proposed rezoning of the project site would be consistent with Residential High Density (R-H) District and Focused Growth (FG) Overlay District. The project would comply with the development regulations and design standards of both the R-H and FG-2 District by:

- Creating healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors.
- Increasing pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit.
- Encouraging creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space, and create revitalized neighborhoods through infill development and redevelopment activities.

5. *The amendment will not have the effect of reversing the policies of the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.*

There are no policies within the Salinas General Plan that would be reversed as a result of this amendment. There are no Specific Plans or Precise Plans applicable to the site.

6. *The amendment would not create an isolated district unrelated to adjacent zoning districts.*

The proposed rezoning will not create an unrelated zoning district because the rezoning of the project site from “from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)” would be consistent with the adjacent zoning districts “Residential High Density (R-H-2.1)”.

7. *The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.*

Salinas is an urbanized area and public infrastructure is presently in place to serve most uses. The proposed Rezone would not create the need for additional infrastructure.

PASSED AND APPROVED this 19th day of April 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Planning Commission of the City of Salinas, that said Resolution was passed and approved by the affirmative and majority vote of said Planning Commission at a meeting held on April 19, 2023, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

SALINAS PLANNING COMMISSION

Date: _____

Courtney Grossman
Secretary

Attach:

Exhibit 1: Mitigated Negative Declaration and Mitigation Monitoring and

Planning Commission Resolution

General Plan Amendment 2022-001 (GPA 2022-001) and Rezone 2022-001 (RZ2022-001)

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Reporting Program

- Exhibit 2: Proposed General Plan Amendment 2022-001 (GPA 2022-001) Map and Proposed Rezone 2022-001 (RZ 2022-001) Map
- Exhibit 3: Draft General Plan Amendment 2022-001 (GPA 2022-001) Map and Proposed Rezone 2022-001 (RZ 2022-001) Ordinance

1 Preston Street Project
MITIGATION MONITORING AND REPORTING PROGRAM
1 PRESTON STREET
(GENERAL PLAN AMENDMENT 2022-001 AND REZONE 2022-001)

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
BIO-1: Nesting Bird Surveys and Avoidance	<p>To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation removal, shall occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey within 14 days of the start of construction. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer.</p> <p>If nests are found, an avoidance buffer shall be established by a qualified biologist. The buffer shall be established to ensure nesting activity is not disturbed by construction activity, and shall be determined by the qualified biologist based on the species' known tolerances, the proposed work activity, and existing disturbances associated with land uses outside of the site. The buffer shall be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.</p>	To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-2: Coast	Pre-construction clearance surveys for coast range newt shall	To minimize	Applicant, or	Development and	Within 14 days

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
Range Newt Survey and Avoidance	be conducted within 14 days prior to the start of construction (including staging and mobilization), the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction.	impacts to coast range newts.	Successor in Interest.	Engineering Services Department - Community Development Department - Current Planning Division	prior to the start of construction.
BIO-3: Western Pond Turtle Clearance Surveys and Avoidance	Pre-construction clearance surveys for western pond turtle shall be conducted, the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction.	To minimize impacts to western pond turtles.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-4: Western Burrowing Owl Surveys and Avoidance	The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the project site, to confirm the presence/absence of active western burrowing owl burrows. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply: <ul style="list-style-type: none"> Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures. If avoidance of western burrowing owls is not feasible, 	To minimize impacts to western burrowing owls.	Applicant, or Successor in Interest.	Community Development Department, Current Planning Division	Within 30 days prior to the start of construction.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan shall be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).				
CUL-1: Unanticipated Discovery of Cultural Resources	If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately to evaluate the find pursuant to PRC Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation (described below), to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measure TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.	To ensure protection of cultural resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	If archaeological resources are encountered during ground-disturbing activities.
GEO-1: Paleontological Resources Monitoring and Mitigation	For grading or excavation exceeding five feet in depth, the City of Salinas shall require the following: 1. Qualified Paleontologist. The project applicant shall retain a Qualified Paleontologist prior to excavations that will exceed five feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional	To ensure protection of paleontological resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	During grading or excavation exceeding five feet in depth.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).</p> <p>2. Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</p> <p>3. Paleontological Monitoring. Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas.</p> <p>4. Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the</p>				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.</p>				
TRA-1: VMT Reduction Program	<p>The applicant shall prepare and implement a VMT Reduction Program that reduces VMT generated by the project to VMT per capita of 9.95. The following two strategies shall be included in the Program:</p> <p>Pedestrian Network Improvements. Construct pedestrian facilities to connect the site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections would encourage future residents to walk instead of drive.</p> <p>Include Bike Parking, Pursuant to SMC Section 37-50.400. Provide bicycle parking on site, which would encourage future residents to bike instead of drive.</p> <p>In addition to the above strategies, one or several of the following travel demand management strategies shall be considered for inclusion in the VMT Reduction Program, to achieve a VMT per capita of 9.7 or less:</p> <p>Reduce On-Site Parking. Reduce the number of on-site parking spaces for future residents to less than what is required by SMC Section 20-85; or</p> <p>Implement Unbundled Parking. Separate or "unbundle" parking costs from leases or property costs, requiring those that wish to purchase parking spaces to do so at an additional cost; or</p> <p>Affordable Housing. Provide affordable, below market-rate housing on site; or</p> <p>Voluntary Travel Behavior Change Pattern. Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at</p>	To reduce vehicle miles traveled per capita.	Applicant, or Successor in Interest.	Public Works Department – Traffic Engineering - Community Development Department - Current Planning	Prior to issuance of a building permit.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>least 75 percent of future residents participating; and</p> <p>Promotions and Marketing. Provide future residents with information regarding alternative transportation and travel demand management programs, with at least 75 percent of future residents participating; and</p> <p>School Carpool Program. Implement a school carpool program among future residents of the project site.</p> <p>The VMT Reduction Program shall be submitted to the City for review and approval prior to issuance of a building permit and shall demonstrate that the net VMT per capita would be 9.7 or less, using a combination of travel demand management strategies approved by the City.</p>				
TCR-1: Inadvertent Discoveries During Construction	<p>In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to PRC Section 21083.2. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.</p>	<p>To ensure protection of on-site tribal cultural resources.</p>	<p>Applicant, or Successor in Interest.</p>	<p>Development and Engineering Services Department - Community Development Department</p>	<p>If cultural resources of Native American origin are identified during grading or construction.</p>

\\COS\Redirect\Users\scart\Desktop\1 Preston Street\Planning Commission (PC)\1 Preston Street - Mitigation Monitoring and Reporting Program.doc

PROPOSED GENERAL PLAN LAND USE AND ZONING CODE DESIGNATIONS:



1 Preston Street (APN: 003-161-008-000)

ORDINANCE NO. _____ (N.C.S.)

**AN ORDINANCE AMENDING THE ZONING MAP TO RECLASSIFY ONE (1)
SITE FROM RESIDENTIAL MEDIUM DENSITY (R-M-3.6) TO RESIDENTIAL
HIGH DENSITY (R-H-2.1)
(RZ 2022-001 – RELATED TO GPA 2022-001)**

WHEREAS, on _____, the Salinas City Council held a duly noticed public hearing to consider Rezone (Rezone 2022-001) to change the Zoning designation to 1 Preston Street, a vacant 2.6-acre (approximately 129,202 square feet) lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1) and related General Plan Amendment 2022-001 as described in more detail below:

1. Rezone 2022-001 (RZ 2022-001); Request to change Zoning designation of the above referenced 129, 202 square feet lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1); and
2. General Plan Amendment 2022-001 (GPA 2022-001); Request to change the General Plan designation of an approximately 129,202 square feet lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1).

WHEREAS, the City, in accordance with requirements of CEQA and the CEQA Guidelines prepared an Initial Study Mitigated Negative Declaration, for Rezone 2022-001 and related General Plan Amendment 2022-001 herein incorporated by reference and included as Exhibit “1”; and

WHEREAS, the City completed and filed a Notice of Intent to Adopt a Mitigated Negative Declaration with the Monterey County Clerk on January 27, 2023 which commenced a 30-day local public review period starting on January 27, 2023 and ended on February 26, 2023; mailed a Notice of Public Hearing to all property owners located within 300-feet the project site on January 27, 2023; and posted the Notice of Intent to Adopt a Mitigated Negative Declaration in locations throughout the City of Salinas City Hall and administrative offices on January 27, 2023; and

WHEREAS, the City mailed the Mitigated Negative Declaration to the State Clearinghouse on January 27, 2023, which commenced a 30-day local public review period starting on January 27, 2023 and ending on February 26, 2023 (SCH Number 2023010626); and

WHEREAS, on April 19, 2023, the Salinas Planning Commission, held a duly noticed public hearing to consider Rezone 2022-001 and related GPA 2022-001; and

WHEREAS, the Planning Commission considered a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) prepared for the proposed GPA 2022-001 and RZ 2022-001 and independently determined that all

impacts were adequately addressed in accordance with the California Environmental Quality Act; and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, considered the staff report, determined that positive findings could be established for approval of the General Plan Amendment 2022-001 (GPA 2022-001), and adopted Resolution No. 2023-___ recommending that the City Council adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approve RZ 2022-001 and related GPA 2022-001; and

WHEREAS, on _____ the City Council weighed the evidence presented at the public hearing, including the staff presentation and the Staff Report which is on file at the Salinas City Clerk's Office and the Community Development Department, and all public testimony and documentary evidence introduced and received at the public hearing, together with the record of environmental review; and

WHEREAS, the City Council has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration and MMRP; and

WHEREAS, by Resolution No. 2023-___ the City Council adopted the Mitigated Negative Declaration and MMRP prepared for General Plan Amendment 2022-001 and related RZ 2022-001; and

WHEREAS, the proposed RZ 2022-001 would change the zoning designation of the subject parcel from "Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)", as further described above and shown on Exhibit "1", attached hereto and incorporated herein by reference; and

WHEREAS, the proposed Rezone has been found to be consistent with the goals, policies, and programs of the Salinas General Plan; and

WHEREAS, the Salinas City Council adopts the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

For the Mitigated Negative Declaration:

The City Council hereby finds that a Mitigated Negative Declaration has been prepared with respect to the project in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the guidelines promulgated thereunder. Further, this Council has independently reviewed and considered the information contained in the Initial Study and related environmental documents, together with the comments received during the public review process. On the basis of the whole record before it, the Council finds that there is no substantial evidence that the Amendments will have a

significant effect on the environment as the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program reduce future project related impacts to less than significant level (see Exhibit “2” of attachment 1) and that the Mitigated Negative Declaration reflects the Council’s independent judgment and analysis. On this basis, the City Council adopts the Mitigated Negative Declaration and associated Mitigation Monitoring and Reporting Program.

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program have been included in the project (see Exhibit “2”). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies on January 27, 2023 and posted at the County Clerk’s Office on January 27, 2023; the deadline for comments was February 26, 2023. The State Clearinghouse received the document on January 27, 2023; the deadline for Clearinghouse comments was February 26, 2023 (SCH Number 2023010626).

Public comments were received from public agencies: Department of Toxic Substance Control during the comment period as described below:

1. Comments received via email from Mr. Gavin McCreary, Project Manager, Site Evaluation and Remediation Unit, Site Mitigation and Restoration Program, Department of Toxic Substance Control, On February 9, 2023 with comments attached to the email, stating: The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of Health and Safety Code section 101480 should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of

hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 Information Advisory Clean Imported Fill Material.

4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).

Staff Response: Consultant firm (Rincon Consultants, Inc.) prepared response comments to the comments made by Mr. McCreary and included the letter and response comments to the final ISMND and Staff provided comments via email to Mr. McCreary.

Rezone 2022-001:

1. The amendment is consistent with the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.

Per the 2002 Salinas General Plan, the "High-Density Residential" designation allows for development of row houses, condominiums and apartments. The designation allows a maximum of 24.0 units per net acre. Uses such as mobile and modular homes, public facilities, day care, churches and others that are compatible with and oriented toward serving the needs of the high-density neighborhood may also be considered. The maximum density of this land use designation may be increased in accordance with the density bonus provisions of the California Government Code and the City's Zoning Ordinance.

Per the 2022 Salinas General Plan, The Focused Growth Areas are existing urbanized areas where additional growth and/or redevelopment and revitalization would be appropriate and provide benefits to the community. By selectively increasing density of development in a manner compatible with the surrounding

neighborhoods, the pressure to develop agricultural lands is also reduced.

The proposed “Residential High Density (R-H-2.1)” land designation for the project site is consistent with General Plan Goal H-1, by providing a range of housing opportunities to adequately address existing and projected needs to Salinas. The project also complies with General Plan Policy H-1.3, by identify adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project complies with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

Per Zoning Code Section 37-30.140, the purpose of the “Residential high density (R-H)” land use designation is to provide appropriately located areas for high density and multifamily dwellings consistent with the general plan and with standards of public health and safety established by the Municipal Code. Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts. Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements. Achieve design compatibility through the use of site development regulations and design standards. Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings. Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment. Ensure the provision of public services and facilities needed to accommodate planned population densities. Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design principles and promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design. In addition, Residential- High Density (R-H-2.1) provides for high density multifamily dwelling units where the minimum density is more than fifteen dwelling units per net acre and the maximum density is not more than twenty dwelling units per net acre without density bonus

The proposed Rezone request to change the Zoning designation of one (1) site consisting of a vacant 2.6-acre (approximately 129,202 square feet) from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1), which per R-M-3.6 Zoning Code Section 37-30.100 (j)(1), the minimum density is more than 8 dwelling units per net acre and the maximum density is not more than 12 dwelling units per net acre without density bonus. The purpose of the proposed Rezone is to facilitate the production of housing which per R-H-2.1 Zoning Code Section 37-30.150(j)(1) the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 20 dwelling units per net acre without density bonus. In order for the proposed Residential High Density Development Regulations to be permitted, the project site will need to be rezoned

“Residential High Density” (R-H). The proposed rezoning of the project site would be consistent with Residential High Density (R-H) District and Focused Growth (FG) Overlay District. It would comply with the development regulations and design standards of both the R-H and FG-2 District, by creating healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors. Increase pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit. Encourage creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space, and create revitalized neighborhoods through infill development and redevelopment activities.

2. *The amendment will not have the effect of reversing the policies of the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.*

There are no policies within the Salinas General Plan that would be reversed as a result of this amendment. There are no Specific Plans or Precise Plans applicable to the site.

3. *The amendment would not create an isolated district unrelated to adjacent zoning districts.*

The proposed rezoning will not create an unrelated zoning district because the rezoning of the project sites from “from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)” would be consistent with the adjacent zoning districts “Residential High Density (R-H-2.1)”.

4. *The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.*

Salinas is an urbanized area and public infrastructure is presently in place to serve most uses. The proposed Rezone would not create the need for additional infrastructure.

NOW, THEREFORE, THE SALINAS CITY COUNCIL HEREBY ORDAINS AS FOLLOWS:

SECTION 1. The City of Salinas’s Zoning Map, a copy of which is on file with the City Clerk of the City of Salinas and which copy constitutes the original record, is hereby amended to reflect the following:

That certain real property located in the City of Salinas, County of Monterey, State of California, and shown and designated on that certain map attached hereto as Exhibit 1 and made a part hereof, entitled “Rezone 2022-001 Map” classified Residential Medium

Density (R-M-3.6) is hereby reclassified as shown on the attached exhibit to Residential High Density (R-H-2.1).

SECTION 2. The aforesaid map and all notations, references and other information shown thereon shall be as much a part of this ordinance as if the matters and information shown on said map were fully described herein.

SECTION 3. This ordinance shall take effect and be in force thirty days from and after its adoption.

SECTION 4. The Salinas City Clerk is hereby directed to cause the following summary of the ordinance to be published by one insertion in *The Monterey Herald*, a newspaper of general circulation published and circulated in the City of Salinas and hereby designated for that general purpose by the Salinas City Council:

“The City of Salinas’s Zoning Map has been amended by reclassifying one (1) site from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)”.

This ordinance was introduced and read on May 16, 2023, and passed and adopted on June 16, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

Kimbley Craig
Mayor

ATTEST:

Patricia Barajas
City Clerk

EFFECTIVE DATE: _____

Attachments:

- Exhibit 1: Initial Study/Mitigated Negative Declaration (ISMND), dated January 2023
- Exhibit 2: Mitigation Monitoring and Reporting Program
- Exhibit 2: Proposed GPA 2022-001 and Rezone 2022-001 Map

PROJECT LOCATION:



1 Preston Street (APN: 003-161-008-000)

SURROUNDING LAND USES:



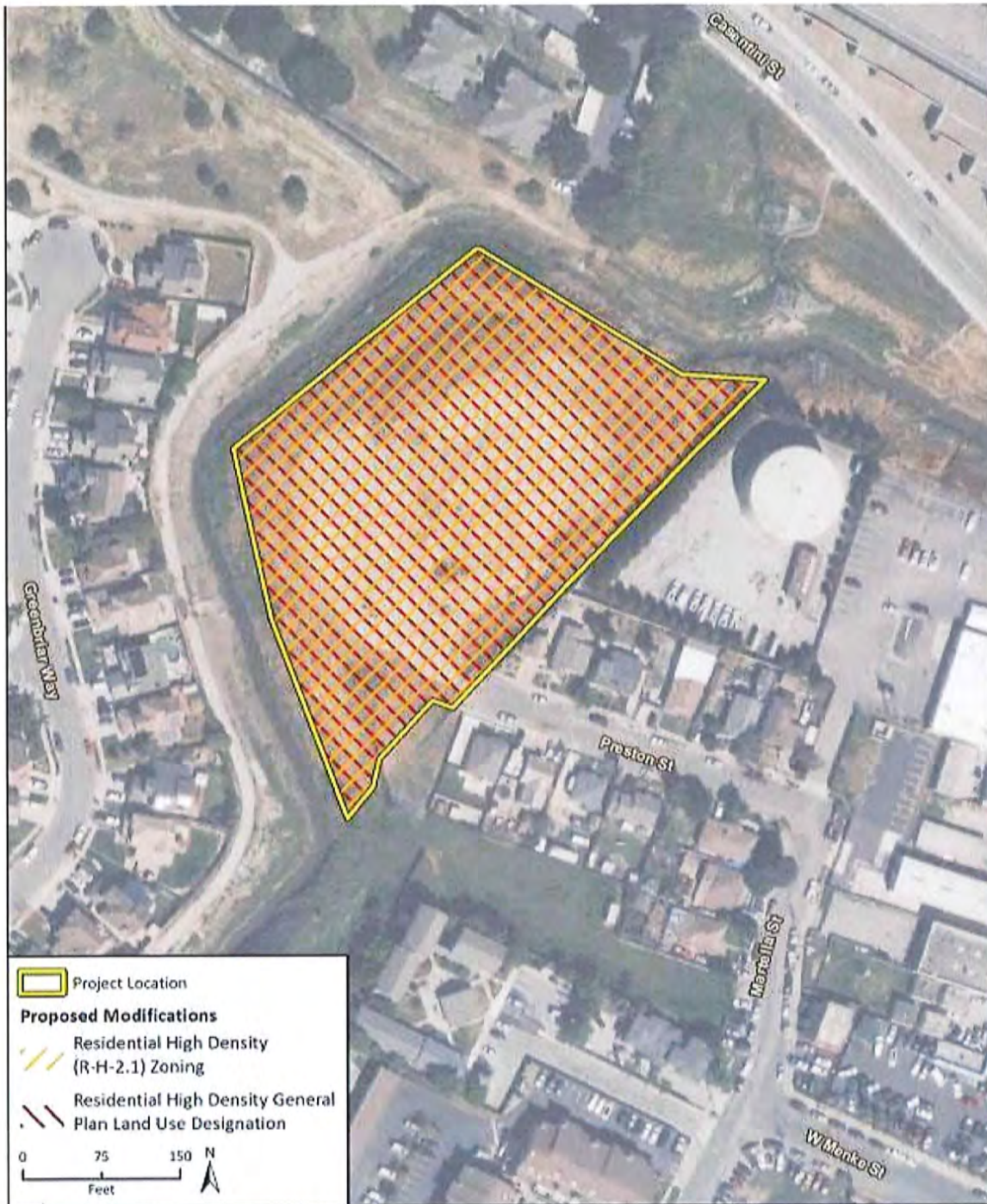
1 Preston Street (APN: 003-161-008-000)

EXISTING ZONING DISTRICT:



1 Preston Street (APN: 003-161-008-000)

PROPOSED GENERAL PLAN LAND USE AND ZONING CODE DESIGNATIONS:



1 Preston Street (APN: 003-161-008-000)



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

February 9, 2023

Mr. Oscar Resendiz
City of Salinas
65 West Alisal Street, 2nd Floor
Salinas, CA 93901
OscarR@ci.salinas.ca.us

MITIGATED NEGATIVE DECLARATION FOR 1 PRESTON STREET PROJECT –
DATED JANUARY 2023 (STATE CLEARINGHOUSE NUMBER: 2023010600)

Dear Mr. Resendiz:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of [Health and Safety Code section 101480](#) should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate

any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 [Information Advisory Clean Imported Fill Material](#).
4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

DTSC appreciates the opportunity to comment on the MND. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

EXHIBIT E

1 Preston Street Project
MITIGATION MONITORING AND REPORTING PROGRAM
1 PRESTON STREET
(GENERAL PLAN AMENDMENT 2022-001 AND REZONE 2022-001)

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
BIO-1: Nesting Bird Surveys and Avoidance	<p>To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation removal, shall occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey within 14 days of the start of construction. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer.</p> <p>If nests are found, an avoidance buffer shall be established by a qualified biologist. The buffer shall be established to ensure nesting activity is not disturbed by construction activity, and shall be determined by the qualified biologist based on the species' known tolerances, the proposed work activity, and existing disturbances associated with land uses outside of the site. The buffer shall be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.</p>	To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-2: Coast	Pre-construction clearance surveys for coast range newt shall	To minimize	Applicant, or	Development and	Within 14 days

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
Range Newt Survey and Avoidance	be conducted within 14 days prior to the start of construction (including staging and mobilization), the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction.	impacts to coast range newts.	Successor in Interest.	Engineering Services Department - Community Development Department - Current Planning Division	prior to the start of construction.
BIO-3: Western Pond Turtle Clearance Surveys and Avoidance	Pre-construction clearance surveys for western pond turtle shall be conducted, the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction.	To minimize impacts to western pond turtles.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-4: Western Burrowing Owl Surveys and Avoidance	The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the project site, to confirm the presence/absence of active western burrowing owl burrows. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply: <ul style="list-style-type: none"> Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures. If avoidance of western burrowing owls is not feasible, 	To minimize impacts to western burrowing owls.	Applicant, or Successor in Interest.	Community Development Department, Current Planning Division	Within 30 days prior to the start of construction.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan shall be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).				
CUL-1: Unanticipated Discovery of Cultural Resources	If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately to evaluate the find pursuant to PRC Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation (described below), to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measure TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.	To ensure protection of cultural resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	If archaeological resources are encountered during ground-disturbing activities.
GEO-1: Paleontological Resources Monitoring and Mitigation	For grading or excavation exceeding five feet in depth, the City of Salinas shall require the following: 1. Qualified Paleontologist. The project applicant shall retain a Qualified Paleontologist prior to excavations that will exceed five feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional	To ensure protection of paleontological resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	During grading or excavation exceeding five feet in depth.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).</p> <p>2. Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</p> <p>3. Paleontological Monitoring. Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas.</p> <p>4. Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the</p>				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.</p>				
TRA-1: VMT Reduction Program	<p>The applicant shall prepare and implement a VMT Reduction Program that reduces VMT generated by the project to VMT per capita of 9.95. The following two strategies shall be included in the Program:</p> <p>Pedestrian Network Improvements. Construct pedestrian facilities to connect the site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections would encourage future residents to walk instead of drive.</p> <p>Include Bike Parking, Pursuant to SMC Section 37-50.400. Provide bicycle parking on site, which would encourage future residents to bike instead of drive.</p> <p>In addition to the above strategies, one or several of the following travel demand management strategies shall be considered for inclusion in the VMT Reduction Program, to achieve a VMT per capita of 9.7 or less:</p> <p>Reduce On-Site Parking. Reduce the number of on-site parking spaces for future residents to less than what is required by SMC Section 20-85; or</p> <p>Implement Unbundled Parking. Separate or "unbundle" parking costs from leases or property costs, requiring those that wish to purchase parking spaces to do so at an additional cost; or</p> <p>Affordable Housing. Provide affordable, below market-rate housing on site; or</p> <p>Voluntary Travel Behavior Change Pattern. Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at</p>	<p>To reduce vehicle miles traveled per capita.</p>	<p>Applicant, or Successor in Interest.</p>	<p>Public Works Department – Traffic Engineering - Community Development Department - Current Planning</p>	<p>Prior to issuance of a building permit.</p>

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>least 75 percent of future residents participating; and</p> <p>Promotions and Marketing. Provide future residents with information regarding alternative transportation and travel demand management programs, with at least 75 percent of future residents participating; and</p> <p>School Carpool Program. Implement a school carpool program among future residents of the project site.</p> <p>The VMT Reduction Program shall be submitted to the City for review and approval prior to issuance of a building permit and shall demonstrate that the net VMT per capita would be 9.7 or less, using a combination of travel demand management strategies approved by the City.</p>				
TCR-1: Inadvertent Discoveries During Construction	<p>In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to PRC Section 21083.2. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.</p>	<p>To ensure protection of on-site tribal cultural resources.</p>	<p>Applicant, or Successor in Interest.</p>	<p>Development and Engineering Services Department - Community Development Department</p>	<p>If cultural resources of Native American origin are identified during grading or construction.</p>

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1 Preston Street Project

Final Initial Study – Mitigated Negative Declaration

prepared by

City of Salinas

Community Development Department

65 West Alisal Street, 2nd Floor

Salinas, California 93901

Contact: Oscar Resendiz, Associate Planner

prepared with the assistance of

Rincon Consultants, Inc.

2511 Garden Road, Suite C-250

Monterey, California 93940

March 2023



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers

rinconconsultants.com

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Appendix B	Biological Resources Assessment
Appendix C	Energy Construction and Operational Energy Fuel Consumption Calculations
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Initial Study

1. Project Title

1 Preston Street Project

2. Lead Agency Name and Project Sponsor

Community Development Department
City of Salinas
65 W. Alisal Street, 2nd Floor
Salinas, California 93901

3. Contact Person and Phone Number

Oscar Resendiz, Associate Planner
831-775-4259

4. Introduction

The 1 Preston Street Project, herein referred to as project or proposed project, would involve a General Plan Amendment (GPA) and Rezone (RZ) to modify the existing land use and zoning designations of the vacant 2.6-acre lot at 1 Preston Street. The proposed GPA would change the General Plan land use designation of Residential Medium Density (8-15 units/acre) to Residential High Density (15-20 units/acre). The RZ would change the zoning from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The purpose of the proposed GPA and RZ is to facilitate the production of high-density housing, consistent with the City's General Plan. The GPA and RZ would affect 2.6 acres and would facilitate the development of up to approximately 76 housing units (anticipating a density bonus) across approximately 129,202 square feet (sf).

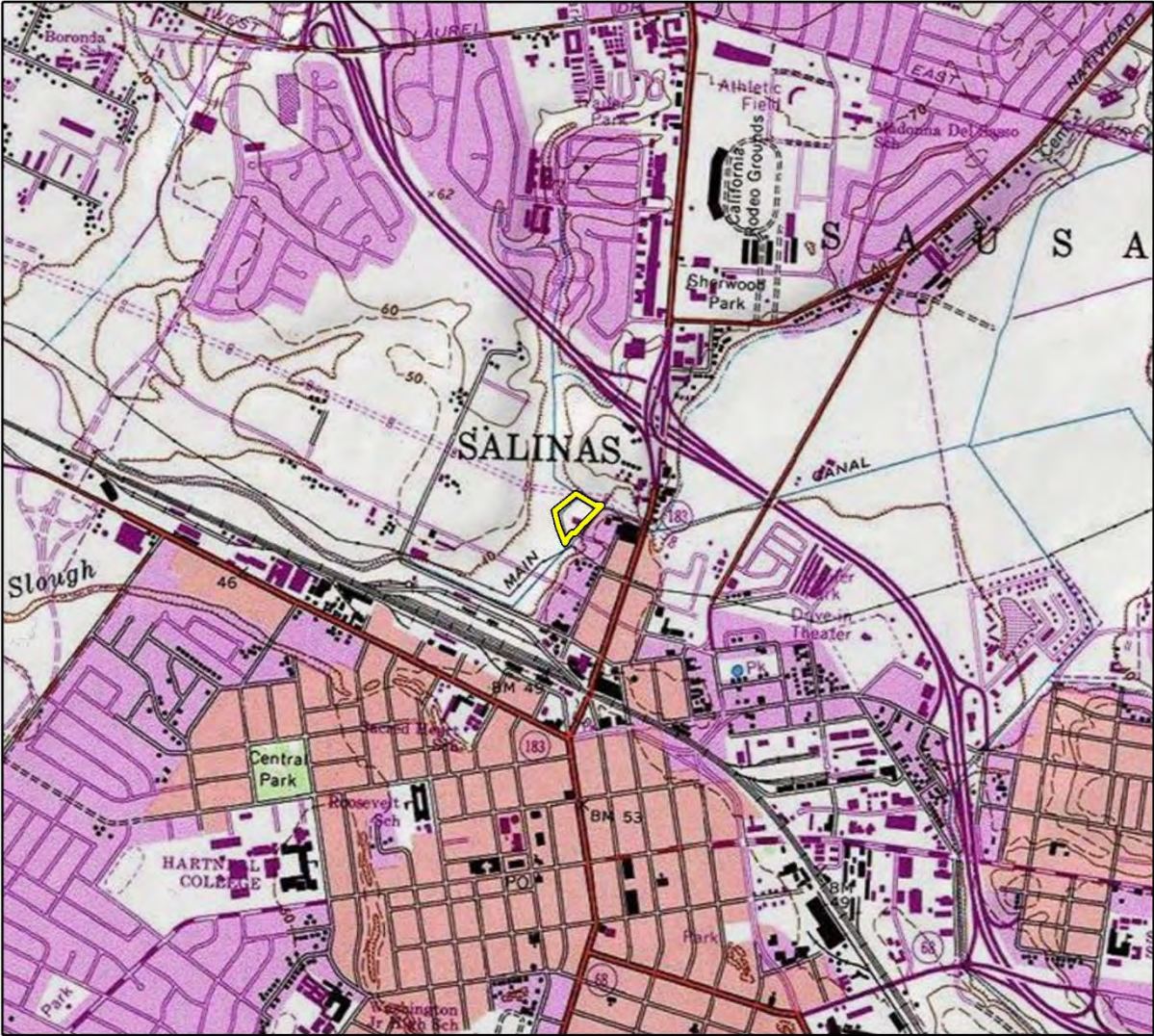
The project is intended to encourage the development of higher density development that would provide new housing that would be consistent with the Salinas General Plan. This project is being partially funded by Senate Bill (SB) 2 grant funding for the purpose of increasing housing production in the city.

5. Project Location

The proposed project is located at 1 Preston Street in Salinas, California. The project site is comprised of a single parcel, Assessor's Parcel Number (APN) 003-161-008-000.

Figure 1 shows the project's regional location, and Figure 2 shows the project site. The site is currently undeveloped and contains natural vegetation, bare soil, and soil stockpiles, located to the west of the termination of Preston Street. Topographically, the site and surrounding areas are relatively flat. The site is bounded by existing residential and commercial development on its eastern border, and to the other three sides by an open space reclamation ditch adjacent to a creek fed by Main Canal.

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and its licensors © 2021. Salinas Quadrangle. T14S R03E S29. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

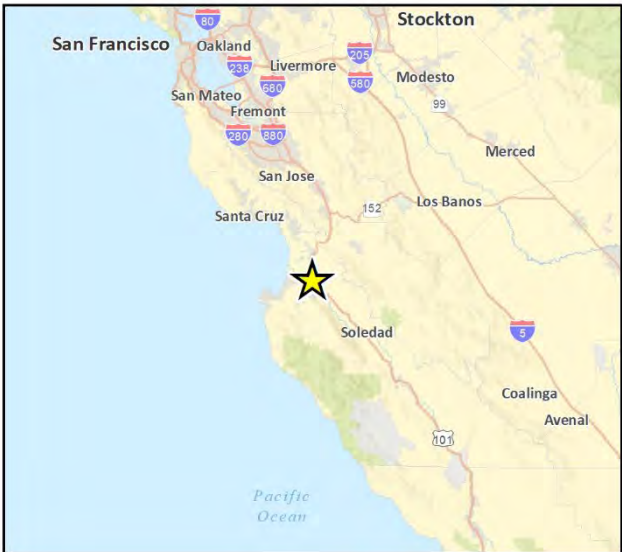
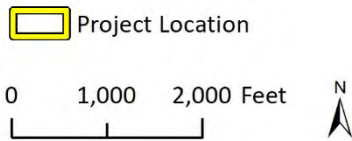


Figure 2 Project Location



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6. General Plan Designation

The project site is designated Residential Medium Density (8-15 units/acre).

7. Zoning

The project site is currently zoned Residential Medium Density (R-M-3.6) with Focused Growth (FG-2: North Main Street/Soledad Street) and Flood District (F) overlays. Surrounding sites are zoned Mixed Arterial Frontage (MAF), Residential High Density (R-H-2.1), Residential Low Density (R-L-5.5) Open Space (OS) and Parks (P). Regulations relating to the current and proposed zones are summarized in Table 1. Figure 4 shows the existing zoning districts on the site, and Figure 5 shows the proposed land use and zoning designations.

Table 1 R-M-3.6, R-H-2.1, FG, and F Zone Regulations

Zone	Comparison
Purpose	
Residential Medium Density (R-M-3.6)	<ul style="list-style-type: none"> Provide appropriately located areas for single-family and medium density multifamily dwellings consistent with the general plan and with standards of public health and safety established by the Municipal Code Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects that meet state and/or city density bonus requirements Achieve design compatibility through the use of site development regulations and design standards; Protect adjoining lower density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to higher density and multifamily dwellings Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment Ensure the provision of public services and facilities needed to accommodate planned population densities Encourage attractive and interesting residential streetscapes, dwelling units, and developments that are pedestrian-oriented and reflect traditional neighborhood design principles Promote safe residential neighborhoods through the use of crime prevention through environmental design (CPTED) features in dwelling and site design Provide for detached and attached single-family dwelling units on small lots where the minimum density is more than eight dwelling units per net acre and the maximum density is not more than twelve dwelling units per net acre without density bonus
Residential High Density (R-H-2.1)	<ul style="list-style-type: none"> Provide appropriately located areas for high density and multifamily dwellings consistent with the general plan and with standards of public health and safety established by the Municipal Code Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements Achieve design compatibility through the use of site development regulations and design standards

Zone	Comparison
	<ul style="list-style-type: none"> ▪ Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings ▪ Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment ▪ Ensure the provision of public services and facilities needed to accommodate planned population densities; ▪ Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design principles; ▪ Promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design ▪ Provide for high density multifamily dwelling units where the minimum density is more than fifteen dwelling units per net acre and the maximum density is not more than twenty dwelling units per net acre without density bonus
<p>Focused Growth Overlay Area 2 (FG-2)</p>	<ul style="list-style-type: none"> ▪ Create healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors ▪ Increase pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit ▪ Provide a mixture of uses to keep the neighborhoods active at all times of the day, not just morning and evening (as in the case of residential zones) or business hours (for commercial zones) ▪ Reduce vehicle trips and traffic by encouraging a mixture of uses and activities in one location ▪ Encourage creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space ▪ Create revitalized neighborhoods through infill development and redevelopment activities.
<p>Flood Overlay (F)</p>	<ul style="list-style-type: none"> ▪ Protect development from flood-related hazards ▪ Protect public health, safety, and general welfare by regulation of development within flood-prone areas ▪ Control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel floodwaters ▪ Control filling, grading, dredging, and other development which may alter drainage patterns and/or increase flood damage ▪ Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards in other areas ▪ Control the cumulative effect of development in flood-prone areas that can increase flood heights and velocity, erosion, downstream impacts, and otherwise contribute to flood loss ▪ Enhance water quality and groundwater recharge by identifying areas where resources can be placed for this purpose, such as floodplains or other areas, in accordance with the requirements of the latest adopted edition of the city's National Pollutant Discharge Elimination System (NPDES) permit requirements.
Residential Use Classifications	
<p>R-M-3.6</p>	<p>Accessory dwelling units, day care homes, small employee housing projects, home occupations, manufactured housing, small residential care facilities, detached single family dwellings</p>
<p>R-H-2.1</p>	<p>Accessory dwelling units, day care homes, home occupations, small residential care facilities, domestic animals, and minor utilities</p>
Residential Allowable Density	
<p>R-M-3.6</p>	<p>Minimum density: more than 8 dwelling units per net acre Maximum density: not more than 12 dwelling units per net acre without density bonus</p>
<p>R-H-2.1</p>	<p>Minimum density: more than 15 dwelling units per net acre Maximum density: not more than 20 dwelling units per net acre without density bonus</p>
<p>Notes: Salinas Zoning Code text and information is summarized in the table; for full text and regulations refer to the Salinas Zoning Code Source: Salinas Zoning Code</p>	

8. Setting and Surrounding Land Uses

The project site is vacant but surrounded primarily by urban land uses. As shown in Figure 3, land uses surrounding the project site consist of Medium and Low-Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street. The site is also bound to the north and west by an open space reclamation ditch owned by the Monterey County Water Resource Agency. The reclamation ditch adjacent to the site is fed by water from Alisal Creek, Gabilan Creek, and Natividad Creek. A small passive use park owned by the City of Salinas is located between existing residential developments, roughly 245 feet from the project site on the other side of the reclamation ditch. Additionally, there are several undeveloped lots to the east of Highway 183 located approximately 0.2 and 0.4 mile from the project site. Agriculture uses are located approximately 0.4 mile east of the project site.

9. Description of Project

The project consists of a GPA and RZ to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The project does not involve construction or other physical changes. Because there are currently no development proposals, this Initial Study analyzes the maximum potential buildout of the site, using reasonable assumptions for construction, building height, and other design features. Depending on the final design of proposed development facilitated by the rezoning project, additional project-specific CEQA review may be required, as determined by the City upon receipt of a complete project-specific application. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 76 residential units over roughly 129,202 sf. Based on the existing maximum height allowable in the R-H-2.1 zone, future development would not exceed 45 feet and would be up to approximately four to five stories tall. Development would likely consist of buildings that are either row houses, condominiums, apartments, or other units, ranging in size from 400 square feet to 2,210 square feet, all which would be consistent with the Salinas General Plan description of the High Density Residential land use designation.

Development Regulations

Rezoning of the site would be subject to development regulations of the R-H-2.1 zoning district, as specified in Division 2 of the Salinas Zoning Code. The site is also within the Focused Growth FG-2 North Main Street/Soledad Street and Flood (F) overlay districts. Properties within overlay districts are subject to development regulations of the underlying zoning district except as specified in supplemental regulations (Salinas Municipal Code [SMC] Chapter 27, Article V).

Figure 3 Surrounding Land Uses



Figure 4 Existing Zoning Districts



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Additional sources provided by City of Salinas, 2014.

Figure 5 Proposed General Plan Land Use and Zoning Code Designations



Development of the site would be required to comply with all applicable development regulations, including the following key standards for the R-H-2.1 and overlay districts:

- Maximum building height of 45 feet without a Conditional Use Permit Minimum floor area ratio of 4.0
- Minimum usable open space of 500 square feet per DU
- Minimum one parking space per DU (includes studios) and two parking space per DU (includes two- and three-bedroom units); parking requirements may be reduced through approval of a site plan review or conditional use permit.

Utilities and Services

Police and Fire Services

The site is served by the City of Salinas Police Department and City of Salinas Fire Department. Utility service for development on the site would be provided as described below.

Wastewater

Wastewater treatment service in the City of Salinas is provided by Monterey One Water (M1W), formerly the Monterey Water Pollution Control Agency. Wastewater from the City is transmitted to the M1W Regional Treatment Plant located in Marina, approximately five miles northwest of the City.

Water

Water supply for the site would be provided by California Water Service. Water supply serving the City is groundwater obtained from groundwater.

Storm Drainage

The site is not currently connected to the City's stormwater drainage system. Development of the site would be required to comply with all applicable City and State regulations for stormwater control and mitigation.

Gas/Electricity

Electricity and natural gas service would be provided to the project by Central Coast Community Energy (3CE) through Pacific Gas & Electric (PG&E) infrastructure.

Circulation and Parking

Vehicle access would be provided by a single driveway on Preston Street. The driveway would provide entry and exit to vehicular traffic. Future development would require the provision of approximately 152 parking spaces, which would be surface level and likely dispersed across the site.¹

¹ Parking estimates are based on the Salinas Municipal Code, Article V Division 2, Section 37-50.360, Table 37-50.100, which list parking requirements for different unit types, ranging from one parking space per studio to three parking spaces for a four-bedroom unit. For the purposes of analysis, this document assumes a mix of unit types averaging to two parking spaces per dwelling units.

10. Other Public Agencies Whose Approval is Required

The project includes a GPA and RZ, which requires approval by the Salinas City Council. No other public agencies would be required to approve the project, though approvals may be required for future applications on the site, including from the following agencies:

- Central Coast Regional Water Quality Control Board (RWQCB)
- Monterey Bay Air Resources District (MBARD)
- California Department of Transportation (Caltrans)
- Federal Emergency Management Agency (FEMA)

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On May 20 and June 2, 2021, the City of Salinas mailed local tribes a Senate Bill (SB) 18 and Assembly Bill (AB) 52 notification letter via certified mail. Under AB 52, Native American tribes have 30 days to respond and request further project information and request formal consultation. Under SB 18, tribes have 90 days to respond. The City did not receive a request for formal consultation under AB 52. Copies of AB 52 correspondence for this project are included in Appendix C.

12. Environmental Factors Potentially Affected


This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input checked="" type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

13. Determination

Based on this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

Oscar Resendiz
Oscar Resendiz

1/23/2023

Date

Associate Planner

Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background

As addressed in CEQA analysis, aesthetics refers to visual environmental concerns as perceived from publicly accessible spaces, such as roadways, parks, and designated open spaces. Aesthetics or visual resources analysis is a process to assess the visible change and anticipated viewer response to that change. The Federal Highway Administration (FHWA), Bureau of Land Management (BLM), and U.S. Forest Service (USFS) have developed methodologies for conducting visual analysis that are used across the industry (FHWA 2015; BLM 1984; USFS 1996). These methods have been synthesized and used for this analysis.

While the conclusions of these assessments may seem entirely subjective, value is measured based on generally accepted measures of quality, viewer sensitivity, and viewer response, supported by consistent levels of agreement in research on visual quality evaluation (BLM 1984; FHWA 2015). Modifications in a landscape that repeat basic elements found in that landscape are said to be in harmony with their surroundings; changes that do not harmonize often look out of place and can be found to form an unpleasant contrast when their effects are not evaluated adequately.

Visual quality is a term that indicates the uniqueness or desirability of a visual resource, within a frame of reference that accounts for the uniqueness and “apparent concern for appearance” by concerned viewers (e.g., residents, visitors, jurisdictions) (USFS 1996). A well-established approach to visual analysis is used to evaluate visual quality, using the concepts of vividness, intactness, and unity (FHWA 2015).

- Vividness describes the memorability of landscape components as they combine in striking patterns.
- Intactness refers to the visual integrity of the natural and human-built.
- Unity indicates the visual coherence and compositional harmony of the landscape as a whole.

Setting

The project site is currently vacant and contains minimal ground cover and vegetation primarily along the perimeter of the lot. Various existing trees are visible from the site including a row of mature trees visible from the eastern boundary which blocks views of the abutting commercial lot. Additionally, in front of the trees, an existing concrete wall runs along the eastern boundary. Views in every direction include residential uses consisting of primarily single-family homes and a multi-family development to the north. On the eastern side of the site, opposite the reclamation ditch, an existing retaining wall runs along existing single-family homes. To both the north and south, power transmission poles and lines are visible from and run overhead of the site. A reclamation ditch bounds the site to the west and north. Photos of the site are shown in Figure 6.

Figure 6 Project Site Photos



Photograph 1: View from the project site facing the residences to the east.



Photograph 2: View from project site facing north.

Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

Scenic vistas are places from which expansive views of a highly valued landscape can be observed by the public. They can be enjoyed from elevated places in the landscape or from roadways or other public places where the views stretch far into the distance. Scenic vistas may be informally recognized, or officially designated by a public agency.

The Salinas General Plan notes that public views are available from US 101, and that these views are often the first impression of Salinas for visitors. The General Plan Program EIR notes that view corridors of the community from US 101 include “agricultural views in the northern portion of the planning area, views of the [Northridge and Westridge shopping centers and the Auto Center], long vistas into Carr Lake [to the east of the highway], and potential office and commercial development in the central portion of the city” (City of Salinas 2002a). The project site is approximately 0.2 mile southwest of US 101, but is not visible from the highway due to intervening structures. The project site is not proximate to shopping centers or Carr Lake.

Surrounding views around the site include existing residential developments, a reclamation ditch, and telephone lines. Scenic vistas are not available from any part of the site or nearby major roadways, such as State Route (SR) 183 or North Davis Road. The project would facilitate future new development on the site that would include 76 residential units. Based on the existing maximum height allowable in the R-M-3.6 zone, future development would not exceed 45 feet. Development would likely consist of buildings that are either row houses, condominiums, or apartments, consistent with the Salinas General Plan description of the High Density Residential land use designation. The site is distant enough from US 101 and SR 183 that future development would not obstruct views and would not have a substantial effect on a scenic vista. There would be no impact to scenic vistas.

NO IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no roadways in the City of Salinas that are officially designated for the state scenic highway system. However, SR 68 has been identified as potentially eligible for this designation between the Salinas River and US 101 in the City of Salinas. No other road segments in the City are listed as eligible for designation (Caltrans 2019). The site is more than 0.9 mile from SR 68. There is intervening topography, vegetation, and structures that prevent views of the site from this roadway. Future development on the site would not exceed five stories in height; while this is generally taller than the two to three story homes and apartment buildings near the project site, development at the project site would not be visible from SR 68. In addition, there are no scenic resources such as trees, rock outcroppings, or historic buildings on or visible from the project site. Therefore, substantial damage to scenic resources within a state scenic highway would not occur and there would be no impact.

NO IMPACT

- c. *Would the project, in nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The project site is in an urbanized area where existing, surrounding uses are primarily residential and commercial. Buildout of the site as a 76-unit residential development, pursuant to the proposed RZ, would be consistent with existing surrounding residential uses. The City has established design guidelines in the Zoning Code (Section 37-30.140) intended to ensure buildings and dwellings are visually compatible with one another and with adjacent neighborhoods. Design guidelines include, but are not limited to, minimum sizes for lot depth, frontages, and setbacks on all sides; maximum building height and minimum distances between structures; and usable open space and landscaping. Design guidelines for these site features would be applicable to development that occurs under the proposed project, and future development of the site would not conflict with the City's Zoning Code. Further, General Plan Policy CD-2.3, which requires infill development to be consistent with the scale and character of existing neighborhoods, would apply to future development of the project site. Therefore, the project would not conflict with the City's Zoning Code or regulations governing scenic quality. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

Light can be categorized as either a stationary source or a moving source. Stationary sources of light include exterior parking lot and building security lighting, and moving sources of light include the headlights of vehicles driving on roadways near the site. Streetlights and other security lighting also serve as sources of light in the evening hours. Glare is defined as focused, intense light emanated directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces area associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars.

The surrounding area is largely developed with residential and commercial uses. Existing sources of glare include parked cars and from east/west facing windows that reflect the sun as it transitions. In areas where mature street trees exist, glare from parked cars is reduced somewhat. The project site is currently vacant and does not produce substantial sources of light. However, the project would facilitate new development that would introduce new sources of light at the site. Future residential uses on the site would result in higher levels of light and glare as existing surrounding residential uses due to the project's proposed increased height and density. However, future development would be required to comply with SMC Section 37-50.480, which requires building and parking lot lighting be designed to generate the lowest possible amount of light while still providing for safety and security. Specifically, SMC Section 37-50.480 requires the following:

- Outdoor lighting shall employ cutoff optics that allows no light emitted above a horizontal plane running through the bottom of the fixture.
- Parking lots shall be illuminated to no more than an average maintained two and four-tenths footcandle at ground level with uniform lighting levels.
- All building-mounted and freestanding parking lot lights (including the fixture, base, and pole) shall not exceed a maximum of 25 feet in height in all districts.

- Lighting adjacent to other property or public rights-of-way shall be shielded to reduce light trespass.
- No portion of the lamp (including the lens and reflectors) shall extend below the bottom edge of the lighting fixture nor be visible from an adjacent property or public right-of-way.
- A point to point lighting plan showing horizontal illuminance in footcandles and demonstrating compliance with this section shall be submitted for review and approval prior to issuance of a building permit.

New sources of glare would include windows and glass components associated with future development. Large expanses of light-colored walls could also generate glare if they are positioned so the sun shines on them for extended periods. SMC Section 37-30.280 details design standards to reduce glare from new residential development. Relative to glare, this includes the following:

- Restrictions on roof materials, including prohibiting highly reflective surfaces that create glare
- Use of intermittent awnings and canopies to shield windows from direct sun that would create glare
- Prohibiting windows that have reflective glass
- Use of exterior color palettes that are compatible with adjacent structures and that are not highly reflective (e.g., bright white)

Finally, building windows would be required to comply with Title 24 Energy Standards by providing UV protection with polarization to reduce light and glare onto adjacent uses.

Conformance to the City's outdoor lighting standards, design guidelines and ordinances, and Title 24 would keep development facilitated by the proposed RZ from creating a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?*

The project site is within a primarily developed urban area in the City of Salinas. There is no existing important farmland on or adjacent to the site; the site, as well as all surrounding properties, are designated as “Urban and Built-Up Land” under the Farmland Mapping and Monitoring Program (DOC 2016a). The site is not zoned or designated for agriculture, used for agricultural production, or under a Williamson Act contract (DOC 2016a; Monterey County 2010). Residential developments bound the site to the north, south, and west. Commercial uses are located approximately 0.1 mile from the site along North Main Street. The nearest agricultural operations occur approximately 0.4 mile northeast of the site. As a result, future development pursuant to the proposed project would not convert farmland, conflict with agricultural zoning, or have the potential to result in the loss or conversion of farmland to non-agricultural use. There would be no impact.

NO IMPACT

- c. *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
- d. *Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
- e. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?*

The project site is within a developed and urbanized area and there is no forest land on or adjacent to the site. The site, as well as neighboring properties, are not designated or zoned for forest preservation or timber harvesting. Therefore, future development pursuant to the proposed project would not conflict with zoning or cause rezoning of forest land or timberland, or result in conversion of forest land. There would be no impact.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Overview of Air Pollution

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide (CO), volatile organic compounds (VOC)/reactive organic gases (ROG),² nitrogen oxides (NO_x), particulate matter with diameters of ten microns or less (PM₁₀) and 2.5 microns or less (PM_{2.5}), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NO_x. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat.

² CARB defines VOC and ROG similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products.

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources that may be legally operated on roadways and highways.
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment.

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Quality Standards and Attainment

The project site is located in the North Central Coast Air Basin (NCCAB), which is under the jurisdiction of the Monterey Bay Air Resource District (MBARD). As the local air quality management agency, the MBARD is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Depending on whether the standards are met or exceeded, the NCCAB is classified as being in “attainment” or “nonattainment.” In areas designated as nonattainment for one or more air pollutants, a cumulative air quality impact exists for those air pollutants, and the human health impacts associated with these criteria pollutants, presented in Table 2, are already occurring in that area as part of the environmental baseline condition. Under state law, air districts are required to prepare a plan for air quality improvement for pollutants for which the district is in non-compliance. The NCCAB is designated a nonattainment area for the ozone and PM₁₀ CAAQS (CARB 2021).

Table 2 Health Effects Associated with Nonattainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ¹

Source: United States Environmental Protection Agency 2018

Air Quality Management

Because the NCCAB currently exceeds the state ozone and PM₁₀ standards, MBARD is required to implement strategies to reduce pollutant levels to achieve attainment of the CAAQS. In March 2017, MBARD adopted its most recent Air Quality Management Plan (AQMP) to demonstrate a pathway for the region to make progress toward meeting the ozone CAAQS.

Given that NO_x emissions are a precursor to ozone formation, the AQMP includes measures to reduce NO_x emissions that focus on on-road and off-road vehicles (MBARD 2017).

Toxic Air Contaminants

TACs are defined by California law as air pollutants that may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose a present or potential hazard to human health.

Air Pollutant Emission Thresholds

MBARD has adopted guidelines for quantifying and determining the significance of air quality emissions in its *CEQA Air Quality Guidelines* (MBARD 2008).

Air Quality Management Plan Consistency

The proposed project would be inconsistent with the AQMP, and would therefore have a cumulatively considerable (significant) contribution to significant cumulative air quality impacts, if it would result in either of the following (MBARD 2008; Duymich 2018):

- Population growth generated by the project would cause the population of Monterey County to exceed the population forecast for the appropriate five-year increment utilized in the AQMP; or³
- Construction and operational emissions of ozone precursors would exceed the significance thresholds established by MBARD, which are intended to set the allowable limit that a project can emit without impeding or conflicting with the AQMP's goal of attainment ambient air quality standards.

Regional Criteria Pollutant Significance Thresholds

Table 3 presents MBARD's project-level significance thresholds for construction and operational criteria air pollutant and precursor emissions. These represent levels at which a project's individual emissions of criteria air pollutants or precursors would result in a cumulatively considerable contribution to the NCCAB's existing air quality conditions. For the purposes of this analysis, the project would result in a significant impact if combined construction and operational emissions from development facilitated by the project would exceed the thresholds shown in Table 3.

The CO thresholds provided by MBARD as presented in Table 3 are designed to screen out from further analysis projects that would have a less than significant impact from CO emissions; projects that exceed these thresholds would not necessarily result in a CO hotspot.

Stringent vehicle emission standards in California have reduced the level of CO emissions generated by vehicles over time such that CO hotspots are rarely a concern, except for roadways with very high traffic volumes. The adjacent Bay Area Air Quality Management District (BAAQMD) has established a volume of 44,000 vehicles per hour as the level above which traffic volumes may contribute to a violation of CO standards (BAAQMD 2017). The NCCAB and the San Francisco Bay Area Air Basin (the jurisdiction of the BAAQMD, which is the air district immediately adjacent to MBARD to the north) are both in attainment for the federal and state standards for CO and have not reported exceedances of the CO standard at local monitoring stations for the last two decades (U.S. EPA

³ In Monterey County, consistency with population forecasts is based on comparing a project's population with countywide forecasts to avoid confusion related to declining population forecasts for cities on the Monterey Peninsula (MBARD 2008).

2020a; BAAQMD 2017). Therefore, given the similar ambient air quality conditions for CO in both air basins, it is appropriate to use the BAAQMD threshold in this analysis. In the absence of an MBARD threshold that establishes a specific vehicle volume, the BAAQMD bright-line threshold for vehicle volume is applied in the following impact analysis. If the project exceeds the screening thresholds then the project would result in an exceedance of CO standards.

Table 3 Air Quality Thresholds of Significance

Pollutant	Source	Threshold of Significance
Construction Impacts		
PM ₁₀	Direct	82 lbs/day ¹
Operational Impacts		
VOC	Direct and Indirect	137 lbs/day
NO _x	Direct and Indirect	137 lbs/day
PM ₁₀	On-site	82 lbs/day ²
CO	N/A	LOS at intersection/road segment degrades from D or better to E or F or V/C ratio at intersection/road segment at LOS E or F increases by 0.05 or more or delay at intersection at LOS E or F increases by 10 seconds or more or reserve capacity at unsignalized intersection at LOS E or F decreases by 50 or more
	Direct	550 lbs/day ³
SO _x , as SO ₂	Direct	150 lbs/day

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not "typical construction equipment" as specified in Section 5.3 of the MBARD CEQA Guidelines.

² The District's operational PM₁₀ threshold of significance applies only to on-site emissions, such as project-related exceedances along on-site unpaved roads. These impacts are generally less than significant. For large development projects, almost all travel is on paved roads, and entrained road dust from vehicular travel can exceed the significance threshold.

³ Modeling should be undertaken to determine if the project would cause or substantially contribute (550 lbs/day) to exceedance of CO ambient air quality standards. If not, the project would not have a significant impact.

Source: MBARD 2008

Odors

The MBARD guidelines state that odor impacts would be significant if the project would result in the emission of substantial concentrations of pollutants that produce objectionable odors, causing injury, nuisance, or annoyance to a considerable number of persons, or endangering the comfort, health, or safety of the public. If construction or operation of the project would emit pollutants associated with odors in substantial amounts, the analysis should assess the impact on existing or reasonably foreseeable sensitive receptors (MBARD 2008).

Toxic Air Contaminants

According to MBARD Guidelines, a project would have a significant impact if it would site a sensitive receptor near an unregulated source of toxic air contaminant (TAC) emissions (e.g., diesel-fuel internal combustion engines, parking areas for diesel fueled heavy duty trucks and buses, gasoline stations, and dry cleaners) that would result in an exceedance of health risk public notification thresholds adopted by MBARD in Rule 1000. The Guidelines also set forth the following thresholds, which are the same as the public notification thresholds (MBARD 2008):

- The hazard index is greater than 1 for acute or chronic impacts
- The cancer risk is greater than 10 in one million for long-term operational emissions or 1 per 100,000 population for temporary construction-related emissions

Cumulative Impacts

MBARD requires an evaluation of cumulative ozone, CO, and PM₁₀ impacts. Cumulative ozone impacts are evaluated based on the project's consistency with the AQMP, while cumulative CO and PM₁₀ impacts are evaluated the same as for project impacts, since air quality impacts are cumulative in nature. The cumulative CO hotspot analysis should account for cumulative traffic volumes to assess cumulative CO impacts.

Methodology

Air pollutant emissions generated by project construction and operation were estimated using the California Emissions Estimator Model (CalEEMod), version 2020.4.0. CalEEMod uses project-specific information, including the project's land uses, square footages for different uses (e.g., mid-rise apartments and a parking lot), and location, to model a project's construction and operational emissions. The analysis reflects the construction and operation of the project as described under *Project Description*.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. CalEEMod estimates construction emissions by multiplying the amount of time equipment is in operation by emission factors. Construction of the proposed project was analyzed based on the default construction schedule and construction equipment list for a project of this type and size. Construction would occur over approximately 12 months, and site grading was assumed to be balanced the site (i.e., no net soil import or export). It is assumed that all construction equipment used would be diesel-powered. This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would comply with MBARD Rules 426 for architectural coatings (50 grams per liter for flat or non-flat coatings; and 100 grams per liter for traffic marking coatings).

Operational emissions modeled include mobile source emissions (i.e., vehicle emissions), energy emissions, and area source emissions. Mobile source emissions are generated by vehicle trips to and from the project site. The default trip generation rates were used, which are based on the Institute of Transportation Engineers (ITE) 10th edition trip generation rates. Emissions attributed to energy use include natural gas consumption by appliances as well as for space and water heating. Area source emissions are generated by landscape maintenance equipment, consumer products and architectural coatings.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

A project could be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. MBARD uses growth forecasts provided by the Association of Monterey Bay Area Governments (AMBAG) to project population-related emissions, which are used in developing the AQMP for the NCCAB. AMBAG is the regional planning agency for Monterey, San Benito, and Santa Cruz counties, and addresses regional issues relating to transportation, economy, community development, and environment. The AQMP utilizes the 2014 Regional Growth Forecasts adopted by the AMBAG Board

in June 2014 as the basis for emissions forecasting and the land use and transportation control portions of the AQMP (MBARD 2017).⁴

The AQMP population forecast for Monterey County is a population of 479,487 persons in 2030, an increase of 64,430 persons from a population of 415,057 persons in 2010. In 2020, the population of Monterey County was 432,325. (U.S. Census Bureau 2021). The project would involve the development of up to 76 dwelling units. The project is anticipated to provide housing units for 293 new residents in the city (refer to Environmental Checklist Section 14, *Population and Housing*, for details on this calculation). This increase of 293 residents to the 432,325 people living in the County in 2021 would be within the AQMP's projected 2030 population 479,487 persons for Monterey County. Therefore, the project would be within the population forecasts used in the AQMP. Additionally, as described under checklist question (b) below, the project would not exceed MBARD's construction or operational ozone precursor thresholds, as operational VOC and NO_x emissions would be less than 137 pounds per day. For these reasons, the project would not generate air pollutant emissions that would impede or conflict with the AQMP's goal of achieving attainment of the State ozone standards. As a result, the project would not conflict with the implementation of the AQMP. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?*

The NCCAB is designated nonattainment for the ozone and PM₁₀ CAAQS. The following subsections discuss emissions associated with construction and operation of the proposed project.

Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles in addition to VOC emissions that would be released during the drying phase of architectural coating. Table 4 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed MBARD thresholds. Therefore, project construction would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Impacts would be less than significant.

⁴ On June 13, 2018, AMBAG's Board of Directors adopted the 2018 Regional Growth Forecast. However, the most recent AQMP was adopted prior to this date and relies on the demographic and growth forecasts of the 2014 Regional Growth Forecast; therefore, the 2014 forecasts are utilized in the analysis of the project's consistency with the AQMP. The 2022 Regional Growth Forecast was adopted in June 2022.

Table 4 Estimated Maximum Daily Construction Emissions (lbs/day)

Construction Year	Maximum Daily Emissions (lbs/day)					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Emissions (lbs/day) - 2022*	107	15	17	<1	8	4
MBARD Thresholds	N/A	N/A	NA	N/A	82 ¹	NA
Threshold Exceeded?	N/A	N/A	NA	N/A	No	N/A

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features.

*Construction timeline is a conservative assumption based upon CalEEMod calculations.

See Appendix A for CalEEMod calculations and assumptions.

¹ This threshold only applies if construction is located nearby or upwind of sensitive receptors. In addition, a significant air quality impact related to PM₁₀ emissions may occur if a project uses equipment that is not “typical construction equipment” as specified in Section 5.3 of the MBARD CEQA Guidelines.

Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., fireplaces, architectural coatings, consumer products, and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating and cooking), and mobile sources (i.e., vehicle trips to and from the project site). Table 5 summarizes the project’s maximum daily operational emissions by emission source. As shown therein, operational emissions would not exceed MBARD regional thresholds for criteria pollutants. Therefore, project operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment, and impacts would be less than significant.

Table 5 Estimated Maximum Daily Operational Emissions (lbs/day)

Emissions Source	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	4	<1	6	<1	<1	<1
Energy	<1	<2	<1	<1	<1	<1
Mobile	1	2	13	<1	3	1
Total	6	2	20	<1	<3	<1
MBARD Thresholds	137	137	550	150	82	n/a
Threshold Exceeded?	No	No	No	No	No	No

lbs/day = pounds per day; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compounds (also referred to as ROG, or reactive organic gases); NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; SO₂ = sulfur dioxide

Notes: All numbers have been rounded to the nearest tenth. Emissions presented are the highest of the winter and summer modeled emissions. Emission data is pulled from “mitigated” results, which account for compliance with regulations and project design features.

See Appendix A for CalEEMod calculations and assumptions.

LESS THAN SIGNIFICANT IMPACT

c. *Would the project expose sensitive receptors to substantial pollutant concentrations?*

Certain population groups, such as children, the elderly, and people with health problems, are particularly sensitive to air pollution. Therefore, most sensitive receptor locations are schools, hospitals, and residences (CARB 2005). Sensitive receptors in the project vicinity include single-family residences, the nearest of which is adjacent to the project site's southeastern boundary. The project also includes the siting of new sensitive receptors. Localized air quality impacts to sensitive receptors typically result from CO hotspots and TACs, which are discussed in the following subsections.

Carbon Monoxide Hotspots

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 ppm or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

As discussed under *Air Pollutant Emission Thresholds* above, a significant CO impact would occur if project-generated traffic would increase the traffic volume to 44,000 vehicles per hour or greater. The project would generate 413 daily vehicle trips (Appendix A, Table 4.2). The most traveled intersection in or near the project site is the intersection of North Main Street and West Rossi Street. The intersection is approximately 965 feet south of the project site the existing intersection volume is approximately 33,426 average daily vehicles (City of Salinas 2020). Conservatively assuming that all project trips would travel through this intersection, the intersection volume would still not approach the threshold of 44,000 vehicle per hour (BAAQMD 2017). Therefore, the project would not expose sensitive receptors to substantial CO concentrations, and impacts would be less than significant.

Toxic Air Contaminants

The following subsections discuss the project's potential to result in impacts related to TAC emissions during construction and operation.

Construction

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for site preparation, grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998. The potential cancer risk from the inhalation of DPM (discussed in the following paragraphs) outweighs the potential non-cancer health impacts (CARB 2020) and is therefore the focus of this analysis.

Generation of DPM from construction projects typically occurs in a single area for a short period. Construction of the proposed project would occur over approximately 12 months. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the Maximally Exposed Individual. The risks estimated for a Maximally Exposed Individual are higher if a fixed exposure occurs over a longer period. According to the California Office of Environmental Health Hazard

Assessment, health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 70-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project. Thus, the duration of proposed construction activities (i.e., 12 months) is approximately three percent of the total exposure period used for 30-year health risk calculations. Current models and methodologies for conducting health-risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities, resulting in difficulties in producing accurate estimates of health risk (BAAQMD 2017).

The maximum PM₁₀ and PM_{2.5} emissions would occur during site preparation and grading activities. These activities would last for approximately nine days. PM emissions would decrease for the remaining construction period because construction activities such as building construction and architectural coating would require less intensive construction equipment. While the maximum DPM emissions associated with demolition, site preparation, and grading activities would only occur for a portion of the overall construction period, these activities represent the worst-case condition for the total construction period. This would represent less than one percent of the total 30-year exposure period for health risk calculation. Given the aforementioned, DPM generated by project construction would not create conditions where the probability is greater than one in one million of contracting cancer for the Maximally Exposed Individual or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial TAC concentrations, and impacts would be less than significant.

Operation

Common sources of TACs and PM_{2.5} include gasoline stations, dry cleaners, diesel backup generators, truck distribution centers, freeways, and other major roadways (BAAQMD 2017). The project does not propose construction of gas stations, dry cleaners, highways, or roadways or other permitted or non-permitted sources of TAC or PM_{2.5}. The project would not include any stationary sources of TACs or PM_{2.5} that would expose both on-site and nearby off-site receptors to substantial TAC or PM_{2.5} emissions. Impacts from project operation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

During construction activities, heavy equipment and vehicles would emit odors associated with vehicle and engine exhaust and during idling. However, these odors would be intermittent and temporary and would cease upon completion, and odors disperse with distance. In addition, MBARD Rule 402 prohibits the discharge of air contaminants or other materials which would cause a nuisance or detriment to a considerable number of persons or to the public, except for odors from agricultural activities. Overall, project construction would not generate other emissions, such as those leading to odors, affecting a substantial number of people. Construction-related impacts would be less than significant.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (MBARD 2008). The project would not facilitate the development of any uses associated with objectionable odors. Operational odor emissions from the project would be limited to odors associated with vehicle and engine exhaust and trash receptacles and would be

comparable with those generated by existing residential uses. Therefore, the proposed project would not result in other emissions (including odors) that would adversely affect a substantial number of people. Operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Special-status species are those plants and animals: 1) listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) and National Marine Fisheries Service under the Federal Endangered Species Act; 2) listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act; 3) recognized as Species of Special Concern by the CDFW; 4) afforded protection under Migratory Bird Treaty Act and/or California Fish and Game Code (CFGC); and 5) occurring on lists 1 and 2 of the CDFW California Rare Plant Rank system.

Rincon Consultants, Inc. (Rincon) biologists reviewed agency databases and relevant literature for baseline information on special-status species and other sensitive biological resources occurring or potentially occurring at the site and in the immediate surrounding area. The following sources were reviewed for background information:

- CDFW California Natural Diversity Database (CNDDDB) (CDFW 2021a)
- Biogeographic Information and Observation System (BIOS) (CDFW 2021b)
- USFWS Information for Planning and Consultation (IPaC) (USFWS 2021a)
- USFWS Critical Habitat Portal (USFWS 2021b)
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2021)
- CDFW Special Animals List (CDFW 2021c)
- CDFW Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2021d)

Rincon biologists conducted a review of applicable sources listed above for recorded occurrences of special-status plant and wildlife taxa in the region. For this review, the search included all occurrences within the U.S. Geological Survey 7.5-minute topographic quadrangle encompassing the site (*Salinas*), and the eight surrounding quadrangles. Aerial photographs, topographic maps, soil survey maps, geologic maps, and climatic data in the area were also examined. Rincon biologists additionally conducted a reconnaissance-level site visit to assess the habitat suitability for potential special-status species; map existing vegetation communities and any evident sensitive biological resources currently on site; note the presence of potential jurisdictional waters or wetlands; document any wildlife connectivity/movement features; and record all observations of plant and wildlife species within the project site.

Rincon biologists observed no special status plant and animal species during the reconnaissance survey. Of the 32 special status wildlife species evaluated, 3 species were determined to have a moderate potential to occur; Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*). Of the 45 special-status plant species evaluated, no species had a moderate or greater potential to occur. For further information, please refer to Appendix B.

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

Special-Status Plants

Construction activities could result in direct impacts to special-status plant species due to removal of individuals or crushing by heavy equipment. No special-status plants were incidentally observed

during the reconnaissance-level field survey, which was conducted in May 2021, within the spring blooming period when many species are identifiable. A total of 45 special-status plant species are known to occur in the region, but no special-status plants are expected to occur within the project site (Appendix B). The project would have no impact to special-status plants.

Special-Status Wildlife

No federal or State-listed or other special-status wildlife species were observed during the field survey. Of the 32 species evaluated, two species had a low potential to occur and three species had a moderate potential to occur. California red-legged frog (*Rana draytonii*) and Monterey shrew (*Sorex ornatus salarius*) had a low potential to occur. Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*) had a moderate potential to occur in the study area. For the purposes of this analysis, special-status species with low potential to occur will not be addressed further. No other special-status species are expected to occur in the project site. This is due to a lack of species-specific habitat requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). The project site is relatively small and isolated by development from any natural habitats. As such, it does not support a prey base for larger predators/raptors and lacks connectivity to regional populations of special-status species.

Nesting Birds

The site contains nesting bird habitat (Appendix B). If nesting birds protected by the CFGC or MBTA are present on site during construction, direct effects could include injury or mortality from construction activity, or nest abandonment from construction noise, dust, and other project activities. The loss of an active nest would be a violation of the MBTA and CFGC Sections 3503 and 3513 and Mitigation Measure BIO-1 is required for the protection of all nesting avian species that have the potential to occur on or adjacent to the project site.

Coast Range Newt

Suitable aquatic breeding habitat for coast range newt is present adjacent to the project site within the unnamed reclamation ditch, and there is moderate potential for this species to occur within the project site (Appendix B). If coast range newts are present on site during construction, direct effects could include injury or mortality from construction activity. Loss of coast range newt individuals would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-2 is required. With Mitigation Measure BIO-2, impacts would be reduced to a less than significant level.

Western Pond Turtle

Western pond turtle has potential to occur along the adjacent ditch and within the nonnative grassland habitat (Appendix B). If western pond turtles are present on site during construction, direct effects could include injury or mortality from construction activity. Loss of western pond turtles would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-3 is required for the protection of western pond turtles. With Mitigation Measure BIO-3, impacts would be reduced to a less than significant level.

Western Burrowing Owl

Suitable western burrowing owl habitat is present in annual grassland, and ruderal habitat throughout the project site, within the nearby park, and along the adjacent reclamation ditch. Even

though there is a lack of burrows and a high degree of disturbance on site, nearby suitable habitat provided by adjacent open space and reclamation ditch increases the likelihood of western burrowing owl occupying the project site. Therefore, the species is determined to have a moderate potential to occur within the project site (Appendix B). Impacts to western burrowing owls would be limited to construction activities that would directly affect an occupied burrow, such as (temporarily or permanently damaging or destroying the burrow), or construction activities that would disrupt active breeding or wintering owls within 500 feet of the site. Because of the lack of suitable burrows within the project site, direct impacts to active burrows are unlikely; however, burrows could still be on-site and owls could then be disturbed by construction noise and human activity and might abandon active burrows, including during breeding. Loss of western burrowing owls would be a violation of the California Fish and Game Code, and Mitigation Measure BIO-4 is required for the protection of western burrowing owls. With Mitigation Measure BIO-4, impacts would be reduced to a less than significant level.

Mitigation Measure

BIO-1 Nesting Bird Surveys and Avoidance

To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation removal, shall occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey within 14 days of the start of construction. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer.

If nests are found, an avoidance buffer shall be established by a qualified biologist. The buffer shall be established to ensure nesting activity is not disturbed by construction activity, and shall be determined by the qualified biologist based on the species' known tolerances, the proposed work activity, and existing disturbances associated with land uses outside of the site. The buffer shall be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.

BIO-2 Coast Range Newt Survey and Avoidance

Pre-construction clearance surveys for coast range newt shall be conducted within 14 days prior to the start of construction (including staging and mobilization), the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction.

BIO-3 Western Pond Turtle Clearance Surveys and Avoidance

Pre-construction clearance surveys for western pond turtle shall be conducted, the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction.

BIO-4 Western Burrowing Owl Surveys and Avoidance

The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the project site, to confirm the presence/absence of active western burrowing owl burrows. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply:

- Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures.
- If avoidance of western burrowing owls is not feasible, then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan shall be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).

Significance After Mitigation

These measures would reduce impacts to nesting birds, coast range newt, western pond turtle, and western burrowing owls to less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

No CDFW listed sensitive natural communities or riparian habitats are present within the project site. Any riparian habitat correlating with the adjacent reclamation ditch is outside the project limits. Therefore, no impacts to sensitive natural communities are expected. Scattered trees on the site do not constitute woodland. Ruderal vegetation cover, such as that found at the site, is not considered a sensitive natural community. Therefore, the project would have no impact on riparian habitat or other sensitive natural communities.

NO IMPACT

- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

No jurisdictional waters or wetlands exist within the project site and no direct impacts are anticipated. However, potentially jurisdictional nearby waterways. Future project activities could include grading, excavation, and removal of soil. However, pursuant to the City of Salinas Zoning Code Section 37-50,180(h), a 100-foot setback area would be required from the top of the bank of the reclamation ditch in which no building or development could occur. Furthermore, the project would be required to comply with the City of Salinas General Plan Policies COS-17 and COS-18 which require developments to protect wetland and riparian areas through a 100-foot setback and implement a riparian/wetland habitat mitigation and management plan. Development activities may be considered within the setback area if a City Planner determines the encroachment to be minor and a Biotic Resources Study has determined that the proposed encroachment would not result in significant adverse impacts to the applicable creek or wetland because the implementation of alternative mitigation measures would achieve a comparable or better level of mitigation than the strict application of the 100-foot setback. As stated in the Biological Resources Assessment prepared for the project (Appendix B), a 30-foot reduced setback would be appropriate for this site, as implementation of the SWPPP and erosion control measures (outlined below) would be equally as protective as a 100-foot setback.

Development of the project site would disturb more than one acre of land, which would mandate implementation of a National Pollutant Discharge Elimination System (NPDES)-compliant Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMP) to prevent and retain stormwater runoff and to prevent soil erosion. Such BMPs could include checking vehicles daily for leaks, maintaining vehicles in good working order, providing spill kits, preparing a spill response plan, and sediment and erosion control measures (e.g., straw wattles, silt fending, check dams).

With mandatory implementation of the SWPPP and erosion control measures, a 30-foot reduced setback would be appropriate for the site and impacts to the potentially jurisdictional reclamation ditch would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Wildlife movement corridors are generally linear and consist of things such as coastlines, riverways and riparian zones. Additionally, some wildlife species may move through certain corridors in response to topography, such as a canyon through rugged mountains, or in response to its prey. The adjacent reclamation ditch is a potential wildlife movement corridor, as it passes through the urban landscape. It is not located within the boundaries of the project site. The additional development from the project would not affect wildlife utilizing the reclamation ditch as a movement corridor. Additionally, as described under criterion (c) above, impacts to the off-site reclamation ditch would be less than significant. Therefore, no impacts to wildlife movement corridors would occur.

NO IMPACT

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The Salinas General Plan Conservation and Open Space Element includes Policy COS-5.1, which aims to “protect and enhance creek, corridors, river corridors, the reclamation ditch, sloughs, wetlands, hillsides, and other potentially significant biological resources for their value in providing visual amenity, flood protection, habitat for wildlife and recreational opportunities” (City of Salinas 2002b). The project would be consistent with Policy COS-5.1 as the project would adhere to applicable regulations and implement mitigation measures to reduce potential impacts to a less than significant level, as described under criteria (a) through (d), above.

SMC Chapter 35 sets forth regulations and provisions pertaining to the planting, maintenance, and removal of trees and shrubs in Salinas. According to SMC Section 35.1, the City defines a heritage and/or landmark tree as 1) an oak tree that is at least 24 inches in diameter at two feet above the ground surface; or 2) an oak tree that is visually significant, historically significant, or exemplary in its species. SMC Section 35.18 prohibits the removal of heritage or landmark trees from City property unless approved by the City’s Public Works Director. Heritage and landmark trees do not occur within the project site, and development facilitated by the project would not result in the removal of heritage or landmark trees.

Pursuant to SMC Section 35.9, no person shall root-trim, trim, prune, plant, injure, remove, or interfere with any tree, shrub or plant upon any street, parkway or alley in the City without written permission from the City’s Public Works Director. No trees protected by this policy exist within the project site, therefore the proposed project would not conflict with the SMC, as applicable. In addition, Mitigation Measures BIO-1, through BIO-4 would be implemented to reduce potential impacts. Therefore, impacts would be less than significant with mitigation.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- f. *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

The project site is not located within a Habitat Conservation Plan or Natural Community Conservation Plan area. Therefore, the proposed project would not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

A historical resource is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR); a resource included in a local register of historical resources; or any object, building, structure, site, area, place, record, or manuscript a lead agency determines to be historically significant (*CEQA Guidelines* Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, if it can be demonstrated that a project would cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (Public Resources Code [PRC] Section 21083.2[a], [b]).

PRC Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or

3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

In August 2021, Rincon Consultants, Inc. prepared a cultural resources study (~~Appendix C~~ Appendix E) for the project, which included: a cultural resources records search at the California Historical Resources Information System Northwest Information Center (NWIC) located at Sonoma State University; a Native American Heritage Commission (NAHC) Sacred Lands File (SLF) search; a pedestrian field survey; and historical topographic map and aerial imagery review.

The NWIC records search was performed to identify previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius surrounding it. Rincon also reviewed were the National Register of Historic Places (NRHP), the CRHR, the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Archaeological Determinations of Eligibility list, and historical maps.

The NWIC records search identified 39 cultural resources studies conducted within a 0.5-mile radius of the project site, one of which evaluated portions of the project site. The NWIC search identified 16 previously recorded cultural resources within a 0.5-mile radius of the project site, none of which occur within the project site.

Rincon contacted NAHC on May 17, 2021, to request an SLF search of the project site. The NAHC emailed a response to the City on June 1, 2021, stating the SLF search was positive, meaning tribal heritage resources are noted in the project site vicinity. However, SLF searches are conducted by USGS quadrangle map, each of which covers an approximately 50- to 70-square-mile area, and the NAHC does not provide the specific location of tribal heritage resources. Therefore, a positive SLF search alone does not necessarily indicate the presence of tribal heritage resources within the immediate vicinity of the project site, as discussed further within Environmental Checklist Section 18, *Tribal Cultural Resources*.

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?*

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps from 1910 to 1964 depict the project site as undeveloped surrounded by a channelized creek to the west, south, and north (USGS 2021; NETR Online 2021). Historical topographic maps from 1970 to 1984 depict a structure added within the southeastern portion of the project site (NETR Online 2021). Aerial imagery from 1956 to 2005 depicts the project site as graded with a structure identified in the topographic maps, with housing development growing to the east and the water source as depicted on the topographic maps (NETR Online 2021). By 2009, the aerial imagery shows that the structure is no longer present, and vegetation has developed throughout the project site. Aerial imagery from 2012 depicts the project site in its current state, as graded with residential housing to the east and a channelized canal to the west, south, and north.

The background research and pedestrian field survey did not identify any historical resources within the project site. No built environment resources are present that may be impacted by the project; therefore, the project would not cause a substantial adverse change in the significance of a historical resource. There would be no impact

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The site has been disturbed by the previous development and demolition of a structure from 1970 to 2009. Additionally, the project site was previously used as a staging area, and the City stated that the owner grants access to the project site which has led to further disturbance (City of Salinas 2021a).

Rincon conducted a pedestrian survey of the project site in August 2021. The pedestrian survey consisted of a series of transects oriented generally north-south and east-west, spaced no more than 15 meters apart across the project site. Areas of exposed ground were inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features that indicate the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances, such as burrows, and drainages were also visually inspected. Ground visibility within the project site ranged from poor along the perimeter (less than five percent) to excellent (greater than 95 percent) within the center. No archaeological resources were identified during the pedestrian survey.

Although the SLF search was returned with positive results, no archaeological resources were identified within the project site through the NWIC records search or Rincon's pedestrian survey. Given the negative results of ~~Appendix C~~ Appendix E, the project site is considered to have low archaeological sensitivity. However, it is possible that unanticipated archaeological deposits could be encountered and damaged during the ground-disturbing activities associated with future construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments.

Consequently, mitigation is necessary to ensure that potential impacts to archaeological resources are reduced to a less than significant level.

Mitigation Measure

CUL-1 Unanticipated Discovery of Cultural Resources

If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately to evaluate the find pursuant to PRC Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation (described below), to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measure TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.

If data recovery is required, a Phase III data recovery program plan shall be prepared in accordance with California Office of Historic Preservation's (1990) Archaeological Resource Management Reports (ARMR): Recommended Contents and Format, PRC Section 21083.2, and *CEQA Guidelines* Section 15126.4(b). The plan shall include a discussion of relevant research questions that can be addressed by the resource; methods used to gather data, including data from previous studies;

laboratory methods to analyze the data; an assessment of artifacts recovered and any corresponding field notes, graphics, and lab analyses; and results of investigations.

Cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of archaeological resources shall be determined using radiocarbon dating or other appropriate procedures. Lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. Upon completion of the work, all artifacts, other cultural remains, records, photographs, and other documentation shall be curated at an appropriate curation facility to be determined on a case-by-case basis in consultation with the City and interested tribal organizations. As applicable, the final Phase I Inventory, Phase II Testing and Evaluation, and/or Phase III Data Recovery reports shall be submitted to the City prior to ground-disturbing activities.

Significance After Mitigation

Mitigation Measure CUL-1 would ensure that impacts to unanticipated cultural resources would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project disturb any human remains, including those interred outside of formal cemeteries?*

The cultural resources records search did not identify cemeteries or archaeological resources containing human remains within the site. However, the discovery of human remains is always a possibility during ground disturbances, as would be required for future development within the site. Human burials outside of formal cemeteries often occur in prehistoric archaeological contexts. In addition to being potential archaeological resources, human burials have specific provisions for treatment in PRC Section 5097. Additionally, the California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protects them from disturbance, vandalism, or destruction. PRC Section 5097.98 also addresses the disposition of Native American burials, protects such remains, and establishes the NAHC as the entity to resolve any related disputes.

If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials. Compliance with PRC Section 5097.98 and State of California Health and Safety Code Section 7050.5 would ensure impacts to human remains are less than significant.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

As a state, California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2021). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. Most of California's electricity is generated in state with approximately 28 percent imported from the northwest and southwest in 2019; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2021a and 2021b). In addition, approximately 32 percent of California's electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2021a). In 2018, Senate Bill 100 accelerated the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 60 percent by 2030 and 100 percent by 2045. Electricity and natural gas service would be provided to the project by Central Coast Community Energy (3CE) through Pacific Gas & Electric (PG&E) infrastructure. Table 6 summarizes the electricity and natural gas consumption for Monterey County, in which the project site would be located, and for PG&E, as compared to statewide consumption.

Table 6 2020 Electricity and Natural Gas Consumption

Energy Type	Monterey County	PG&E	California	Proportion of PG&E Consumption	Proportion of Statewide Consumption ¹
Electricity (GWh)	2,434	78,519	279,510	3%	1%
Natural Gas (millions of therms)	110	4,509	12,332	2%	1%

GWh = gigawatt-hours
¹ For reference, the population of Monterey County (437,318 persons) is approximately 1.1 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).
Source: CEC 2021c

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California being one of the top petroleum-producing states in the nation (CEC 2021d). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most used transportation fuel in California with 12.6 billion gallons sold in 2020 (CEC 2021e). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most used fuel in California with 1.7 billion gallons sold in 2021e (CEC 2021e). Table 7 summarizes the petroleum fuel consumption for Monterey County in which the project site would be located, as compared to statewide consumption.

Table 7 2020 Annual Gasoline and Diesel Consumption

Fuel Type	Monterey County (gallons)	California (gallons)	Proportion of Statewide Consumption ¹
Gasoline	141	12,572	1%
Diesel	22	1,744	1%

¹ For reference, the population of Monterey County (437,318 persons) is approximately 1.1 percent of the population of California (39,466,855 persons) (California Department of Finance 2021).
Source: CEC 2021e

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Environmental Checklist Section 3, *Air Quality*, and Environmental Checklist Section 8, *Greenhouse Gas Emissions*, respectively.

- a. *Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*

The project would use nonrenewable and renewable resources for construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. The CalEEMod outputs for the air pollutant and GHG emissions modeling and default trip generation information from the CalEEMod outputs (Appendix A) were used to estimate energy consumption associated with the project.

Construction Energy Demand

The project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, and vehicles used to deliver materials to the site. As shown in Table 8, project construction would require approximately 7,967 gallons of gasoline and approximately 31,830 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 8 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	N/A	31,830
Construction Worker Vehicle Trips	7,967	N/A

N/A = not applicable
See Appendix A for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the U.S. EPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as the California Green Building Standards Code (CALGreen), the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and construction impacts related to energy consumption would be less than significant.

Operational Energy Demand

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees. Table 9 summarizes estimated operational energy consumption for the project. As shown therein, project operation would require approximately 48,355 gallons of gasoline and 9,371 gallons of diesel for transportation fuels, 0.32 GWh of electricity, and 11,637 U.S. therms of natural gas. Vehicle trips associated with future residents would represent the greatest operational use of energy associated with the project.

Table 9 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption ¹	
Transportation Fuels		
Gasoline	48,355 gallons	5,309 MMBtu
Diesel	9,371 gallons	1,194 MMBtu
Electricity	0.32 GWh	1,082 MMBtu
Natural Gas Usage	11,637 U.S. therms	637 MMBtu

MMBtu = million metric British thermal units; GWh = gigawatt-hours

¹ Energy consumption is converted to MMBtu for each source

See Appendix A for energy calculation sheets and Appendix A for CalEEMod output results for electricity and natural gas usage.

The project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. In addition, the 2019 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. Also, per CALGreen, all plumbing fixtures used for the project would be high-efficiency fixtures, which would minimize the potential the inefficient or wasteful consumption of energy related to water and wastewater.

Furthermore, the project would increase housing density near to existing commercial uses and the Salinas Transit Center, which is less than one mile south of the project site. The Salinas Transit Center has Amtrak train services, Greyhound bus services, and Monterey-Salinas Transit (MST) bus services. Both Amtrak and Greyhound have routes that travel across the California and the United States. The MST system has bus routes from Watsonville to King City. Several MST bus stops are also along North Main Street and West Rossi Street, which are within walking distance of the project site. The bus stops are for routes 23, 29, 44, 49, and 95. These routes all have stops at the Salinas Transit Center. These factors would minimize the potential of the project to result in the wasteful, inefficient, or unnecessary consumption of vehicle fuels.

Based on the estimated operational energy consumption, the energy efficiency requirements under Title 24, and the project site's proximity to public transit, project operation would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

The City of Salinas has not adopted any renewable energy or energy efficiency plan. However, the City's Conservation/Open Space Element in the General Plan contains policies which seek to encourage energy conservation (City of Salinas 2002b). As demonstrated in Table 10 the project would not conflict with the energy-related policies of the City's General Plan. The project would be required to comply with the nonresidential mandatory measures in the 2019 CALGreen, which

would reduce energy consumption compared to standard building practices. The project would also be required to comply with the energy standards in the California Building Energy Efficiency Standards. Project design features that would help meet these energy standards include low-flow plumbing fixtures, water-efficient irrigation systems, rooftop photovoltaic solar panels, and energy-efficient lighting. Compliance with these regulations would avoid potential conflicts with adopted energy conservation plans. Therefore, the project would result in no impact.

Table 10 Project Consistency with Applicable General Plan Policies

Policy	Consistency
Policy COS-8.1: Enforce State Title 24 building construction requirements	Consistent. Future development facilitated by the project would be required to comply with the latest iteration of Title 24 standards.
Policy COS-8.2: Apply standards that promote energy conservation in new and existing development	Consistent. Future development facilitated by the project would be required to comply with the California Building Energy Efficiency Standards and the California Green Building Standards code, which include energy conservation measures.
Policy COS-8.6: Encourage the creation and retention of neighborhood-level services (e.g., family medical offices, dry cleaners, grocery stores, drug stores) throughout the City in order to reduce energy consumption through automobile use.	Consistent. The project would facilitate the construction of up to 76 residential units on vacant parcels. The demolition of neighborhood services would not occur as part of the project. Neighborhood-level services in the vicinity of the sites include Chin Brothers Grocery & Liquor (on North Main Street), and the Salvation Army Thrift Store and Donation Center (on North Main Street). The project's proximity to existing neighborhood-level services would reduce reliance on automobile energy consumption, in addition to nearby commercial services walkable from the project site.

Source: City of Salinas 2002b

NO IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?*
- a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?*
- c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?*

The site is not located within an identified earthquake fault zone as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map (California Department of Conservation [DOC] 2016b). No known fault lines are located on the site. The closest active fault is the San Andreas Fault, which is located approximately 14.6 miles northeast of the site. Thus, the likelihood of surface rupture occurring from active faulting at the site is remote.

While no faults have been mapped within the City of Salinas itself, the city and surrounding areas could still experience damage from strong seismic shaking and the site is in a zone of very high seismic hazards (City of Salinas 2002b). The City's General Plan (2002) includes goals and policies meant to address earthquake risk in the city, including the following:

Goal S-4: Reduce the risk to the community from seismic activity, geologic conditions, flooding, and other natural hazards.

Policy S-4.1: During the review of development proposals, investigate and mitigate geologic and seismic hazards, or require that development be located away from such hazards, in order to preserve life and protect property.

Policy S-4.6: Ensure that all development and reuse/revitalization projects are developed in accordance with the most recent Uniform Fire Code requirements.

Despite the potential for ground shaking, future development at the site would be required to meet the current CBC seismic-resistance standards that ensure new structures are engineered to withstand the expected ground acceleration at any given location. Additionally, adherence to the General Plan policies described above would require new development to investigate and mitigate potential seismic hazards or to locate development away from these hazards. Compliance with all applicable provisions of state and local construction and designs standards, and implementation of the recommendations of the preliminary geotechnical investigation prepared for the a given development project would reduce the risk of loss, injury, or death due to strong seismic ground shaking. Impacts would be less than significant.

Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during ground shaking. The City primarily experiences earthquake hazards in the form of liquefaction, due to recently deposited sands and silts in areas of high groundwater levels (City of

Salinas 2002b). The liquefaction susceptibility is mapped as high for the site and mapped as low for surrounding areas (County of Monterey 2020). However, as required by Policy S-4.1, the future project applicant would investigate geologic and seismic hazards, including those related to liquefaction, and would be required to comply with recommendations included in the seismic report. Identification of geologic and seismic hazards would be confirmed by the City during review of development proposals. Additionally, the CBC includes specific requirements to address liquefaction hazards, including but not limited to over excavation, recompaction, and/or replacement of fill to minimize liquefaction potential. Required geotechnical investigations performed for future proposed development at the project site would also make site-specific design recommendations to minimize impacts related to liquefaction. Future development at the site would be required to conform to the CBC (as amended at the time of permit approval) as required by law. Compliance with the CBC would result in less than significant impacts related to seismic-related ground failure and liquefaction.

The site is relatively flat and is not located within a mapped landslide area; therefore, there is a very low potential for landslides on the site (County of Monterey 2020). Additionally, with modern construction and adherence to the geology and soil provisions of the CBC, which sets forth seismic design standards (Chapters 16, 18) and geohazard study requirements (Chapter 18), impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

The site is currently undeveloped and generally flat, which limits the potential for substantial soil erosion. However, the project would facilitate future higher-density housing development at the site. Construction activities associated with future development could result in erosion or loss of topsoil.

The grading and excavation phase, when soils are exposed, has the highest potential for erosion. However, new development would be required to comply with Salinas Zoning Code Section 29-15(d), Best Management Practices for Construction Sites, which requires all construction to comply with the City's Standards to Control Excavations, Cuts, Fills, Clearing, Grading, Erosion and Sediments. All projects requiring a grading permit are required to submit to the City a SWPPP for control of erosion and stormwater runoff quality during construction. These standards provide direction concerning erosion control, including keeping debris and dirt out of the city's storm drain system, including the reclamation ditch, during construction, requiring submittal of a SWPPP, and requiring low impact development strategies or structural treatment control BMPs.

Additionally, future development would be required to obtain coverage under the statewide National Pollutant Discharge Elimination System (NPDES) General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ (Construction General Permit), administered by the State Water Resources Control Board (SWRCB). Environmental Checklist Section 10, *Hydrology and Water Quality* describes how coverage under the NPDES Permit would require implementation of a SWPPP and various BMPs to reduce erosion and loss of topsoil during site construction. Compliance with the NPDES permit and identified BMPs and with appropriate sections of the Salinas Grading Code of Ordinances would ensure impacts related to erosion and loss of topsoil would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Expansive soils have the potential to cause damage to structures through soil movement as the soil changes volume in response to changes in the water content. The site is primarily underlain by Clear Lake clay, Xerorthents loamy which range from moderate to very high expansive soils, as it has a moderate to very high shrink-swell potential (NRCS 2020). The City of Salinas Code of Ordinances requires a soils report for all development projects that investigates soil expansion potential and proposes mitigation for critically expansive soils (Section 31-402.5[b]). Potential mitigation for expansive soils could include but is not limited to over excavation, recompaction, and/or replacement of fill to minimize liquefaction potential. Future soil investigations performed for development at the project site would also make-site specific design recommendations to minimize impacts related to expansive soils. Project construction would be required comply with the CBC and City of Salinas Code of Ordinances, as applicable, which would ensure construction on potentially expansive soils is designed to withstand potential soil movement. Therefore, the project would not create substantial direct or indirect risks to life or property due to expansive soil, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

Future development facilitated by the proposed rezoning would be connected to the local wastewater treatment systems and would not require the installation of septic tanks or alternative wastewater disposal systems. No impact would occur.

NO IMPACT

- f. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

The paleontological sensitivities of the geologic units underlying the project site were evaluated to determine if development facilitated project could result in significant impacts to paleontological resources. The analysis was based on the results of an online paleontological locality search and review of existing information in the scientific literature concerning known fossils within geologic units mapped within the project sites. Fossil collections records from the Paleobiology Database and University of California Museum of Paleontology (UCMP) online database were reviewed for known fossil localities in Monterey County (Paleobiology Database 2021; UCMP 2021). Based on the available information contained within existing scientific literature and the UCMP database, paleontological sensitivities were assigned to the geologic units underlying the site. The potential for impacts to scientifically important paleontological resources is based on the potential for ground disturbance to directly impact paleontologically sensitive geologic units. The Society of Vertebrate Paleontology (SVP) has developed a system for assessing paleontological sensitivity and describes sedimentary rock units as having high, low, undetermined, or no potential for containing scientifically significant nonrenewable paleontological resources (SVP 2010). This system is based on rock units within which vertebrate or significant invertebrate fossils have been determined by previous studies to be present or likely to be present.

The project site is situated within the Salinas Valley in the Coast Ranges Geomorphic Province, one of eleven major provinces in the California (California Geological Survey 2002). The Salinas Valley is

bounded by the Gabilan and Santa Lucia mountain ranges to the east and west, respectively (California Geological Survey 2002; Norris and Webb 1990). The project site is entirely mapped at the surface by a single geologic unit: Quaternary young (middle to late Holocene) alluvium (Qa), which generally consists of unconsolidated to moderately consolidated alluvial gravel, sand, silt, and clay of valley areas and floodplains (Dibblee and Minch 2007).

Although not mapped within the project boundary, exposures of Quaternary old (early Holocene to Pleistocene) alluvium (Qoa) are prevalent throughout the Salinas Valley and underlie younger alluvial sediments at unknown depths within the project site (Dibblee and Minch 2007). The nearest exposure of Quaternary old alluvium is mapped approximately 100 feet northeast of the project site. Quaternary old (early Holocene to Pleistocene) alluvium consists of dissected, weakly to moderately indurated alluvial gravel, sand, and clay (Dibblee and Minch 2007).

Middle to late Holocene sedimentary deposits within the project site (e.g., Qa) are typically too young (i.e., less than 5,000 years old) to preserve paleontological resources and are determined to have a low paleontological sensitivity at the surface. However, older alluvial deposits are mapped at the surface not far from the project site, and the stratigraphic setting in the vicinity is indicative that Pleistocene (i.e., Qoa) units underlie the middle to late Holocene unit mapped at the surface at potentially shallow depths (Dibblee and Minch 2007).

Quaternary old deposits have a well-documented record of abundant and diverse vertebrate fauna throughout California, including Monterey County (Jefferson 2010; Paleobiology Database 2021; UCMP 2021). A search of the paleontological locality records at the UCMP resulted in 17 fossil localities, which yielded specimens of horse (*Equus*), ground sloth (*Glossotherium*), bison (*Bison*), and camel (*Camelops*), from Pleistocene-aged sediments in Monterey County (Paleobiology Database 2020; UCMP 2020). Therefore, in accordance with SVP guidelines, Quaternary old (early Holocene to Pleistocene) alluvium (Qoa) is assigned a high paleontological sensitivity.

Accurately assessing the boundaries between middle to late Holocene (i.e., Qa) and Pleistocene (i.e., Qoa) units is generally not possible without site-specific stratigraphic data, some form of radiometric dating, or fossil analysis. The depths at which these units become old enough to yield fossils is highly variable, but generally does not occur at depths of less than five feet based on the proximity of geologic units with high paleontological sensitivity (i.e., Qoa) mapped near the project site (Dibblee and Minch 2007).

Because the topography of the project site is generally flat, and no underground structures are envisioned, minimal grading and subsurface excavation would be required. The project site is in an urbanized area and has been previously developed. Given the nature of the proposed improvements and existing site conditions, project-related ground disturbance (i.e., excavations) is not anticipated to include ground disturbance greater than five feet in previously undisturbed areas and is thus unlikely to impact fossiliferous deposits. Although project implementation is not expected to uncover paleontological resources, there is still a possibility for such resources to be uncovered exists, and therefore there is potential the project could destroy a unique paleontological resource which would be potentially significant cannot be excluded.

Mitigation Measure GEO-1 is required to reduce impacts to paleontological resources in the case of unanticipated fossil discoveries. This measure would apply to all phases of project construction and would reduce the potential for impacts to unanticipated fossils present on site by providing for the recovery, identification, and curation of paleontological resources.

Mitigation Measure

GEO-1 Paleontological Resources Monitoring and Mitigation

For grading or excavation exceeding five feet in depth, the City of Salinas shall require the following:

1. **Qualified Paleontologist.** The project applicant shall retain a Qualified Paleontologist prior to excavations that will exceed five feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).
2. **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.
3. **Paleontological Monitoring.** Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas. If the Qualified Paleontologist determines that full-time monitoring is no longer warranted, based on the specific geologic conditions once the full depth of excavations has been reached, they may recommend that monitoring be reduced to periodic spot-checking or ceased entirely. Monitoring shall be reinstated if any new ground disturbances are required, and reduction or suspension shall be reconsidered by the Qualified Paleontologist at that time.

In the event of a fossil discovery by the paleontological monitor or construction personnel, all work in the immediate vicinity of the find shall cease. A Qualified Paleontologist shall evaluate the find before restarting construction activity in the area. If it is determined that the fossil(s) is (are) scientifically significant, the Qualified Paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources:

- a. **Salvage of Fossils.** If fossils are discovered, the paleontological monitor shall have the authority to halt or temporarily divert construction equipment within 50 feet of the find until the monitor and/or lead paleontologist evaluate the discovery and determine if the fossil may be considered significant. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. Bulk matrix sampling may be necessary to recover small invertebrates or microvertebrates from within paleontologically-sensitive Quaternary old alluvial deposits.

- b. **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils shall be identified to the lowest possible taxonomic level, prepared to a curation-ready condition, and curated in a scientific institution with a permanent paleontological collection (such as the UCMP), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the Qualified Paleontologist.
4. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.

Significance After Mitigation

Mitigation Measure GEO-1 would ensure that impacts to unanticipated paleontological resources would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Overview of Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions contributing to the "greenhouse effect," a natural occurrence which takes place in Earth's atmosphere and helps regulate the temperature of the planet. Most radiation from the sun hits Earth's surface and warms it. The surface, in turn, radiates heat back towards the atmosphere in the form of infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping into space and re-radiate it in all directions.

GHG emissions occur both naturally and as a result of human activities, such as fossil fuel burning, decomposition of landfill wastes, raising livestock, deforestation, and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its global warming effect is 28 times greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change 2014).⁵

Anthropogenic activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the concentration of GHGs in the atmosphere that trap heat. Since the late 1700s, estimated concentrations of CO₂, methane, and nitrous oxide in the atmosphere have increased by over 43 percent, 156 percent, and 17 percent,

⁵ The Intergovernmental Panel on Climate Change's (2014) *Fifth Assessment Report* determined that methane has a GWP of 28. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change's (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

respectively, primarily due to human activity (U.S. EPA 2020b). Emissions resulting from human activities are thereby contributing to an average increase in Earth's temperature. Potential climate change impacts in California may include loss of snowpack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (State of California 2018).

Regulatory Framework

In response to climate change, California implemented Assembly Bill (AB) 32, the "California Global Warming Solutions Act of 2006." AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the California Air Resources Board (CARB) adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further below). The 2017 Scoping Plan also puts an increased emphasis innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally appropriate quantitative thresholds consistent with a statewide per capita goal of 6 metric tons (MT) of CO₂e by 2030 and 2 MT CO₂e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state's ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization's Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Association of Monterey Bay Area Governments (AMBAG) was assigned targets of a 3 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2020 and a 6 percent reduction in per capita GHG emissions from passenger vehicles from 2005 levels by 2035. AMBAG adopted the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (AMBAG MTP/SCS) in June 2022, which meets the requirements of SB 375.
- **SB 100:** Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.
- **California Building Standards Code (California Code of Regulations Title 24):** The California Building Standards Code consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy

efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. Part 12 is the CALGreen, which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.

Methodology

GHG emissions associated with project construction and operation were estimated using CalEEMod, version 2020.4.0, with the assumptions described under Environmental Checklist Section 3, *Air Quality*, in addition to the following:

- **Amortization of Construction Emissions.** In lieu of guidance from MBARD to address construction GHG emissions, guidance from South Coast Air Quality Management District's (SCAQMD) is used for this analysis. Per SCAQMD recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the project's total annual GHG emissions (SCAQMD 2008).
- **Service Population.** The project's per person GHG emissions were calculated by dividing total GHG emissions by the project's service population (residents). Average household size varies throughout California; therefore, the service population attributed to this project is based on average household size data specific to Salinas. The average household size in the City of Salinas is 3.85 persons per household (California Department of Finance [DOF] 2021). As such, the project would potentially add an estimated 293 residents (76 units x 3.85 persons per unit) to the City.

Significance Thresholds

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

According to *CEQA Guidelines* Section 15183.5(b), projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (AEP; 2016) in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. While the City has begun the process of preparing a Climate Action Plan, the City has not yet adopted a Climate Action Plan that can be used to evaluate the significance of project-level emissions. Additionally, MBARD has not provided quantitative thresholds that a lead agency within the NCCAB may use to evaluate GHG impacts associated with land use projects.

In the absence of local guidance, MBARD encourages lead agencies to consider a variety of metrics for evaluating GHG emissions and related mitigation measures as they best apply to the specific project (MBARD 2017). Starting in 2012, MBARD recommended potentially using the GHG

thresholds for land use projects adopted by the adjacent San Luis Obispo Air Pollution Control District (SLOAPCD).

The SLOAPCD CEQA Air Quality Handbook includes a bright-line threshold and an efficiency threshold. However, per a 2021 memorandum published by SLOAPCD to address interim CEQA GHG guidance, the Air District designed its thresholds to achieve consistency with the statewide 2020 GHG reduction target set by AB 32 and has not yet updated the thresholds to achieve consistency with the statewide 2030 GHG reduction target set by SB 32 (SLOAPCD 2021). Thus, the bright-line threshold and efficiency threshold developed by SLOAPCD are not recommended for projects operational beyond 2020. Instead, the interim guidance from SLOAPCD recommends the following approaches:

1. Consistency with a Qualified Climate Action Plan pursuant to *CEQA Guidelines* 15183 and 15183.5.
2. No-net increase in GHG emissions relative to baseline conditions.
3. The Lead Agency adopts a defensible CEQA GHG threshold that meets local GHG emission targets with best management practices (e.g., the GHG threshold for Sacramento Metropolitan Air Quality Management District) or develop a SB 32 GHG bright-line threshold.

The first and second interim guidance approaches would not be applicable since the City of Salinas has not adopted a qualified CAP and the project would result in an increase in GHG emissions. Thus, this analysis evaluates the project's impact and consistency with statewide emissions targets using a locally appropriate, 2030 project-specific efficiency threshold as described below.

Project-Specific Efficiency Threshold

Efficiency thresholds are quantitative thresholds based on a measurement of GHG efficiency for a given project, regardless of the amount of mass emissions. Efficiency thresholds identify the emission level below which new development would not interfere with attainment of statewide GHG reduction targets. A project that attains such an efficiency target, with or without mitigation, would result in less than significant GHG emissions (AEP 2016). A locally appropriate 2030 project-specific threshold is derived from CARB's recommendations in the 2017 Climate Change Scoping Plan Update (2017 Scoping Plan).

The State has codified a target of reducing emissions to 40 percent below 1990 emissions levels by 2030 (SB 32) and has developed the 2017 Scoping Plan to demonstrate how the State will achieve the 2030 target and make substantial progress toward the 2050 goal of an 80 percent reduction in 1990 GHG emission levels set by EO S-3-05. In EO B-55-18, which identifies a new goal of carbon neutrality by 2045 and supersedes the goal established by EO S-3-05, CARB has been tasked with including a pathway toward the EO B-55-18 carbon neutrality goal in the next Scoping Plan update.

With the release of the 2017 Scoping Plan, CARB recognized the need to balance population growth with emissions reductions and in doing so, provided a new local plan level methodology for target setting that provides consistency with state GHG reduction goals using per capita efficiency thresholds. A project-specific efficiency threshold can be calculated by dividing statewide GHG emissions by the sum of statewide jobs and residents. However, not all statewide emission sources would be impacted by the proposed land use (the project would facilitate residential development and no other land use types such as agriculture or industrial). Accordingly, consistent with the concerns raised in the *Golden Door Properties v. County of San Diego* (2018) and *Center for Biological Diversity v. California Department of Fish and Wildlife* ("Newhall Ranch" case, 2015)

decisions regarding the correlation between state and local conditions, the 2030 statewide inventory target was modified with substantial evidence provided to establish a locally appropriate, evidence-based, mixed-use project-specific threshold consistent with the SB 32 target.

To develop the project-specific efficiency threshold, land use areas identified in the City of Salinas General Plan were first evaluated to determine emissions sectors that are present and would be directly affected by potential land-use changes. A description of major sources of emissions that are included in the 2017 Scoping Plan emissions sectors and representative sources in Salinas are shown in Table 11.

According to the City's General Plan Land Use Map, agricultural lands exist within the City; however, Agricultural Sector source emissions would not be directly impacted by the proposed land uses. Similarly, industrial lands exist within the City; however, the Industrial Sector source emissions as specified in the 2017 Scoping Plan (i.e., oil, gas, and hydrogen production; refineries; general fuel use; and mining operations) do not occur substantially on industrial lands and would not be directly impacted by the proposed land uses.⁶ Therefore, the agricultural and industrial emissions sectors were removed from the State 2030 emissions forecast to retain a more conservative locally appropriate target.

After removing Agricultural and Industrial emissions, the remaining emissions sectors with sources within the City of Salinas planning area were then summed to create a locally appropriate emissions total for a mixed-use project in Salinas, as shown in Table 11. This locally appropriate emissions total was divided by the statewide 2030 service person population to determine a locally appropriate, project-level threshold of 2.4 MT CO₂e per service population that is consistent with SB 32 targets, as shown in Table 12.

While State and regional regulators of energy and transportation systems, along with the State's Cap-and-Trade program, are designed to be set at limits to achieve most of the reductions needed to hit the State's long-term targets, local governments can do their fair share toward meeting the State's targets by siting and approving projects that accommodate planned population growth and projects that are GHG-efficient. The AEP Climate Change Committee recommends that CEQA GHG analyses evaluate project emissions in light of the trajectory of state climate change legislation and assess their "substantial progress" toward achieving long-term reduction targets identified in available plans, legislation, or Eos (AEP 2016). Consistent with AEP Climate Change Committee recommendations, GHG impacts are analyzed in terms of whether the anticipated development would impede "substantial progress" toward meeting the reduction goal identified in SB 32 and EO B-55-18. As SB 32 is considered an interim target toward meeting the 2045 State goal, consistency with SB 32 would be considered contributing substantial progress toward meeting the State's long-term 2045 goals. Avoiding interference with, and making substantial progress toward, these long-term State targets is important because these targets have been set at levels that achieve California's fair share of international emissions reduction targets intended to stabilize global climate change effects and avoid the adverse environmental consequences, as noted in the 2017 Scoping Plan (CARB 2017).

⁶ Light and general industrial land uses are present in Salinas; however, these land uses are mostly dedicated to agricultural product processing.

Table 11 SB 32 Scoping Plan Emissions Sector Targets

GHG Emissions Sector¹	2030 State Emissions Target (MMT)¹	Locally Appropriate²	Project Specific	Major Sources³
Residential and Commercial	38	Yes	Yes	Natural gas end uses, including space and water heating of buildings
Electric Power	53	Yes	Yes	Electricity uses, including lighting, appliances, machinery and heating
High Global Warming Potential	11	Yes	Yes	Sulfur hexafluoride (SF ₆) from power stations, HFCs from refrigerants and air conditioning ⁴
Recycling and Waste	8	Yes	Yes	Waste generated by residential, commercial, and other facilities
Transportation	103	Yes	Yes	Passenger, heavy duty, and other vehicle emissions
Industrial	83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations do not occur substantially within the County
Agriculture	24	No	No	Enteric fermentation, crop residue burning, and manure management do not occur substantially within the County
Cap and Trade Reductions	-60	No	No	Reductions from facilities emitting more than 10,000 MT CO ₂ e per year ⁶
Scoping Plan Target (All Sectors)	260	No	No	All emissions sectors
Locally Inapplicable Sector (Industrial)	-83	No	No	Oil, gas, and hydrogen production, refineries, general fuel use, and mining operations ⁵
Locally Inapplicable Sector (Agriculture)	-24	No	No	Enteric fermentation, crop residue burning, and manure management ⁵
2030 Locally Applicable Emissions Sectors	153	Yes	Yes	Emissions applicable to the local planning area

MMT = million metric tons

¹ All State targets in MMT CO₂e. See the 2017 Scoping Plan, page 31 for sector details (CARB 2017).

² Locally appropriate is defined as having significant emissions in Scoping Plan Categorization categories within the City of Salinas General Plan land use areas.

³ See CARB GHG Emissions Inventory Scoping Plan Categorization for details, available at: <https://www.arb.ca.gov/cc/inventory/data/data.htm>

⁴ SF₆ is used primarily as an insulator in electrical substations while HFCs can be found in many residential and commercial refrigeration and air conditioning units. HFCs are in the process of being phased out through 2036 in most developed countries.

⁵ The majority of this sector is not applicable to the local planning area, and any potential applicable subsectors cannot be disaggregated due to CARB accounting methods. Therefore, the entire sector has been removed to ensure a more conservative target.

⁶ Cap-and-Trade is excluded as reductions will occur independent of local project land use decisions and are therefore not locally appropriate.

Table 12 SB 32 Locally Appropriate Project-Specific Threshold

Threshold Source	Threshold Determination Variable	
2017 Scoping Plan	California 2030 Population (persons) ¹	41,028,749
	California 2030 Employment Projection (persons) ²	23,459,500
	Service Population (Residents + Employees) (persons)³	64,488,249
Locally Appropriate Project Threshold	2030 Locally Appropriate Emissions Sectors (MT CO ₂ e)	153,000,000 ⁴
	2030 California Service Population (persons)	64,488,249
	2030 Service Person Target (MT CO₂e per Service Person)	2.4

¹ California Department of Finance 2020. Report P-1A: Total Population Projections, 2010-2060

² Average of employment range projections under implementation scenario. See CARB's 2017 Scoping Plan, page 55 (CARB 2017).

³ This calculation double-counts residents of California who are employed in California; however, this results in a conservative calculation of the service person target as it results in a lower calculated target.

⁴ See Table 11

Furthermore, as discussed below, this report also contains an analysis of how the project complies with other regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this project, the most directly applicable adopted regulatory plans to reduce GHG emissions are AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/ SCS), Assembly Bill (AB) 32, SB 32, EO B-55-18, the 2017 Scoping Plan, and the City's General Plan.

- a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?*

Construction and operation of the proposed project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation. Calculations of CO₂, methane, and nitrous oxide emissions are provided to identify the magnitude of potential project effects.

Construction of the proposed project would generate temporary GHG emissions primarily from the use of heavy construction equipment on-site as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials and soil export. Total construction emissions would be 354 MT CO₂e. Amortized over a 30-year period per industry standard, construction-related GHG emissions would be equivalent to 12 MT CO₂e per year.

Operation of the proposed project would generate GHG emissions associated with area sources (e.g., fireplaces, landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation. As shown in Table 13, annual operational emissions generated by the proposed project combined with amortized construction emissions would total approximately 447 MT CO₂e per year in 2030, or approximately 1.5 MT CO₂e per service person per year, which would not exceed the locally applicable, project-specific threshold of 2.4 MT CO₂e per year. Therefore, impacts would be less than significant.

Table 13 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT CO₂e per year)
Construction	12
Operational	
Area	1
Energy	55
Mobile	354
Solid Waste	18
Water	7
Total Emissions	447
Service Population (Residents)	293
Emissions per Service Person	1.5
Threshold (MT CO₂e per service population per year)	2.4
Threshold Exceeded?	No
Notes: Emissions modeling was completed using CalEEMod. See Appendix A for modeling results.	

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Several plans and policies have been adopted to reduce GHG emissions in the southern California region, including the State’s 2017 Scoping Plan, AMBAG 2045 MTP/SCS, and local policies contained in the City’s General Plan. The proposed project’s consistency with these plans is discussed in the following subsections.

2017 Scoping Plan

The 2017 Scoping Plan’s strategies that are applicable to the proposed project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation.

The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards. The project would be served by 3CE for electricity and this utility provider is required to increase its renewable energy procurement in accordance with SB 100 targets. The project would be located in an area served by the Monterey-Salinas Transit (MST) bus service, which provides stops from Watsonville to King City. There are bus stops along North Main Street and West Rossi Street, which are within walking distance of the project site. The bus stops are for routes 23, 29, 44, 49, and 95. These routes all have stops at the Salinas Transit Center, which provides Amtrak train services, and Greyhound bus services. The proximity to these public transit services would encourage future residents to reduce their VMT and associated fossil fuel usage. Furthermore, the project would be required to comply with the Senate Bill 1383, which requires that all residents and business compost organic waste (e.g., food, landscape material, and paper products) into organic waste collection services to

divert organic waste from being disposed of in landfills. For these reasons, the project would be consistent with the 2017 Scoping Plan.

Consistency with the AMBAG 2045 MTP/SCS

AMBAG adopted an updated MTP/SCS, *Moving Forward Monterey Bay 2045*, in June 2022. AMBAG prepares a long-range transportation plan every four years consistent with state and federal laws. The MTP/SCS is reflective of legislation SB 375 described in the *Regulatory Setting* above, to focus land use development around high-quality transit corridors as a means to reduce passenger vehicle GHG emissions.

AMBAG's 2045 MTP/SCS contains three goals that would apply to the proposed project:

- **Access and Mobility.** Provide convenient, accessible, and reliable travel options while maximizing productivity for all people and goods in the region
- **Economic Vitality.** Raise the region's standard of living by enhancing the performance of the transportation system.
- **Environment.** Promote environmental sustainability and protect the natural environment.
- **Healthy Communities.** Protect the health of our residents; foster efficient development patterns that optimize travel, housing, and employment choices and encourage active transportation.
- **Social Equity.** Provide an equitable level of transportation services to all segments of the population.
- **System Preservation and Safety.** Preserve and ensure a sustainable and safe regional transportation system.

The project would facilitate future residential development of up to 76 dwelling units near existing residences, commercial uses, and public transit. The Salinas Transit Center is one mile south of the site, within walking or biking distance. Along North Main Street and West Rossi Street (which are within 0.2 to 0.4 mile of the site, respectively) are the MST bus stops for routes 23, 29, 44, 49, and 95. Placing the project within proximity to the transit center would provide residents reliable travel options and encourage the use of public transit. The project is also less than one mile north of the Central City District and downtown Salinas. Thus, the site is close to existing employment/office buildings, and commercial development. As a result, public transit and alternative transportation modes such as bicycling and walking would be viable means of transportation, which would also reduce VMT. Therefore, the project would encourage new housing and an efficient use of land near alternate modes of transportation and would therefore be consistent with AMBAG's 2045 MTP/SCS.

Consistency with the City of Salinas General Plan

As noted in the discussion of *Regulatory Framework* above, while the City of Salinas General Plan does not contain specific GHG reduction policies, it does contain policies that encourage higher density development, energy efficiency, and multimodal transportation, that would reduce GHG emissions from new development. Table 14 summarizes the project's consistency with the City of Salinas General Plan goals and policies indirectly related to GHG emissions.

Table 14 Project Consistency with the City of Salinas General Plan

Policy	Consistency
Policy H-1.8: Encourage the development of higher density apartments, townhouses and condominiums served by major transit corridors or other non-automotive transport.	Consistent. The project would allow for the construction of higher-density housing on the project site of up to 76 units on the 2.6-acre site, in proximity to the Salinas Transit Center, which is less than one mile south of the project site. The Salinas Transit Center has Amtrak train services, Greyhound bus services, and the MST bus services. Both Amtrak and Greyhound have routes that travel across the California and the United States. The MST system has bus routes from Watsonville to King City.
Policy CD-3.8: Promote the use of alternative modes of transportation, including bus, rail, bicycling and walking. Policy COS-8.5: Encourage land use arrangements and densities that facilitate the use of energy efficient public transit.	Consistent. The project would encourage the use of existing nearby public transit and would promote the use of alternative modes of transportation, due to the proximity to the Salinas Transit Center and MST bus stops. Therefore, the project would be consistent with these policies.
Policy COS-8.1: Enforce State Title 24 building construction requirements. Policy COS-8.2: Apply standards that promote energy conservation in new and existing development.	Consistent. Future development facilitated by the project would be required to comply with Title 24 standards, which promote energy conservation in new buildings. Therefore, the project would comply with these policies.
Source: City of Salinas 2002	

In summary, the plan consistency analysis provided above demonstrates that the project complies with or exceeds the plans, policies, regulations and GHG reduction actions/strategies outlined in the 2017 Scoping Plan, AMBAG's 2045 MTP/SCS, and the City of Salinas General Plan. Consistency with the above plans, policies, regulations and GHG reduction actions/strategies would reduce the project's incremental contribution of GHG emissions. Therefore, the project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing emissions of GHG emissions. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

As a department of the California Environmental Protection Agency (CalEPA), the Department of Toxic Substances Control (DTSC) is the primary agency in California that regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. DTSC regulates hazardous waste in California primarily under the authority of Resource Conservation and Recovery Act (RCRA) and the California Health and Safety Code. DTSC also administers the California Hazardous Waste Control Law to regulate hazardous wastes.

Government Code Section 65962.5 requires the DTSC, the State Department of Health Services, the SWRCB, and the California Department of Resources, Recycling, and Recovery (CalRecycle) to compile and annually update lists of hazardous waste sites and land designated as hazardous waste sites throughout the state. The Secretary for Environmental Protection with CalEPA consolidates the information submitted by these agencies into a master list, referred to as the Cortese List. The Cortese List is distributed to each city and county where sites on the lists are located. The Cortese List is used by the State, local agencies, and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by DTSC, SWRCB, and CalRecycle.

If any soil is excavated from a site containing hazardous materials, it is considered a hazardous waste if it exceeds specific criteria in Title 22 of the CCR. Remediation of hazardous wastes found at a site may be required if excavation of these materials is performed, or if certain other soil disturbing activities would occur. Even if soil or groundwater at a contaminated site does not have the characteristics required to be defined as hazardous waste, remediation of the site may be required by regulatory agencies subject to jurisdictional authority. Cleanup requirements are determined on a case-by-case basis by the agency taking jurisdiction.

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*
- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

The proposed project would rezone the site to facilitate higher density residential development, including up to 76 new residential units. Future construction activities may include the temporary transport, storage, use, or disposal of potentially hazardous materials including fuels, lubricating fluids, cleaners, solvents, impacted groundwater, or contaminated soils. If spilled, these substances could pose a risk to the environment and to human health. However, the transport, storage, use, or disposal of hazardous materials is subject to various federal, state, and local regulations designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. Hazardous materials would be required to be transported under U.S. Department of Transportation (USDOT) regulations (USDOT Hazardous Materials Transport Act, 49 Code of Federal Regulations), which stipulate the types of containers, labeling, and other restrictions to be used in the movement of such material on interstate highways. In addition, the use, storage, and disposal of hazardous materials are regulated through RCRA. DTSC is responsible for implementing the RCRA program, as well as California's own hazardous waste laws, including the California Hazardous Waste Control Law (California H&SC Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (Title 22, California Code of Regulations, Divisions 4 and 4.5). DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to control and reduce the hazardous waste produced in California. DTSC also oversees permitting, inspection, compliance, and corrective action programs to ensure that hazardous waste managers follow federal and State requirements and other laws that affect hazardous waste specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning.

Compliance with existing regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction.

The project would facilitate future construction of residential units on the site. Residential uses typically do not use or store large quantities of hazardous materials. Operation of the project would not involve the use, storage, transportation, or disposal of hazardous materials other than those typically used for household cleaning, maintenance, and landscaping. Therefore, operational impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?*

No schools are located within 0.25 mile of the project site. The nearest schools are Mount Toro High School and El Puente School located approximately 0.55 mile east of the site off Sherwood Drive. There would be no impact.

NO IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The following databases were checked, pursuant to Government Code Section 95962.5, on June 11, 2021, for known hazardous materials contamination at parcels within a 0.25 radius of the site:

- Hazardous Waste and Substances site “Cortese” list (65962.5[a])
- GeoTracker: List of LUST Sites (65962.5[c][1])
- List of solid waste disposal sites identified by the Water Board (65962.5[c][2])
- List of “active” Cease and Desist Order and Cleanup Abatement Order sites (65962.5[c][3])

The project site is not listed on any of these databases, which were compiled pursuant to Government Code 65962.5. Both Envirostor and Geotracker identified several closed cleanup sites within 0.25 mile of the project site. The cleanup action reports and remediation status of these sites indicates that there is no potential for hazardous materials to impact the project site. Accordingly, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials within 0.25 mile of a school. There would be no impact.

NO IMPACT

- e. *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?*

The site is not located within a public airport land use plan area or within two miles of a public airport. The Salinas Municipal Airport (SMS) is the closest airport to the site and there are no private airstrips in the vicinity of the site. SMS is a general aviation facility occupying 763 acres, with two runways serving single- and twin-engine aircraft and helicopters, as well as an increasing number of turbo-propeller and turbine engine business jets. The airport is located approximately 2.6 miles southeast of the site, and the site is located outside of the Airport Influence Area and Runway Protection Zone (Salinas Community Development Department 1982). Therefore, no impact related to airport safety would occur.

NO IMPACT

- f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The project would facilitate the development of high-density housing on the site. The site is adequately served by local roadways, and the future development of the site would not require the construction of new roadways or obstruct existing roadways. In addition, local requirements and review procedures would ensure that new development facilitated by the project would not interfere with emergency response or evacuation. For example, new development is required to pay development fees, which would ensure adequate fire and police protection facilities are provided to maintain response time goals. The building permit application for future development on the site would be reviewed by the Department of Public Works and the Salinas Fire and Police Departments for potential problems with emergency access within the City. Therefore, the project would not result in buildings that would block emergency response or evacuation routes or interfere with adopted emergency response and emergency evacuation plans. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

The site is located within an urbanized area of the City of Salinas and is primarily surrounded by existing urban development. Furthermore, the site is not within a Very High Fire Hazard Severity Zone (VHFHSZ) or an area of local responsibility (CAL FIRE 2007). Therefore, the project would not expose people or structures to a significant risk involving wildland fires. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The federal Clean Water Act establishes the framework for regulating discharges to Waters of the United States to protect their beneficial uses. The Porter-Cologne Water Quality Act regulates water quality within California and establishes the authority of the SWRCB and the nine Regional Water Quality Control Boards (RWQCBs). The SWRCB requires construction projects to provide careful management and close monitoring of runoff during construction, including on-site erosion protection, sediment management, and prevention of non-storm discharges. The SWRCB and RWQCBs issue NPDES permits to regulate specific discharges. The NPDES Construction General Permit regulates stormwater discharges from construction sites that disturb more than one acre of land.

The site overlies the Salinas Valley Groundwater Basin (SVGB), which extends from north of Marina and Salinas to the Monterey County/San Luis Obispo County line throughout the Salinas Valley. The site is within the 180-400 Foot Aquifer Subbasin of the SVGB, which covers 89,700 acres (140 square miles) of the SVGB. Groundwater is primarily recharged naturally through infiltration of surface water, deep percolation of excess irrigation water, and deep percolation of infiltrating precipitation. Recharge of the aquifer is limited due to the permeability of the Salinas Valley Aquitard, and there are no mapped springs, seeps, or discharge to streams identified in the Subbasin (SVBGSA 2020).

- a. *Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?*

Excavation, grading, and other activities associated with construction facilitated by the proposed project would result in soil disturbance that could cause water quality violations through potential erosion and subsequent sedimentation of receiving water bodies. Construction activities could also cause water quality violations in the event of an accidental fuel or hazardous materials leak or spill. If precautions are not taken to contain contaminants, construction activities could result in contaminated stormwater runoff that could enter nearby waterbodies. Construction activities resulting in ground disturbance of one acre or more are subject to the permitting requirements of the NPDES General Permit for Stormwater Discharges associated with Construction and Land Disturbance Activities (Construction General Permit Order No. 2009-0009-DWQ). The Construction General Permit requires the preparation and implementation of a SWPPP, which must be prepared before construction begins. The SWPPP includes specifications for BMPs implemented during project construction to minimize or prevent sediment or pollutants in stormwater runoff.

Construction facilitated by the project would comply with the requirements of the Construction General Permit. In addition, the contractor would be required to implement BMPs identified in the SWPPP to prevent construction pollution via stormwater and minimize erosion and sedimentation into waterways as a result of construction. Additionally, development facilitated the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans.

Compliance with the NPDES Construction General Permit would ensure the proposed project would not violate any water quality standards or water discharge regulations, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?*
- e. *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?*

The site overlies the SVGB, 180-400 Foot Aquifer Subbasin. The Salinas Valley Basin Groundwater Sustainability Agency developed a Groundwater Sustainability Plan (GSP) for the subbasin, which was adopted in January 2020. The GSP describes current groundwater conditions, develops a hydrogeologic conceptual model, establishes a water budget, outlines local sustainable management criteria, and provides projects and programs for reaching sustainability in the Subbasin by 2040 (SVBGSA 2020).

The site is currently undeveloped and contains natural vegetation, bare soil, and soil stockpiles, located to the west of the termination of Preston Street. Topographically, the site and surrounding areas are relatively flat. The site is bounded by existing residential and commercial development on its eastern border, and to the other three sides by an open space reclamation ditch adjacent to a creek fed by Main Canal. Water supply to the site would be sourced from the local groundwater aquifer. The groundwater basin currently has issues with lowered groundwater elevations, seawater intrusion, and groundwater contamination.

As discussed in Environmental Checklist Section 19, *Utilities and Service Systems*, development facilitated by the project would increase demand for water above existing conditions on the site. The project's estimated water demand would be approximately 8,073,440 gallons per year or approximately 24.8 acre-feet per year (AFY) at full buildout (Appendix A). The project's water demands would be served by California Water Service-Salinas District (Cal-Water). Groundwater is the water source utilized by Cal-Water, with wells that extract water from five different groundwater basins, including the Corralitos-Pajaro Valley Subbasin, Salinas Valley-Langley Area Subbasin, Salinas Valley-180/400 Foot Aquifer Subbasin, Salinas Valley-East Side Aquifer Subbasin, and Salinas Valley-Monterey Subbasin. The project site's potential water demand would be less than 0.2 percent of Cal-Water Salinas District's 2025 water demand of 16,609 AFY (Appendix A). As discussed in Environmental Checklist Section 14, *Population and Housing*, the proposed project would not introduce an unplanned increase in population, and therefore the project's water supply needs are considered in the supply/demand estimates in the Salinas Valley Groundwater Basin 180/400-Foot Aquifer Subbasin Groundwater Sustainability Plan. Therefore, the project would not substantially deplete groundwater resources via water demand.

While development facilitated by the proposed project would construct new impervious surfaces that would prevent groundwater recharge in certain areas of the site, the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development would be required to include such facilities in the final design plans for the site, which would allow for the same volume of groundwater recharge on the site as existing conditions of the vacant site. Additionally, the project site is vacant but surrounded primarily by urban land uses consisting of Medium and Low Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street. Impacts to groundwater recharge would be less than significant.

Because the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater

management of the basin, the proposed project would not conflict with or obstruct implementation of the 180-400 Foot Aquifer GSP.

As discussed under criterion (a), the proposed project would not degrade surface or groundwater quality. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or groundwater management plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
- (i) Result in substantial erosion or siltation on- or off-site?*
 - (ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?*
 - (iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*
 - (iv) Impede or redirect flood flows?*

The site has been graded and contains natural vegetation, bare soil, and soil stockpiles. Development facilitated by the project would involve the construction of up to 76 units and stormwater drainage systems on the site. Construction would not substantially change the topography of the site. However, construction facilitated by the proposed project would include the addition of new impervious surfaces. Future development would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. Development facilitated by the project would be required to include such facilities in the final design plans for the site. Therefore, the project would not result in increased surface runoff that could result in flooding or exceed the capacity of existing stormwater drainage systems. Additionally, the project would not result in additional sources of polluted runoff.

As stated previously, construction facilitated by the project would be conducted in compliance with the State's Construction General Permit (Order No. 2009-0009-DWQ). Preparation of the SWPPP in accordance with the Construction General Permit would require erosion-control BMPs at the construction area. BMPs that are typically specified within the SWPPP may include, but would not be limited to, temporary measures during construction, revegetation, and structural BMPs. Therefore, the project would not result in substantial erosion or siltation during construction.

Construction and operational permitting requirements, including the NPDES Construction General Permit and City of Salinas MS4 Permit, would require erosion-control measures and the construction of on-site retention basins or bioretention facilities. These features would capture and treat stormwater runoff during construction and operation, ensuring no increase in erosion, siltation, surface runoff, or polluted runoff at the site.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps, the site and surrounding area is located within Flood Zone X, 0.2% Annual Chance Flood Hazard Area (FEMA 2009). Therefore, the project would not alter the flood zone boundaries, cause excess flooding downstream of the site, or impede or redirect flood flows. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?*

According to FEMA Flood Insurance Rate Maps, a majority of the site and surrounding area is located within Flood Zone X, 0.2% Annual Chance Flood Hazard Area (FEMA 2009). However, the site is bounded to the north, west, and southwest by a reclamation ditch which is located within a Flood Zone AE. Portions of the perimeter of the site are located within Flood Zone AE which is considered a Regulatory Floodway by FEMA. Future development within Flood Zone AE would be required to comply with the SMC Section 9-54.1, which states that all encroachments are prohibited, including fill, new construction, substantial improvement, and other new development unless certification by a registered professional engineer is provided demonstrating that encroachments shall not result in any increase in the base flood elevation during the occurrence of the base flood discharge, and a Conditional Letter of Map Revision is issued by FEMA. In addition, as discussed within Environmental Checklist Section 4, *Biological Resources*, the project would be required to comply with the City of Salinas Zoning Code Section 37-50.180(h) and General Plan Policy COS-17 which would require a 100-foot or 30-foot setback from the bank of the reclamation ditch.

The proposed project involves rezoning the project site, but no specific development proposal exists; therefore, there is not yet a proposed site plan. Any future development would be required to comply with the applicable provisions of the SMC and General Plan Policies outlined above, and development in Flood Zone AE would not be allowed without a Conditional Letter of Map Revision and certification by a registered professional engineer, as described above.

Furthermore, any materials stored on the site that could pollute runoff from flood events would be properly contained and stored per applicable local, state, and federal regulations (refer to Environmental Checklist Section 9, *Hazards and Hazardous Materials*, for additional information). There are no major water bodies within two miles of the site that could cause impacts from seiches on the site. Further, the site is not located in a tsunami inundation zone and there are no large bodies of water that could seiche and inundate the site (DOC 2020). Therefore, inundation of the site would not occur during the one-percent annual flood, the project would not release pollutants into floodwaters, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a. Would the project physically divide an established community?

The site is surrounded primarily by urban land uses, including residential and commercial development. Development facilitated by the project would not require new roadways or other features that would divide existing communities or make them inaccessible. Additionally, future development of the site would not require internal streets, as the site is located within existing city blocks. Future development facilitated by the project would maintain existing vehicular, bicycle, and pedestrian connections through the surrounding area. No impact related to the physical division of an established community would occur.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project consists of a GPA and RZ to modify the existing vacant 2.6-acre lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). Land uses surrounding the project site consist of Medium and Low Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along North Main Street, shown in Figure 3. The site is also bound to the north, northwest, and west by an open space reclamation ditch.

Applicable policies intended to reduce environmental effects are discussed throughout the relevant sections of this IS-MND. Table 15 lists additional applicable policies intended to reduce environmental effects of projects from the 2002 General Plan and indicates the project's consistency with those policies. This table also includes policies related to land use and planning, for informational purposes. As described in Environmental Checklist Section 3, *Air Quality*, development facilitated by the project would not conflict with the current AQMP that MBARD adopted to provide a strategy for the attainment of state and federal air quality standards. In addition, as described in Environmental Checklist Section 6, *Energy*, development facilitated by the project would not conflict with General Plan energy-related policies, and as described in Environmental Checklist Section 9, *Greenhouse Gas Emissions*, development facilitated by the project would not conflict with GHG-related policies provided in the City's General Plan. Additionally, as described in Environmental

Checklist Section 10, *Hydrology and Water Quality*, the project would not conflict with adopted water quality standards or policies.

Table 15 Project Consistency with General Plan Policies

Policy	Consistency
Policy LU-1.1: Balanced Land Use Pattern. Achieve a balance of land uses to provide for a range of housing, jobs, libraries, and educational and recreational facilities that allow residents to live, work, shop, learn, and play in the community	Consistent. The project would facilitate the development of under-utilized areas in an urbanized part of Salinas with approximately 76 residential units. The project would provide a higher-density residential option in an area of primarily low and medium density existing residential uses, and the site is located near existing commercial and mixed use development.
Policy LU-1.2: Accommodate Projected Growth. Provide a plan for land uses that includes capacity to accommodate growth projected for 2020 and beyond.	Consistent. The project includes a GPA that would modify the site to increase allowable density increases to create new housing, thereby accommodating projected growth.
Policy LU-2.1 Minimize Growth Impacts to Agricultural Lands. Minimize disruption of agriculture by maintaining a compact city form and directing urban expansion to the north and east, away from the most productive agricultural land.	Consistent. The project would involve infill development in an already urbanized area, where no active agricultural lands exist. Agriculture uses are located approximately 0.4 mile east of the project site.
Policy LU-2.4: Compact Growth. Utilized well-designed infill development and selective increase density within Focused Growth Areas to maintain compact city form.	Consistent. The project would facilitate new infill development to occur in an existing residential area, contributing to a more compact city form with increased density.

As demonstrated in Table 15, development facilitated by the project would be consistent with the applicable land use policies of the 2002 General Plan. Because the project would be consistent with applicable 2002 General Plan policies to avoid or reduce environmental impacts, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The Salinas General Plan states that although quarrying operations have previously occurred in the City's planning area, most mineral extraction sites are no longer considered significant resources. The General Plan does not identify mineral resources within or near the site (City of Salinas 2002b). The site is currently undeveloped, and no mineral extraction presently occurs or is proposed to occur on at the site. Therefore, the project would not affect the availability of any mineral resources. There would be no impact.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Overview of Noise and Vibration

Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

HUMAN PERCEPTION OF SOUND

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; dividing the energy in half would result in a 3 dB decrease (Caltrans 2013).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible (8 times the sound energy); and that an increase (or decrease) of 10 dBA sounds twice (half) as loud (10.5 times the sound energy) (Caltrans 2013).

SOUND PROPAGATION AND SHIELDING

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in the noise level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line), the path the sound will travel, site conditions, and obstructions.

Sound levels are described as either a “sound power level” or a “sound pressure level,” which are two distinct characteristics of sound. Both share the same unit of measurement, the dB. However, sound power (expressed as L_{pw}) is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers, such as an eardrum or microphone, which is the sound pressure level. Sound measurement instruments only measure sound pressure, and noise level limits are typically expressed as sound pressure levels.

Noise levels from a point source (e.g., construction, industrial machinery, air conditioning units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features, such as hills and dense woods, and man-made features, such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receiver (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidance indicates that modern building construction generally provides an exterior-to-interior noise level reduction of 10 dBA with open windows and an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows (FHWA 2011).

DESCRIPTORS

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. The noise descriptors used for this study are the equivalent noise level (L_{eq}), Day-Night Average Level (DNL; may also be symbolized as L_{dn}), and the community noise equivalent level (CNEL; may also be symbolized as L_{den}).

L_{eq} is one of the most frequently used noise metrics; it considers both duration and sound power level. The L_{eq} is defined as the single steady-state A-weighted sound level equal to the average sound energy over a time period. When no time period is specified, a 1-hour period is assumed. The L_{max} is the highest noise level within the sampling period, and the L_{min} is the lowest noise level within the measuring period. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (Federal Transit Administration [FTA] 2018).

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime hours (10:00 p.m. to 7:00 a.m.). Community noise can also be measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013).⁷ The relationship between the peak-hour L_{eq} value and the L_{dn} /CNEL depends on the distribution of noise during the day, evening, and night; however noise levels described by L_{dn} and CNEL usually differ by 1 dBA or less. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 CNEL, while areas near arterial streets are in the 50 to 60+ CNEL range (FTA 2018).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby building or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e., non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation. The American Association of State Highway and Transportation Officials (AASHTO) has determined vibration levels with potential to damage nearby buildings and structures; these levels are identified in Table 16.

Table 16 AASHTO Maximum Vibration Levels for Preventing Damage

Type of Situation	Limiting Velocity (in/sec)
Historic sites or other critical locations	0.1
Residential buildings, plastered walls	0.2–0.3
Residential buildings in good repair with gypsum board walls	0.4–0.5
Engineered structures, without plaster	1.0–1.5

Source: Caltrans 2020

Numerous studies have been conducted to characterize the human response to vibration. The vibration annoyance potential criteria recommended for use by Caltrans, which are based on the

⁷ Because DNL and CNEL are typically used to assess human exposure to noise, the use of A-weighted sound pressure level (dBA) is implicit. Therefore, when expressing noise levels in terms of DNL or CNEL, the dBA unit is not included.

general human response to different levels of groundborne vibration velocity levels, are described in Table 17.

Table 17 Vibration Annoyance Potential Criteria

Human Response	Vibration Level (in/sec PPV)	
	Transient Sources	Continuous/Frequent Intermittent Sources ¹
Severe	2.0	0.4
Strongly perceptible	0.9	0.10
Distinctly perceptible	0.25	0.04
Barely perceptible	0.04	0.01

in/sec = inches per second; PPV = peak particle velocity

Source: Caltrans 2020

¹ Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Noise Level Increases over Ambient Noise Levels

The operational and construction noise limits used in this analysis are set at reasonable levels at which a substantial noise level increase as compared to ambient noise levels would occur. Operational noise limits are lower than construction noise limits to account for the fact that permanent noise level increases associated with continuous operational noise sources typically result in adverse community reaction at lower magnitudes of increase than temporary noise level increases associated with construction activities that occur during daytime hours and do not affect sleep. Furthermore, these noise limits are tailored to specific land uses; for example, the noise limits for residential land uses are lower than those for commercial land uses. The difference in noise limits for each land use indicates that the noise limits inherently account for typical ambient noise levels associated with each land use. Therefore, an increase in ambient noise levels that exceeds these absolute limits would also be considered a substantial increase above ambient noise levels. As such, a separate evaluation of the magnitude of noise level increases over ambient noise levels would not provide additional analytical information regarding noise impacts and therefore is not included in this analysis.

Regulatory Setting

Federal Transit Administration

The FTA has recommended noise criteria related to traffic-generated noise in *Transit Noise and Vibration Impact Assessment* that can be used to determine whether a change in traffic would result in a substantial permanent increase in noise (FTA 2018).

Table 18 shows the significance thresholds for increases in traffic-related noise levels. These standards are applicable to project impacts on existing sensitive receivers (as defined under *Environmental Setting* above).

Table 18 Significance of Changes in Operational Roadway Noise Exposure

Existing Noise Exposure (dBA DNL or L _{eq})	Allowable Noise Exposure Increase (dBA DNL or L _{eq})
45-49	7
50-54	5
55-59	3
60-64	2
65-74	1
75+	0

dBA = A-weighted sound pressure level
DNL =Day-Night Average Level
L_{eq} =Equivalent continuous sound level
Source: FTA 2018

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For adjacent residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period. These values are used in the construction noise analysis as the thresholds as the City does not specify construction noise limits.

City of Salinas

SALINAS GENERAL PLAN

The City of Salinas Noise Element contains goals and policies that are designed to protect the community from excessive noise. The Noise Element establishes the following goals and policies that would apply to the proposed project:

Goal N-1: Minimize the adverse effects of noise through proper land use planning.

- Policy N-1.1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the Noise Contours Map as a guide for future planning and development decisions.
- Policy N-1.2:** Require the inclusion of noise-reducing design features in development and reuse/revitalization projects to address the impact of noise on residential development.
- Policy N-1.4:** Ensure proposed development meets Title 24 Noise Insulation Standards for construction.

Goal N-3: Minimize non-transportation related noise impacts.

- Policy N-3.1:** Enforce the City of Salinas Noise Ordinance to ensure stationary noise sources and noise emanating from construction activities, private development/residences and special events are minimized.

Table 19 and Table 20 present the noise standards and noise/land use compatibility standards established by the General Plan Noise Element.

Table 19 Exterior Noise Standards

Designation/District of Property Receiving Noise	Maximum Noise Level, L_{dn} or CNEL, dBA
Agricultural	70
Residential	60
Commercial	65
Industrial	70
Public and Semipublic	60
Source: City of Salinas 2002b	

Table 20 Noise and Land Use Compatibility Matrix

Land Use Category	Normally Acceptable ¹	Conditionally Acceptable ²	Normally Unacceptable ³	Clearly Unacceptable ⁴
Residential	50-60	60-70	70-75	75-85
Transient Lodging – Motel, Hotel	50-60	60-75	75-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	N/A	50-70	N/A	70-85
Sports Arena, Outdoor Spectator Sports	N/A	50-75	N/A	75-85
Playgrounds, Parks	50-70	N/A	70-75	75-85
Golf Course, Riding Stables, Water Recreation, Cemeteries	50-70	N/A	70-80	80-85
Office Buildings, Business Commercial, and Professional	50-65	60-75	75-85	N/A
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-80	80-85	N/A

¹ Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.

² Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.

³ Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.

⁴ Clearly Unacceptable: New construction or development clearly should not be undertaken.

Source: City of Salinas 2002b

According to the City's General Plan, if the noise level of a project falls within normally acceptable noise levels or conditionally acceptable noise levels, the project would be considered compatible with the noise environment. Normally acceptable noise levels implies that no mitigation would be needed. Conditionally acceptable noise levels implies that minor mitigation may be required to meet the City's and Title 24 noise standards. If the noise level falls within normally unacceptable noise levels, substantial mitigation would likely be needed to meet City noise standards. Mitigation may involve construction of noise barriers and substantial building sound insulation.

CITY OF SALINAS MUNICIPAL CODE

Section 37-50.180 of the Zoning Code identifies performance standards for noise for the receiving property based on its zoning. Residential and Public/Semipublic Districts allow maximum noise levels to be at or below 60 dBA or CNEL; Mixed Use and Commercial Districts allow maximum noise

levels to be at or below 65 dBA or CNEL, as long as interior noise levels at residential developments do not exceed a maximum of 45 dBA from exterior ambient noise; Parks/Open Space Districts allow maximum noise levels to be at or below 70 dBA or CNEL.

SMC Section 5-12.03 describes examples of prohibited noise disturbances, which include the following:

- (a) Residential devices: Yard supplies, radios, television sets, musical instruments, and similar devices. Operating, playing, or permitting the operation or the playing of devices necessary and commonly associated with residential living. Such noise includes, but is not limited to, noise created by power mowers, trimmers, home appliances (radios and televisions), musical instruments, home workshops, vehicle repairs and testing, home construction projects, or similar devices or activities which produces or reproduces sound. Noise generated from residential devices between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to create a noise disturbance across a residential or a commercial property line or at any time to violate the provisions of this section.
- (b) Speakers; Amplified sounds. Using or operating for any purpose any speaker, speaker system, or similar device between the hours of 10:00 p.m. and 7:00 a.m., such that the sound therefrom creates a noise disturbance across a residential property line, or at any time otherwise violates the provisions of this section, except for any noncommercial public speaking, public assembly, or other activity or activity for which a permit has been issued pursuant to the provisions of this Code.
- (c) Animals. Owning or possessing any animal (including a bird) which frequently or for long duration, howls, barks, meows, squawks, or makes other sounds which create a noise disturbance across a residential or a commercial property line.
- (d) Loading and unloading. Loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, or similar objects between the hours of 10:00 p.m. and 7:00 a.m. in such a manner as to cause a noise disturbance across a residential property line or at any time otherwise violate the provisions of this section.
- (e) Emergency signaling devices. The intentional sounding or permitting the sounding outdoors of any fire, burglar, or similar emergency signaling device, except for emergency purposes or testing. Sounding or permitting the sounding of any exterior burglar or fire alarm or any motor vehicle alarm, unless such alarm is terminated within thirty (30) minutes of activation.
- (f) Domestic power tools, machinery. Operating or permitting the operation of any mechanically-powered saw, sander, drill, grinder, lawn or garden tool, or similar tool between the hours of 10:00 p.m. and 7:00 a.m. so as to create a noise disturbance across a residential or a commercial property line.

SMC Section 5.13.01 restricts the use of sound amplifying equipment and sound trucks between the hours of 10:00 p.m. and 7:00 a.m.

Project Noise Setting

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Salinas General Plan Noise Element identifies noise-sensitive land uses as

residences, schools, hospitals, religious meetings, and recreational areas (City of Salinas 2002b). Noise-sensitive receivers nearest to the site are provided in Table 21 below.

Table 21 Nearest Sensitive Receivers to Site

Nearest Receiver	Zoning	Distance from Property Line to Receiver (direction)	Distance from Center of Rezone Site to Receiver
Residences to the east	R-M-3.6	25 feet (east)	130 feet
Residences to the west	R-L-5.5	100 feet (west)	300 feet

Noise Measurements

The most prevalent source of noise in the project site vicinity is vehicular traffic along nearby roadways such as Preston Street adjacent immediately east of the project site and Casentini Street approximately 190 feet north of the project site. To characterize ambient sound levels at and near the project site, two 15-minute sound level measurements were conducted on Wednesday, August 11, 2021 at 12:16 p.m. and 12:34 p.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Noise Measurement (NM) 1 was taken at the entrance of the project site approximately 15 feet from the centerline of Preston Street to capture ambient noise levels of the adjacent residences east of the project site. NM2 was at the northwestern edge of the project site at to capture noise levels near residences along Greenbriar Way and vehicular traffic along Casentini Street north of the project site. Table 22 summarizes the results of the noise measurements. Detailed sound level measurement data are included in Appendix E. Figure 7 shows the noise measurement locations.

Table 22 Project Site Vicinity Sound Level Monitoring Results- Short-Term

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
NM1	Project Site Entrance west of Preston Street	12:16 – 12:36 p.m.	Approximately 15 feet to centerline of Preston Street	48	45	60
NM2	Northeastern edge of project boundary	12:34 – 12:49 p.m.	Approximately 500 feet to centerline of Casentini Street	49	44	60

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; L_{min} = minimum instantaneous noise level; L_{max} = maximum instantaneous noise level

Detailed sound level measurement data are included in Appendix E.

Figure 7 Noise Level Measurement Locations



- a. *Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Construction

General Construction

Construction noise was estimated using the FHWA Roadway Construction Noise Model (RCNM) (FHWA 2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at noise sensitive receivers near the project site. RCNM provides reference noise levels for standard construction equipment, with an attenuation rate of 6 dBA per doubling of distance for stationary equipment.

Variation in power from construction equipment imposes additional complexity in characterizing the noise source level. Power variation is accounted for by describing the noise at a reference distance from the equipment operating at full power and adjusting it based on the duty cycle of the activity to determine the L_{eq} of the operation (FHWA 2006). Each phase of construction has a specific equipment mix, depending on the work to be accomplished during that phase. Each phase also has its own noise characteristics; some will have higher continuous noise levels than others, and some have high-impact noise levels.

Construction activity would result in temporary noise in the project site vicinity, exposing surrounding nearby receivers to increased noise levels, but only during certain times of a day. Construction noise would typically be higher during the heavier periods of initial construction (i.e., site preparation and grading) and would be lower during the later construction phases (i.e., building construction and paving). Typical heavy construction equipment during project grading could include dozers, loaders, graders, and dump trucks. It is assumed that diesel engines would power all construction equipment. However, construction equipment would not all operate at the same time or location. In addition, construction equipment would not be in constant use during the 8-hour operating day.

Per SMC Section 5-13.01, noise generated by construction activities would be required to occur between the hours of 7:00 a.m. to 10:00 p.m. However, for purposes of analyzing impacts from this project, the FTA *Transit Noise and Vibration Impact Assessment Manual* (FTA 2018) criteria were used. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction. For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period (FTA 2018).

Project construction would occur nearest to single-family residences immediately to the east of the project site. Over the course of a typical construction day, construction equipment could be located as close as 15 feet to adjacent properties, but would typically be located at an average distance farther away due to the nature of construction and the size of the project. Therefore, it is assumed that over the course of a typical construction day the construction equipment would operate at an average distance of 170 feet from the single-family residences immediately adjacent southeast of the project site.

Construction noise is typically loudest during activities that involve excavation and moving soil, such as site preparation and grading. A potential high-intensity construction includes a dozer, grader, and front-end loader working during grading to excavate and move soil. At a distance of 170 feet, a

dozer, grader and front-end loader would generate a noise level of 73 dBA L_{eq} (RCNM calculations are included in Appendix E). Therefore, construction noise levels would not exceed the FTA noise threshold of 80 dBA L_{eq} for residential uses, and impacts would be less than significant.

On-site Operational Noise

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of residential development, such as heating ventilation, and air conditioning (HVAC) units, vehicles arriving and leaving, children at play, and landscape maintenance machinery. Vehicles arriving and leaving, children at play, and landscape maintenance are consistent with the existing noise environment and would not be anticipated to exceed applicable noise level limits from the applicable regulatory thresholds. Therefore, these sources are not considered substantial and are not analyzed further.

Stationary Noise

The primary on-site operational noise source from the project would be HVAC units. This analysis assumes the use of a typical HVAC system for multi-family residential sites, which is a 2.5-ton Carrier 24ABA4030 air conditioner with Puron refrigerant that has a sound power level of 76 dBA (see Appendix E for manufacturer's specifications). The project was assumed to contain 83 HVAC units based on 83 dwelling units. Based on typical locations of HVAC units for multi-family buildings, it is assumed that 83 roof-top HVAC units distributed across the project site would be needed, producing a combined noise level at off-site receivers that is equivalent to all units being located at the center of the project site, which is measured at approximately 160 feet from the nearest off-site sensitive receivers adjacent west of the proposed development boundary along Olive Avenue (see Appendix E for the manufacturer's noise data and HVAC noise calculations). For this analysis and based upon a sound power level of 76 dBA, it is estimated that the sound power level of a single HVAC unit would generate an equivalent sound pressure level of 58 dBA at 7 feet.

HVAC units are considered continuous noise sources. Per SMC Section 37-50.180, project impacts would be significant if operational noise levels from the project's HVAC equipment exceed 60 dBA for nearby residential uses. Noise levels generated by the rooftop HVACs, would be approximately 50 dBA L_{eq} at 160 feet, which would not exceed the City's threshold of 60 dBA for nearby residential areas. Therefore, impacts related to HVAC equipment noise would be less than significant.

Traffic Noise

The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes. Noise levels with and without project generated traffic were developed based on algorithms and reference levels from the Federal Highway Administration's (FHWA's) Traffic Noise Model.

The project would generate additional vehicle trips when compared to existing conditions that would increase noise levels on nearby roadways. As discussed in the project Transportation Analysis, the project is anticipated to generate 377 average daily trips (ADT), including 31 trips during the a.m. peak hour and 32 trips during the p.m. peak hour (Hexagon Traffic Consultants, Inc. 2022).⁸ The Transportation Analysis study area includes roadway segments of North Main Street, West Menke Street, West Rossi Street, and Martella Street (Hexagon Traffic Consultants, Inc. 2022).

⁸ ADT was derived from W-Trans. Transportation Analysis, which utilized 91 townhome dwelling units for the proposed project.

Project traffic intersection movements from the traffic study were used to estimate project ADT for each segment. In the Transportation Analysis, p.m. peak hour traffic was generally shown to consist of higher traffic volumes than the a.m. peak hour; therefore, p.m. peak hour traffic was utilized for conservative purposes. Traffic volumes depicted in this analysis are based on the Transportation Analysis scenarios that include existing conditions, existing plus project trip volumes (Hexagon Traffic Consultants, Inc. 2022).

The posted speed limit on West Menke Street and Martella Street is 25 miles per hour, while the speed limit for North Main Street and West Rossi Street is 40 miles per hour. There was no observed vehicle counts conducted during short term noise measurements due to restricted visibility of the roadway segments and the project site. Therefore, the vehicle classification mix for modeling assumes a typical breakdown of 97 percent automobiles, 2 percent medium trucks, and 1 percent heavy trucks. Traffic distribution through the day was modeled assuming 85 percent of total daily vehicle traffic during daytime hours and 15 percent of daily vehicle traffic during nighttime hours.

The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes from the proposed project. Noise levels with and without project-generated traffic for the existing volumes are shown in Table 23. As shown, traffic noise increases would be up to 2 dBA, which would not exceed the 3 dBA criterion for off-site traffic noise impacts. Impacts would be less than significant.

Table 23 Existing Conditions Traffic Noise Increases

Roadway	Segment	Speed (mph)	Existing Volume ¹ (ADT)	Existing + Project Volume ² (ADT)	Existing Noise Level ¹ (dBA)	Existing + Project Noise Level ² (dBA)	Noise Level Increase ³ (dBA)
West Menke Street	Martella Street to North Main Street (West)	25	420	530	57	58	1
West Menke Street	North Main Street to Bridge Street (East)	25	730	730	60	60	<1
North Main Street	Cassentini Street to West Menke Street (North)	40	25680	25800	73	73	<1
North Main Street	West Menke Street to West Rossi Street (South)	40	25570	25600	73	73	<1
West Rossi Street	Sansome Street to Martella Street (West)	40	11340	11450	70	70	<1
West Rossi Street	Martella Street to North Main Street (East)	40	11700	11790	70	70	<1
Martella Street	West Menke Street to West Rossi Street (North)	25	480	680	59	60	2
Martella Street	West Rossi Street to West Lake Street (South)	25	460	460	59	59	<1

dBA = A-weighted decibels; ADT = average daily trips; mph = miles per hour

¹ Transportation Analysis Existing PM Peak hour trips

² Transportation Analysis Project Trip Distribution

³ Numbers may not add up due to rounding.

Source: Hexagon Traffic Consultants, Inc. 2022

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project result in generation of excessive groundborne vibration or groundborne noise levels?*

Construction

Project construction would not involve activities typically associated with excessive groundborne vibration such as pile driving or blasting. The equipment utilized during project construction that would generate the highest levels of vibration may include the operation of a large dozer⁹. The City of Salinas has not adopted standards to assess vibration impacts during construction and operation. However, Caltrans has developed limits for the assessment of vibrations from transportation and construction sources. Construction vibration estimates are based on vibration levels reported by Caltrans and the FTA (Caltrans 2020a; FTA 2018). The thresholds of significance used in this analysis to evaluate vibration impacts are based on these impact criteria, as summarized in Table 17.

Project construction may require operation of vibratory equipment such as a large dozer within 15 feet of off-site residences. A dozer would create approximately 0.089 in/sec PPV at 25 feet (Caltrans 2020). This would equal a vibration level of 0.16 in/sec PPV at a distance of 15 feet.¹⁰ This would be lower than what is considered a distinctly perceptible impact for humans of 0.24 in./sec. PPV, and the structural damage impact to residential structures of 0.2 in/sec PPV. Therefore, temporary vibration impacts associated with the dozer (and other potential equipment) would be less than significant.

Operation

As a residential use, the project would not generate significant stationary sources of vibration, such as manufacturing or heavy equipment operations. No operational vibration impact would occur.

LESS THAN SIGNIFICANT IMPACT

- c. *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

The nearest public airport to the site is the Salinas Municipal Airport (SNS) located approximately 2.7 miles southeast of the project site. The project would not be located in the airport's 55 dBA CNEL contour (City of Salinas 2002b). Because the site is located outside the noise contours of the SNS, and no other airports are located nearby, the project would not expose people residing or working in the project area to excessive aircraft-related noise. There would be no impact.

NO IMPACT

⁹ Construction equipment assumptions were based on CalEEMod standard construction equipment use as detailed in Appendix E.

¹⁰ $PPV_{Equipment} = PPV_{Ref} (15/D)^n$ (in/sec), PPV_{Ref} = reference PPV at 15 feet, D = distance, and $n = 1.1$

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?*

With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 76 residential units over roughly 129,202 sf. As such, the project would directly generate population growth. Based on a per-person household rate of 3.85 for the City of Salinas (DOF 2021), the proposed 76 units would add an estimated 293 new residents to the City's population. The 2021 population of Salinas is estimated at 160,206 (DOF 2021). The addition of new residents at the site would therefore increase the population of Salinas to 160,499. AMBAG estimates that the City's population will increase to 175,358 by 2040, an increase of 17,299 residents since 2015 (AMBAG 2022). The population increase facilitated by the proposed project would therefore be within AMBAG's population forecast for the City.

The city also currently has 43,579 housing units (DOF 2021). The addition of 76 units would bring the total number of housing units to 43,655. The latest AMBAG projections also estimate that the number of housing units in the city in 2040 will be 52,229 (AMBAG 2022). The housing growth facilitated by the project is therefore well within AMBAG projections. Therefore, the proposed project would not substantially induce population growth through the provision of new housing units.

It should be noted that overcrowding is a documented issue in the City, with 7,351 households, or 18 percent of all households, categorized as overcrowded in 2016 (County of Monterey 2019). This is further evidenced by the persons per household rate in the City of Salinas (3.85) as compared to Monterey County (3.30) and the State of California as a whole (2.91) (DOF 2021). The project would assist in alleviating overcrowding in the City by providing more available units to existing residents. Therefore, the proposed project would not facilitate substantial unplanned population growth in the area and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The site is currently vacant and undeveloped. There are no existing housing units or people residing at the site. Therefore, future buildout facilitated by the proposed project would not displace any existing housing units or people. No impact would occur.

NO IMPACT

15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Salinas Fire Department (SFD) provides all-risk fire protection to the City of Salinas in the form of fire suppression, search and rescue, emergency medical services, operational training, disaster preparedness, community education, and other services based on community needs. Total authorized staffing for the SFD is 99 personnel, 93 of which are sworn public safety employees. SFD operates with three platoons. Each platoon has six engine companies that are made up of a Captain, Engineer, and two Firefighters, with one of the members being a Paramedic. The department has six pumper trucks, two ladder trucks, a crash truck for airport emergencies and other service vehicles (City of Salinas 2021b).

According to the City of Salinas Community Risk Assessment, the SFD has established performance goals for the first unit response time of within five minutes, 90 percent of the time for emergency medical incidents; and within five minutes, 20 seconds, 90 percent of the time for fire and all other priority incidents. Overall, response time for all priority incidents was within seven minutes, 23

seconds, 90 percent of the time during 2018, indicating that the SFD is not meeting its performance goals (City of Salinas 2019a).

SFD Fire Station #1 is closest to the site at 216 West Alisal Street, approximately 0.8 mile southwest of the site. The site is in the existing service area of the SFD. Future development at the site would be required to comply with applicable Fire Code requirements and project design plans would be reviewed by the SFD prior to construction. The project would facilitate population growth and would result in an increased demand for services proportional to the population increase; however, the increase would be incremental and within the growth projections for Salinas, as discussed within Environmental Checklist Section 14, *Population and Housing*. The addition of an estimated 293 future residents would not create excessive demand for emergency services or introduce development to areas outside of normal service range that would necessitate new fire protection facilities. With the continued implementation of existing practices, including compliance with the California Fire Code, future development of the project site would undergo review by the SFD during the Building Permitting process to ensure adequate access, consistency with existing facilities, and acceptable response times. Therefore, the project would not place an unanticipated burden on fire protection services or affect response times or service ratios such that new or expanded fire facilities would be needed. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The Salinas Police Department (SPD) provides police protection in the City of Salinas, including to the project site. The SPD has 187 full-time sworn officers. Under this sworn staffing level, the SPD has one sworn officer for every 867 residents. The SPD is divided into three divisions: Field Operations, Investigations, and Administration. The Field Operations Division is headed by one Assistant Chief who oversees the Patrol Division, K-9 Unit, Traffic Unit, Crime Scene Investigators Unit, and Special Operations (SPD 2021).

The SPD communications center screens and assign calls on a priority basis based on the nature of the problem. SPD response time data is currently unavailable; however, the highest priority calls are typically answered within a few minutes. Less urgent calls can take longer depending on availability of the police officers and other calls the department is responding to at the time.

The nearest police station is at 312 East Alisal Street, located approximately 0.6 mile south of the site. The project would generate new population and associated demand for services; however, the increase would be incremental and within the growth projections for Salinas, as discussed within Environmental Checklist Section 14, *Population and Housing*. The addition of an estimated 293 residents would not create excessive demand for police services or introduce development to areas outside of the SPD's normal service range that would necessitate new police protection facilities. Therefore, the project would not place an unanticipated burden on police protection services or affect response times or service ratios such that new or expanded police facilities would be needed. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

The site is located in the Salinas City Elementary and Salinas Union High School Districts (City of Salinas 2017). In the 2019-2020 school year, Salinas City Elementary School District had an enrollment of 6,689 students and Salinas Union High School District had an enrollment of 15,818 students (California Department of Education 2021). Salinas City Elementary School District has a total capacity of approximately 9,000 students (Salinas City Elementary School District 2021) and Salinas Union High School District has a total enrollment capacity of 16,000 students (Salinas Union High School District 2021). Development facilitated by the proposed project would add up to 76 new residential units in the City. Assuming a conservative student generation rate of one student per residential unit, the development of the site would generate up to 76 additional students at local schools. While future development would increase the number of students, it would not do so to the extent that new school facilities would be required, as the increase would be incremental, and would not result in an exceedance in capacity of the local elementary and high school districts. Furthermore, a school impact fee is collected for each residential unit that is constructed. As stated in California Government Code Section 65997, the payment of mandatory fees to the affected school districts would reduce potential school impacts to less than significant level under CEQA. Therefore, the project would not result in significant impacts, as the payment of impact fees is considered adequate mitigation for this impact. Therefore, impacts related to the need for new school facilities as a result of implementing the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, public facilities, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?*

As described in Environmental Checklist Section 16, *Recreation*, the Salinas General Plan establishes a standard of 3.0 acres of parkland for every 1,000 residents and has a current ratio of 4.27 acres of parkland for every 1,000 residents. The addition of 293 residents as a result of the project would result in a ratio of approximately 4.25 acres of parkland for every 1,000 residents. This would result in an incremental reduction in available recreation space per resident in the City but would be above the minimum required parkland standard of 3.0 acres of parks for every 1,000 residents. Therefore, while the project would facilitate new housing development that would contribute additional residents to the City population, given the existing population in the City and the number of new residents the project would produce, it would not result in overuse of parks such that substantial physical alteration of parks would occur, or require the construction of new park facilities. Impacts would be less than significant; refer to Environmental Checklist Section 16, *Recreation*, for further discussion.

LESS THAN SIGNIFICANT IMPACT

- a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?*

As described in criteria a.1 through a.4 above, impacts related to expanded or altered government facilities, including fire, police, school, and park facilities, would be less than significant.

Other government facilities include library services, which are provided by the Salinas Public Library. The public library system in Salinas is comprised of three branch libraries: John Steinbeck Library, Cesar Chavez Library, and El Gabilan Library. The library collection includes more than 100,000 books, magazines, movies, and audiobooks, and a separate Steinbeck Collection of more than a thousand books, articles, and historical items. The closest library branch is the John Steinbeck Library located at 350 Lincoln Avenue, approximately 0.8 mile south of the site.

As described in Environmental Checklist Section 14, *Population and Housing*, development facilitated by the proposed project would generate population growth of approximately 293 people. This level of population growth would not be substantial in relation to the City's overall population and would thus not require construction of new library facilities. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a. *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*
- b. *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

Pursuant to the City's Park Classifications and Sports Facilities Standards that were adopted in 2018, parkland is classified to assist in planning for the community's recreational needs. The six classifications of parks in Salinas include community parks, neighborhood parks, small parks, school parks, greenways, and special use areas. Each classification corresponds to a different size and type of park as well as a different population-based standard for parks to person ratios. According to a recreational facility inventory conducted in 2019, Salinas provides more than 684 acres of public parkland and recreation facilities distributed throughout 52 park sites and numerous open space parcels (City of Salinas 2019b). The City's current estimated population is 160,206 residents (DOF 2021). Therefore, the ratio of parks to residents in the City is 4.27 acres of developed public parkland for every 1,000 residents.

Recreational facilities nearest the site include the Rossi Rico Linear Parkway (located approximately 0.13 mile from the site), Bataan Memorial Park (0.41 mile from the site), and Central Community Park (0.76 mile from the site). Central Community Park is larger community park facility with a minimum of 20 acres or larger of developed recreational space that serves several neighborhoods. Rossi Rico Linear Parkway and Bataan Memorial Park are small parks that are generally less than two acres in size and provide some recreation services to residents within 0.25-mile walking distance. All parks are within a one-mile radius of the site (City of Salinas 2018).

Table LU-4 of the Salinas General Plan establishes public services and facility service standards in the city, including standards for the city's parks and recreation services. The service standard for parks in Salinas, as described by the Salinas General Plan is 3.0 acres of developed community parkland per 1,000 residents.

As described in Environmental Checklist Section 14, *Population and Housing*, the proposed project would facilitate the development of up to 76 housing units at the site and would increase the population of Salinas to 160,499. Therefore, if all 76 housing units potentially allowed under the proposed GPA were constructed, the ratio of urban parks to residents in the City would be 4.25 acres of developed public parkland for every 1,000 residents. This would result in an incremental reduction in available recreation space per resident in the City but would be above the minimum required parkland standard of 3.0 acres of parks for every 1,000 residents. Additionally, the SMC requires the provision of on-site open space areas for residential and mixed-use developments. Therefore, while the project would facilitate new housing development that would contribute additional residents to the City population, given the existing population in the City and the number of new residents the project would produce, it would not substantially alter citywide demand for parks such that substantial physical deterioration of parks would occur, or the construction of new recreational facilities would be required. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is based on transportation analysis for the project completed by Hexagon Transportation Consultants, Inc, provided in Appendix D.

Existing Roadway Setting

The project site is regionally accessible via US Highway 101, a four-lane freeway approximately 0.25 mile north of the site; SR 183, a two-lane highway approximately 0.4 mile south of the site; and SR 68, a four-lane highway approximately one mile south of the site. Local access to the project site is provided by North Main Street, West Rossi Street, West Menke Street, Martella Street, and Preston Street, which are described in detail below.

North Main Street is a four-lane, north-south roadway approximately 700 feet east of the project site. North Main Street is the primary north-south roadway in the City of Salinas and connects North Salinas and US Highway 101 to the city's downtown area. North Main Street provides sidewalks and on-street parking on both sides of the roadway. Access to the project site from North Main Street would be provided by West Menke Street and West Rossi Street.

West Menke Street is a two-lane, east-west roadway that intersects with North Main Street approximately 700 feet southeast of the project site. There is a continuous sidewalk on the north side of West Menke Street, with parking permitted on both sides of the roadway. Access to the project site from West Menke Street would be provided by Martella Street.

West Rossi Street is a two-lane, east-west roadway that intersects with North Main Street approximately 0.2 mile southeast of the project site. West Rossi Street provides sidewalks and bike lanes on both sides of the roadway and on-street parking on its northern side. Access to the project site from West Rossi Street would be provided by Martella Street.

Martella Street is a two-lane, north-south roadway perpendicular to West Rossi Street and parallel to North Main Street. Martella Street turns west toward the project site and becomes Preston Street approximately 350 feet east of the project site. Intermittent sidewalks and on-street parking is provided along both sides of Martella Street. Access to the project site from Martella Street would be provided by Preston Street.

Preston Street is a two-lane, north-south roadway immediately east of the project site. West Preston Street provides a sidewalk on its northern side with parking permitted on both sides of the roadway. The project site is located at the western end of Preston Street.

Existing Transit Setting

Existing transit services in the vicinity of the project site are provided by Amtrak and MST. The Salinas Amtrak station is located approximately 0.4 mile south of the project site and provides train and connecting bus services. Amtrak provides one daily train service in each direction via the Coast Starlight route and connecting bus services to train stations to the north several times daily.

The project site is served by five MST bus routes, including Routes 23, 29, 44, 49, and 95. Table 24 describes these routes and the bus stops' location in relation to the project site.

Table 24 Monterey-Salinas Transit Bus Services

Bus Route	Route Description	Hours of Operation	Headway ¹	Bus Stop Location
Route 23	Salinas to King City	6:45 am – 10:00 pm	60 minutes	0.2 mile southeast of the project site, west side of North Main Street
Route 29	Watsonville to Salinas via Prunedale	5:45 am – 7:00 pm	120 minutes	700 feet southeast of the project site, west side of North Main Street
Route 44	Northridge to Salinas	6:30 am – 6:15 pm	75 minutes	0.4 mile southwest of the project site, south side of West Rossi Street
Route 49	Santa Rita via Northridge	6:15 am – 10:00 pm	60 minutes	0.2 mile southeast of the project site, east side of North Main Street
Route 95	Williams Ranch to Northridge	9:30 am – 5:15 pm	120 minutes	0.2 mile southeast of the project site, east side of North Main Street

¹ Approximate headways during peak commute periods.

Source: Appendix D

Existing Bicycle Setting

There are several bicycle facilities in the vicinity of the project site, which are categorized into one of the following three classes:

- **Class I Bikeway (Bike Path).** Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel. The Rossi Rico Parkway is an east-west bike path that connects West Rossi Street to Davis Road on the western edge of Salinas. The Rossi Rico Parkway would be accessible from the project site via West Rossi Street, approximately 1,500 feet south of the site.
- **Class II Bikeway (Bike Lane).** Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Striped bike lanes are present on 1.3 miles of West Rossi Street between Davis Road and Sherwood Drive.

- **Class III Bikeway (Bike Route).** Class III bikeways are bike routes that have signs to help guide bicyclists on recommended routes. A Class III bikeway is present on Rico Street, a north-south roadway approximately 0.3 mile west of the project site, for approximately 0.4 mile between West Rossi Street and Larkin Street. A Class III bikeway is also present on Casentini Street, an east-west roadway approximately 350 feet north of the project site, for approximately 0.5 mile between North Main Street and Rico Street.

Existing Pedestrian Setting

Pedestrian facilities near the project site consist primarily of sidewalks along roadways in the vicinity of the project site. While sidewalks are absent along several property frontages on Preston Street, Martella Street, and West Menke Street, a continuous sidewalk connects the project site to North Main Street, a major street in the project vicinity. Other pedestrian facilities in the area include marked crosswalks at the intersections of North Main Street and West Rossi Street, North Main Street and West Menke Street, and Martella Street and West Rossi Street. The existing network of sidewalks and crosswalks provides adequate connectivity and provides pedestrians with safe routes to transit services in the area.

Regulatory Setting

California Senate Bill 743

On September 27, 2013, Governor Jerry Brown signed Senate Bill (SB) 743 into law, which eliminated automobile delay, level of service (LOS), and other similar measures of vehicular capacity or traffic congestion as a basis for determining significant impacts under CEQA. In December 2018, the Office of Planning and Research (OPR) released the final update to the *CEQA Guidelines* consistent with SB 743, which states that VMT is the most appropriate metric of transportation impacts to align local environmental review under CEQA with California's long-term greenhouse gas emissions reduction goals. In October 2020, the City of Salinas adopted its SB 743 Implementation Policy for analyzing VMT in CEQA documents. This policy establishes a VMT impact threshold of 15 percent below the countywide residential VMT per capita for residential uses in the city. The City's VMT Evaluation Tool indicates that the current countywide average VMT per capita is 11.40; thus, a project would result in a significant impact if it would generate 9.7 VMT per capita or greater.

City of Salinas General Plan Policies

The General Plan contains the following transportation-related goals, policies, and programs, which apply to development projects in the City:

Goal CD-3 Create a community that promotes a pedestrian-friendly, livable environment.

- Policy CD-3.6** Provide and maintain a pedestrian-friendly atmosphere by encouraging "pedestrian zones" with increased land-scaping, use of traffic-calming techniques on local streets, adequate separation from automobile traffic and the inclusion of amenities such as lighted crosswalks and increased lighting along sidewalks.

Goal C-1 Provide and maintain a circulation system that meets the current and future needs of the community.

- Policy C-1.2** Strive to maintain traffic Level of Service (LOS) D or better for all intersections and roadways.
- Policy C-1.3** Require that new development and any proposal for an amendment to the Land Use Element of the General Plan demonstrate that traffic service levels meeting established General Plan standards will be maintained on arterial and collector streets.
- Policy C-1.4** Continue to require new development to contribute to the financing of street improvements, including formation of roadway maintenance assessment districts, required to meet the demand generated by the project.
- Policy C-1.5** Ensure that new development makes provisions for street maintenance through appropriate use of gas tax and formation of maintenance assessment districts.
- Policy C-1.7** Design roadway capacities to adequately serve planned land uses.
- Policy C-1.8** Whenever possible, in reuse/revitalization projects, reduce the number of existing driveways on arterial streets to improve traffic flow.
- Policy C-2.1** Urge a countywide approach to Transportation Demand Management (TDM) and Transportation Systems Management (TSM) as the best way to reduce peak-hour vehicle trips and congestion at major employment centers.
- Policy C-3.1** Support Monterey-Salinas Transit initiatives to provide adequate and improved (i.e. more frequent availability and use of Intelligent Transportation System measures where appropriate) public transportation service.
- Policy C-3.2** Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service.
- Policy C-3.3** Support the extension of commuter rail to Salinas to allow for alternatives to automobile use.

Goal C-4 Provide an extensive, safe public bicycle network that provides on-street as well as off-street facilities.

- Policy C-4.2** Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes, that promote bicycling.
- Policy C-4.4** Improve the biking environment by providing safe and attractive cut-throughs, bike lanes, and bike paths for both recreational and commuting purposes.
- Policy C-4.6** Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design.

Policy C-5.1 Increase availability of safe and well-maintained sidewalks in all areas of the City.

Policy C-5.5 Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes.

Implementation Program C-12: Salinas Bikeways Plan

Continue to implement the Salinas Bikeways Plan by applying for additional funding and requiring developers to assist in the provision of the needed facilities.

Implementation Program C-13: Pedestrian Facilities

Require new development and redevelopment to provide pedestrian facilities within the project and pedestrian connections with major destinations. Identify areas within the existing community that would benefit from improved pedestrian facilities. Explore additional funding sources to provide additional pedestrian facilities.

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

Roadway Facilities

SB 743 has phased out the use of LOS to determine potential transportation impacts. However, in evaluating project consistency with the City's General Plan, a comparison of LOS is still required pursuant to General Plan Policies C-1.2 and C-1.3. This analysis is provided for informational purposes. LOS is a qualitative description of operating conditions ranging from LOS A, free-flow conditions with little to no delay, to LOS F, congested conditions with excessive delays.

Intersections evaluated in this analysis include the signalized intersection of North Main Street and West Rossi Street, and the two-way stop-controlled intersections of North Main Street and West Menke Street, and West Rossi Street and Martella Street. These study intersections were evaluated using the 2010 Highway Capacity Manual LOS methodology using Synchro software (Appendix D). The project would not be consistent with the City's General Plan roadway operations policies if:

- The addition of project traffic would cause operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level (LOS E or F), or
- The addition of project traffic adds one vehicle trip to intersections already operating at an unacceptable level.

Table 25 summarizes the LOS analysis for each of the evaluated intersections. Further information regarding this analysis is provided in Appendix D.

Table 25 Intersection Level of Service Impacts

Intersection	Control	Peak Hour	No Project		With Project			Impact?
			Average Delay (sec)	LOS	Average Delay (sec)	LOS	Increase in Delay (sec)	
North Main Street and West Menke Street	Two-way stop	AM	65.9	F	79.5	F	13.6	Yes
		PM	183.3	F	183.3	F	0	No
North Main Street and West Rossi Street	Signal	AM	28.9	C	29.1	C	0.2	No
		PM	31.3	C	31.6	C	0.3	No
West Rossi Street and Martella Street	Two-way stop	AM	22.3	C	24.1	C	1.8	No
		PM	26.2	D	27.9	D	1.7	No

Source: Appendix D

As shown above, the signalized intersection of North Main Street and West Rossi Street and the unsignalized intersection of West Rossi Street and Martella Street operate at an acceptable LOS D or better during AM and PM peak hours. However, the unsignalized intersection of North Main Street and West Menke Street currently operates at an unacceptable LOS F during AM and PM peak hours. Implementation of the project is estimated to increase delay at the intersection by 13.6 seconds during AM peak hours.

While it is estimated that the project would adversely increase delay at the intersection of North Main Street and West Menke Street, field observations performed by Hexagon Transportation Consultants (Appendix D) indicate that gaps in traffic are available during both peak hours at the intersection. A gap in traffic, as defined by the 2010 Highway Capacity Manual, is the time needed for a driver to safely navigate from a minor street approach. The longest gap is typically a left turn from a minor street onto a two-way major street, or the left turn from West Menke Street onto northbound North Main Street. Based on the values described in the Highway Capacity Manual, vehicles originating at the project site would need a minimum gap of at least 7.5 seconds to turn from West Menke Street onto northbound North Main Street. Field observations indicate that vehicles on West Menke Street were easily able to make this turn, with AM peak hour gaps averaging 12 seconds and PM peak hour gaps averaging 16 seconds (Appendix D). This results in fewer vehicles approaching the unsignalized intersection of North Main Street and West Menke Street. Therefore, impacts to policies related to operation of roadway facilities would be less than significant.

Transit Facilities

The project site is adequately served by existing MST transit services along North Main Street, as listed in Table 24. The new transit trips generated by the project are not expected to create demand that exceeds capacity of transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities. Therefore, impacts to transit services would be less than significant.

Bicycle and Pedestrian Facilities

The proposed project would involve a GPA and subsequent rezoning to allow construction of high-density residential units at the project site. Future development at the project site would likely include sidewalks, pedestrian facilities, and bicycle facilities. The project would not involve removal

of any bicycle or pedestrian facilities, nor would it conflict with any adopted plans or policies for bicycle or pedestrian facilities. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?*

As described under *Regulatory Setting*, SB 743 and *CEQA Guidelines* Section 15064.3 identify VMT as the most appropriate criteria to evaluate a project's transportation impacts. In adherence to SB 743, the City of Salinas has adopted its SB 743 Implementation Policy, which aligns with the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*. As provided in the SB 743 Implementation Policy, a project would have to produce less than 9.7 VMT per capita to result in less than significant impacts. If it is anticipated that a project would have a significant impact on VMT, the impact must be reduced by modifying the project and/or implementing mitigation measures, which could include a travel demand management program, to reduce its VMT to an acceptable level.

According to VMT analysis performed using the City's VMT Evaluation Tool (Appendix D) using default values for the project's intended density, the proposed project is expected to generate 10.53 VMT per capita, which would exceed the impact threshold of 9.7 VMT per capita. Therefore, mitigation measures are required to reduce the VMT per capita from 10.53 to 9.7.

Mitigation Measure

TRA-1 VMT Reduction Program

The applicant shall prepare and implement a VMT Reduction Program that reduces VMT generated by the project to VMT per capita of 9.95. The following two strategies shall be included in the Program:

1. **Pedestrian Network Improvements.** Construct pedestrian facilities to connect the site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections would encourage future residents to walk instead of drive.
2. **Include Bike Parking, Pursuant to SMC Section 37-50.400.** Provide bicycle parking on site, which would encourage future residents to bike instead of drive.

In addition to the above strategies, one or several of the following travel demand management strategies shall be considered for inclusion in the VMT Reduction Program, to achieve a VMT per capita of 9.7 or less:

1. **Reduce On-Site Parking.** Reduce the number of on-site parking spaces for future residents to less than what is required by SMC Section 20-85; or
2. **Implement Unbundled Parking.** Separate or "unbundle" parking costs from leases or property costs, requiring those that wish to purchase parking spaces to do so at an additional cost; or
3. **Affordable Housing.** Provide affordable, below market-rate housing on site; or
4. **Voluntary Travel Behavior Change Pattern.** Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at least 75 percent of future residents participating; and

5. **Promotions and Marketing.** Provide future residents with information regarding alternative transportation and travel demand management programs, with at least 75 percent of future residents participating; and
6. **School Carpool Program.** Implement a school carpool program among future residents of the project site.

The VMT Reduction Program shall be submitted to the City for review and approval prior to issuance of a building permit and shall demonstrate that the net VMT per capita would be 9.7 or less, using a combination of travel demand management strategies approved by the City.

Significance After Mitigation

Based on the City's SB 743 Implementation Policy and VMT Evaluation Tool, implementation of the travel demand management Strategies 1 and 2 would reduce the VMT generated by the project to 9.95 VMT per capita. Additional strategies in the measure could be combined to reduce VMT to below the 9.7 threshold. Examples of combinations to achieve this reduction include, but are not limited to:

- Strategies 1 through 3 would reduce VMT to 9.53 VMT per capita
- Strategies 1, 2, and 4 would reduce VMT to 9.7 VMT per capita
- Strategies 1, 2, and 5 would reduce VMT to 9.53 VMT per capita
- Strategies 1, 2, and 6 through 8 would reduce VMT generated by the project to 9.62 VMT per capita

The above combinations of measures would be sufficient to reduce VMT per capita to 9.7 or less. In practice, other measures may be included as appropriate. The intent of the above list is to demonstrate that implementation of Mitigation Measure TRA-1 is technically feasible, and as such, a reduction of VMT per capita to 9.7 or less is achievable.

Therefore, implementation of Mitigation Measure TRA-1 would reduce VMT per capita to 9.7 or less. Impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*
- d. *Would the project result in inadequate emergency access?*

Currently, there are no proposed site plans for future development on the site. However, development facilitated by the project would be required to undergo site plan review and building permit approval prior to construction. This process includes an evaluation of the site plan by the City and local fire district for site circulation, which would ensure that project designs do not include hazardous design features, including sharp curves or dangerous intersections, or incompatible uses. Future development would include the potential for approximately 76 new residential units. This development is consistent to existing surrounding land uses and would be ensure that hazards from incompatible uses do not occur.

Future development on the site would also be subject to an evaluation of the site plan by the local fire district for emergency access, which would ensure that adequate access is provided. However, final project designs are not available to review for safety features and geometric design. Proposed vehicle access would be provided by a single driveway on Preston Street which would provide entry

and exit to the site. No additional roadways or intersections are proposed at this time. Therefore, impacts are less than significant.

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Assembly Bill 52

California Assembly Bill 52 of 2014 (AB 52) expanded CEQA by defining a new resource category, “tribal cultural resources.” AB 52 establishes that “A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment” (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in PRC Section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1.

In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Senate Bill 18

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill [SB] 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan. The tribal organizations eligible to consult have traditional lands in a local government’s jurisdiction, and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the California Office of Planning and Research’s Tribal Consultation Guidelines (2005); “The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places.” SB 18 refers to PRC Section 5097.9 and 5097.995 to define cultural places as:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC Section 5097.9)
- and Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, any archaeological or historic site (PRC Section 5097.995).

On May 20, 2021, and June 2, 2021, the City of Salinas sent via certified mail notification letters to nine California Native American Tribes that are traditionally and culturally affiliated with the project area per AB 52 and SB 18 requirements. The letters were sent to representatives of the Ohlone/Costanoan-Esselen Nation, the Amah Mutsun Tribal Band, the Indian Canyon Mutsun Band of Costanoan, the Xolon Salinan Tribe, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Torres Martinez Desert Cahuilla Indians, the Costanoan Rumsen Carmel Tribe, the Rumsen Am:at Tur:ataj Ohlone, the Wuksache Indian Tribe/Eshom Valley Band, the Salinan Tribe of Monterey, San Luis Obispo Counties, and the Esselen Tribe of Monterey County. On August 10, 2021, Helen Rubio of the Santa Ynez Band of Chumash Indians responded via email to City Associate Planner Oscar Resendiz, stating that no further consultation is requested for the project. No other responses were received.

- a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?*
- b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

The cultural resources records search and Native American consultation through AB 52 and SB 18 did not identify potential tribal cultural resources within the project site. However, there is always potential to uncover buried archaeological and tribal cultural resources during ground disturbing activities, which could potentially be considered tribal cultural resources eligible for listing in the CRHR or a local register or be considered tribal cultural resources. Should project construction activities encounter and damage or destroy a tribal cultural resource or resources, impacts would be potentially significant. Mitigation Measure TCR-1 would ensure that tribal cultural resources are preserved in the event they are uncovered during construction and would reduce impacts regarding disrupting tribal cultural resources to a less than significant level.

Mitigation Measure

TCR-1 Inadvertent Discoveries During Construction

In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to PRC Section 21083.2. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<hr/>				
a. <i>Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</i>				
c. <i>Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?</i>				

Water

Water for future development facilitated by the project would be provided by Cal-Water via existing utilities on and adjacent to the site. The Cal-Water Salinas District relies entirely on groundwater, with wells that extract water from five different groundwater basins, including the Corralitos-Pajaro Valley Subbasin, Salinas Valley-Langley Area Subbasin, Salinas Valley-180/400 Foot Aquifer Subbasin, Salinas Valley-East Side Aquifer Subbasin, and Salinas Valley-Monterey Subbasin. Water supply is discussed further under criterion (b) below.

New residential development facilitated by the project would increase demand for water above existing conditions on the site. The project's estimated water demand would be approximately 7,083,090 gallons per year or approximately 21.75 acre-feet per year (AFY) at full buildout, which is less than 0.2 percent of Cal-Water Salinas District's 2025 water demand of 16,609 AFY (Appendix A). Existing supplies would be sufficient to meet forecasted water demand for development facilitated by the project. Therefore, impacts would be less than significant.

Wastewater

M1W provides wastewater collection, treatment, and disposal services for the City of Salinas. Wastewater is transported to the M1W Regional Treatment Plant (RTP) located in Marina. The RTP is designed with a daily capacity of 29.6 million gallons for secondary and tertiary treatment, and 5 million gallons for advanced purification for groundwater replenishment. The RTP treats an average of 17 million gallons per day and has a remaining capacity of 12.6 million gallons per day (M1W 2021).

The project's estimated wastewater generation would be approximately 6,727,867 gallons per year or 20.6 AFY (assuming water use is approximately 120 percent of wastewater generation), or approximately 0.018 million gallons per day. This would represent approximately 0.15 percent of the RTP wastewater treatment plant's remaining capacity. Therefore, the RTP has capacity to meet the wastewater treatment demands that would be generated by future development facilitated by the project. Therefore, impacts associated with project's incremental wastewater generation would be less than significant.

Stormwater

Future development facilitated by the project would be designed and engineered with drainage features appropriate to accommodate the needs of the future development. As discussed in Environmental Checklist Section 10, *Hydrology and Water Quality*, development facilitated the project would be required to comply with the City of Salinas MS4 Permit (Order No. R3-2019-0073, NPDES Permit No. CA0049981), which requires the volume of runoff from an 95th percentile storm event be retained on site through either retention basins or bioretention facilities. The proposed project would not require the construction of new off-site stormwater drainage facilities or expansion of existing facilities. Impacts would be less than significant.

Electricity, Natural Gas, and Telecommunications

A significant impact to electricity, natural gas, and telecommunications facilities may occur if a project's demand for these services exceeds the capacity of local providers. Telecommunications in the area are provided by multiple providers including Xfinity and AT&T, which are available in the project area. Existing infrastructure occurs near the project site and facility upgrades would not likely be necessary.

As described in Environmental Checklist Section 6, *Energy*, project operation would require approximately 0.32 GWh of electricity per year and approximately 637 MMBtu of natural gas per year. Central Coast Community Energy (3CE) would provide electricity to new development at the site and procures energy from clean and renewable sources such as solar, wind, geothermal, and biomass. 3CE works in partnership with PG&E which continues to provide the project site with electricity transmission and natural gas. PG&E maintains power lines along Powell Street, West Market Street, Sherwood Drive, Clark Street, and others within Salinas (CEC 2017). The substation that powers lines in the vicinity of the site has a facility rating of 11.82 megawatts (MW) and a typical load of 9.01 MW, with a remaining capacity of 2.81 MW (PG&E 2022). The project would require approximately 0.04 MW,¹¹ less than 1 percent of the remaining capacity of the PG&E substation. In addition, each year, the California Independent System Operator Corporation (CAISO) publishes a comprehensive evaluation of the Independent System Operator transmission grid to assess grid reliability requirements, identify upgrades needed to successfully meet California's policy goals, and explore projects that can bring economic benefits to consumers. The plan is prepared to support important energy and environmental policies while maintaining reliability through a resilient electric system. PG&E's participation in the transmission plan process would ensure adequate electrical service and capacity (CAISO 2021). PG&E has adequate natural gas storage to ensure adequate natural gas supply, and supply often exceeds demand (PG&E 2022). Accordingly, the project would be accommodated adequately by existing electricity, natural gas, and telecommunication facilities and would not require improvements to existing facilities, or the provision of new facilities, that would cause significant environmental effects. This impact would be less than significant.

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- b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Estimated water demand for development facilitated by the project is 8,073,440 gallons per year or approximately 24.8 AFY (Appendix A). The California Urban Water Management Planning Act requires that each water supplier provide an assessment of the reliability of its water supply during normal, dry, and multiple dry years. Table 26 shows Cal-Water's assessment for normal, single dry, and multiple-dry year periods, estimating supply and demand during the years 2025, 2030, 2035, 2040, and 2045.

As shown in Table 26, available supply is expected to be adequate to serve projected water demand for the normal, single dry, and multiple-dry year scenarios assessed through 2045. Considering the additional water demand resulting from development facilitated by the project, adequate water supply would be available to serve full buildout of the site in any of the above water year scenarios through 2045. However, it should be noted that water supply available through the Salinas Public Water System would experience small shortfalls towards the end of the planning period. Specifically, a 2.6 percent shortfall in normal years in 2045, 1.7 percent shortfall in 2040 and 2045 during single-dry years, and 3.6 percent shortfall in 2040 and 2045 during multiple dry year periods. However, any potential dry year shortfalls in 2040 or 2045 in the Salinas Public Water System service area would be alleviated by proactive actions conducted by Cal Water, including efforts to identify new water supply sources and further reduce projected demand through conservation efforts (Cal Water 2021). Therefore, adequate water supply facilities would be available to serve the

¹¹ The project would consume approximately 320 MWh per year, or 0.036 MW.

project for the reasonably foreseeable future, and the project's water system would connect to existing water supply infrastructure. Water supply impacts would be less than significant.

Table 26 Multiple Dry Years Water Supply and Demand – Salinas District

	2025	2030	2035	2040	2045
Normal Year					
Total Supply (AFY)	16,609	16,988	17,575	18,175	18,853
Total Demand	16,609	16,988	17,575	18,175	18,853
Supply Shortage?	No	No	No	No	No
Single Dry Year					
Total Supply (AFY)	17,152	17,542	18,147	18,765	19,464
Total Demand	17,152	17,542	18,147	18,765	19,464
Supply Shortage?	No	No	No	No	No
First Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Second Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Third Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Fourth Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No
Fifth Dry Year					
Total Supply (AFY)	17,489	17,886	18,501	19,130	19,842
Total Demand	17,489	17,886	18,501	19,130	19,842
Supply Shortage?	No	No	No	No	No

Source: California Water Service 2021

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e. *Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

To comply with the California Integrated Waste Management Act of 1989 (AB 939), the County must divert at least 50 percent of its solid waste from landfills. In addition, Assembly Bill 341 (AB 341) sets a statewide 75 percent recycling goal by 2020. AB 341 also requires businesses generating more than four cubic yards of solid waste to recycle and requires owners of multi-family housing with five or more units to provide recycling for their tenants.

The Salinas Valley Solid Waste Authority transports solid waste generated in the City of Salinas to the Johnson Canyon Landfill. The landfill is permitted to receive a maximum throughput of 1,574 tons per day. The landfill has remaining capacity of 6,923,297 cubic yards an estimated closure date of 2055 (California Department of Resources Recycling and Recovery [CalRecycle] 2020).

Based on CalEEMod outputs (Appendix A), development facilitated by the project would generate approximately 35 tons per year (approximately 192 pounds of solid waste per day). Assuming a minimum of 50 percent diversion from landfills in accordance with AB 939, the project would send approximately 96 pounds per day, or 0.05 ton per day, to the Johnson Canyon Landfill.¹² This represents approximately 0.003 percent of the landfill's allowable daily throughput of 1,694 tons per day (CalRecycle 2022). Therefore, the project would be served by a landfill with sufficient available capacity and would comply with applicable regulations related to solid waste. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

¹² Calculation: 192 pounds divided by 2 = 96 pounds

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather and other relevant factors (PRC 4201-4204, California Government Code 51175-89). The primary factors that increase an area's susceptibility to fire hazards include topography and slope, vegetation type and vegetation condition, and weather and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. Under state regulations, areas within Very High Fire Hazard Severity Zones (VHFHSZ) must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life within these areas.

In California, responsibility for wildfire prevention and suppression is shared by federal, state, and local agencies. Federal agencies have legal responsibility to prevent and suppress wildfires in Federal Responsibility Areas. CAL FIRE prevents and suppresses wildfires in State Responsibility Area lands, which are non-federal lands in unincorporated areas with watershed value, are of statewide interest, defined by land ownership, population density, and land use. Wildfire prevention and

suppression in Local Responsibility Areas (LRA) are typically provided by city fire departments, fire protection districts, counties, and by CAL FIRE under contract to local government. These lands include incorporated cities, cultivated agriculture lands, and portions of the desert (CAL FIRE 2007).

The site is within a primarily developed and urbanized area, with minimal vegetation. The site is not within a State Responsibility Area (SRA) and is not within an area classified as Very High, High, or Moderate for fire hazard severity. The nearest VHFHSZ occurs approximately four miles southwest and the nearest SRA with a hazard severity rating is located roughly five miles east of the site (CAL FIRE 2007).

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The site is not located within or near (within two miles of) a VHFHSZ or SRA (CAL FIRE 2007). The site is bounded by primarily developed land and paved urban areas. All areas immediately surrounding the site are non-VHFHSZs. As discussed in Environmental Checklist Section 15, *Public Services*, the SFD provides emergency response and public safety services for the site. In addition, the project would not involve the installation of overhead powerlines or other infrastructure that may exacerbate fire risk. Therefore, the project would not expose people or structures to a significant risk involving wildfires nor exacerbate the risk of wildfire. There would be no impact.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

As discussed in Environmental Checklist Section 4, *Biological Resources*, the project would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife species population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; or reduce the number or restrict the range of a rare or endangered plant or animal. Mitigation Measure BIO-1 would reduce impacts to nesting bird species to less than significant. In addition, Mitigation Measures BIO-2, BIO-3, and BIO-4 would reduce impacts to coast range newts, western pond turtles, and western burrowing owls.

As discussed in Environmental Checklist Section 5, *Cultural Resources*, no archaeological resources are known to occur on the site. Nevertheless, the potential for the recovery of buried cultural materials during development activities remains. Implementation of Mitigation Measures CUL-1 would reduce impacts to previously undiscovered cultural resources to a less than significant level by providing a process for evaluating and, as necessary, avoiding impacts to any resources found during construction. As discussed in Environmental Checklist Section 18, *Tribal Cultural Resources*, the potential to discover unanticipated resources during development is a possibility. Mitigation Measure TCR-1 provides for guidance steps to take in the event of an unanticipated discovery of tribal cultural resources. With the implementation of Mitigation Measure TCR-1, impacts related to tribal cultural resources would be reduced to a less than significant level. Therefore, impacts to important examples of California history or prehistory would be less than significant with mitigation incorporated.

As noted throughout the Initial Study, most other potential environmental impacts related to the quality of environment would be less than significant or less than significant with implementation of mitigation measures.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

The cumulative setting includes proposed and approved projects within a one-mile radius of the project site. Cumulative projects were based upon a list of projects available for public review and comment on the City of Salinas website as well as approved projects within the area, including the Downtown Parking Lot and Intermodal Transportation Center Rezone Project and 11 Hill Circle Residential Project.

Cumulative impacts associated with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gas Emissions, Water Supply, and Solid Waste (*CEQA Guidelines* Section 15064[h][3]) and would be less than significant. Some of the other resource areas were determined to have no impact in comparison to existing conditions and therefore would not contribute to cumulative impacts, such as Agriculture and Forestry Resources, Mineral Resources, and Wildfire. As such, cumulative impacts in these issue areas would also be less than significant (not cumulatively considerable). Other issues (e.g., Aesthetics, Hazards and Hazardous Materials) are site-specific, and impacts at one location do not add to impacts at other locations or create additive impacts. The project would increase traffic compared to existing conditions. However, Mitigation Measure TRA-1 proposes TDM measures and impacts would be less than significant with mitigation. Therefore, the project’s impacts would not be cumulatively considerable.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As discussed in Environmental Checklist Section 3, *Air Quality*, the project would not conflict with an air quality plan, result in cumulatively considerable net increase in pollutants, or expose sensitive receptors to substantial concentrations of pollutants or odors. As

discussed in Environmental Checklist Section 9, *Hazards and Hazardous Materials*, construction and operation of the project would not result in the upset, release, or use of hazardous materials. As discussed in Environmental Checklist Section 13, *Noise*, the project would not generate significant impacts to ambient noise or ground-borne vibration. Therefore, the project would not cause substantial adverse effects on human beings.

LESS THAN SIGNIFICANT IMPACT

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Salinas. Persons involved in data gathering analysis, project management, and quality control are listed below.

Rincon Consultants, Inc.

Megan Jones, Principal-in-Charge
Katherine Green, Project Manager
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Responses to Comments on the IS-MND

This Response to Comments document provides responses to written comments that were received by the City of Salinas (City) following circulation of the Initial Study-Mitigated Negative Declaration (IS-MND) for the proposed 1 Preston Street Project, hereafter referred to as the proposed project. The IS-MND identifies the likely environmental consequences associated with implementation of the proposed project and recommends mitigation measures to reduce potentially significant impacts.

The California Environmental Quality Act (CEQA) does not require formal responses to comments on an IS-MND, but instead requires that the lead agency consider the comments received [CEQA Guidelines Section 15074(b)]. Nevertheless, responses to the comments are included in this document to provide a complete environmental record.

Pursuant to CEQA, lead agencies are required to circulate a Notice of Intent to Adopt a Mitigated Negative Declaration and provide the general public and public agencies with an opportunity to comment on the Draft IS-MND. The IS-MND was circulated for a 30-day public review period that began on January 27, 2023 and ended on February 26, 2023. The City of Salinas received one comment letter on the IS-MND. The comment letter was provided by Gavin McCreary with the Department of Toxic Substances Control (DTSC) on February 9, 2023.

The comment letter and responses follow. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).



Yana Garcia
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

February 9, 2023

Mr. Oscar Resendiz
City of Salinas
65 West Alisal Street, 2nd Floor
Salinas, CA 93901
OscarR@ci.salinas.ca.us

MITIGATED NEGATIVE DECLARATION FOR 1 PRESTON STREET PROJECT –
DATED JANUARY 2023 (STATE CLEARINGHOUSE NUMBER: 2023010600)

Dear Mr. Resendiz:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of [Health and Safety Code section 101480](#) should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate

1.1

1.2

1.3

any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

1.3

3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 [Information Advisory Clean Imported Fill Material](#).

1.4

4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 [Interim Guidance for Sampling Agricultural Properties \(Third Revision\)](#).

1.5

DTSC appreciates the opportunity to comment on the MND. Should you need any assistance with an environmental investigation, please visit DTSC's [Site Mitigation and Restoration Program](#) page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at [DTSC's Brownfield website](#).

1.6

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Letter 1

COMMENTER: Gavin McCreary, Project Manager, Department of Toxic Substances Control

DATE: February 9, 2023

Response 1.1

The commenter states that the Department of Toxic Substances Control's (DTSC's) responses will pertain to potential issues related to groundbreaking activities, work near a roadway, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

This comment is noted and not related to the adequacy or conclusions of the IS-MND. No revisions to the IS-MND are required in response to this comment.

Response 1.2

The commenter suggests that a qualified regulatory agency, such as the DTSC, RWQCB, or other qualified local agency that meets the requirements of Health and Safety Code section 101480, should provide regulatory concurrence that the project site is safe for construction and the proposed use.

Health and Safety Code section 101480 authorizes a responsible party, as defined, to request that a local officer supervise remedial action if a release of waste occurs and remedial action is required. As stated in Section 9, *Hazards and Hazardous Materials*, of the Initial Study, no items of potential environmental concern were identified at the project site. Therefore, oversight of a qualified regulatory investigation and no remedial action would be required at this time. No revisions to the IS-MND are required in response to this comment.

Response 1.3

The commenter suggests that the IS-MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. The commenter states that the IS-MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

Please refer to Section 5, *Cultural Resources*, of the Initial Study for additional information on historic uses of the project site. As discussed therein, it was found that the project site was generally undeveloped until the 1970s. As stated in Section 9, *Hazards and Hazardous Materials*, of the Initial Study, future operation activities on the project site are not anticipated to release hazardous wastes or substances, but construction activities could result in the transport, storage, or use of potentially hazardous materials. The project would be required to comply with various federal, state, and local regulations, including those set forth by DTSC, which are designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. No items of potential environmental concern were identified at the project site. Therefore, there are no required investigations or remediation needed, and no revisions to the IS-MND are warranted.

Response 1.4

The commenter states that proper sampling should be conducted to ensure all backfill soil is free of contamination.

According to DTSC, there are currently no established standards within applicable statutes and regulations that address environmental requirements for imported fill material.¹ Sampling of backfill soil would not be required. Additionally, the property owner would be liable if contaminated soil were imported to the site. No revisions to the IS-MND are required in response to this comment.

Response 1.5

The commenter states that if any part of the project site has been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the IS-MND.

Based on review of historical topographic maps from 1910 to 1964, the project site has not been used for agricultural purposes. Furthermore, the project site has not been used for weed abatement or related activities. As discussed within Section 9, Hazards and Hazardous Materials, compliance with existing DTSC regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and construction. No revisions to the IS-MND are required in response to this comment.

Response 1.6

The commenter expresses gratitude for inclusion in the public comment period for the proposed project and links several resources such as the Site Mitigation and Restoration Program for additional suggestions.

This comment is noted and not related to the adequacy or conclusions of the IS-MND. No revisions to the IS-MND are required in response to this comment.

¹ California Department of Toxic Substances Control. 2017. DTSC Information Advisory Clean Imported Fill Material Fact Sheet. <https://dtsc.ca.gov/information-advisory-clean-imported-fill-material-fact-sheet/> (accessed March 2023).

Revisions to the Draft IS-MND

The following pages provide a summary record of proposed changes to the text of the Draft IS-MND. None of the changes would warrant recirculation of the IS-MND pursuant to CEQA Guidelines Section 15073.5. The amendments serve to correct typographical errors or clarify and strengthen the content of the IS-MND, but do not introduce significant new information.

Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underline font) where text is added. Other minor clarifications and corrections to typographical errors are also shown as corrected in this format, including corrections not based on responses to comments.

Cultural Resources

Section 5, *Cultural Resources*, page 40 and 41 of the Draft IS-MND are revised as follows:

In August 2021, Rincon Consultants, Inc. prepared a cultural resources study (~~Appendix C~~
Appendix E) for the project...

Given the negative results of ~~Appendix C~~ Appendix E, the project site is considered to have low archaeological sensitivity.

Appendices

Appendix E, *Cultural Resources Study*, has been included to the Final IS-MND. The study, which was referenced and incorporated into the analysis in Section 5, *Cultural Resources*, was erroneously referred to as Appendix C and unintentionally omitted from the Draft IS-MND Appendices. It has been added as Appendix E to the Final IS-MND.

Appendix A

CalEEMod Output Files

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Annual****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.5380	0.5380
2	4-2-2023	7-1-2023	0.5445	0.5445
3	7-2-2023	9-30-2023	0.5445	0.5445
		Highest	0.5445	0.5445

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.7519	2.5835	4.3354	0.0458	3.8100e-003	6.6157
Total	0.9705	0.3584	2.9663	4.5400e-003	0.4212	0.0107	0.4319	0.1126	0.0104	0.1230	8.8485	464.0739	472.9224	0.4953	0.0249	492.7203

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.4015	2.2165	3.6180	0.0366	3.0500e-003	5.4422
Total	0.9705	0.3584	2.9663	4.5400e-003	0.4212	0.0107	0.4319	0.1126	0.0104	0.1230	8.4981	463.7068	472.2049	0.4862	0.0241	491.5468

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.96	0.08	0.15	1.85	3.05	0.24

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	11/17/2023	11/30/2023	5	10
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944
Unmitigated	0.2296	0.3200	2.1682	4.3100e-003	0.4212	3.9300e-003	0.4252	0.1126	3.6700e-003	0.1163	0.0000	404.4946	404.4946	0.0283	0.0205	411.2944

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
NaturalGas Mitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
NaturalGas Unmitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

6.0 Area Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Unmitigated	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0238	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Total	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0535					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0238	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154
Total	0.7375	9.0500e-003	0.7856	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2400e-003	0.0000	1.3154

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.6180	0.0366	3.0500e-003	5.4422
Unmitigated	4.3354	0.0458	3.8100e-003	6.6157

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.95171 / 3.12173	4.3354	0.0458	3.8100e-003	6.6157
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		4.3354	0.0458	3.8100e-003	6.6157

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.96136 / 3.12173	3.6180	0.0366	3.0500e-003	5.4422
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3.6180	0.0366	3.0500e-003	5.4422

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.0966	0.4194	0.0000	17.5814
Unmitigated	7.0966	0.4194	0.0000	17.5814

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

9.0 Operational Offroad

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Summer****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	107.1914	14.7377	16.9612	0.0353	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,350.1277	3,350.1277	0.7700	0.0787	3,384.9923
Maximum	107.1914	14.7377	16.9612	0.0353	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,350.1277	3,350.1277	0.7700	0.0787	3,384.9923

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	107.1914	14.7377	16.9612	0.0353	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,350.1277	3,350.1277	0.7700	0.0787	3,384.9923
Maximum	107.1914	14.7377	16.9612	0.0353	7.1647	0.6241	7.7696	3.4465	0.5979	4.0030	0.0000	3,350.1277	3,350.1277	0.7700	0.0787	3,384.9923

[illegible]

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.1655	2,683.1655	0.1700	0.1234	2,724.1979
Total	5.5188	1.9354	18.7522	0.0273	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,899.8126	2,899.8126	0.1849	0.1272	2,942.3383

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.1655	2,683.1655	0.1700	0.1234	2,724.1979
Total	5.5188	1.9354	18.7522	0.0273	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,899.8126	2,899.8126	0.1849	0.1272	2,942.3383

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	
4	Paving	Paving	11/17/2023	11/30/2023	5	10	
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654
Total	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654
Total	0.0265	0.0176	0.2358	6.1000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		62.1115	62.1115	1.9600e-003	1.6900e-003	62.6654

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318
Total	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318
Total	0.0332	0.0220	0.2947	7.6000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		77.6394	77.6394	2.4500e-003	2.1200e-003	78.3318

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0275	0.9314	0.3009	3.9200e-003	0.1287	6.1700e-003	0.1349	0.0371	5.9000e-003	0.0430		416.1973	416.1973	3.6600e-003	0.0611	434.4905
Worker	0.2753	0.1824	2.4459	6.3000e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		644.4071	644.4071	0.0204	0.0176	650.1539
Total	0.3027	1.1137	2.7468	0.0102	0.8105	0.0105	0.8210	0.2179	9.8700e-003	0.2278		1,060.604 4	1,060.604 4	0.0240	0.0787	1,084.644 4

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0275	0.9314	0.3009	3.9200e-003	0.1287	6.1700e-003	0.1349	0.0371	5.9000e-003	0.0430		416.1973	416.1973	3.6600e-003	0.0611	434.4905
Worker	0.2753	0.1824	2.4459	6.3000e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		644.4071	644.4071	0.0204	0.0176	650.1539
Total	0.3027	1.1137	2.7468	0.0102	0.8105	0.0105	0.8210	0.2179	9.8700e-003	0.2278		1,060.604 4	1,060.604 4	0.0240	0.0787	1,084.644 4

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977
Total	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977
Total	0.0498	0.0330	0.4420	1.1400e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		116.4591	116.4591	3.6800e-003	3.1800e-003	117.4977

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640
Total	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640
Total	0.0564	0.0374	0.5010	1.2900e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		131.9870	131.9870	4.1700e-003	3.6000e-003	133.1640

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.1655	2,683.1655	0.1700	0.1234	2,724.1979
Unmitigated	1.3991	1.7022	12.3993	0.0259	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,683.1655	2,683.1655	0.1700	0.1234	2,724.1979

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
NaturalGas Unmitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1745.23	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.74523	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

6.0 Area Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Unmitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**1 Preston Street AQ****Monterey Bay Unified APCD Air District, Winter****1.0 Project Characteristics****1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2024
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblAreaCoating	Area_EF_Parking	150	100
tblAreaCoating	Area_EF_Residential_Exterior	100	50
tblAreaCoating	Area_EF_Residential_Interior	100	50
tblAreaMitigation	UseLowVOCPaintParkingValue	100	150
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	100
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	100
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

Mitigated Construction

[illegible]

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Total	5.4599	2.1851	19.7477	0.0262	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,790.5310	2,790.5310	0.2055	0.1393	2,837.1931

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Energy	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Mobile	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Total	5.4599	2.1851	19.7477	0.0262	2.5131	0.0705	2.5837	0.6703	0.0691	0.7393	0.0000	2,790.5310	2,790.5310	0.2055	0.1393	2,837.1931

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	
4	Paving	Paving	11/17/2023	11/30/2023	5	10	
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10	

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240
Total	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240
Total	0.0282	0.0220	0.2335	5.7000e-004	0.0657	4.2000e-004	0.0661	0.0174	3.8000e-004	0.0178		58.7816	58.7816	2.2100e-003	1.9700e-003	59.4240

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799
Total	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799
Total	0.0353	0.0275	0.2918	7.2000e-004	0.0822	5.2000e-004	0.0827	0.0218	4.8000e-004	0.0223		73.4770	73.4770	2.7600e-003	2.4600e-003	74.2799

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0267	0.9863	0.3100	3.9300e-003	0.1287	6.1900e-003	0.1349	0.0371	5.9200e-003	0.0430		416.9522	416.9522	3.5900e-003	0.0613	435.3055
Worker	0.2927	0.2281	2.4221	5.9600e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		609.8587	609.8587	0.0229	0.0204	616.5235
Total	0.3194	1.2144	2.7320	9.8900e-003	0.8105	0.0105	0.8210	0.2179	9.8900e-003	0.2278		1,026.810 9	1,026.810 9	0.0265	0.0817	1,051.829 0

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.523 3	2,289.523 3	0.4330		2,300.347 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0267	0.9863	0.3100	3.9300e-003	0.1287	6.1900e-003	0.1349	0.0371	5.9200e-003	0.0430		416.9522	416.9522	3.5900e-003	0.0613	435.3055
Worker	0.2927	0.2281	2.4221	5.9600e-003	0.6818	4.3100e-003	0.6861	0.1809	3.9700e-003	0.1848		609.8587	609.8587	0.0229	0.0204	616.5235
Total	0.3194	1.2144	2.7320	9.8900e-003	0.8105	0.0105	0.8210	0.2179	9.8900e-003	0.2278		1,026.810 9	1,026.810 9	0.0265	0.0817	1,051.829 0

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003		1,709.9926	1,709.9926	0.5420		1,723.5414

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199
Total	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.8802	8.6098	11.6840	0.0179		0.4338	0.4338		0.4003	0.4003	0.0000	1,709.9926	1,709.9926	0.5420		1,723.5414

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199
Total	0.0529	0.0412	0.4377	1.0800e-003	0.1232	7.8000e-004	0.1240	0.0327	7.2000e-004	0.0334		110.2154	110.2154	4.1400e-003	3.6900e-003	111.4199

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759
Total	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	106.9434					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	107.1350	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759
Total	0.0600	0.0467	0.4961	1.2200e-003	0.1397	8.8000e-004	0.1405	0.0370	8.1000e-004	0.0379		124.9108	124.9108	4.6900e-003	4.1900e-003	126.2759

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.883 9	2,573.883 9	0.1906	0.1356	2,619.052 8
Unmitigated	1.3402	1.9519	13.3949	0.0249	2.5131	0.0227	2.5359	0.6703	0.0213	0.6915		2,573.883 9	2,573.883 9	0.1906	0.1356	2,619.052 8

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746
Parking Lot	0.512341	0.052370	0.194493	0.150484	0.029151	0.007004	0.010494	0.009415	0.001203	0.000586	0.027411	0.001303	0.003746

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
NaturalGas Unmitigated	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1745.23	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.74523	0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0188	0.1608	0.0684	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.3208	205.3208	3.9400e-003	3.7600e-003	206.5409

6.0 Area Detail

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995
Unmitigated	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.6179					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1900	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348		11.3263	11.3263	0.0109		11.5995
Total	4.1009	0.0724	6.2844	3.3000e-004		0.0348	0.0348		0.0348	0.0348	0.0000	11.3263	11.3263	0.0109	0.0000	11.5995

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street AQ - Monterey Bay Unified APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.0 Waste Detail**

8.1 Mitigation Measures Waste**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

1 Preston Street GHG
Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	166.00	Space	0.00	66,400.00	0
Apartment Mid Rise	76.00	Dwelling Unit	2.60	167,960.00	217

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.8	Precipitation Freq (Days)	53
Climate Zone	4			Operational Year	2030
Utility Company	User Defined				
CO2 Intensity (lb/MWhr)	151	CH4 Intensity (lb/MWhr)	0	N2O Intensity (lb/MWhr)	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Project is in Salinas, Monterey County --> MBARD. Utility provider would be Central Coast Community Energy. The CO2e rate is 151 pounds per MWh

Land Use - Project is 76 dwelling units (approx 2,210 sf) and 166 parking lot spaces. Acreage is approximately 2.6

Construction Phase - Default construction schedule

Off-road Equipment - Default construction equipment

Architectural Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Vehicle Trips - Default trip gen rate

Woodstoves -

Area Coating - MBARD Rule 426 architectural coatings 50 g/L for nonflat coatings and 100 g/L for traffic markings

Water And Wastewater - No septic tanks proposed. Changed the percentage and added to aerobic

Area Mitigation -

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Water Mitigation - 2019 Title 24 standards require a 20% reduction for indoor water use

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Parking	150.00	100.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	100.00	50.00
tblLandUse	LandUseSquareFeet	76,000.00	167,960.00
tblLandUse	LotAcreage	1.49	0.00
tblLandUse	LotAcreage	2.00	2.60
tblProjectCharacteristics	CO2IntensityFactor	0	151
tblWater	AerobicPercent	87.46	97.79
tblWater	AerobicPercent	87.46	97.79
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00

2.0 Emissions Summary

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1704	350.1704	0.0511	8.0600e-003	353.8507

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505
Maximum	0.7680	1.7427	1.9672	4.0600e-003	0.1117	0.0738	0.1855	0.0343	0.0706	0.1048	0.0000	350.1701	350.1701	0.0511	8.0600e-003	353.8505

[illegible]

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-2-2023	4-1-2023	0.5380	0.5380
2	4-2-2023	7-1-2023	0.5445	0.5445
3	7-2-2023	9-30-2023	0.5445	0.5445
		Highest	0.5445	0.5445

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.7519	2.5835	4.3354	0.0458	3.8100e-003	6.6157
Total	0.9682	0.2539	2.4617	3.8100e-003	0.4206	9.5300e-003	0.4302	0.1124	9.3500e-003	0.1217	8.8485	408.6651	417.5136	0.4887	0.0203	435.7687

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**2.2 Overall Operational****Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Energy	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	55.7113	55.7113	6.5000e-004	6.2000e-004	55.9133
Mobile	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Waste						0.0000	0.0000		0.0000	0.0000	7.0966	0.0000	7.0966	0.4194	0.0000	17.5814
Water						0.0000	0.0000		0.0000	0.0000	1.4015	2.2165	3.6180	0.0366	3.0500e-003	5.4422
Total	0.9682	0.2539	2.4617	3.8100e-003	0.4206	9.5300e-003	0.4302	0.1124	9.3500e-003	0.1217	8.4981	408.2981	416.7962	0.4795	0.0195	434.5953

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.96	0.09	0.17	1.87	3.75	0.27

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/4/2023	5	3	
2	Grading	Grading	1/5/2023	1/12/2023	5	6	
3	Building Construction	Building Construction	1/13/2023	11/16/2023	5	220	

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Paving	Paving	11/17/2023	11/30/2023	5	10
5	Architectural Coating	Architectural Coating	12/1/2023	12/14/2023	5	10

Acres of Grading (Site Preparation Phase): 4.5**Acres of Grading (Grading Phase): 6****Acres of Paving: 0****Residential Indoor: 340,119; Residential Outdoor: 113,373; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 3,984 (Architectural Coating – sqft)****OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Scrapers	1	8.00	367	0.48
Site Preparation	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Building Construction	Cranes	1	8.00	231	0.29
Building Construction	Forklifts	2	7.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	8.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	83.00	19.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	17.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction**3.2 Site Preparation - 2023****Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.2 Site Preparation - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811
Total	4.0000e-005	3.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0803	0.0803	0.0000	0.0000	0.0811

3.3 Grading - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.3 Grading - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028
Total	1.0000e-004	8.0000e-005	8.4000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.2007	0.2007	1.0000e-005	1.0000e-005	0.2028

3.4 Building Construction - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4723	228.4723	0.0432	0.0000	229.5525

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522
Total	0.1885	1.4986	1.5636	2.7500e-003		0.0675	0.0675		0.0647	0.0647	0.0000	228.4720	228.4720	0.0432	0.0000	229.5522

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.4 Building Construction - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.9700e-003	0.1064	0.0335	4.3000e-004	0.0138	6.8000e-004	0.0145	3.9900e-003	6.5000e-004	4.6400e-003	0.0000	41.5639	41.5639	3.6000e-004	6.1100e-003	43.3925
Worker	0.0298	0.0229	0.2562	6.6000e-004	0.0726	4.7000e-004	0.0731	0.0193	4.4000e-004	0.0198	0.0000	61.0868	61.0868	2.1500e-003	1.9100e-003	61.7112
Total	0.0328	0.1292	0.2897	1.0900e-003	0.0864	1.1500e-003	0.0876	0.0233	1.0900e-003	0.0244	0.0000	102.6507	102.6507	2.5100e-003	8.0200e-003	105.1037

3.5 Paving - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8179

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	4.4000e-003	0.0431	0.0584	9.0000e-005		2.1700e-003	2.1700e-003		2.0000e-003	2.0000e-003	0.0000	7.7564	7.7564	2.4600e-003	0.0000	7.8178

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.5 Paving - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069
Total	2.4000e-004	1.9000e-004	2.1000e-003	1.0000e-005	6.0000e-004	0.0000	6.0000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.5018	0.5018	2.0000e-005	2.0000e-005	0.5069

3.6 Architectural Coating - 2023**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.5347					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.6000e-004	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785
Total	0.5357	6.5100e-003	9.0600e-003	1.0000e-005		3.5000e-004	3.5000e-004		3.5000e-004	3.5000e-004	0.0000	1.2766	1.2766	8.0000e-005	0.0000	1.2785

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**3.6 Architectural Coating - 2023****Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745
Total	2.8000e-004	2.1000e-004	2.3800e-003	1.0000e-005	6.8000e-004	0.0000	6.8000e-004	1.8000e-004	0.0000	1.8000e-004	0.0000	0.5687	0.5687	2.0000e-005	2.0000e-005	0.5745

4.0 Operational Detail - Mobile**4.1 Mitigation Measures Mobile**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431
Unmitigated	0.1745	0.2155	1.6654	3.5800e-003	0.4206	2.8100e-003	0.4234	0.1124	2.6300e-003	0.1150	0.0000	349.0859	349.0859	0.0216	0.0158	354.3431

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	413.44	373.16	310.84	1,132,272	1,132,272
Parking Lot	0.00	0.00	0.00		
Total	413.44	373.16	310.84	1,132,272	1,132,272

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.541220	0.054515	0.190757	0.133854	0.023260	0.005971	0.010451	0.009212	0.001090	0.000543	0.025209	0.001134	0.002785
Parking Lot	0.541220	0.054515	0.190757	0.133854	0.023260	0.005971	0.010451	0.009212	0.001090	0.000543	0.025209	0.001134	0.002785

5.0 Energy Detail

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	21.7182	21.7182	0.0000	0.0000	21.7182
NaturalGas Mitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
NaturalGas Unmitigated	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.2 Energy by Land Use - NaturalGas****Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	637008	3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		3.4300e-003	0.0294	0.0125	1.9000e-004		2.3700e-003	2.3700e-003		2.3700e-003	2.3700e-003	0.0000	33.9932	33.9932	6.5000e-004	6.2000e-004	34.1952

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**5.3 Energy by Land Use - Electricity****Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	293849	20.1264	0.0000	0.0000	20.1264
Parking Lot	23240	1.5918	0.0000	0.0000	1.5918
Total		21.7182	0.0000	0.0000	21.7182

6.0 Area Detail

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.1 Mitigation Measures Area**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Unmitigated	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1065					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0236	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Total	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**6.2 Area by SubCategory****Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1065					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6603					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0236	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151
Total	0.7903	9.0300e-003	0.7838	4.0000e-005		4.3500e-003	4.3500e-003		4.3500e-003	4.3500e-003	0.0000	1.2844	1.2844	1.2300e-003	0.0000	1.3151

7.0 Water Detail**7.1 Mitigation Measures Water**

Apply Water Conservation Strategy

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.6180	0.0366	3.0500e-003	5.4422
Unmitigated	4.3354	0.0458	3.8100e-003	6.6157

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	4.95171 / 3.12173	4.3354	0.0458	3.8100e-003	6.6157
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		4.3354	0.0458	3.8100e-003	6.6157

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**7.2 Water by Land Use****Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	3.96136 / 3.12173	3.6180	0.0366	3.0500e-003	5.4422
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		3.6180	0.0366	3.0500e-003	5.4422

8.0 Waste Detail**8.1 Mitigation Measures Waste****Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	7.0966	0.4194	0.0000	17.5814
Unmitigated	7.0966	0.4194	0.0000	17.5814

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied**8.2 Waste by Land Use****Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	34.96	7.0966	0.4194	0.0000	17.5814
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		7.0966	0.4194	0.0000	17.5814

9.0 Operational Offroad

1 Preston Street GHG - Monterey Bay Unified APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation



Central Coast
**Community
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CLEAN ENERGY. LOCAL CONTROL.



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- Committed to 100% clean and renewable energy by 2030
- Surpassed interim goal of 60% clean and renewable energy by 2025
- Invested more than \$2.1 billion in renewable generation and storage
- Supporting buildout of **new** California renewable generation; more than 90% of renewable energy sourced by CCCE will come from new facilities

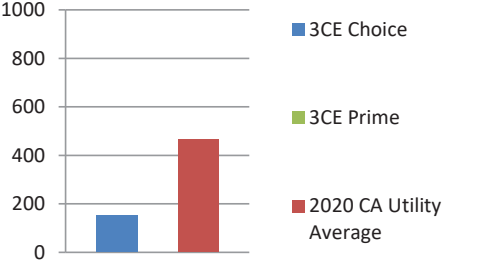
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ELECTRIFY YOUR RIDE

- All CCCE customers are eligible for the Electrify Your Ride program
- **\$2,000 - \$4,000** in rebates available for purchase or lease of new or used electric vehicles (EV), including motorcycles and e-bikes
 - Additional stackable funds available, including up to \$15,000 for income-qualified customers
- **\$2,400 - \$10,000** available for Level 2 electric vehicle chargers at home or workplace
 - Includes the labor and material costs for installation, including electrical panel upgrades or replacements

Visit **3Cenergy.org/energy-programs** to learn more.

PLUG INTO
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REBATES

2020 POWER CONTENT LABEL						
Central Coast Community Energy						
https://3cenenergy.org/understanding-clean-energy/						
Greenhouse Gas Emissions Intensity (lbs CO ₂ e/MWh)			Energy Resources	3CE Choice	3CE Prime	2020 CA Power Mix
3CE Choice	3CE Prime	2020 CA Utility Average	Eligible Renewable ¹	31.1%	100.0%	33.1%
151	0	466	Biomass & Biowaste	1.7%	0.0%	2.5%
			Geothermal	8.8%	0.0%	4.9%
			Eligible Hydroelectric	2.8%	0.0%	1.4%
			Solar	15.3%	50.0%	13.2%
			Wind	2.5%	50.0%	11.1%
			Coal	0.0%	0.0%	2.7%
			Large Hydroelectric	55.7%	0.0%	12.2%
			Natural Gas	0.0%	0.0%	37.1%
			Nuclear	0.0%	0.0%	9.3%
			Other	0.0%	0.0%	0.2%
			Unspecified Power ²	13.2%	0.0%	5.4%
			TOTAL	100.0%	100.0%	100.0%
Percentage of Retail Sales Covered by Retired Unbundled RECs ³ :				0%	0%	

¹The eligible renewable percentage above does not reflect RPS compliance, which is determined using a different methodology.

²Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.

³Renewable energy credits (RECs) are tracking instruments issued for renewable generation. Unbundled RECs represent renewable generation that was not delivered to serve retail sales. Unbundled RECs are not reflected in the power mix or GHG emissions intensities above.

For specific information about this electricity portfolio, contact: **Central Coast Community Energy (831) 641-7222**

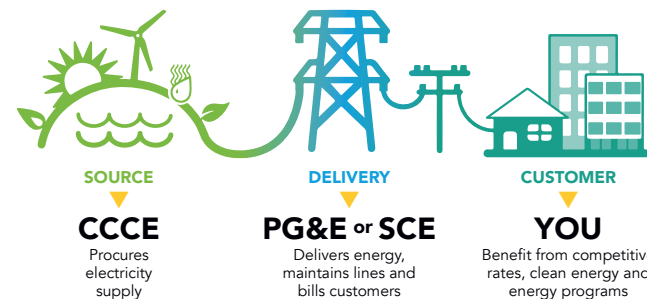
For general information about the Power Content Label, visit: <http://www.energy.ca.gov/pcl/>

For additional questions, please contact the California Energy Commission at: Toll-free in California: 844-454-2906
Outside California: 916-653-0237

Version: October 2021

You are receiving this notice because you were a Central Coast Community Energy customer in 2020. Receipt of this notice does not mean that your electricity generation services are currently with CCCE. The generation data highlighted in the CCCE 2020 Power Content Label is provided in the Annual Report to the California Energy Commission: Power Source Disclosure Program. Percentages may not round to 100% due to rounding.

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Central Coast Community Energy

70 Garden Court, Suite 300
Monterey, CA 93940

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COMMUNITY ENERGY

Appendix B

Biological Resources Assessment



Rincon Consultants, Inc.

2511 Garden Road, Suite C-250
Monterey, California 93940

831 333 0310

info@rinconconsultants.com
www.rinconconsultants.com

January 9, 2023

Project No: 21-10851

Lisa Brinton, Planning Manager
Community Development Department
City of Salinas
65 West Alisal Street, 2nd Floor
Salinas, California 93901
Via email: lisab@ci.salinas.ca.us
cc: Megan Hunter, meganh@ci.salinas.ca.us

Subject: Biological Resources Assessment for 1 Preston Street Project in Salinas, California 95003

Dear Ms. Brinton:

This report documents the findings of a Biological Resources Assessment (BRA) conducted by Rincon Consultants, Inc. (Rincon) for the 1 Preston Street Project (project) in Salinas, California. The purpose of this report is to document existing conditions at the project site and to evaluate the potential for impacts to special-status biological resources including plant and wildlife species, plant communities, jurisdictional waters and wetlands, and suitable habitat for nesting birds, in compliance with the County of Monterey's California Environmental Quality Act (CEQA) environmental review requirements.

Project Location and Description

The project site, here after known as the study area, includes County Assessor's Parcel Number 003-161-008-000 and is located at 1 Preston Street in central Salinas, California, within Monterey County, on the east of the Monterey Bay (Figure 1; Attachment 1). The study area is south of Highway (HWY) 101. Land uses surrounding the approximately 2.6-acre study area consist of Medium and Low-Density residential neighborhoods to the west and north of the site, as well as commercial uses to the east along north Main Street. The study area is bordered on the north and west by an open space reclamation ditch which is fed by Main Canal, and collects water from Alisal Creek, Gabilan Creek, and Natividad Creek. A small park is located between existing residential developments, roughly 245 feet northwest of the project site on the far side of the reclamation ditch. The site is undeveloped with bare ground and sparse ruderal vegetation in the center and nonnative annual grasslands around the perimeter.

The proposed project consists of a General Plan Amendment and Rezone to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1), which would facilitate the development of up to approximately 76 housing units (anticipating a density bonus) across approximately 129,202 square feet (sf). Because there are currently no development proposals, this BRA assumes the maximum potential buildout of the site.

Regulatory Background

Regulatory authority over biological resources is shared by Federal, State, and local authorities under a variety of statutes and guidelines. Primary authority for general biological resources lies within the land use control and planning authority of local jurisdictions (in this instance, the City of Salinas). The California Department of Fish and Wildlife (CDFW) is a trustee agency for biological resources throughout the State under CEQA and has direct jurisdiction under the California Fish and Game Code (CFGC). Under the California and federal Endangered Species Acts (CESA/ESA), the CDFW and the U.S. Fish and Wildlife Service (USFWS) also have direct regulatory authority over species formally listed as threatened or endangered, and species protected by the Migratory Bird Treaty Act (MBTA). The U.S. The City of Salinas is the designated lead agency under CEQA for this project.

Methods

This biological resources assessment consists of a review of relevant literature and background information, a reconnaissance-level field survey to confirm existing conditions and determine which biological resources are present or may occur at the site, and an evaluation of the development to determine potentially significant impacts to biological resources under CEQA. The potential presence of special-status species is based on the literature review and a survey designed to map vegetation communities and assess habitat suitability and presence of target species. The study area evaluated for this biological resource assessment is defined as the limits of the subject parcel (Figure 2; Attachment 1).

Literature Review

The literature review included database research on special-status resource occurrences within the *Salinas, California* 7.5-minute U.S. Geological Survey (USGS) quadrangle and eight surrounding quads. Sources included the CDFW California Natural Diversity Data Base (CNDDB) (CDFW 2021a), Biogeographic Information and Observation System (Bios) (CDFW 2021b), USFWS Information for Planning and Consultation (IPaC) (USFWS 2021a), and USFWS Critical Habitat Portal (USFWS 2021b). Other resources included the California Native Plant Society (CNPS) online Inventory of Rare and Endangered Plants of California (CNPS 2021), CDFW's Special Animals List (CDFW 2021c), and CDFW's Special Vascular Plants, Bryophytes, and Lichens List (CDFW 2021d). Aerial photographs, topographic maps, soil survey maps, geologic maps, and climatic data in the area were also examined.

Field Survey

A reconnaissance-level site visit was conducted to assess the habitat suitability for potential special-status species; map existing vegetation communities and any evident sensitive biological resources currently on site; note the presence of potential jurisdictional waters or wetlands; document any wildlife connectivity/movement features; and record all observations of plant and wildlife species within the study area. Site photos from the survey are included as Attachment 2.

Existing Conditions

Topography and Soils

The site's elevation is roughly 48 feet above mean sea level. With the exception of the reclamation ditch, the topography of the study area and its immediate surroundings is generally flat and has been previously graded and compacted. The site is located in Salinas, California. Based on the most recent soil survey for Monterey County (U.S. Department of Agriculture, Natural Resources Conservation Service [USDA,NRCS] 1980), the study area contains two soil map units:

- **Clear Lake clay, sandy substratum, drained, 0 to 1 percent slopes**, is basin alluvium. This soil type is derived from igneous, metamorphic and sedimentary rock over flood plain alluvium.
- **Xerorthents, loamy**, occurs on old alluvial fans, footslope terraces and footslopes.

Vegetation and Other Land Cover

No natural vegetation communities exist within the study area. Vegetation within the study area is regularly maintained, and was comprised of largely bare ground in the center with sparse ruderal vegetation, with non-native annual grassland along the perimeter (refer to Figure 3, Attachment 1). The dominant species were wild oats (*Avena sp.*), rip-gut brome (*Bromus diandrus*), and foxtail barley (*Hordeum murinum*) within the non-native annual grassland.

General Wildlife

The study area and its surroundings provide habitat for wildlife species that commonly occur in urban habitats such as house finch (*Haemorrhous mexicanus*), Botta's pocket gopher (*Thomomys bottae*) and California scrub jay (*Aphelocoma californica*); however, the site is regularly maintained and, therefore, only provides marginal habitat for urban wildlife such as Virginia opossum (*Didelphis virginiana*), raccoon (*Procyon lotor*), and fox squirrel (*Sciurus niger*). The adjacent reclamation ditch channel may provide a dispersal corridor for wildlife. Species such as coyote, bobcat, and raccoon may utilize the channel.

Special-Status Biological Resources

This section discusses special-status biological resources observed in the study area and evaluates the potential for the study area to support special-status biological resources.

Special-Status Species

Local, State, and federal agencies regulate special-status species and may require an assessment of their presence or potential presence to be conducted prior to the approval of proposed development on a property. Assessments for the potential occurrence of special-status species are based upon known ranges, habitat preferences for the species, species occurrence records from the CNDDDB species occurrence records from other sites in the vicinity of the study area, and previous reports for the study area. The potential for each special-status species to occur in the study area was evaluated according to the following criteria:

- **Not Expected.** Habitat on and adjacent to the site is clearly unsuitable for the species' requirements (foraging, breeding, cover, substrate, elevation, hydrology, plant community, site history, disturbance regime).
- **Low Potential.** Few of the habitat components meeting the species' requirements are present, and/or the majority of habitat on and adjacent to the site is unsuitable or of very poor quality. The species is not likely to be found on the site.
- **Moderate Potential.** Some of the habitat components meeting the species' requirements are present, and/or only some of the habitat on or adjacent to the site is unsuitable. The species has a moderate probability of being found on the site.
- **High Potential.** All of the habitat components meeting the species' requirements are present and/or most of the habitat on or adjacent to the site is highly suitable. The species has a high probability of being found on the site.
- **Present.** Species is observed on the site or has been recorded (e.g., CNDDDB, other reports) on the site recently (within the last 5 years).

For the purpose of this report, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the ESA; those listed or candidates for listing as Rare, Threatened, or Endangered under the CESA or Native Plant Protection Act; those identified as Fully Protected by the CFGC (Sections 3511, 4700, 5050, and 5515); those identified as Species of Special Concern (SSC) by the CDFW; and plants occurring on lists 1 and 2 of the CNPS California Rare Plant Rank (CRPR) system per the following definitions:

- **Rank 1A:** Plants presumed extinct in California;
- **Rank 1B.1:** Rare or endangered in California and elsewhere; seriously endangered in California (over 80 percent of occurrences threatened/high degree and immediacy of threat);
- **Rank 1B.2:** Rare or endangered in California and elsewhere; fairly endangered in California (20 to 80 percent occurrences threatened);
- **Rank 1B.3:** Rare or endangered in California and elsewhere, not very endangered in California (less than 20 percent of occurrences threatened, or no current threats known);
- **Rank 2:** Rare, threatened or endangered in California, but more common elsewhere.

Based on a query of the CNDDDB, there are 45 special-status plant species and 32 special-status wildlife species documented within the *Salinas, California* 7.5-minute U.S. Geological Survey (USGS) quadrangle and 8 surrounding quads. All 77 special-status species have been evaluated for potential to occur within the study area (Attachment 3).

Special-Status Plant Species

No special-status plants were incidentally observed during the reconnaissance-level field survey. The reconnaissance survey was conducted in May 2021, within the spring blooming period when many species are identifiable. Based on the impacted nature of the site, lack of natural vegetation communities, and habitat requirements of special-status plant species, Rincon determined of the 45 special-status plant species known to occur in the region, Congdon's tarplant (*Centromadia parryi* ssp. *Congdonii*) is the only species to have a low potential to occur within the study area (see Attachment 3). No other special-status species are expected to occur in the study area. This is due to a lack of species-specific habitat

requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). For the purposes of CEQA analysis, special-status species with low potential to occur will not be addressed further.

Special-Status Wildlife Species

No federal or State-listed or other special-status wildlife species were observed during the field survey. Of the 32 species evaluated (see Attachment 3), two species had a low potential to occur and three species had a moderate potential to occur. California red-legged frog (*Rana draytonii*) and Monterey shrew (*Sorex ornatus salarius*) had a low potential to occur. Coast range newt (*Taricha torosa*), western pond turtle (*Emys marmorata*), and western burrowing owl (*Athene cunicularia*), had a moderate potential to occur in the study area. For the purposes of CEQA analysis, special-status species with low potential to occur will not be addressed further. No other special-status species are expected to occur in the study area. This is due to a lack of species-specific habitat requirements on site and the overall lack of suitable habitat such as natural vegetation communities or natural wetland habitats (e.g., marshes or seeps). The study area is relatively small and isolated by development from any natural habitats. As such, it does not support a prey base for larger predators/raptors and lacks connectivity to regional populations of special-status species.

Coast Range Newt

Coast range newt is a CDFW species of special concern that inhabits terrestrial habitats such as oak woodlands, annual grassland, and chaparral where sufficient moisture is present. As adults they will migrate over 0.62 mile (1 km) to breed in ponds, reservoirs, and slow-moving streams. There is one CNDDDB record for the coast range newt within five miles of the study area. The study area is within the known range of the species and suitable terrestrial and aquatic habitat is present within and immediately adjacent to the study area.

Western Pond Turtle

Western pond turtle is a CDFW species of special concern that is found in ponds, lakes, rivers, creeks, marshes, and irrigation ditches, with abundant vegetation. It requires basking sites of logs, rocks, cattail mats, or exposed banks. Western pond turtle is active from approximately February to November. It will estivate during summer droughts by burying itself in soft bottom mud. When creeks and ponds dry up in summer, some turtles will travel along the creek until they find an isolated deep pool, others stay within moist mats of algae in shallow pools, and many turtles move to woodlands above the creek or pond and bury themselves in loose soil. Western pond turtle will overwinter underground until temperatures warm up and the heavy winter flows of the creek subside. They return to the creek in the spring.

There are two occurrences within five miles of the study area, with the closest occurrence approximately 3.6 miles to the east within Natividad Creek. The ditch immediately adjacent to the study area is connected to Natividad creek.

Western Burrowing Owl

Western burrowing owl is a CDFW Species of Special Concern that occupies open, treeless areas within grassland, low density scrub, and desert biomes. This species generally inhabits gently sloping areas, characterized by low, sparse vegetation, and is often associated with high densities of burrowing

mammals (Poulin et al. 2011). Western burrowing owl often uses relatively disturbed areas such as agricultural fields, golf courses, cemeteries, and vacant urban lots in addition to natural breeding habitats. Nests are most often in fossorial animal burrows, such as California ground squirrel or American badger, but atypical nests such as culverts or rubble piles may also be used. Nest sites are typically selected in an area with a high density of burrows.

There are five occurrences within five miles of the study area, with the closest occurrence approximately 0.45 miles to the west. Suitable habitat is present throughout the study area within both the nonnative annual grassland and the ruderal habitats. Even though burrows of suitable size were not observed within the study area ground squirrels were observed in the open space alongside the adjacent reclamation ditch within 500 feet of the study area. The species is known to occur in the region and is determined to have a moderate potential to occur within the study area.

Nesting Birds

Birds may nest in trees, shrubs, or directly on the ground. The study area contains suitable nesting habitat for ground-nesting avian species, including killdeer (*Charadrius vociferus*). Therefore, the study area contains suitable nesting habitat for resident and migratory birds. Adjacent parcels contain trees and shrubs which provide suitable nesting habitat for other avian species. Native bird nests are protected by the MBTA and CFGC Section 3503. The nesting season generally extends from February through August but can vary based upon annual climatic conditions.

Special-Status Vegetation Communities

Plant communities are also considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. CDFW ranks sensitive communities as “threatened” or “very threatened” and keeps records of their occurrences in CNDDDB. CNDDDB vegetation alliances are ranked 1 through 5 based on NatureServe’s (2010) methodology, with those alliances ranked globally (G) or statewide (S) as 1 through 3 considered sensitive. Some alliances with the rank of 4 and 5 have also been included in the 2018 sensitive natural communities list under CDFW’s revised ranking methodology (CDFW 2020e).

Based on the current list, no special-status vegetation communities are present in the study area.

Jurisdictional Waters and Wetlands

While no potentially jurisdictional features occur within the study area, the reclamation ditch immediately adjacent to the study area is a potentially jurisdictional feature.

Wildlife Movement

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations or those populations that are at risk of becoming isolated. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network.

The study area is not within any Essential Connectivity Areas or Natural Landscape Blocks (CDFW 2021b). The adjacent ditch may provide a wildlife movement corridor, or habitat linkage; however, it is not within the study area.

Impact Analysis and Mitigation Measures

This section discusses the potential impacts and effects to biological resources that may occur from implementation of the proposed project and recommends mitigation measures that would reduce those impacts where applicable.

Special-Status Species

The proposed project would have a significant effect on biological resources if it would:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

Special-Status Plants

The proposed project has potential to result in direct impacts to special-status plant species if they are present in the disturbance footprint due to removal of individuals or crushing by heavy equipment.

No sensitive plant species were observed during the reconnaissance survey in May 2021 and no special-status plants are expected to occur within the study area.

Special-Status Wildlife

The site contains nesting bird habitat. If nesting birds protected by the CFGC or MBTA are present on-site during construction, direct effects could include injury or mortality from construction activity, or nest abandonment from construction noise, dust, and other project activities.

Nesting Birds

The loss of active nests would be a violation of the MBTA and CFGC sections 3503 and 3513. The loss of common avian species is not likely to constitute a significant impact under CEQA; however, the following measures are recommended for all avian species to maintain compliance with federal and State laws:

- To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation and/or tree removal should occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey, within 14 days of the start of construction. The nesting bird pre-construction survey will be conducted by a qualified biologist within the disturbance footprint and a 300-foot buffer.
- If nests are found, an avoidance buffer will be established by a qualified biologist. The buffer should be established to ensure nesting activity is not disturbed by construction activity, and should be determined by the qualified biologist based on the species' known tolerances, the proposed work

activity, and existing disturbances associated with land uses outside of the site. The buffer should be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel should be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities should occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer should occur only at the discretion of the qualified biologist.

This measure will reduce impacts to nesting birds to less than significant.

Coast Range Newt

Suitable aquatic breeding habitat for coast range newt is present adjacent to the study area within the unnamed reclamation ditch. There is moderate potential for this species to occur within the study area, and no impacts to breeding habitat are expected from project development. However, direct impacts in the form of injury or mortality could occur if individuals are present during construction activity.

Pre-construction clearance surveys for coast range newt should be conducted within 14 days prior to the start of construction (including staging and mobilization) in areas of suitable habitat. The surveys should cover the entire disturbance footprint. A wildlife exclusion fence should be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction. These measures will reduce impacts to coast range newt to less than significant.

Western Pond Turtle

Western pond turtle has potential to occur along the adjacent ditch and within the nonnative grassland habitat. The species may be directly adversely affected by the proposed project if individuals are present in the work areas. Injury or mortality of individuals that may result from construction activity may be considered a significant impact under CEQA.

Pre-construction clearance surveys for western pond turtle should be conducted within 14 days prior to the start of construction (including staging and mobilization) in areas of suitable habitat. The surveys should cover the entire disturbance footprint. A wildlife exclusion fence should be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction. These measures will reduce impacts to western pond turtle to less than significant.

Western Burrowing Owl

Suitable western burrowing owl habitat is present in annual grassland, and ruderal habitats throughout the study area and within the nearby park and along the adjacent reclamation ditch. Even though there is a lack of burrows and a high degree of disturbance, with the nearby suitable habitat in the adjacent open space and along the reclamation ditch the likelihood of western burrowing owl occupying the study area is increased; therefore, the species is determined to have a moderate potential to occur within the study area. Impacts to western burrowing owls would be limited to project activity that would directly affect an

occupied burrow (temporarily or permanently damage or destroy the burrow), or project activity that would disrupt active breeding or wintering owls within 500 feet of construction activity. Because of the lack of suitable burrows within the study area, direct impacts to active burrows are unlikely; however, owls can be disturbed by construction noise and human activity and may abandon active burrows, including during breeding. Impacts to active western burrowing owl burrows would be considered significant under CEQA.

The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the study area, to confirm the presence/absence of active western burrowing owl burrows. The surveys should be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys should be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures should apply:

- Avoidance buffers during the breeding and non-breeding season should be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures.
- If avoidance of western burrowing owls is not feasible, then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season should be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan should be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).

These measures will reduce impacts to western burrowing owl to less than significant.

Special-Status Vegetation

The proposed project would have a significant effect on biological resources if it would:

- b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS.

The reclamation ditch to the north and west of the project area is outside the project boundaries. This is a potentially jurisdictional feature. The project will not impact this feature. No CDFW listed sensitive natural communities or riparian habitats are present within the project boundaries. Therefore, no impacts to sensitive natural communities are expected.

Jurisdictional Waters and Wetlands

The proposed project would have a significant effect on biological resources if it would:

- c. Have a substantial adverse effect on federally or state protected wetlands (including, but not limited to, marshes, vernal pools, coastal wetlands, and drainages) or waters of the United States, as defined by § 404 of the federal Clean Water Act or California Fish & Game Code § 1600, et seq. through direct removal, filling, hydrological interruption, or other means.

No jurisdictional waters or wetlands exist within the project site and no direct impacts are anticipated. However, potentially jurisdictional features within the vicinity of the project site include the reclamation ditch located immediately adjacent to the project site. Indirect impacts from project activities could occur if sediment or pollutants were allowed to enter nearby waterways. Future project activities could include grading, excavation, and removal of soil... Development of the project site would disturb more than one acre of land, which would mandate implementation of a National Pollutant Discharge Elimination System (NPDES)-compliant Stormwater Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMP) to prevent and retain stormwater runoff and to prevent soil erosion. Such BMPs could include checking vehicles daily for leaks, maintaining vehicles in good working order, providing spill kits, preparing a spill response plan, and sediment and erosion control measures (e.g., straw wattles, silt fencing, check dams). With mandatory implementation of the SWPPP and erosion control measures, impacts to the potentially jurisdictional reclamation ditch would be less than significant.

Pursuant to the City of Salinas Zoning Code Section 37-50,180(h), a 100-foot setback area would be required from the top of the bank of the reclamation ditch in which no building or development could occur. Furthermore, the project would be required to comply with the City of Salinas General Plan Policies COS-17 and COS-18 which require developments to protect wetland and riparian areas through a 100-foot setback and implement a riparian/wetland habitat mitigation and management plan. Development activities may be considered within the setback area if a City Planner determines the encroachment to be minor and a Biotic Resources Study has determined that the proposed encroachment would not result in significant adverse impacts to the applicable creek or wetland because the implementation of alternative mitigation measures would achieve a comparable or better level of mitigation than the strict application of the 100-foot setback. This BRA has determined that a 30-foot reduced setback would be appropriate for this site, as implementation of the SWPPP and erosion control measures would be equally as protective as a 100-foot setback.

Wildlife Movement

The proposed project would have a significant effect on biological resources if it would:

- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites.

The adjacent reclamation ditch is a potential wildlife movement corridor however, it is outside the proposed project area and not within the study area. Therefore, no impacts to wildlife movement corridors are expected.

Local Policies and Ordinance

The proposed project would have a significant effect on biological resources if it would:

- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The Salinas General Plan Conservation and Open Space Element includes Policy COS-5.1, which aims to “protect and enhance creek, corridors, river corridors, the reclamation ditch, sloughs, wetlands, hillsides, and other potentially significant biological resources for their value in providing visual amenity, flood

protection, habitat for wildlife and recreational opportunities” (City of Salinas 2002b). The project would be consistent with Policy COS-5.1 as the project would adhere to applicable regulations and implement mitigation measures to reduce potential impacts to a less than significant level, as described under criteria (a) through (d), above.

Chapter 35 of the Salinas Municipal Code sets forth regulations and provisions pertaining to the planting, maintenance, and removal of trees and shrubs in Salinas. According to Section 35-1 of the Salinas Municipal Code, the City defines a heritage and/or landmark tree as 1) an oak tree that is at least 24 inches in diameter at two feet above the ground surface; or 2) an oak tree that is visually significant, historically significant, or exemplary in its species. Section 35-18 of the Salinas Municipal Code prohibits the removal of heritage or landmark trees from City property unless approved by the City’s Public Works Director. Heritage and landmark trees do not occur within the study area, and development facilitated by the project would not result in the removal of heritage or landmark trees.

Pursuant to Section 35-9 of the Salinas Municipal Code, no person shall root-trim, trim, prune, plant, injure, remove, or interfere with any tree, shrub or plant upon any street, parkway or alley in the City without written permission from the City’s Public Works Director. No trees protected by this policy exist within the study area, therefore the proposed project would not conflict with the Salinas Municipal Code, as applicable.

Habitat Conservation Plan

The proposed project would have a significant effect on biological resources if it would:

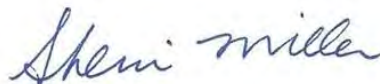
- f. Conflict with the provisions of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The study area is outside all Habitat Conservation Plan and Natural Community Conservation Plan Areas. Therefore, the proposed project will not conflict with any adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan.

Sincerely,
Rincon Consultants, Inc.



Christian Knowlton
Biologist



Sherri
Principal

Miller

Attachments

- Attachment 1 Figures
- Attachment 2 Representative Site Photographs
- Attachment 3 Special-Status Species Evaluation Tables

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Attachment 1

Figures

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and its licensors © 2021. Salinas Quadrangle. T14S R03E S29. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

 Project Location


0 1,000 2,000 Feet 



Figure 2 Study Area



Imagery provided by Microsoft Bing and its licensors © 2021.

Salinas 11/19/2021

Figure 3 Vegetation/Landcover



Attachment 2

Representative Site Photographs



Photograph 1. The southwest corner of the study area, facing southwest.



Photograph 2. The southwest corner of the study area, facing north. Soil stockpiles in the midground.



Photograph 3. Adjacent reclamation ditch with non-native annual grassland along the bank.



Photograph 4. The north side of the study area facing south. Non-native annual grassland along the bank.



Photograph 5. Illegal dumpsite and homeless encampment along adjacent reclamation ditch. Northeast corner of the study area.



Photograph 6. Soil and gravel stockpiles along the western edge of the study area.



Photograph 7. Heavily disturbed soil in the center of the study area.

Attachment 3

Special-Status Species Evaluation Tables



Special-Status Species in the Regional Vicinity of the Study Area

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Plants and Lichens				
<i>Agrostis lacun- vernalis</i> vernal pool bent grass	None/None G1/S1 1B.1	Vernal pools. In mima mound areas or on the margins of vernal pools. 125-150 m. Blooms April - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Allium hickmanii</i> Hickman's onion	None/None G2/S2 1B.2	Closed-cone coniferous forest, chaparral, coastal scrub, coastal prairie, valley and foothill grassland. Sandy loam, damp ground and vernal swales; mostly in grassland though can be associated with chaparral or woodland. 5-200 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Arctostaphylos hookeri</i> ssp. <i>hookeri</i> Hooker's manzanita	None/None G3T2/S2 1B.2	Chaparral, coastal scrub, closed-cone coniferous forest, cismontane woodland. Sandy soils, sandy shales, sandstone outcrops. 30-550 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos montereyensis</i> Toro manzanita	None/None G2?/S2? 1B.2	Chaparral, cismontane woodland, coastal scrub. Sandy soil, usually with chaparral associates. 45-765 m. Blooms January - March	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos pajaroensis</i> Pajaro manzanita	None/None G1/S1 1B.1	Chaparral. Sandy soils. 30-170 m. Blooms December - February	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Arctostaphylos pumila</i> sandmat manzanita	None/None G1/S1 1B.2	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal dunes, coastal scrub. On sandy soil with other chaparral associates. 3-210 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.
<i>Astragalus tener</i> var. <i>tener</i> alkali milk-vetch	None/None G2T1/S1 1B.2	Alkali playa, valley and foothill grassland, vernal pools. Low ground, alkali flats, and flooded lands; in annual grassland or in playas or vernal pools. 0-170 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Castilleja ambigua</i> var. <i>insalutata</i> pink Johnny-nip	None/None G4T2/S2 1B.1	Coastal bluff scrub, coastal prairie. Wet or moist coastal strand or scrub habitats. 3-135 m. Blooms May - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Centromadia parryi</i> ssp. <i>Congdonii</i> Congdon's tarplant	None/None G3T1T2/S1S2 1B.1	Valley and foothill grassland. Alkaline soils, sometimes described as heavy white clay. 0-245 m. Blooms June - October	Low Potential	Potentially suitable habitat exists along the creek channel and in the disturbed areas. With the regular vegetation maintenance, it is unlikely the species would be observed within the study area.



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Chorizanthe minutiflora</i> Fort Ord spineflower	None/None G1/S1 1B.2	Coastal scrub, chaparral (maritime). Sandy, openings. 60-145 m. Blooms April - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Chorizanthe pungens</i> var. <i>pungens</i> Monterey spineflower	FT/None G2T2/S2 1B.2	Coastal dunes, chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Sandy soils in coastal dunes or more inland within chaparral or other habitats. 3-270 m. Blooms April - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Chorizanthe robusta</i> var. <i>robusta</i> robust spineflower	FE/None G2T1/S1 1B.1	Cismontane woodland, coastal dunes, coastal scrub, chaparral. Sandy terraces and bluffs or in loose sand. 5-245 m. Blooms May - September	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Clarkia jolonensis</i> Jolon clarkia	None/None G2/S2 1B.2	Cismontane woodland, chaparral, coastal scrub, riparian woodland. 10-1280 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Collinsia multicolor</i> San Francisco collinsia	None/None G2/S2 1B.2	Annual herb. Blooms March-May. Closed-cone coniferous forest, coastal scrub. On decomposed shale (mudstone) mixed with humus. 30-250m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Cordylanthus rigidus</i> ssp. <i>littoralis</i> seaside bird's-beak	None/SE G5T2/S2 1B.1	Closed-cone coniferous forest, chaparral, cismontane woodland, coastal scrub, coastal dunes. Sandy, often disturbed sites, usually within chaparral or coastal scrub. 30-520 m. Blooms July - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium californicum</i> ssp. <i>interius</i> Hospital Canyon larkspur	None/None G3T3/S3 1B.2	Cismontane woodland, chaparral, coastal scrub. In wet, boggy meadows, openings in chaparral and in canyons. 195-1095 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium hutchinsoniae</i> Hutchinson's larkspur	None/None G2/S2 1B.2	Broad leafed upland forest, chaparral, coastal prairie, coastal scrub. On semi-shaded, slightly moist slopes, usually west-facing. 15-535 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Delphinium umbraculorum</i> umbrella larkspur	None/None G3/S3 1B.3	Cismontane woodland, chaparral. Mesic sites. 215-2075 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Ericameria fasciculata</i> Eastwood's goldenbush	None/None G2/S2 1B.1	Closed-cone coniferous forest, chaparral (maritime), coastal scrub, coastal dunes. In sandy openings. 30-215 m. Blooms July - October	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Eriogonum nortonii</i> Pinnacles buckwheat	None/None G2/S2 1B.3	Chaparral, valley and foothill grassland. Sandy soils; often on recent burns; western Santa Lucias. 90-975 m. Blooms May - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Erysimum ammophilum</i> sand-loving wallflower	None/None G2/S2 1B.2	Chaparral (maritime), coastal dunes, coastal scrub. Sandy openings. 3-320 m. Blooms March - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Erysimum menziesii</i> Menzies' wallflower	FE/SE G1/S1 1B.1	Bloom period: January-August. Occurs in coastal dunes, headlands, and cliffs. Localized on dunes and coastal strands. Elevations: 1-25 m. Blooms January - August.	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Fritillaria liliacea</i> fragrant fritillary	None/None G2/S2 1B.2	Coastal scrub, valley and foothill grassland, coastal prairie, cismontane woodland. Often on serpentine; various soils reported though usually on clay, in grassland. 3-385 m. Blooms February - April	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Gilia tenuiflora</i> ssp. <i>arenaria</i> Monterey gilia	FE/ST G3G4T2/S2 1B.2	Coastal dunes, coastal scrub, chaparral (maritime), cismontane woodland. Sandy openings in bare, wind-sheltered areas. Often near dune summit or in the hind dunes; two records from Pleistocene inland dunes. 5-245 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Holocarpha macradenia</i> Santa Cruz tarplant	FT/SE G1/S1 1B.1	Coastal prairie, coastal scrub, valley and foothill grassland. Light, sandy soil or sandy clay; often with nonnatives. 10-275 m. Blooms June -November	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Horkelia cuneata</i> var. <i>sericea</i> Kellogg's horkelia	None/None G4T1?/S1? 1B.1	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. 5-430 m. Blooms April - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Horkelia marinensis</i> Point Reyes horkelia	None/None G2/S2 1B.2	Coastal dunes, coastal prairie, coastal scrub. Sandy flats and dunes near coast; in grassland or scrub plant communities. 2-775 m. Blooms May - September	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Lasthenia conjugens</i> Contra Costa goldfields	FE/None G1/S1 1B.1	Valley and foothill grassland, vernal pools, alkaline playas, cismontane woodland. Vernal pools, swales, low depressions, in open grassy areas. 1-450 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Legenere</i> legenere	<i>limosa</i> None/None G2/S2 1B.1	Vernal pools. In beds of vernal pools. 1-1005 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Lupinus</i> Tidestrom's lupine	<i>tidestromii</i> FE/SE G1/S1 1B.1	Coastal dunes. Partially stabilized dunes, immediately near the ocean. 4-25 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Malacothamnus</i> <i>palmeri</i> <i>involucratus</i> Carmel Valley bush-mallow	var. None/None G3T2Q/S2 1B.2	Cismontane woodland, chaparral, coastal scrub. Talus hilltops and slopes, sometimes on serpentine. Fire dependent. 5-520 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Malacothrix</i> var. Carmel malacothrix	<i>saxatilis</i> <i>arachnoidea</i> None/None G5T2/S2 1B.2	Chaparral, coastal scrub. Rock outcrops or steep rocky roadcuts. 30-1040 m. Blooms May - August	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Meconella</i> Oregon meconella	<i>oregana</i> None/None G2G3/S2 1B.1	Coastal prairie, coastal scrub. Open, moist places. 60-640 m. Blooms March - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Microseris</i> marsh microseris	<i>paludosa</i> None/None G2/S2 1B.2	Closed-cone coniferous forest, cismontane woodland, coastal scrub, valley and foothill grassland. 3-610 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Monardella</i> ssp. northern leaved monardella	<i>sinuata</i> <i>Nigrescens</i> <i>curly-</i> None/None G3T2/S2 1B.2	Coastal dunes, coastal scrub, chaparral, lower montane coniferous forest. Sandy soils. 10-245 m. Blooms May - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Monolopia</i> woodland woollythreads	<i>gracilens</i> None/None G3/S3 1B.2	Chaparral, valley and foothill grassland, cismontane woodland, broad leafed upland forest, North Coast coniferous forest. Grassy sites, in openings; sandy to rocky soils. Often seen on serpentine after burns but may have only weak affinity to serpentine. 120-975 m. Blooms March - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area
<i>Pinus</i> Monterey pine	<i>radiata</i> None/None G1/S1 1B.1	Closed-cone coniferous forest, cismontane woodland. Five primary stands are native to California. Dry bluffs and slopes. 60-125 m.	Not Expected	No natural vegetation communities or suitable habitat occur in the study area. Would have been observed if present.



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Piperia yadonii</i> Yadon's rein orchid	FE/None G1/S1 1B.1	Closed-cone coniferous forest, chaparral, coastal bluff scrub. On sandstone and sandy soil, but poorly drained and often dry. 10-505 m. Blooms June - July	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Plagiobothrys chorisianus</i> <i>chorisianus</i> Choris' popcornflower	var. None/None G3T1Q/S1 1B.2	Chaparral, coastal scrub, coastal prairie. Mesic sites. 5-705 m. Blooms March - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Plagiobothrys diffusus</i> San Francisco popcornflower	None/SE G1Q/S1 1B.1	Valley and foothill grassland, coastal prairie. Historically from grassy slopes with marine influence. 45-360 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Rosa pinetorum</i> pine rose	None/None G2/S2 1B.2	Closed-cone coniferous forest, cismontane woodland. 5-1090 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Stebbinsoseris decipiens</i> Santa Cruz microseris	None/None G2/S2 1B.2	Broad leafed upland forest, closed-cone coniferous forest, chaparral, coastal prairie, coastal scrub, valley and foothill grassland. Open areas in loose or disturbed soil, usually derived from sandstone, shale or serpentine, on seaward slopes. 90-750 m. Blooms April - May	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium buckwestiorum</i> Santa Cruz clover	None/None G2/S2 1B.1	Coastal prairie, broad leafed upland forest, cismontane woodland. Moist grassland. Gravelly margins. 30-805 m. Blooms May - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium hydrophilum</i> saline clover	None/None G2/S2 1B.2	Marshes and swamps, valley and foothill grassland, vernal pools. Mesic, alkaline sites. 1-335 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.
<i>Trifolium polyodon</i> Pacific Grove clover	None/SR G1/S1 1B.1	Closed-cone coniferous forest, meadows and seeps, coastal prairie, valley and foothill grassland. Along small springs and seeps in grassy openings. 5-260 m. Blooms April - June	Not Expected	No natural vegetation communities or suitable habitat occur in the study area.



Scientific Common Name	Name/ Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Regional Vicinity refers to within a 9-quad search radius of site.				
Status (Federal/State)		CRPR (CNPS California Rare Plant Rank)		
FE =	Federal Endangered	1B = Rare, Threatened, or Endangered in California and elsewhere		
FT =	Federal Threatened			
SE =	State Endangered	CRPR Threat Code Extension		
ST =	State Threatened	.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)		
SR =	State Rare	.2 = Moderately threatened in California (20-80% of occurrences threatened/moderate degree and immediacy of threat)		
		.3 = Not very endangered in California (<20% of occurrences threatened/low degree and immediacy of threat)		
Other Statuses				
G1 or S1	Critically Imperiled Globally or Subnationally (state)			
G2 or S2	Imperiled Globally or Subnationally (state)			
G3 or S3	Vulnerable to extirpation or extinction Globally or Subnationally (state)			
G4/5 or S4/5	Apparently secure, common and abundant			
Additional Notations may be provided as follows				
T –	Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)			
Q –	Questionable taxonomy that may reduce conservation priority			
? –	Inexact Numeric rank			



Special-Status Animal Species in the Regional Vicinity of the Study Area

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Invertebrates				
<i>Euphilotes enoptes smithi</i> Smith's blue butterfly	FE/None G5T1T2/S1	Most commonly associated with coastal dunes & coastal sage scrub plant communities in Monterey & Santa Cruz counties. Hostplant: Eriogonum latifolium and Eriogonum parvifolium are utilized as both larval and adult foodplants.	Not Expected	No suitable coastal dune or coastal sage scrub habitat occurs in the study area and this species host plants were not observed.
Fish				
<i>Eucyclogobius newberryi</i> tidewater goby	FE/None G3/S3	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.	Not Expected	No suitable habitat occurs in the study area. The adjacent ditch is fed primarily by agriculture runoff.
<i>Lavinia exilicauda harengus</i> Monterey hitch	None/None G4T2T4/S2S4 SSC	Occupies a wide variety of habitats, although they are most abundant in lowland areas with large pools or in small reservoirs that mimic such conditions.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
<i>Oncorhynchus mykiss irideus</i> pop. 9 steelhead - south-central California coast DPS	FT/None G5T2Q/S2	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including the Santa Maria River.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
<i>Spirinchus thaleichthys</i> longfin smelt	FC/ST G5/S1	Euryhaline, nektonic & anadromous. Found in open waters of estuaries, mostly in middle or bottom of water column. Prefer salinities of 15-30 ppt, but can be found in completely freshwater to almost pure seawater.	Not Expected	Potential habitat occurs within the adjacent reclamation ditch, which is outside the project area.
Amphibians				
<i>Ambystoma californiense</i> California tiger salamander	FT/ST G2G3/S2S3 WL	Central California DPS federally listed as threatened. Santa Barbara and Sonoma counties DPS federally listed as endangered. Need underground refuges, especially ground squirrel burrows, and vernal pools or other seasonal water sources for breeding.	Not Expected	The site is surrounded by development and has been heavily disturbed.
<i>Ambystoma macrodactylum croceum</i> Santa Cruz long-toed salamander	FE/SE G5T1T2/S1S2 FP	Wet meadows near sea level in a few restricted locales in Santa Cruz and Monterey counties. Aquatic larvae prefer shallow (<12 inches) water, using clumps of vegetation or debris for cover. Adults use mammal burrows.	Not Expected	Suitable habitat is not present, and the site is surrounded by development.

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Rana boylei</i> foothill yellow- legged frog	None/SE G3/S3 SSC	Partly shaded, shallow streams and riffles with a rocky substrate in a variety of habitats. Needs at least some cobble-sized substrate for egg-laying. Needs at least 15 weeks to attain metamorphosis.	Not Expected	Suitable habitat is not present, and the site is surrounded by development.
<i>Rana draytonii</i> California red- legged frog	FT/None G2G3/S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.	Low Potential	Potentially suitable habitat occurs along the adjacent reclamation ditch. California red-legged frogs may use the urban creeks as dispersal corridors however, the urban nature of the reclamation ditch and a lack of suitable breeding habitat may preclude them from the study area. Dispersing individuals may transiently occur within the study area
<i>Spea hammondi</i> western spadefoot	None/None G2G3/S3 SSC	Occurs primarily in grassland habitats, but can be found in valley-foothill hardwood woodlands. Vernal pools are essential for breeding and egg-laying.	Not Expected	No suitable habitat occurs in the study area
<i>Taricha torosa</i> Coast Range newt	None/None G4/S4 SSC	Coastal drainages from Mendocino County to San Diego County. Lives in terrestrial habitats & will migrate over 1 km to breed in ponds, reservoirs and slow moving streams.	Moderate Potential	Potentially suitable habitat occurs along the adjacent reclamation ditch. Coast range newts may use the urban creeks as dispersal corridors however, the urban nature of the reclamation ditch may preclude them from the study area.
Reptiles				
<i>Anniella pulchra</i> Northern California legless lizard	None/None G3/S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.	Not Expected	No suitable habitat occurs in the study area.
<i>Emys marmorata</i> western pond turtle	None/None G3G4/S3 SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	Moderate Potential	Potentially suitable habitat occurs within the adjacent reclamation ditch corridor.
<i>Phrynosoma blainvillii</i> coast horned lizard	None/None G3G4/S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.	Not Expected	No suitable habitat occurs in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Thamnophis hammondi</i> two-striped gartersnake	None/None G4/S3S4 SSC	Coastal California from vicinity of Salinas to northwest Baja California. From sea to about 7,000 ft elevation. Highly aquatic, found in or near permanent fresh water. Often along streams with rocky beds and riparian growth.	Not Expected	No suitable habitat occurs in the study area
Birds				
<i>Agelaius tricolor</i> tricolored blackbird	None/ST G1G2/S1S2 SSC	Requires open water, protected nesting substrate, and foraging area with insect prey within a few km of the colony.	Not Expected	No suitable habitat occurs in the study area
<i>Aquila chrysaetos</i> golden eagle	None/None G5/S3 FP WL	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	Not Expected	No suitable habitat occurs in the study area
<i>Asio flammeus</i> short-eared owl	None/None G5/S3 SSC	Found in swamp lands, both fresh and salt; lowland meadows; irrigated alfalfa fields. Tule patches/tall grass needed for nesting/daytime seclusion. Nests on dry ground in depression concealed in vegetation.	Not Expected	No suitable habitat occurs in the study area
<i>Athene cunicularia</i> burrowing owl	None/None G4/S3 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.	Moderate Potential	Suitable habitat occurs within the study area. There are occurrences 0.45 miles to the west and ground squirrels were observed in the nearby open space.
<i>Buteo swainsoni</i> Swainson's hawk	None/ST G5/S3	Breeds in grasslands with scattered trees, juniper-sage flats, riparian areas, savannahs, and agricultural or ranch lands with groves or lines of trees.	Not Expected	No suitable habitat occurs in the study area
<i>Charadrius nivosus</i> western snowy plover	FT/None G3T3/S2 SSC	Sandy beaches, salt pond levees, and shores of large alkali lakes. needs sandy, gravelly or friable soils for nesting.	Not Expected	No suitable habitat occurs in the study area
<i>Coturnicops noveboracensis</i> yellow rail	None/None G4/S1S2 SSC	Summer resident in eastern Sierra Nevada in Mono County. Freshwater marshlands.	Not Expected	No suitable habitat occurs in the study area
<i>Elanus leucurus</i> white-tailed kite	None/None G5/S3S4 FP	Rolling foothills and valley margins with scattered oaks & river bottomlands or marshes next to deciduous woodland. Open grasslands, meadows, or marshes for foraging close to isolated, dense-topped trees for nesting and perching.	Not Expected	No suitable habitat occurs in the study area

Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Falco peregrinus anatum</i> American peregrine falcon	FD/SD G4T4/S3S4 FP	Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape or a depression or ledge in an open site.	Not Expected	No suitable habitat occurs in the study area
<i>Rallus obsoletus</i> California Ridgway's rail	FE/SE G3T1/S1 FP	Salt water and brackish marshes traversed by tidal sloughs in the vicinity of San Francisco Bay. Associated with abundant growths of pickleweed however, feeds away from cover on invertebrates from mud-bottomed sloughs.	Not Expected	No suitable habitat occurs in the study area
<i>Riparia riparia</i> bank swallow	None/ST G5/S2	Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. Requires vertical banks/cliffs with fine-textured/sandy soils near streams, rivers, lakes, ocean to dig nesting hole.	Not Expected	No suitable habitat occurs in the study area
<i>Vireo bellii pusillus</i> least Bell's vireo	FE/SE G5T2/S2	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.	Not Expected	No suitable habitat occurs in the study area
Mammals				
<i>Antrozous pallidus</i> pallid bat	None/None G4/S3 SSC	Found in a variety of habitats including deserts, grasslands, shrublands, woodlands, and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts in crevices of rock outcrops, caves, mine tunnels, buildings, bridges, and hollows of live and dead trees which must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.	Not Expected	No suitable habitat occurs in the study area
<i>Corynorhinus townsendii</i> Townsend's big-eared bat	None/None G4/S2 SSC	Occurs throughout California in a wide variety of habitats. Most common in mesic sites, typically coniferous or deciduous forests. Roosts in the open, hanging from walls & ceilings in caves, lava tubes, bridges, and buildings. This species is extremely sensitive to human disturbance.	Not Expected	No suitable habitat occurs in the study area
<i>Neotoma macrotis luciana</i> Monterey dusky-footed woodrat	None/None G5T3/S3 SSC	Forest habitats of moderate canopy and moderate to dense understory. Also, in chaparral habitats. Nests constructed of grass, leaves, sticks, feathers, etc. Population may be limited by availability of nest materials.	Not Expected	No suitable habitat occurs in the study area



Scientific Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
<i>Sorex ornatus</i> <i>salaris</i> Monterey shrew	None/None G5T1T2/S1S2 SSC	Riparian, wetland, and upland areas in the vicinity of the Salinas River delta. Prefers moist microhabitats. feeds on insects & other invertebrates found under logs, rocks & litter.	Low Potential	Marginal habitat occurs adjacent to the study area however, the disturbed nature of the study area precludes the species from the project site.
<i>Taxidea taxus</i> American badger	None/None G5/S3 SSC	Most abundant in drier open stages of most shrub, forest, and herbaceous habitats, with friable soils. Needs sufficient food, friable soils and open, uncultivated ground. Preys on burrowing rodents. Digs burrows.	Not Expected	No suitable habitat occurs in the study area

Regional Vicinity refers to within a 6-quad search radius of site.

Status (Federal/State)

FE = Federal Endangered

FT = Federal Threatened

SE = State Endangered

ST = State Threatened

SR = State Rare

SD = State Delisted

SSC = CDFW Species of Special Concern

FP = CDFW Fully Protected

WL = CDFW Watch List

Other Statuses

G1 or S1 Critically Imperiled Globally or Subnationally (state)

G2 or S2 Imperiled Globally or Subnationally (state)

G3 or S3 Vulnerable to extirpation or extinction Globally or Subnationally (state)

G4/5 or S4/5 Apparently secure, common and abundant

Additional Notations may be provided as follows

T – Intraspecific Taxon (subspecies, varieties, and other designations below the level of species)

Q – Questionable taxonomy that may reduce conservation priority



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Appendix C

Energy Construction and Operational Energy Fuel Consumption Calculations

1 Preston Street Project

Last Updated: 4/7/2022

Compression-Ignition Engine Brake-Specific Fuel Consumption (BSFC) Factors [1]:

HP: 0 to 100	0.0588	HP: Greater than 100	0.0529
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Values above are expressed in gallons per horsepower-hour/BSFC.

CONSTRUCTION EQUIPMENT

Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phase	Fuel Used (gallons)
Graders	1	8	187	0.41	Site Preparation Phase	97.26
Scrapers	1	8	367	0.48	Site Preparation Phase	223.48
Tractors/Loaders/Backhoes	1	7	97	0.37	Site Preparation Phase	44.29
Graders	1	8	187	0.41	Grading Phase	194.53
Rubber Tired Dozers	1	8	247	0.4	Grading Phase	250.68
Tractors/Loaders/Backhoes	1	7	97	0.37	Grading Phase	88.58
Cranes	1	8	231	0.29	Building Construction Phase	6,232.20
Forklifts	2	7	89	0.2	Building Construction Phase	3,221.69
Generator Sets	1	8	84	0.74	Building Construction Phase	6,428.90
Tractors/Loaders/Backhoes	1	8	97	0.37	Building Construction Phase	3,711.92
Welders	3	8	46	0.45	Building Construction Phase	6,422.69
Air Compressors	1	6	78	0.48	Architectural Coating Phase	132.01
Cement and Mortar Mixers	1	8	9	0.56	Paving Phase	23.69
Pavers	1	8	130	0.42	Paving Phase	230.89
Paving Equipment	1	8	132	0.36	Paving Phase	200.95
Rollers	1	8	80	0.38	Paving Phase	142.91
Tractors/Loaders/Backhoes	1	8	97	0.37	Paving Phase	168.72
Total Fuel Used						27,815.41
						(Gallons)

Construction Phase Days of Operation

Construction Phase	Days of Operation
Site Preparation Phase	3
Grading Phase	6
Building Construction Phase	220
Paving Phase	10
Architectural Coating Phase	10
Total Days	249

WORKER TRIPS

Constuction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
Site Preparation Phase	25.3	8	10.8	10.25
Grading Phase	25.3	10	10.8	25.61
Building Construction Phase	25.3	83	10.8	7794.78
Paving Phase	25.3	15	10.8	64.03
Architectural Coating Phase	25.3	17	10.8	72.57
Total				7,967.24

HAULING AND VENDOR TRIPS

Trip Class	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
HAULING TRIPS				
Site Preparation Phase	7.6	0	20.0	0.00
Grading Phase	7.6	0	20.0	0.00
Building Construction Phase	7.6	0	20.0	0.00
Paving Phase	7.6	0	20.0	0.00

Architectural Coating Phase	7.6	0	20.0	0.00
Total				-
VENDOR TRIPS				
Site Preparation Phase	7.6	0	7.3	0.00
Grading Phase	7.6	0	7.3	0.00
Building Construction Phase	7.6	19	7.3	4015.00
Paving Phase	7.6	0	7.3	0.00
Architectural Coating Phase	7.6	0	7.3	0.00
Total				4,015.00

Total Gasoline Consumption (gallons)	7,967.24
Total Diesel Consumption (gallons)	31,830.41

Sources:

[1] United States Environmental Protection Agency. 2021. *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES3.0.2*. September. Available at: <https://www.epa.gov/system/files/documents/2021-08/420r21021.pdf>.

[2] United States Department of Transportation, Bureau of Transportation Statistics. 2021. *National Transportation Statistics*. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

1 Preston Street Project

Last Updated: 4/7/2022

Populate one of the following tables (Leave the other blank):

Annual VMT	OR	Daily Vehicle Trips
Annual VMT: 1,132,272		Daily Vehicle Trips: Average Trip Distance:

Fleet Class	Fleet Mix	Fuel Economy (MPG) [1]	
Light Duty Auto (LDA)	0.512341	Passenger Vehicles	25.3
Light Duty Truck 1 (LDT1)	0.05237	Light-Med Duty Trucks	18.2
Light Duty Truck 2 (LDT2)	0.194493	Heavy Trucks/Other	7.6
Medium Duty Vehicle (MDV)	0.150484	Motorcycles	44
Light Heavy Duty 1 (LHD1)	0.029151		
Light Heavy Duty 2 (LHD2)	0.007004		
Medium Heavy Duty (MHD)	0.010494		
Heavy Heavy Duty (HHD)	0.009415		
Other Bus (OBUS)	0.001203		
Urban Bus (UBUS)	0.000586		
Motorcycle (MCY)	0.027411		
School Bus (SBUS)	0.001303		
Motorhome (MH)	0.003746		

Fleet Mix					
Vehicle Type	Percent	Fuel Type	Annual VMT:		Fuel Consumption (Gallons)
			VMT	Vehicle Trips: VMT	
Passenger Vehicles	51.23%	Gasoline	580,109	0.00	22,929
Light-Medium Duty Trucks	39.73%	Gasoline	449,905	0.00	24,720
Heavy Trucks/Other	6.29%	Diesel	71,222	0.00	9,371
Motorcycle	2.74%	Gasoline	31,037	0.00	705

Total Gasoline Consumption (gallons)	48,355
Total Diesel Consumption (gallons)	9,371

Sources:

[1] United States Department of Transportation, Bureau of Transportation Statistics. 2021. National Transportation Statistics. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

Equipment	Horsepower	Load Factor
Aerial Lifts	63	0.31
Air Compressors	78	0.48
Bore/Drill Rigs	221	0.5
Cement and Mortar Mixers	9	0.56
Concrete/Industrial Saws	81	0.73
Cranes	231	0.29
Crawler Tractors	212	0.43
Crushing/Proc. Equipment	85	0.78
Excavators	158	0.38
Forklifts	89	0.2
Generator Sets	84	0.74
Graders	187	0.41
Off-Highway Tractors	124	0.44
Off-Highway Trucks	402	0.38
Other Construction Equipment	172	0.42
Other General Industrial Equipment	88	0.34
Other Material Handling Equipment	168	0.4
Pavers	130	0.42
Paving Equipment	132	0.36
Plate Compactors	8	0.43
Pressure Washers	13	0.3
Pumps	84	0.74
Rollers	80	0.38
Rough Terrain Forklifts	100	0.4
Rubber Tired Dozers	247	0.4
Rubber Tired Loaders	203	0.36
Scrapers	367	0.48
Signal Boards	6	0.82
Skid Steer Loaders	65	0.37
Surfacing Equipment	263	0.3
Sweepers/Scrubbers	64	0.46
Tractors/Loaders/Backhoes	97	0.37
Trenchers	78	0.5
Welders	46	0.45

Appendix D

Transportation Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.

1 Preston Residential

Transportation Analysis

Prepared for:

Rincon Consultants

February 28, 2022

Hexagon Transportation Consultants, Inc.

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Executive Summary

This report presents the results of a Transportation Analysis (TA) for the proposed residential development located at 1 Preston Street in Salinas, California. The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). There is currently no development proposal. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units.

Transportation Analysis Scope

The transportation analysis of the project was evaluated following the standards and methodologies of the City of Salinas. The transportation analysis will consist of a CEQA-level transportation analysis to determine environmental impacts related to Vehicle Miles Traveled (VMT) and a transportation operations analysis to determine local impacts to nearby transportation facilities within the project vicinity.

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool.

Transportation Operations Analysis Scope

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

CEQA VMT Analysis

CEQA Transportation Analysis Exemption Criteria

The City of Salinas *Draft SB 743 Implementation Policy* describes screening criteria that determines a non-significant transportation impact for development projects. The criteria are based on the type of project, characteristics, and/or location. The project does not meet the screening criteria described in the *Draft SB 743 Implementation Policy* and would be required to conduct a CEQA level VMT analysis.

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate 10.53 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact.

Mitigation Measures: Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**
6. Affordable Housing: Provide below market-rate housing on-site. **or**
7. Voluntary Travel Behavior Change Program: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. Promotions and Marketing: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. School Carpool Program: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Transportation Operations Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The transportation operations analysis includes the analysis of AM and PM peak-hour traffic conditions for one signalized intersection and two unsignalized intersections. The intersections were evaluated using Synchro software, utilizing the Highway Capacity Manual (HCM) 2010 methodology.

Trip Generation

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition*, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour.

Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with and without the project. The N. Main Street/Menke Street intersection would operate at an unacceptable LOS F during both peak hours with and without the project. The addition of project generated trips to the intersection would increase the average delay experienced by each vehicle on the worst-leg approach by 13.6 seconds during the AM peak hour. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Table ES-1
Intersection Level of Service Summary

Study #	Intersection	Control	Peak Hour	Existing Conditions				
				No Project		with Project		Increase in Crit. Delay (sec)
				Avg. Delay ¹ (sec)	LOS	Avg. Delay ¹ (sec)	LOS	
1	N. Main Street & Menke Street	TWSC	AM	65.9	F	79.5	F	13.6
			PM	183.3	F	183.3	F	0.0
2	N. Main Street & Rossi Street	Signal	AM	28.9	C	29.1	C	0.2
			PM	31.3	C	31.6	C	0.3
3	Martella Street & Rossi Street	TWSC	AM	22.3	C	24.1	C	1.8
			PM	26.2	D	27.9	D	1.7

Notes:
¹ Average delay is reported for signalized intersections. Delay for the worst approach leg is reported for TWSC intersections.
Bold indicates a substandard level of service.
Bold indicates an adverse effect with the addition of project trips.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection. Field observations show that gaps in traffic are available during both peak hours at both intersections.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

Pedestrian facilities in the project vicinity include sidewalks, crosswalks, and pedestrian signals at the signalized study intersection. The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides access to additional pedestrian facilities and to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should be designed to include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

Bicycle facilities in the project vicinity include bike paths, bike lanes, and bike routes. The project site is not directly served by any bicycle facilities. However, Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Facilities

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

1.

Introduction

This report presents the results of a Transportation Analysis (TA) for the proposed residential development located at 1 Preston Street in Salinas, California. The site is located at the western end of Preston Street. The project site location and surrounding study area are shown on Figure 1.

The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The maximum potential buildout of the site was evaluated as part of this traffic analysis since there currently is no development proposal. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units.

Transportation Policies

Draft SB 743 Implementation Policy

Historically, traffic impact analysis has utilized vehicular delay to identify traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, public agencies are now required to base the determination of transportation impacts on Vehicle Miles Traveled (VMT) rather than level of service (LOS).

In adherence to SB 743, the City of Salinas has adopted a new Transportation Analysis Policy, the City of Salinas *Draft SB 743 Implementation Policy*. The policy establishes the thresholds for transportation impacts under the CEQA based on VMT instead of LOS. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and the creation of robust multimodal networks that support integrated land uses. All new development projects are required to analyze transportation impacts using the VMT metric and conform to the *Draft SB 743 Implementation Policy*.

General Plan Goals & Policies

The Circulation Element of the *City of Salinas General Plan* includes a set of balanced, long-range, multi-modal transportation goals and policies that provide for a transportation network that is safe, efficient, and sustainable (minimizes environmental, financial, and neighborhood impacts). These transportation goals and policies are intended to improve multi-modal accessibility to all land uses and create a city where people are less reliant on driving to meet their daily needs. The 2002 General Plan

contains the following policies to encourage the use of non-automobile transportation modes to minimize vehicle trip generation and reduce VMT:

- Use traffic calming methods within residential areas where necessary to create a pedestrian-friendly circulation system (C-1.8);
- Encourage car-pooling, at government offices, business, schools, and other facilities, to reduce the number of vehicles using the roadway system (C1.9);
- Urge a countywide approach to Transportation Demand Management (TDM) and Transportation Systems Management (TSM) as the best way to reduce peak-hour vehicle trips and congestion at major employment centers. (C2.1);
- Work with Caltrain and Amtrak to provide commuter rail service to the Silicon Valley and other major destinations to provide alternatives to automobile use (C-2.5);
- Support continued maintenance and expanded use of the City's Intermodal Transportation Center (C-2.7);
- Support Monterey-Salinas Transit initiatives to provide adequate and improved public transportation service (C-3.1);
- Design development and reuse/revitalization projects to be transit-oriented to promote the use of alternative modes of transit and support higher levels of transit service (C 3.2);
- Support the extension of commuter rail to Salinas to allow for alternatives to automobile use. (C 3.3);
- Support public transportation that is "bike" friendly, such as buses with bicycle racks and reduced fares for bicycle riders and provision of bicycle racks at public transportation stations (C-3.4);
- Continue to develop a network of on- and off-street bicycle routes to encourage and facilitate the use of bicycles for commute, recreational, and other trips. Eliminate gaps and provide connections between existing bicycle routes (C-4.1);
- Increase availability of facilities, such as bike racks and well-maintained and well-lit bike lanes, that promote bicycling (C-4.2);
- Encourage existing businesses and require new construction to provide on-premise facilities to aid bicycle commuters, such as on-site safe bicycle parking (C-4.3);
- Improve the biking environment by providing safe and attractive cut-through, bike lanes, and bike paths for both recreational and commuting purposes (C-4.4);
- Ensure that all pedestrian and bicycle route improvements meet the Americans with Disabilities Act (ADA) standards for accessibility, and Caltrans standards for design (C-4.5);
- Encourage parking lot designs that provide for safe and secure bicycle parking (C-4.6);
- Increase availability of safe and well-maintained sidewalks in all areas of the City (C-5.1);
- Ensure that all pedestrian route improvements meet with ADA standards for accessibility (C-5.3) ;
- Encourage parking lot designs that promote pedestrian access and safety (C-5.4);
- Improve the walking environment by providing safe and attractive sidewalks, cut-throughs, and walkways, for both recreational and commuting purposes (C-5.5)

Transportation Analysis Scope

The TA consists of a California Environmental Quality Act (CEQA) required vehicle-miles-traveled (VMT) analysis and a supplemental traffic operations analysis that demonstrates the project's consistency with the *City of Salinas General Plan* goals and policies. The TA was evaluated following the standards and methodologies set forth in the City of Salinas *Draft SB 743 Implementation Policy* and by the California Environmental Quality Act (CEQA).

CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis using the City's VMT tool. The City's VMT analysis tool was developed to streamline the analysis for development projects with common land uses such as residential, office and industrial uses.

The City of Salinas *Draft SB 743 Implementation Policy* establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. The policy also includes screening criteria that are used to identify types, characteristics, and/or locations of projects that would not exceed the CEQA thresholds of significance. If a project meets the City's screening criteria, the project is expected to result in less-than-significant VMT impacts and a detailed CEQA VMT analysis is not required. However, the proposed project will not meet all applicable VMT screening criteria. Therefore, a CEQA-level transportation analysis that evaluates the project's effects on VMT is required and is presented in Chapter 3.

Transportation Operations Analysis Scope

The current General Plan, *City of Salinas General Plan*, adopted in September 2002 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The transportation operations analysis supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

The transportation operations analysis includes the evaluation of weekday AM and PM peak hour operations at a limited number of intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) at intersections in the general vicinity of the project site. The transportation operations analysis also includes signal warrant analyses and critical gap evaluation at unsignalized intersections. An evaluation of potential project impacts on bicycle, pedestrian, and transit facilities is also included.

The study intersections were selected in coordination with City staff and are listed below and are shown on Figure 1.

Study Intersections

1. North Main Street and Menke Street (unsignalized)
2. North Main Street and Rossi Street
3. Rossi Street and Martell Street (unsignalized)

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Salinas General Plan.

Report Organization

The remainder of this report is divided into four chapters. Chapter 2 describes existing transportation system including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 describes the CEQA transportation analysis, including the VMT analysis methodology, baseline and potential project VMT impacts, and required mitigation measures to reduce any VMT impacts. Chapter 4 describes the transportation operations analysis including the method by which project traffic is estimated, intersection operations analysis methodology, any adverse intersection

traffic effects caused by the project, and effects on bicycle, pedestrian, and transit facilities. Chapter 5 presents the conclusions of the transportation analysis.

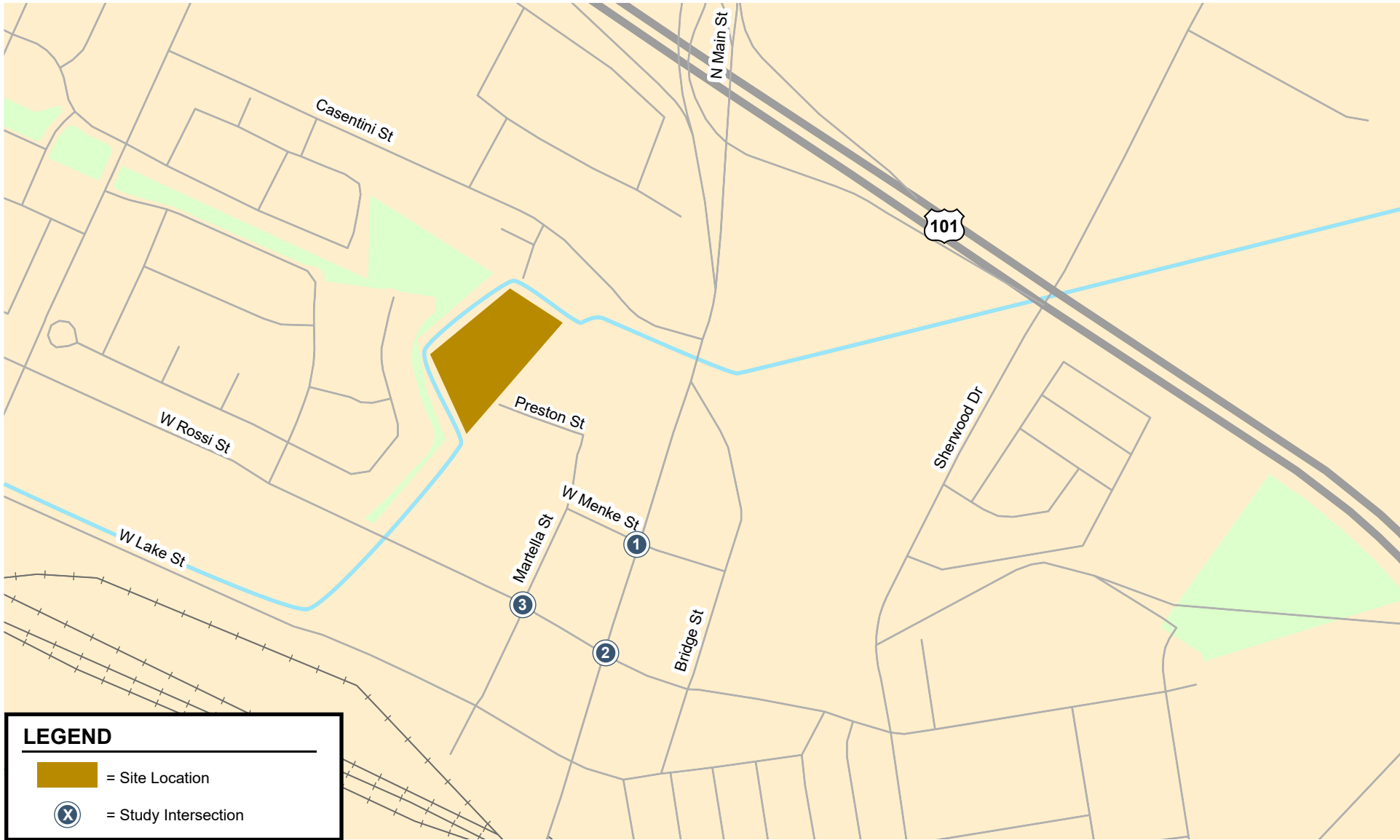


Figure 1
Site Location

2.

Existing Transportation System

This chapter describes the existing transportation system within the study area of the project. It describes transportation facilities in the vicinity of the project site, including the roadway network, transit services, and pedestrian and bicycle facilities.

Existing Roadway Network

Regional access to the project site is provided via US-101, SR-68, and SR 183. These facilities are described below.

US-101 is a four-lane freeway in the vicinity of the site. US 101 extends north to Gilroy and the San Francisco Bay Area and south to King City, central California, and the Los Angeles area. Access to the site is provided via its interchange at Main Street.

SR-68 is a four-lane highway with a two-way left-turn median between Blanco Road and Portola Drive. South of Portola Drive, the roadway narrows to two lanes with a two-way left-turn lane. SR 68 extends north to US-101 in Salinas and south to the Monterey Bay Peninsula. SR-68 runs along South Main Street and John Street in the City of Salinas. Access from SR-68 to the project site is provided via Main Street and North Main Street.

SR-183 is a two-lane highway west of the city of Salinas. SR 183 widens to four lanes and runs along Market Street and North Main Street within the City of Salinas. It extends east to US-101 in Salinas and west to SR-1 near Moss Landing. Access from SR-183 to the project site is provided via Rossi Street and Menke Street.

Local access to the site is provided by North Main Street, West Rossi Street, West Menke Street, Martella Street and Preston Street. These roadways are described below.

North Main Street is a four-lane north-south roadway in the vicinity of the project site. North Main Street is the primary north-south roadway within the city of Salinas and connects North Salinas and US-101 to the downtown area. In the project vicinity, North Main Street has a posted speed limit of 40 mph with sidewalks and on-street parking on both sides of the street and no bike lanes. Access to the project site from North Main Street is provided via Rossi Street and Menke Street.

West Rossi Street is a two-lane east-west roadway in the vicinity of the project site and extends between North Davis Road and Sherwood Drive. Sidewalks and bike lanes are present along both sides of West Rossi Street. In the project vicinity, parking is permitted on the north side of West Rossi Street, west of Martella Street. Access to the project site from West Rossi Street is provided via Martella Street.

West Menke Street is a two-lane east-west roadway that extends between Bridge Street and Martella Street in the vicinity of the project site. A continuous sidewalk is present along the north side of West Menke Street. Parking is permitted on both sides of West Menke Street. Access to the project site from West Menke Street is provided via Martella Street.

Martella Street is a two-lane north-south roadway in the vicinity of the project site extending between West Lake Street and Preston Street. Intermittent sidewalks are present along both sides of Martella Street. Parking is permitted on both sides of Martella Street. Access to the project site from Martella Street is provided via Preston Street.

Preston Street is a two-lane east-west roadway in the vicinity of the project site. A sidewalk is present on the north side of Preston Street. Parking is permitted on both sides of Preston Street. The proposed project site is located at the west end of Preston Street.

Existing Pedestrian, Bicycle and Transit Facilities

The existing bicycle, pedestrian, and transit facilities in the study area are described below.

Existing Pedestrian Facilities

Pedestrian facilities near the project site consist mostly of sidewalks along the streets in the study area. Sidewalks are missing along several property frontages along Preston Street, Martella Street, and Menke Street. However, a continuous sidewalk connects the project site to Main Street, which is the nearest major street in the vicinity. Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons at the signalized study intersection of North Main Street and Rossi Street. At the intersection of North Main Street and Menke Street, marked crosswalks are present along the west and east legs. At the intersection of Martella Street and Rossi Street, marked crosswalks are present along the north and east legs.

Overall, the existing network of sidewalks and crosswalks provides adequate connectivity and provides pedestrians with safe routes to transit services and other points of interest in the area.

Existing Bicycle Facilities

There are several bicycle facilities in the vicinity of the project site. Bicycle facilities are divided into the following three classes of relative significance:

Class I Bikeway (Bike Path). Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path. The Rossi Rico Parkway is in the vicinity of the project site and connects Rossi Street to Davis Road. The nearest access to the bike path is along Rossi Street, approximately 1,500 feet from the project site.

Class II Bikeway (Bike Lane). Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings. Within the vicinity of the project site, striped bike lanes are present on Rossi Street, between Davis Road and Sherwood Drive.

Class III Bikeway (Bike Route). Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations. In the vicinity of the project site, the following roadway segments are designated as bike routes.

- Rice Street, between Rossi Street and Larkin Street
- Casentini Street, between Main Street and Rico Street

The existing bicycle facilities are shown in Figure 2.

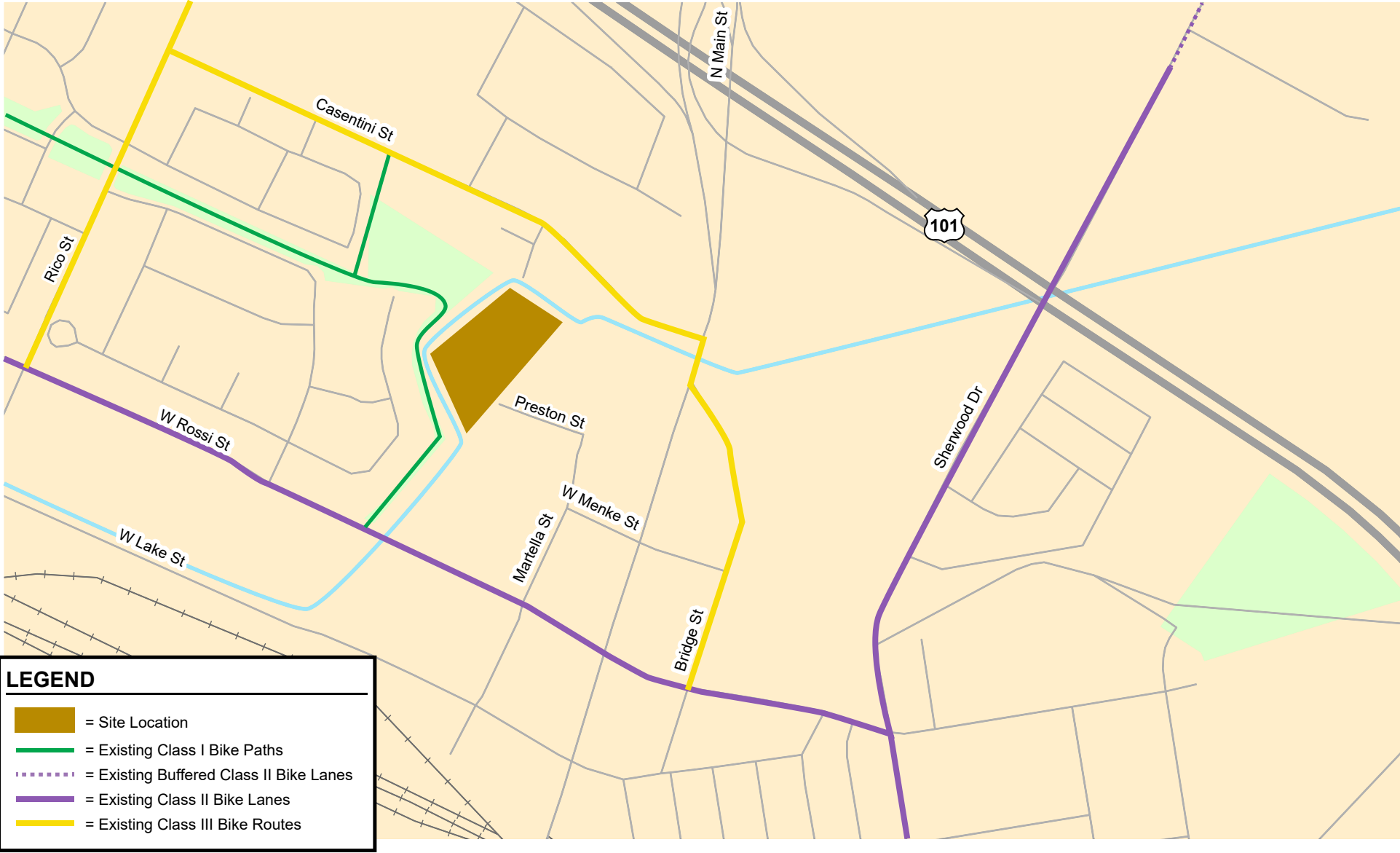


Figure 2
Existing Bicycle Facilities

Existing Transit Services

Existing transit services in the study area are provided by Monterey-Salinas Transit (MST) and are shown on Figure 3. The Salinas Amtrak station is located ½-mile from the project site and provides train and connecting bus services from Amtrak. Amtrak services are limited at Salinas station, providing one daily service in each direction via the Coast Starlight. Amtrak provides connecting bus services to train stations towards the north several times daily.

Monterey-Salinas Transit Bus Service

The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49 and 95). These bus routes are listed in Table 1, including their terminus points and headways. The nearest bus stops to the project site are located along both sides of Main Street (just south of Rossi Street), approximately ¼-mile from the project site. It should be noted that although headways are long, these routes all run along Main Street in the city of Salinas, connecting the downtown area and project site to areas in the northern part of the city, north of US 101.

Table 1
Existing Transit Services

Transit Route	Route Description	Hours of Operation	Headway ¹
Route 23	Salinas to King City	6:45 am - 10:00 pm	60 mins
Route 29	Watsonville to Salinas via Prunedale	5:45 am - 7:00 pm	120 mins
Route 44	Northridge to Salinas	6:30 am - 6:15 pm	75 mins
Route 49	Santa Rita via Northridge	6:15 am - 10:00 pm	60 mins
Route 95	Williams Ranch to Northridge	9:30 am - 5:15 pm	120 mins

Notes:
¹ Approximate headways during peak commute periods.

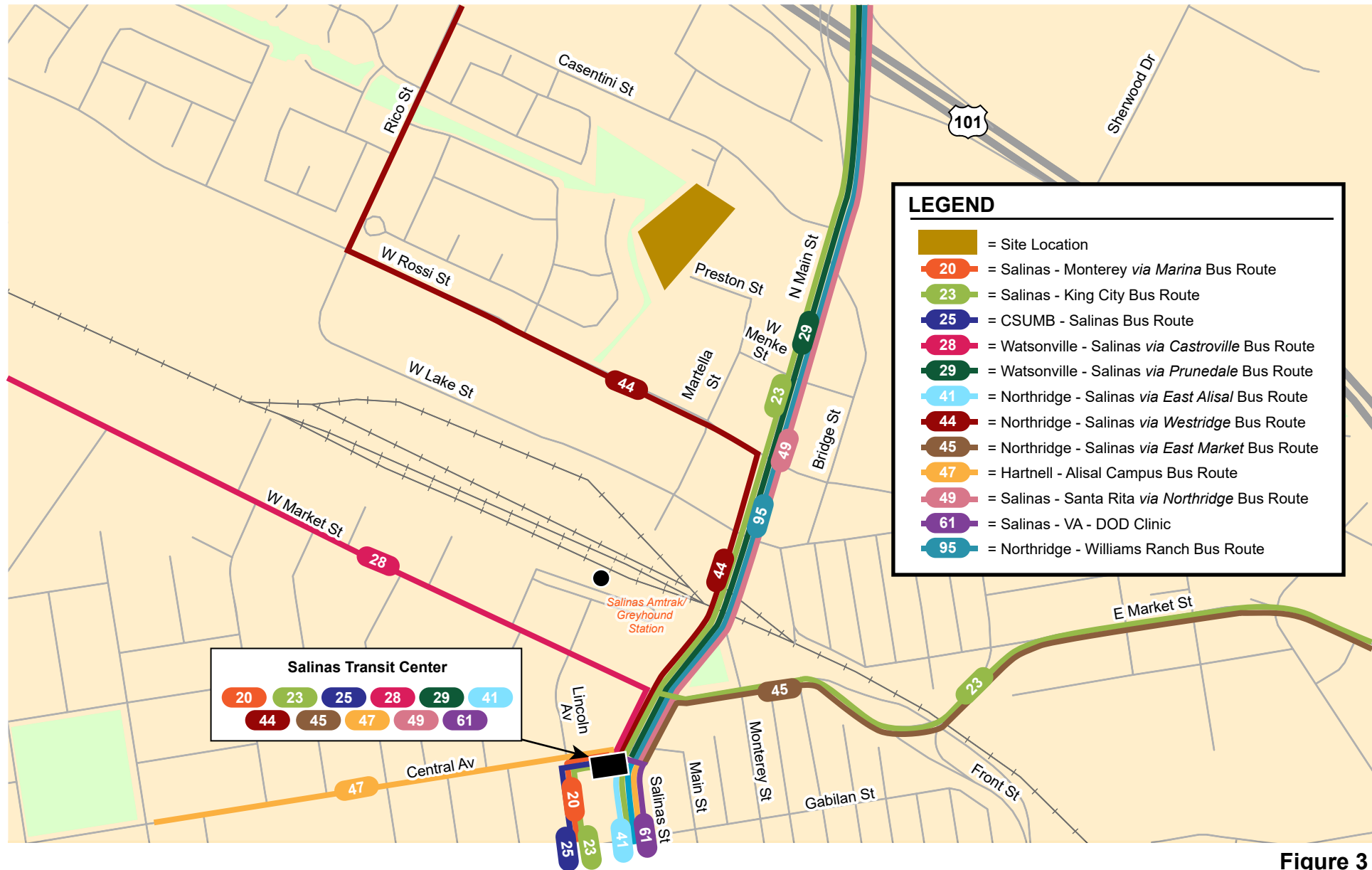


Figure 3
Existing Transit Services

3.

CEQA VMT Evaluation

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, potential project impacts on VMT, and mitigation measures recommended to reduce significant impacts. Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes

VMT Evaluation Methodology and Criteria

The effects of the proposed project on VMT were evaluated using the methodology outlined in the City of Salinas *Draft SB 743 Implementation Policy*.

VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit service in the project vicinity.

VMT Tool

To determine whether a project would result in CEQA transportation impacts related to VMT, the City has developed a VMT Analysis Tool. The VMT tool identifies the existing average VMT per capita and VMT per employee for an identified project area. Based on the project location, type of development, project description, and proposed trip reduction measures, the VMT analysis tool calculates the project VMT. Projects located in areas where the existing VMT is above the established threshold are referred to as being in “high-VMT areas”. Projects that exceed the City’s thresholds of significance are required to include VMT reduction measures that would reduce the project VMT to the greatest extent possible.

VTM Policies and Impact Criteria

In adherence to SB 743, the City of Salinas has adopted its *Draft SB 743 Implementation Policy*. The policy aligns with the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Per OPR's technical advisory, VMT per resident (capita) is the recommended metric to evaluate CEQA-related transportation impacts for residential land uses. As stated in the technical advisory, OPR recommends an impact threshold of 15% below the existing VMT levels for residential land uses. OPR allows the existing VMT to be measured as regional or citywide VMT per capita. Therefore, the City's policy has established 15% below the county-wide residential VMT per capita as the impact threshold for residential uses in the city. The VMT Evaluation Tool indicates that the countywide average VMT per capita is currently 11.40. Thus, the project will result in a significant impact if it results in project generated VMT of 9.7 VMT per capita or greater.

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through mitigation measures, which can include implementing a TDM program.

The VMT analysis tool evaluates a list of selected VMT reduction measures that can be applied to a project to reduce the project VMT. The VMT reduction measures include Transportation Demand Management (TDM) strategies in the following categories:

1. Parking
2. Transit
3. Communication and Information
4. Commuting
5. Shared Mobility
6. Bicycle Infrastructure
7. Neighborhood Enhancement
8. Miscellaneous
9. Land Use

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate VMT per capita (10.53), which would exceed the impact threshold of 9.7 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria. The VMT Evaluation Tool output is shown in Figure 4 and also can be found in Appendix A.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact. Per the city's impact thresholds, the project would need to implement VMT reduction measures to achieve an 8 percent reduction (10.53 to 9.7) in its VMT per capita for the proposed residential uses to reduce its impact to less than significant levels.

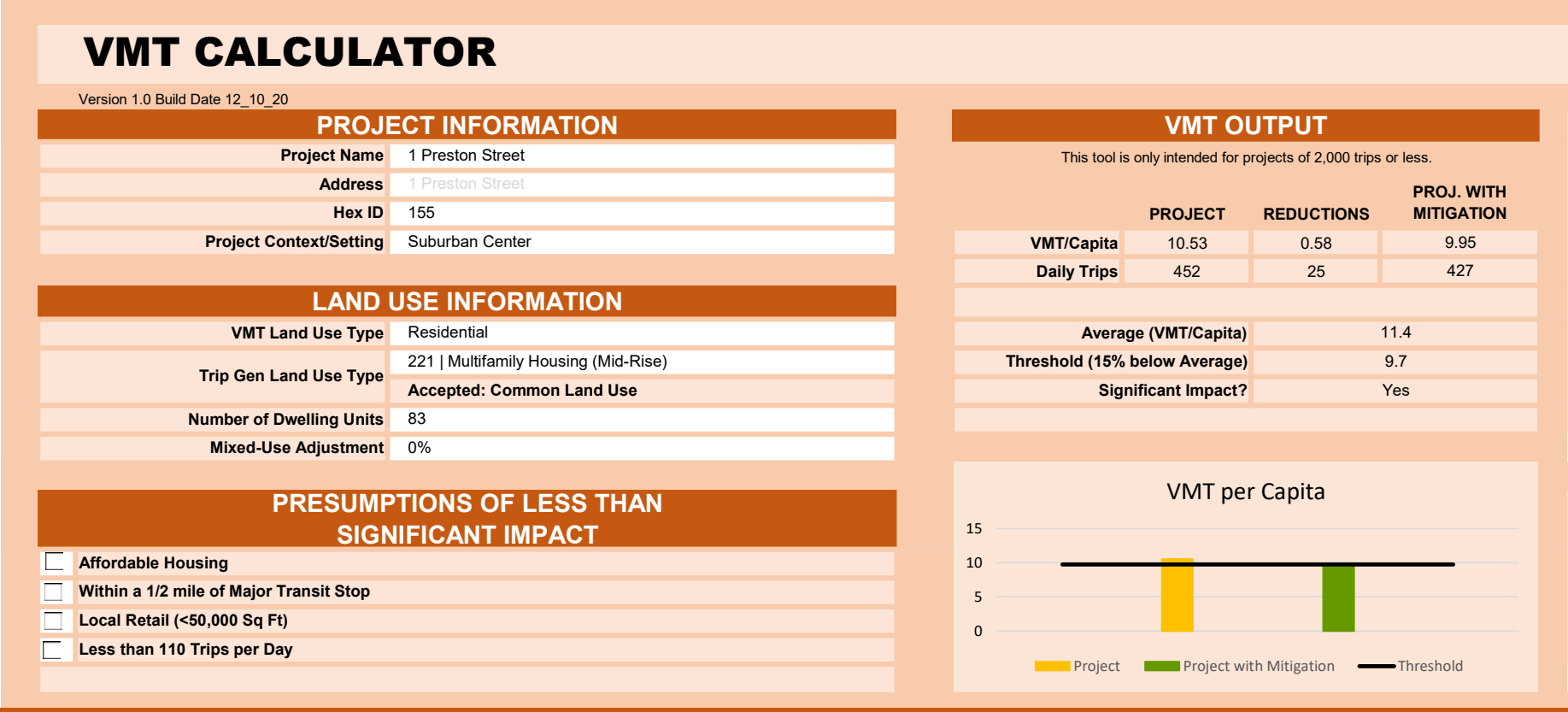


Figure 4
VMT Tool Output Summary

Mitigation Measures: Based on City's VMT policy and analysis tool, the following Travel Demand Management (TDM) strategies could be implemented to reduce the project's impact to a less than significant level. The mitigation measures and the resulting VMT are summarized in Table 2.

Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**
6. Affordable Housing: Provide below market-rate housing on-site. **or**
7. Voluntary Travel Behavior Change Program: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. Promotions and Marketing: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. School Carpool Program: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Table 2
VTM Mitigation Measures and Resulting VMT

Item	Mitigation	Mitigation Description	VTM per Capita	VTM Threshold	VTM Impact?
1	Project	None	10.53	9.7	Yes
2	Higher Density, Pedestrian Network Improvements, and Include Bike Parking Per City Code	The project proposes to construct residential units at a higher density in an infill location, construct pedestrian facilities within the project site that would connect to the existing pedestrian network, and provide bike parking on-site.	9.95	9.7	Yes
3	Item 2 and Reduce On-site Parking	Reducing on-site parking spaces less than what is required per the municipal code	(9.53) varies ¹	9.7	No
4	Item 2 and Implement Unbundled Parking	Unbundle parking costs from leases/property costs.	(9.7) varies ²	9.7	No
5	Affordable Housing	The project could provide a high percentage of affordable housing units, as defined by the City of Salinas, could result in a less-than significant impact on VMT.	n/a	9.7	No
6	Item 2 and Implement Voluntary Travel Behavior Change Program, Promotions and Marketing, and School Carpool Program	<p><u>Voluntary Travel Behavior Change Program</u> - Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes.</p> <p><u>Promotions and Marketing</u> - Implement marketing/educational campaigns that promote the use of transit, carpooling, school pools, and travel through active modes. Strategies may include welcome packets for new residents, on-line portal to access information, and event promotions.</p> <p><u>School Carpool Program</u> - Implement a School Carpool Program. Residents would be provided information upon move-in. Interested residents would provide their contact information to similarly interested families.</p>	9.62	9.7	No

Notes:

¹ Since a breakdown of units and their sizes has not yet been proposed, the number of required spaces is unknown. Based on a requirement of 2 spaces per unit, reducing the parking supply to one space per unit would result in 9.53 VTM per capita.

² VTM reduction is varied based on the amount charged for a parking space. Implementing a \$20 charge for parking would reduce the VTM per capita to 9.7

4.

Transportation Operations Analysis

This chapter describes the transportation operations analysis including the method by which project traffic is estimated, intersection operations analysis for existing and existing plus project scenarios, any adverse effects on study intersections caused by the project, and effects on bicycle, pedestrian, and transit facilities, and parking.

The transportation operations analysis provides supplemental analysis for use by the City of Salinas in identifying adverse effects related to the proposed project and to identify potential improvements to the transportation system. The transportation operations analysis supplements the CEQA VMT analysis and identifies transportation and traffic operational issues that may arise due to a development project. The determination of project impacts per CEQA requirements is based solely on the VMT analysis presented in the previous chapter.

Project Description

There currently is no development proposal for the vacant project site. Therefore, the maximum potential buildout of the site was evaluated as part of this traffic analysis. With full buildout and anticipating a density bonus, future development on the site may include the construction of up to 83 residential units. The lot can be accessed at the west end of Preston Street.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel are estimated. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. Project trip generation was estimated by applying to the size and uses of the development the appropriate trip generation rates. The average trip generation rates for Multi-Family Housing – Mid Rise (Land Use 221) as published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* (2021) were applied to the proposed residential development.

Based on the trip generation rates, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour. The project trip generation estimates are presented in Table 3.

Table 3
Project Trip Generation Estimates

Land Use	Size	Daily Trips		AM Peak Hour						PM Peak Hour						
		Rate	Trip	Split			Trip			Rate	Split			Trip		
				In	Out	Total	In	Out	Total		In	Out	Total			
Proposed Land Uses																
#221 - Multifamily Housing (Mid-Rise)	83	Dwelling Units	4.540	377	0.370	23%	77%	7	24	31	0.390	61%	39%	20	12	32
Source: ITE Trip Generation Manual, 11 th Edition 2021.																

Trip Distribution and Trip Assignment

The trip distribution pattern for the project was developed based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The peak-hour vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern. Figure 5 shows the trip distribution pattern and net trip assignment of project traffic on the local transportation network.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, the applicable level of service standards, and the criteria defining adverse effects at the study intersections.

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area. The study includes the analysis of one signalized intersection and two unsignalized intersections within the City of Salinas. The study intersections were selected in coordination with City staff and are listed below and are shown on Figure 6.

Study Intersections

1. North Main Street and Menke Street (unsignalized)
2. North Main Street and Rossi Street
3. Rossi Street and Martell Street (unsignalized)

Study Scenarios

Intersection operations conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing AM and PM peak hour traffic volumes at all study intersections were obtained from new traffic counts.

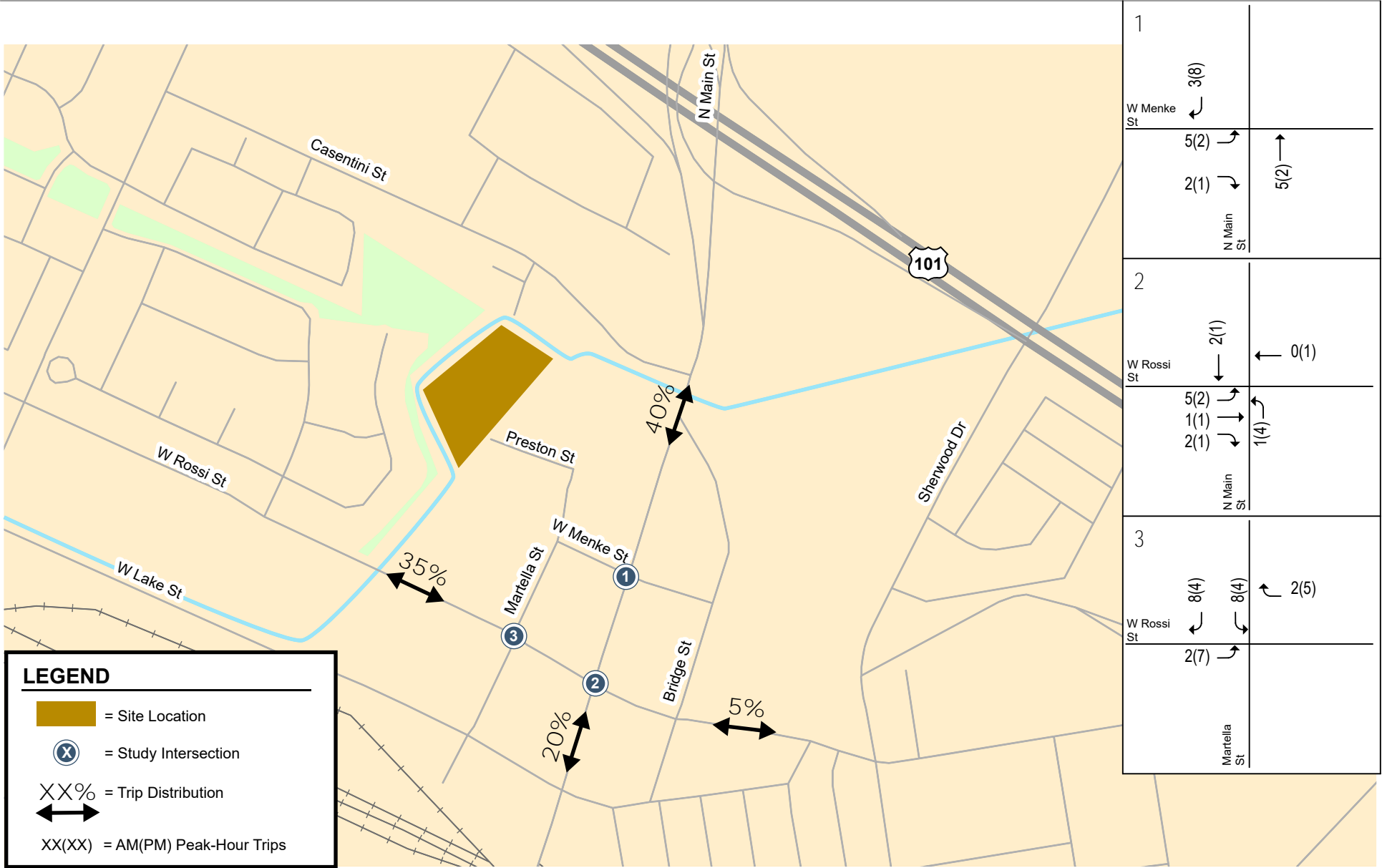


Figure 5
Project Trip Distribution and Assignment

- **Existing Plus Project Conditions.** Existing plus project conditions represent existing peak-hour traffic volumes on the existing roadway network with the addition of traffic generated by the proposed project assuming the project was completed and occupied today. Existing plus project conditions were evaluated relative to existing conditions to determine potential project impacts on the existing transportation network attributable to the project only.

Data Requirements

The data required for the analysis were obtained from new traffic counts and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 7. It is assumed in this analysis that the roadway network and intersection configurations under the existing plus project would be the same as described under existing conditions.

Traffic Volumes

Existing Conditions

Existing peak hour traffic volumes at all signalized study intersections were obtained from new traffic counts collected in January 2022. The existing peak-hour intersection volumes are shown on Figure 8. Intersection turning-movement counts conducted for this analysis are presented in Appendix B.

Existing plus Project Conditions

Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 9).

Intersection Level of Service Standards and Analysis Methodologies

Traffic conditions at the study intersections were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays. The analysis methods are described below.

Study intersections were evaluated based on the *2010 Highway Capacity Manual* (HCM) level of service methodology using Synchro software. This method evaluates intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average control delay and level of service at signalized intersections is shown in Table 4. The correlation between control delay and level of service at unsignalized intersections is shown in Table 5.

City of Salinas Intersection Operations Adverse Effects

An adverse effect on signalized intersection operations occurs if for either peak hour:

1. The addition of project traffic causes operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level, or
2. The addition of project traffic adds one vehicle trip to intersections already operating at an unacceptable level (LOS E or F).

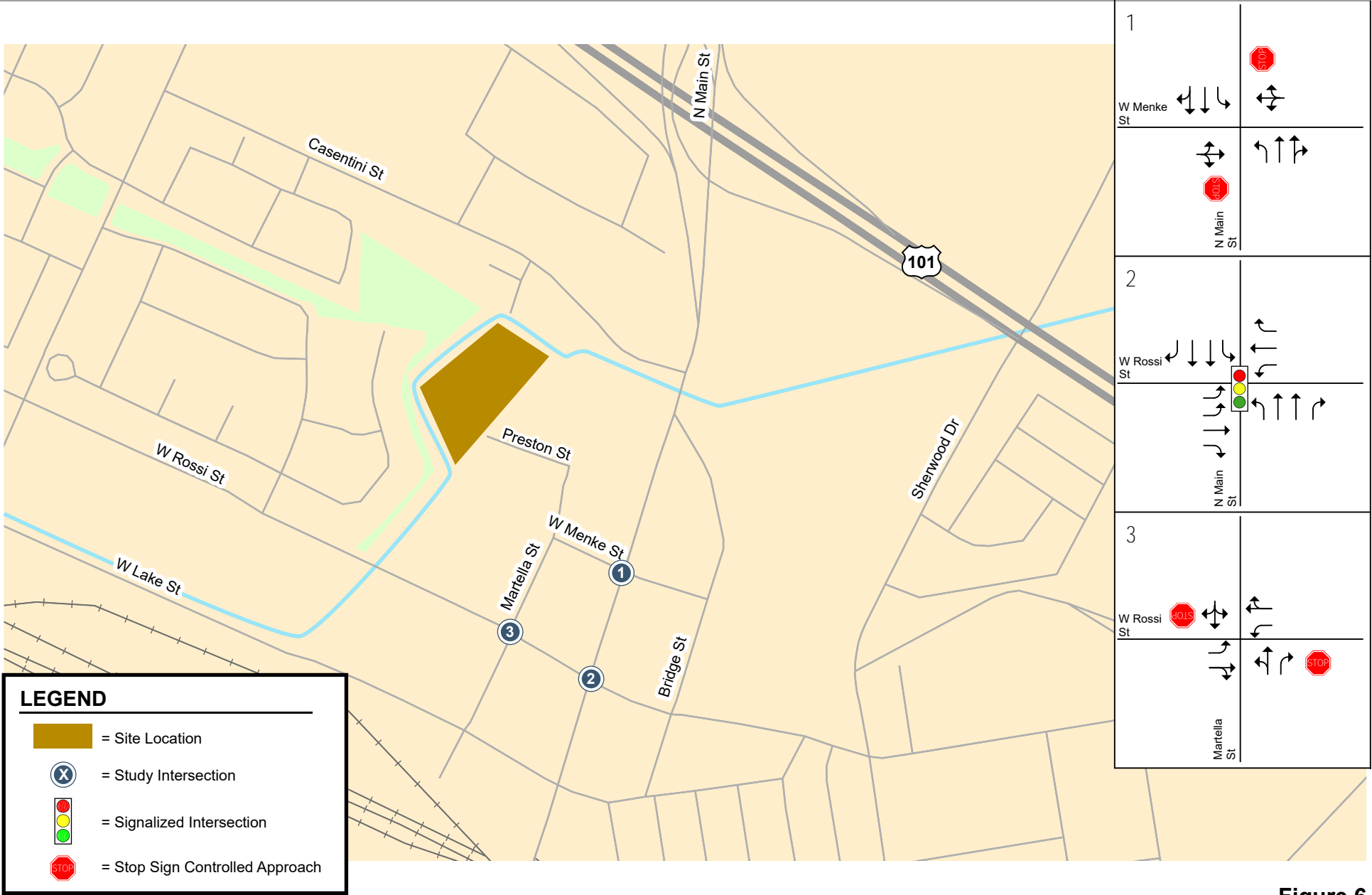


Figure 6
Existing Lane Configurations

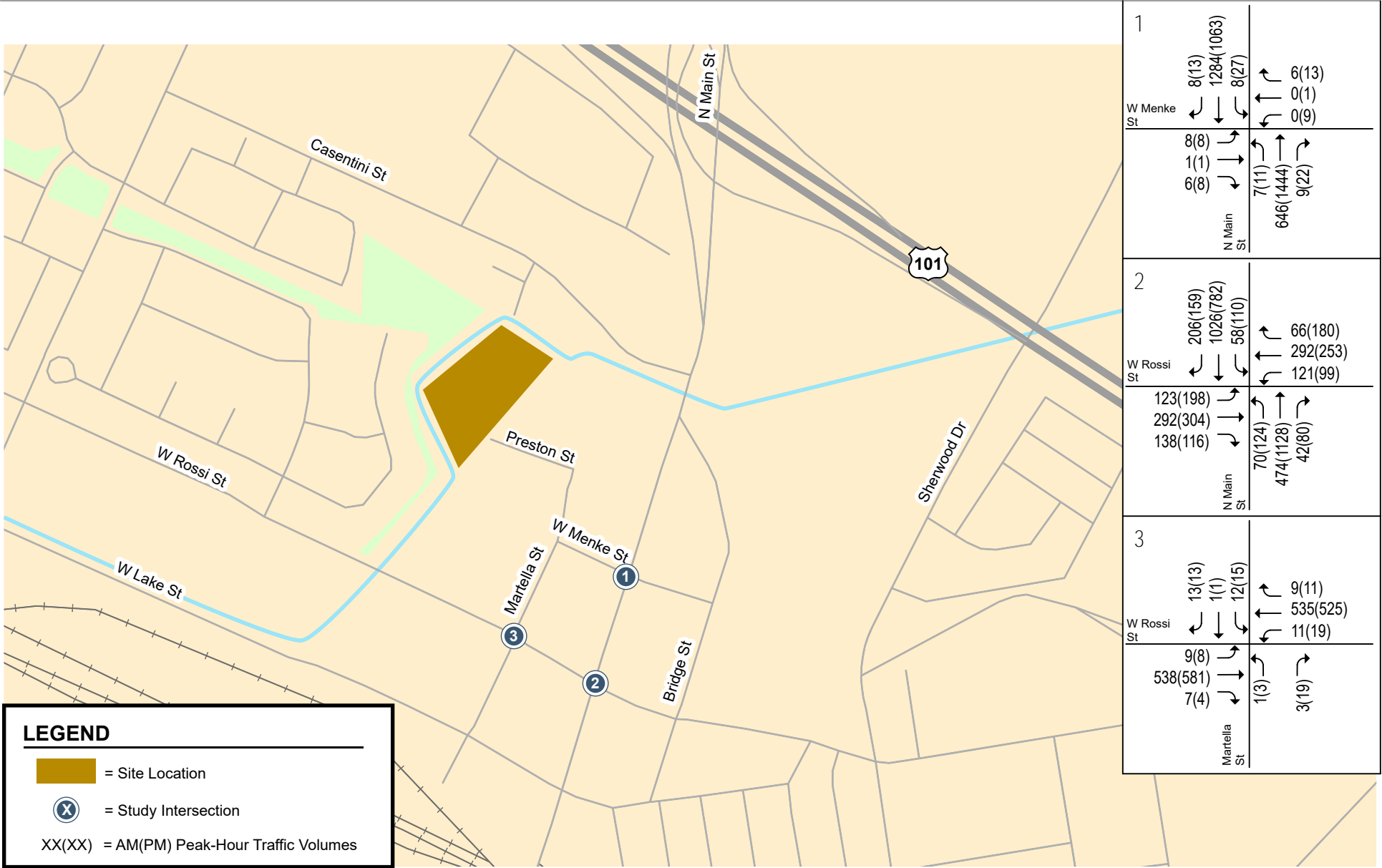


Figure 7
Existing Traffic Volumes

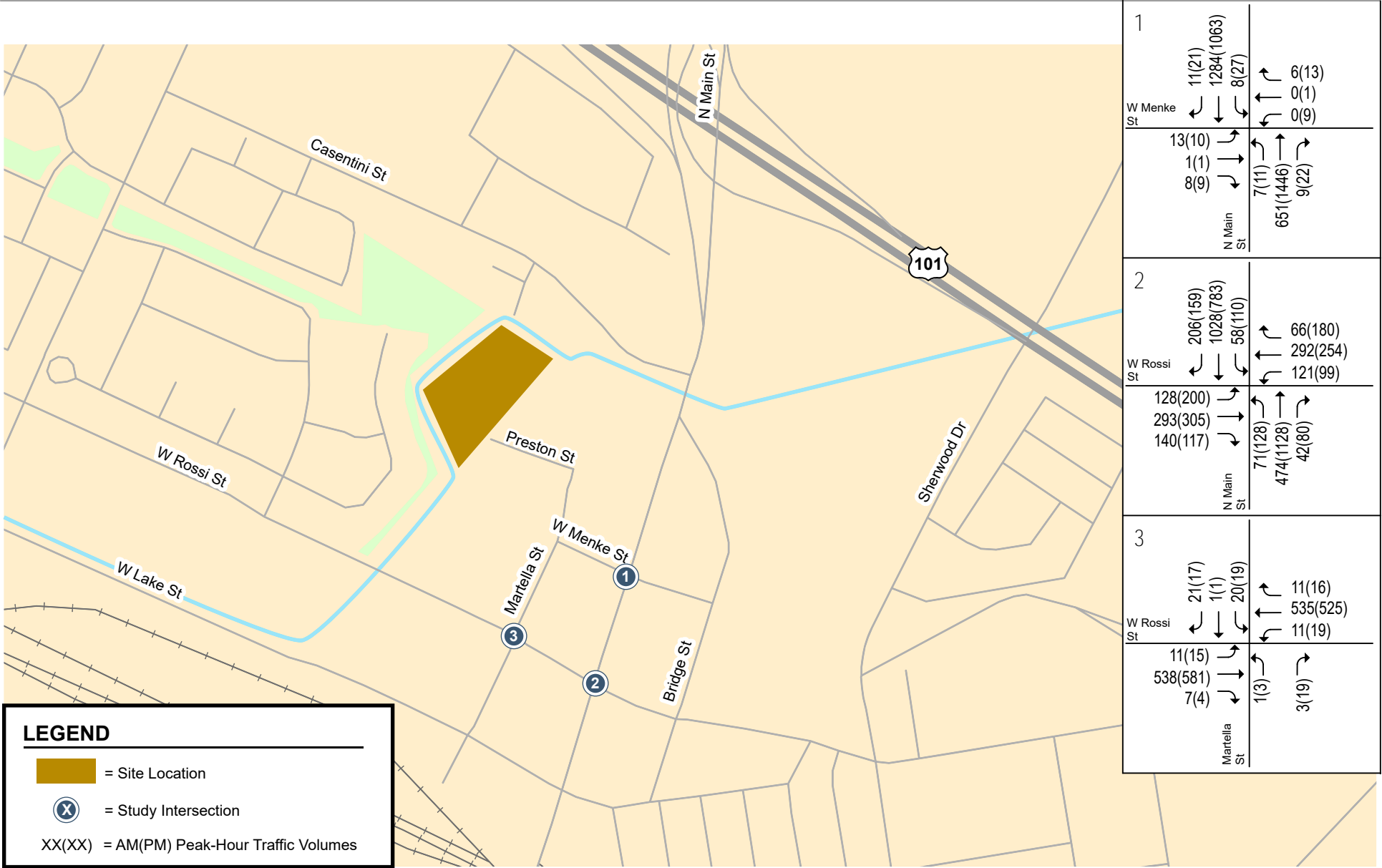


Figure 8
Existing Plus Project Traffic Volumes

Table 4
Signalized Intersection Level of Service Definition Based on Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0
Source: Transportation Research Board, <i>2010 Highway Capacity Manual</i> (Washington, D.C., 2010)		

Table 5
Unsignalized Intersection Level of Service Definition Based on Control Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0
Source: Transportation Research Board, <i>2010 Highway Capacity Manual</i> (Washington, D.C., 2010)		

An adverse effect at a one- or two-way stop-controlled intersection operations occurs if for either peak hour:

1. The addition of project traffic causes overall operations to deteriorate from an acceptable level (LOS D or better) to an unacceptable level, or
2. The addition of project traffic adds one vehicle trip to intersections whose side-street operations are already operating at an unacceptable level (LOS E or F).

An adverse intersection operations effect provides an indication to City staff to determine whether improvements are needed at a study intersection. If adverse effects are found as a result of the addition of project-generated trips on the roadway network, potential improvements that would reduce the project's effect on the roadway network will be identified.

Intersection Operations Analysis Results

The intersection level of service analysis is summarized in Table 6.

Table 6
Intersection Level of Service Results

Study #	Intersection	Control	Peak Hour	Existing Conditions				
				No Project		with Project		
				Avg. Delay ¹ (sec)	LOS	Avg. Delay ¹ (sec)	LOS	Increase in Crit. Delay (sec)
1	N. Main Street & Menke Street	TWSC	AM	65.9	F	79.5	F	13.6
			PM	183.3	F	183.3	F	0.0
2	N. Main Street & Rossi Street	Signal	AM	28.9	C	29.1	C	0.2
			PM	31.3	C	31.6	C	0.3
3	Martella Street & Rossi Street	TWSC	AM	22.3	C	24.1	C	1.8
			PM	26.2	D	27.9	D	1.7

Notes:
¹ Average delay is reported for signalized intersections. Delay for the worst approach leg is reported for TWSC intersections.
Bold indicates a substandard level of service.
Bold indicates an adverse effect with the addition of project trips.

Existing Intersection Operation Conditions

The results of the level of service analysis show that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street operate at an acceptable LOS D or better during both the AM and PM peak hours. The unsignalized intersection of N. Main Street/Menke Street currently operates at an unacceptable LOS F during both peak hours. The level of service calculation sheets are included in Appendix C.

Existing plus Project Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with the addition of project-generated trips. The N. Main Street/Menke Street intersection would continue to operate at an unacceptable LOS F during both

peak hours. The intersection level of service calculation sheets are included in Appendix C.

The addition of project generated trips to the west leg (eastbound direction) of the N. Main Street/Menke Street intersection would increase the average delay experienced by each vehicle on that approach by 13.6 seconds during the AM peak hour. N. Main Street carries a high volume of traffic during the peak hours and causes side-street traffic to wait for extended periods of time. Field observations show that vehicles were able to make turns from Menke Street once the downstream signal at N. Main Street/Rossi Street approached the end of the green phase for the southbound direction. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. A peak hour signal warrant check and a critical gap analysis were performed at each of the unsignalized study intersections to evaluate the need for a change of control.

Peak Hour Signal Warrant

The need for signalization of the unsignalized intersections was assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Intersections that meet the peak hour warrant are subject to further analysis before determining that a traffic signal is necessary. Additional analysis may include operational analysis such as evaluating vehicle queuing and delay. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

A peak-hour traffic signal warrant check was conducted for unsignalized study intersections that meet the 100 vehicles per hour threshold for minor streets. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection.

Critical Gap Observations

Although the minor street threshold is not met for the peak hour signal warrant at either unsignalized intersection, a critical gap analysis was completed to determine whether vehicles would be able to turn from minor streets onto major streets at study intersections.

The critical gap is the time needed for a driver to safely navigate from a minor street approach. The longest critical gap is typically the left turn from a minor street to a major street at two-way stop-controlled intersections. The Highway Capacity Manual (HCM) describes the default values that should be used for these movements based on the number of lanes on the major street. The critical gap is 7.5 seconds and 7.1 seconds for a four-lane major street and two-lane major street, respectively.

Based on the values described in the HCM, vehicles originating at the project site would need a minimum gap of at least 7.5 seconds to turn from Menke Street onto northbound N. Main Street and 7.1 seconds to turn from Martella Street onto eastbound Rossi Street.

Field observations show that gaps in traffic are available during both peak hours at both intersections. For the intersection of N. Main Street and Menke Street, field observations show that during both peak hour, vehicles were easily able to make left turns from Menke Street onto N. Main Street when southbound through green phase began at the N. Main Street/Rossi Street intersection. Since the southbound movement at the N. Main Street/Rossi Street intersection ends with a lagging left turn, very few vehicles approach the unsignalized intersection of N. Main Street/Menke Street towards the end of the signal cycle, allowing for vehicles to locate a gap in traffic to depart from Menke Street. Field observations of the signal timing show that the green+yellow+all red for the southbound left turn movement at N. Main Street/Rossi Street totals 12 seconds in the AM peak hour and 16 seconds in the PM peak hour, which would provide an adequate gap in traffic for vehicles to depart Menke Street.

For the intersection of Martella Street and Rossi Street, vehicles are easily able to find gaps in traffic to make the left turn. During busier cycles at the N. Main Street/Rossi Street intersection, vehicles may occasionally spillback to the Martella Street/Rossi Street intersection. However, vehicles are easily able to depart Martella Street once the signal turns green at the downstream intersection. Field observations of the signal timing show that the green+yellow+all red for the eastbound left turn movement at N. Main Street/Rossi Street totals 12 seconds in the AM peak hour and 14 seconds in the PM peak hour, which would provide an adequate gap in traffic for vehicles to depart Menke Street.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks, crosswalks, and pedestrian signals (see Chapter 2 for details).

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides connections to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

There are several bike facilities in the immediate vicinity of the project site (see Chapter 2 for details). The project site is not directly served by any bicycle facilities. Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not

remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Services

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

5. Conclusions

The transportation analysis of the project was evaluated following the standards and methodologies set forth by the California Environmental Quality Act (CEQA) and the City of Salinas.

CEQA VMT Analysis

Project-Level VMT Impact Analysis

The results of the VMT analysis, using the City's VMT analysis tool, indicate that the proposed project is projected to generate 10.53 VMT per capita. Therefore, the proposed project would have an impact on the transportation system based on the City's VMT impact criteria.

Project Impacts and Mitigation Measures

Project Impact: Since the VMT generated by the project (10.53 VMT per capita) would exceed the threshold of 9.7 VMT per capita, the project would result in a significant transportation impact on VMT. Therefore, mitigation measures are required to reduce the VMT impact.

Mitigation Measures: Implementation of the following project design measures would reduce the VMT generated by the project to VMT per capita of 9.95:

1. Higher Density: The project proposes to construct residential units at a higher density in an infill location. **and**
2. Pedestrian Network Improvements: The project could construct pedestrian facilities within the project site to connect the project site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections could encourage future residents to walk instead of drive. **and**
3. Include Bike Parking Per City Code: The project could provide bike parking on-site. Providing bike parking may encourage future residents to utilize bicycles as a mode of transportation instead of driving.

The implementation of the following TDM strategies would be required to further reduce the project impact to VMT to insignificant levels:

4. Reduce On-Site Parking: Reduce to the number of on-site parking spaces for residents to less than that which is required per the municipal code. **or**
5. Implement Unbundled Parking: Separate or unbundle parking costs from leases/property costs requiring those that wish to purchase parking spaces to do so at an additional cost. Unbundled

parking also would require the implementation of residential permit parking zones in the project area at the expense of the developer. **or**

6. **Affordable Housing**: Provide below market-rate housing on-site. **or**
7. **Voluntary Travel Behavior Change Program**: The project could implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. The program would require 75% participation by residents. **and**
8. **Promotions and Marketing**: The project could provide future residents with information about alternative transportation and other TDM programs available to them at move in. The program would require 75% participation by residents. **and**
9. **School Carpool Program**: The project could implement a school carpool program. Residents would be provided information about the school carpool program at move-in. Interested residents would provide their contact information to similar families that have children at the same school.

Transportation Operations Analysis

The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection operation is not considered a CEQA impact metric.

The transportation operations analysis includes the analysis of AM and PM peak-hour traffic conditions for one signalized intersection and two unsignalized intersections. The intersections were evaluated using Synchro software, utilizing the Highway Capacity Manual (HCM) 2010 methodology.

Trip Generation

Based on the trip generation rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, it is estimated that the project would generate 377 daily vehicle trips, with 31 trips (7 inbound and 24 outbound) occurring during the AM peak hour and 32 trips (20 inbound and 12 outbound) occurring during the PM peak hour.

Intersection Operation Conditions

The operations analysis shows that the signalized intersection of N. Main Street/Rossi Street and the unsignalized intersection of Martella Street/Rossi Street would continue to operate at an acceptable LOS D or better during both the AM and PM peak hours with and without the project. The N. Main Street/Menke Street intersection would operate at an unacceptable LOS F during both peak hours with and without the project. The addition of project generated trips to the intersection would increase the average delay experienced by each vehicle on the worst-leg approach by 13.6 seconds during the AM peak hour. Due to the small number of vehicles traveling along Menke Street relative to the traffic along N. Main Street, improvements are not recommended as drivers have the option to use Martella Street to access Rossi Street and N. Main Street.

Unsignalized Intersection Control and Critical Gaps

Both the unsignalized intersections of N. Main Street/Menke Street and Martella Street/Rossi Street are stop-controlled along the minor street approaches. Since neither of the unsignalized study intersections meet the minimum threshold for minor streets, it can be concluded that the peak hour signal warrant is not met for either intersection. Field observations show that gaps in traffic are available during both peak hours at both intersections.

Pedestrian, Bicycle, and Transit Analysis

Pedestrian Facilities

Pedestrian generators in the project vicinity include commercial areas and bus stops along N. Main Street and Rossi Street. Downtown Salinas is located approximately ½-mile walking distance from the project site.

Pedestrian facilities in the project vicinity include sidewalks, crosswalks, and pedestrian signals at the signalized study intersection. The sidewalk is discontinuous on the south and west side of Preston Street and Martella Street, respectively. Additionally, a sidewalk and curb ramp are missing at the southeast corner of the Martella Street/Menke Street intersection. Although sidewalks are missing along some property frontages along Preston Street, Martella Street, and Menke Street, a continuous sidewalk connects the project site to N. Main Street, which provides access to additional pedestrian facilities and to nearby points of interest.

The project proposes a general plan amendment which would allow construction of buildings that would be either row houses, condominiums, or apartments. Since a site plan has not yet been proposed, the final site plan should be designed to include sidewalks, pathways, and curb ramps connecting buildings to existing pedestrian facilities on Preston Street.

Bicycle Facilities

Bicycle facilities in the project vicinity include bike paths, bike lanes, and bike routes. The project site is not directly served by any bicycle facilities. However, Preston Street and Martella Street carry low volume and is conducive to bicyclists. Existing bike lanes along Rossi Street connect the project vicinity to other bicycle facilities and nearby points of interest.

The Monterey County Active Transportation Plan identifies future improvements to bicycle facilities in the project vicinity. A planned Class I share use path is proposed between Market Street and Rossi Street, opposite from Martella Street. This would provide a safe bicycle connection between the project site to the downtown Salinas area without needing to head west to Davis Road. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities.

Transit Facilities

The project site is adequately served by existing MST transit services. Within the project vicinity, bus routes run along N. Main Street and Rossi Street. The project site is primarily served by five MST bus routes (Routes 23, 29, 44, 49, and 95). The nearest bus stops to the project site are located along both sides of Main Street (at Rossi Street), approximately ¼-mile from the project site. Additionally, the Salinas Amtrak station and the Salinas Transit Center are located approximately 0.6-mile from the project site. The new transit trips generated by the project are not expected to create demand in excess of the transit service that is currently provided. The project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities.

**1 Preston Street
Residential Development TA
Technical Appendices**

Appendix A

City of Salinas VMT Analysis Tool Summary

VMT CALCULATOR

Version 1.0 Build Date 12_10_20

PROJECT INFORMATION

Project Name	1 Preston Street
Address	1 Preston Street
Hex ID	155
Project Context/Setting	Suburban Center

LAND USE INFORMATION

VMT Land Use Type	Residential
Trip Gen Land Use Type	221 Multifamily Housing (Mid-Rise)
	Accepted: Common Land Use
Number of Dwelling Units	83
Mixed-Use Adjustment	0%

PRESUMPTIONS OF LESS THAN SIGNIFICANT IMPACT

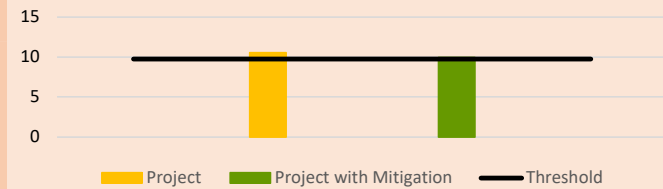
<input type="checkbox"/>	Affordable Housing
<input type="checkbox"/>	Within a 1/2 mile of Major Transit Stop
<input type="checkbox"/>	Local Retail (<50,000 Sq Ft)
<input type="checkbox"/>	Less than 110 Trips per Day

VMT OUTPUT

This tool is only intended for projects of 2,000 trips or less.

	PROJECT	REDUCTIONS	PROJ. WITH MITIGATION
VMT/Capita	10.53	0.58	9.95
Daily Trips	452	25	427
Average (VMT/Capita)	11.4		
Threshold (15% below Average)	9.7		
Significant Impact?	Yes		

VMT per Capita



TRANSPORTATION DEMAND MANAGEMENT (TDM) STRATEGIES

Scroll down for all TDM Strategies

PARKING STRATEGIES

#	TDM Measure	Selected Max Value	Input	Description
1	Reduce Parking Supply	4%	0	City code parking provision for project site (parking spaces)
			0	Actual parking provision for project site (parking spaces)
2	Unbundle Parking	5%	0	monthly parking cost (\$) for project site
3	Parking Cash-out	4%	0%	percent of employees eligible
4	Residential Area Parking Permits	0.25%	No	Yes/No
5	Price Workplace Parking	4%	0%	percent of employees eligible
6	Parking Management Strategies	1%	No	Yes/No

TRANSIT STRATEGIES

#	TDM Measure		Input	Description
7	Reduce Transit Headways	2%	No	Yes/No
8	Transit Rerouting	2%	No	Yes/No
9	Transit Stops near Project Site	2%	No	Yes/No
10	Safe and Well-Lit Access to Transit	1%	No	Yes/No
11	Transit Subsidies	4%	0%	percent of employees and residents eligible
			\$0.00	amount (\$) of transit subsidy per passenger (daily equivalent) (\$0.75, \$1.49, \$2.98 or \$5.96. Select highest value if unlimited ride passes are provided.)

COMMUNICATION & INFORMATION STRATEGIES

#	TDM Measure		Input	Description
12	Voluntary Travel Behavior Change Program	2%	0%	percent of employees and residents participating
13	Promotions & Marketing	2%	0%	percent of employees and residents participating
14	Multimodal Wayfinding Signage	1%	No	Yes/No

COMMUTING STRATEGIES

#	TDM Measure		Input	Description
15	Employer Sponsored Vanpool or Shuttle	2%	None	degree of implementation - High (>30 vans) - Medium (10-30 vans) - Low (<10 vans)
			None	employer size - Large (>500 employees) - Medium (100-500 employees) - Low (<100 employees)
			0%	percent of employees eligible
16	Preferential Carpool / Vanpool Parking Spaces	2%	No	Yes/No
17	On-site Carts or Shuttles	1%	No	Yes/No
18	On-site Childcare	2%	No	Yes/No

SHARED MOBILITY STRATEGIES

#	TDM Measure		Input	Description
19	Ride-Share Program	5%	0%	percent of employees eligible
20	Car Share	1%	None	project setting - urban + comprehensive transit - suburban + commuter rail - all other settings
21	Designated Parking Spaces for Car Share Vehicles	1%	No	Yes/No
22	School Carpool Program	15%	None	level of implementation

BICYCLE INFRASTRUCTURE STRATEGIES

#	TDM Measure		Input	Description
23	Bike Charging Facility	1.0%	No	Yes/No
24	Implement/Improve On-street Bicycle Facility	0.50%	No	Yes/No
25	Include Bike Parking Per City Code	0.50%	Yes	Yes/No
26	Include Secure Bike Parking and Showers	0.50%	No	Yes/No
27	Bicycle Repair Station / Services	0.50%	No	Yes/No

NEIGHBORHOOD ENHANCEMENT STRATEGIES

#	TDM Measure		Input	Description
28	Traffic Calming Improvements	1%	0%	percent of streets within project with traffic calming improvements (25%, 50%, 75%, or 100%)
			0%	percent of intersections within project with traffic calming improvements (25%, 50%, 75%, or 100%)
29	Pedestrian Network Improvements	2%	Within Project Or	selection: within project and connecting off-site, within project only
30	Healthy Food Retail in Underserved Area	2%	None	selection: within project and connecting off-site, within project only

MISCELLANEOUS STRATEGIES

#	TDM Measure		Input	Description
31	Virtual Care Strategies for Hospitals	6%	No	Yes/No
32	On-site Affordable Housing	20%	No	Yes/No

LAND USE STRATEGIES

#	TDM Measure		Input	Description
33	Transit Oriented Development	15%	No	Yes/No
34	Destination Development (Residential Close to work)	2.5%	No	Yes/No
35	Transit Service Expansion	2.5%	No	Yes/No
36	Higher Density	4%	Yes	Yes/No
37	Open Space	1%	No	Yes/No
38	Street grid	4%	No	Yes/No

Appendix B

Traffic Counts



(303) 216-2439
www.alltrafficdata.net

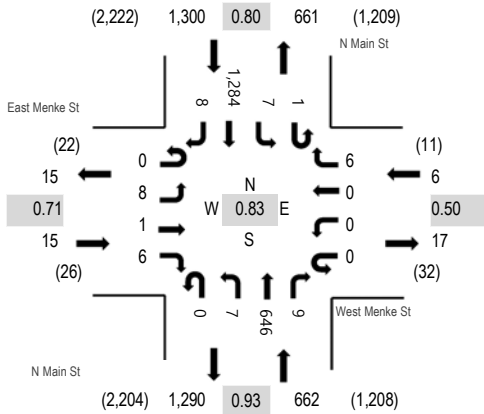
Location: 1 N Main St & West Menke St AM

Date: Wednesday, January 26, 2022

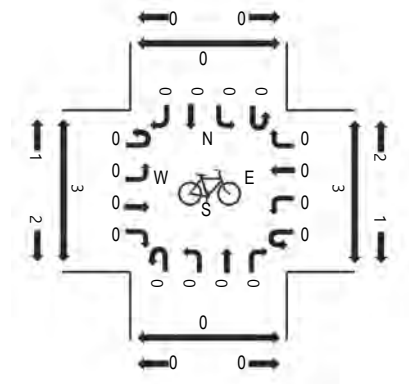
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

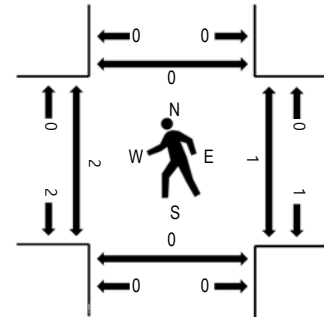
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	East Menke St Eastbound				West Menke St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	1	0	0	0	2	0	0	75	1	0	4	201	0	284	1,697	0	0	0	0
7:15 AM	0	1	0	1	0	0	0	1	0	0	114	1	0	0	226	1	345	1,882	0	1	0	0
7:30 AM	0	2	0	1	0	0	0	1	0	1	125	0	0	0	338	0	468	1,983	0	0	0	0
7:45 AM	0	2	0	4	0	0	0	1	0	3	181	2	0	1	405	1	600	1,941	1	0	0	0
8:00 AM	0	1	1	1	0	0	0	3	0	2	173	1	0	2	280	5	469	1,770	0	0	0	0
8:15 AM	0	3	0	0	0	0	0	1	0	1	167	6	1	4	261	2	446		1	1	0	0
8:30 AM	0	3	0	2	0	1	0	0	0	0	162	3	1	1	249	4	426		1	2	0	0
8:45 AM	0	3	0	0	0	0	0	1	0	1	185	4	0	1	233	1	429		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	8	1	6	0	0	0	6	0	6	624	9	1	7	1,269	8	1,945
Mediums	0	0	0	0	0	0	0	0	0	1	19	0	0	0	15	0	35
Total	0	8	1	6	0	0	0	6	0	7	646	9	1	7	1,284	8	1,983



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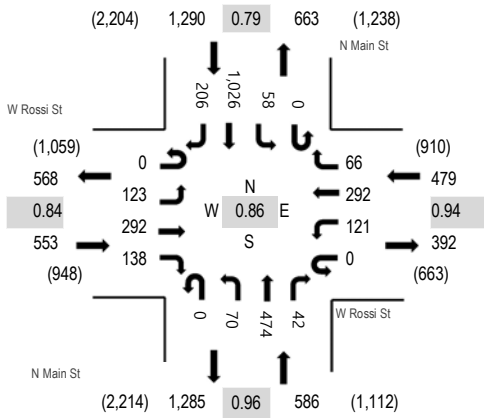
Location: 2 N Main St & W Rossi St AM

Date: Wednesday, January 26, 2022

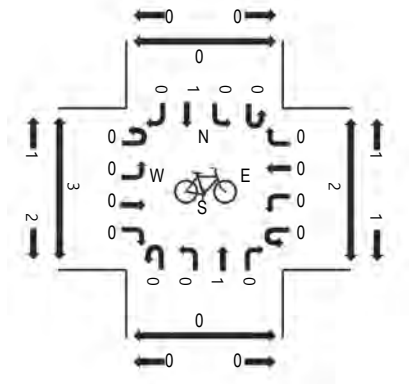
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

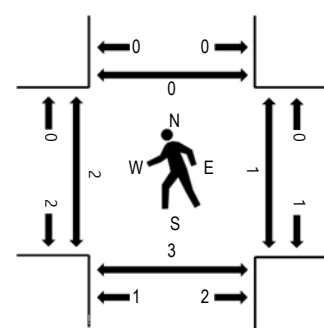
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	12	30	19	0	22	88	7	0	12	65	7	0	10	144	48	464	2,526	1	0	1	0
7:15 AM	0	22	45	24	0	24	72	12	0	9	81	9	0	12	187	28	525	2,769	1	3	2	2
7:30 AM	0	22	61	36	0	30	72	11	0	10	102	11	0	13	279	48	695	2,908	0	0	0	0
7:45 AM	0	43	82	39	0	33	75	20	0	16	115	10	0	25	317	67	842	2,843	1	0	2	0
8:00 AM	0	23	80	35	0	22	78	20	0	22	138	9	0	12	230	38	707	2,648	0	0	0	0
8:15 AM	0	35	69	28	0	36	67	15	0	22	119	12	0	8	200	53	664		1	1	1	0
8:30 AM	0	24	56	32	0	30	47	19	0	19	136	15	0	14	206	32	630		0	3	3	1
8:45 AM	0	44	42	45	0	26	66	18	0	27	135	11	0	20	170	43	647		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
Lights	0	120	283	137	0	119	284	64	0	67	456	41	0	56	1,016	203	2,846
Mediums	0	2	9	1	0	2	8	2	0	3	16	1	0	2	10	3	59
Total	0	123	292	138	0	121	292	66	0	70	474	42	0	58	1,026	206	2,908



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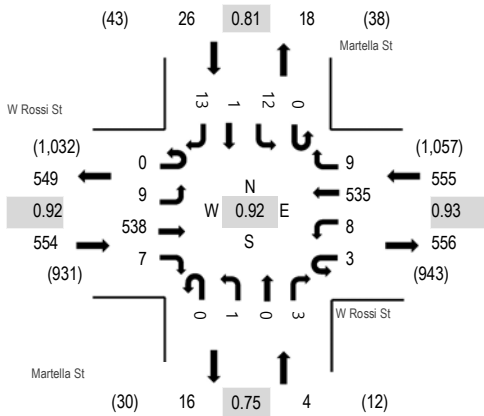
Location: 3 Martella St & W Rossi St AM

Date: Wednesday, January 26, 2022

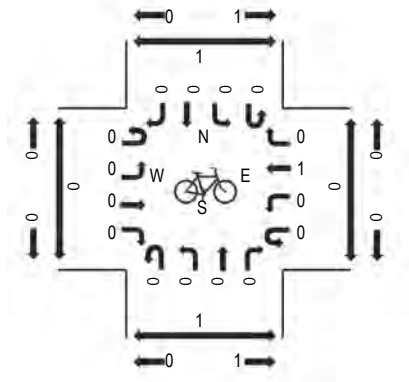
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

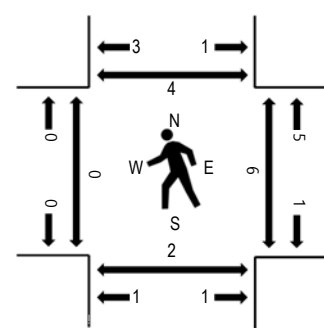
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				Martella St Northbound				Martella St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	65	0	0	2	137	3	0	0	1	1	0	2	0	1	213	1,011	0	0	0	0
7:15 AM	0	2	83	0	0	4	131	4	0	0	0	2	0	1	0	2	229	1,105	0	0	1	0
7:30 AM	0	2	126	2	1	1	119	1	0	0	0	1	0	3	0	2	258	1,139	0	0	0	1
7:45 AM	0	4	147	0	2	3	146	1	0	1	0	0	0	1	0	6	311	1,110	0	6	1	3
8:00 AM	0	2	143	1	0	2	148	2	0	0	0	1	0	4	1	3	307	1,032	0	0	0	0
8:15 AM	0	1	122	4	0	2	122	5	0	0	0	1	0	4	0	2	263		0	0	1	0
8:30 AM	0	1	118	1	0	2	98	3	0	1	0	1	0	1	0	3	229		0	1	0	1
8:45 AM	0	0	106	0	0	5	108	5	0	0	0	2	0	5	0	2	233		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	9	526	7	3	8	521	8	0	1	0	3	0	12	1	11	1,110
Mediums	0	0	11	0	0	0	14	1	0	0	0	0	0	0	0	2	28
Total	0	9	538	7	3	8	535	9	0	1	0	3	0	12	1	13	1,139



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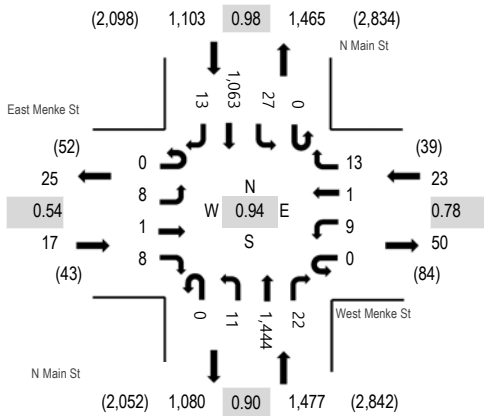
Location: 1 N Main St & West Menke St PM

Date: Wednesday, January 26, 2022

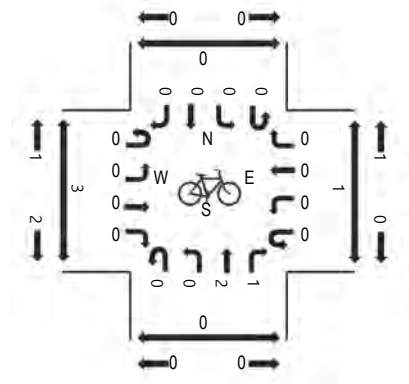
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

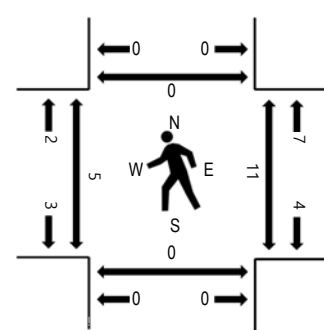
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	East Menke St Eastbound				West Menke St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	0	5	0	3	0	3	0	2	357	9	0	14	263	5	664	2,620	1	1	0	0
4:15 PM	0	0	0	1	0	3	1	4	0	3	405	7	0	6	265	1	696	2,603	2	3	0	0
4:30 PM	0	3	0	2	0	2	0	3	0	3	337	5	0	6	266	4	631	2,566	0	4	0	0
4:45 PM	0	2	1	0	0	1	0	3	0	3	345	1	0	1	269	3	629	2,516	2	3	0	0
5:00 PM	0	3	0	2	0	1	0	7	0	1	380	6	0	2	239	6	647	2,402	1	3	0	0
5:15 PM	0	8	0	4	0	0	0	3	0	1	369	3	0	7	262	2	659		2	2	0	0
5:30 PM	0	3	0	1	0	0	0	5	0	3	323	3	0	4	236	3	581		1	2	0	0
5:45 PM	0	1	1	3	0	0	0	0	1	2	267	6	0	2	223	9	515		6	3	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	4
Lights	0	8	1	7	0	9	1	13	0	10	1,433	22	0	26	1,045	13	2,588
Mediums	0	0	0	1	0	0	0	0	0	1	10	0	0	0	16	0	28
Total	0	8	1	8	0	9	1	13	0	11	1,444	22	0	27	1,063	13	2,620



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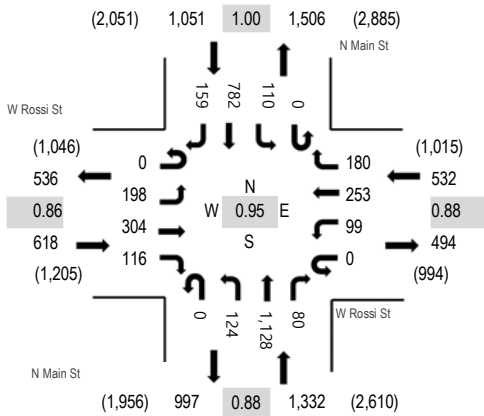
Location: 2 N Main St & W Rossi St PM

Date: Wednesday, January 26, 2022

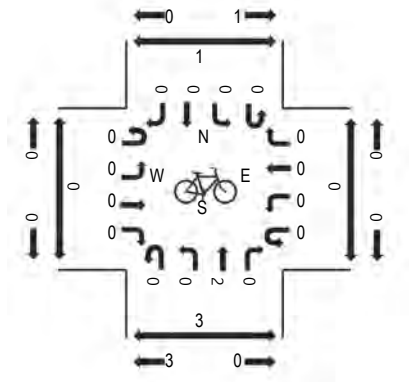
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

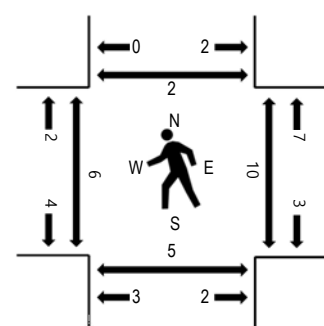
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				N Main St Northbound				N Main St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	46	70	37	0	19	58	61	0	39	299	24	0	32	202	37	924	3,524	1	1	2	1
4:15 PM	0	58	77	26	0	23	63	70	0	26	277	11	0	26	192	51	900	3,533	3	4	3	0
4:30 PM	0	50	71	22	0	22	66	31	0	33	261	15	0	30	202	38	841	3,500	0	2	0	0
4:45 PM	0	35	75	25	0	27	70	36	0	29	269	23	0	24	192	54	859	3,461	2	2	2	0
5:00 PM	0	55	81	43	0	27	54	43	0	36	321	31	0	30	196	16	933	3,357	1	2	0	2
5:15 PM	0	44	72	25	0	32	54	42	0	33	271	28	0	40	174	52	867		3	3	6	1
5:30 PM	0	43	76	23	0	21	56	29	0	34	261	22	0	19	200	18	802		1	2	2	1
5:45 PM	0	50	75	26	0	17	71	23	0	30	210	27	0	15	183	28	755		4	2	10	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	4
Lights	0	197	302	115	0	98	251	178	0	121	1,117	80	0	107	776	153	3,495
Mediums	0	1	2	1	0	0	2	2	0	2	10	0	0	2	6	6	34
Total	0	198	304	116	0	99	253	180	0	124	1,128	80	0	110	782	159	3,533



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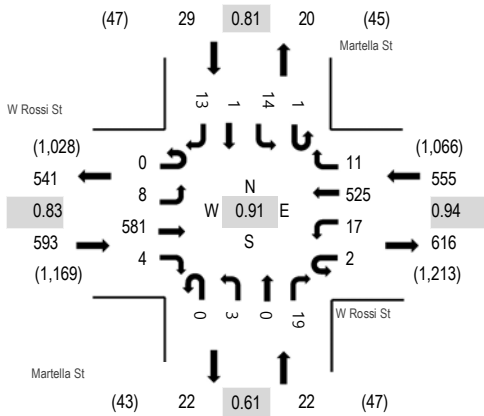
Location: 3 Martella St & W Rossi St PM

Date: Wednesday, January 26, 2022

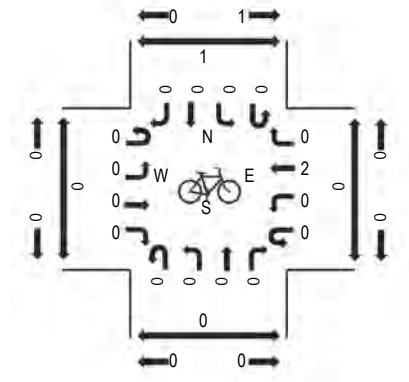
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

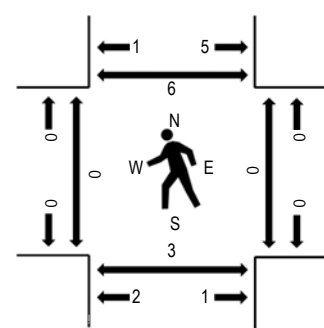
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	W Rossi St Eastbound				W Rossi St Westbound				Martella St Northbound				Martella St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	158	0	0	9	129	7	0	0	0	6	0	3	0	3	316	1,186	0	0	1	0
4:15 PM	0	3	153	1	2	2	125	2	0	2	0	7	0	1	0	2	300	1,199	0	0	2	0
4:30 PM	0	2	137	1	0	9	138	4	0	1	0	3	0	4	1	3	303	1,154	0	0	1	0
4:45 PM	0	2	114	0	0	2	137	2	0	0	0	1	1	5	0	3	267	1,126	0	0	0	1
5:00 PM	0	1	177	2	0	4	125	3	0	0	0	8	0	4	0	5	329	1,143	0	0	0	5
5:15 PM	0	0	123	0	0	3	119	3	0	1	0	4	0	2	0	0	255		0	0	0	1
5:30 PM	0	2	135	0	0	6	115	1	0	0	0	11	0	2	0	3	275		0	0	1	0
5:45 PM	0	9	148	0	0	2	115	2	0	0	0	3	0	2	1	2	284		0	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Lights	0	8	578	3	2	15	516	11	0	3	0	19	1	14	1	11	1,182
Mediums	0	0	3	1	0	1	9	0	0	0	0	0	0	0	0	2	16
Total	0	8	581	4	2	17	525	11	0	3	0	19	1	14	1	13	1,199

Appendix C

Level of Service Calculations

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/16/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	1	6	0	0	6	7	646	9	8	1284	8
Future Vol, veh/h	8	1	6	0	0	6	7	646	9	8	1284	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	7	0	0	7	8	702	10	9	1396	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1786	2147	703	1440	2146	356	1405	0	0	712	0	0
Stage 1	1419	1419	-	723	723	-	-	-	-	-	-	-
Stage 2	367	728	-	717	1423	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	51	48	380	93	48	640	482	-	-	884	-	-
Stage 1	144	201	-	384	429	-	-	-	-	-	-	-
Stage 2	625	427	-	387	200	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	49	47	380	88	47	640	482	-	-	884	-	-
Mov Cap-2 Maneuver	49	47	-	88	47	-	-	-	-	-	-	-
Stage 1	142	199	-	377	422	-	-	-	-	-	-	-
Stage 2	608	420	-	374	198	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	65.9		10.7		0.1		0.1	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	482	-	-	75	640	884	-
HCM Lane V/C Ratio	0.016	-	-	0.217	0.01	0.01	-
HCM Control Delay (s)	12.6	-	-	65.9	10.7	9.1	-
HCM Lane LOS	B	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0	0	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	292	138	121	292	66	70	474	42	58	1026	206
Future Volume (veh/h)	123	292	138	121	292	66	70	474	42	58	1026	206
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	134	317	150	132	317	0	76	515	46	63	1115	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	379	322	165	438	372	98	753	337	456	1466	656
Arrive On Green	0.06	0.20	0.20	0.09	0.23	0.00	0.06	0.21	0.21	0.26	0.41	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	134	317	150	132	317	0	76	515	46	63	1115	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.9	12.6	6.4	5.6	12.1	0.0	3.3	10.3	1.3	2.1	20.7	0.0
Cycle Q Clear(g_c), s	2.9	12.6	6.4	5.6	12.1	0.0	3.3	10.3	1.3	2.1	20.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	211	379	322	165	438	372	98	753	337	456	1466	656
V/C Ratio(X)	0.63	0.84	0.47	0.80	0.72	0.00	0.77	0.68	0.14	0.14	0.76	0.00
Avail Cap(c_a), veh/h	335	472	401	173	472	401	265	2368	1059	456	2184	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.3	29.4	27.0	34.2	27.2	0.0	35.9	27.9	13.2	22.0	19.3	0.0
Incr Delay (d2), s/veh	3.1	10.4	1.0	22.1	5.0	0.0	12.0	1.1	0.2	0.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.5	2.9	3.8	6.8	0.0	1.9	5.1	0.8	1.0	10.2	0.0
LnGrp Delay(d),s/veh	38.4	39.8	28.0	56.3	32.2	0.0	47.8	29.0	13.4	22.2	20.2	0.0
LnGrp LOS	D	D	C	E	C		D	C	B	C	C	
Approach Vol, veh/h		601			449			637			1178	
Approach Delay, s/veh		36.6			39.3			30.1			20.3	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.3	20.9	11.7	20.2	8.8	36.4	9.2	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	51.5	7.5	19.5	11.5	47.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	4.1	12.3	7.6	14.6	5.3	22.7	4.9	14.1				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.1	0.1	9.2	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				28.9								
HCM 2010 LOS				C								

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/16/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	538	7	11	535	9	1	0	3	12	1	13
Future Vol, veh/h	9	538	7	11	535	9	1	0	3	12	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	585	8	12	582	10	1	0	3	13	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	592	0	0	593	0	0	1228	1225	589	1222	1224	587
Stage 1	-	-	-	-	-	-	609	609	-	611	611	-
Stage 2	-	-	-	-	-	-	619	616	-	611	613	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	984	-	-	983	-	-	155	179	508	156	179	510
Stage 1	-	-	-	-	-	-	482	485	-	481	484	-
Stage 2	-	-	-	-	-	-	476	482	-	481	483	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	984	-	-	983	-	-	147	175	508	152	175	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	147	175	-	152	175	-
Stage 1	-	-	-	-	-	-	477	480	-	476	478	-
Stage 2	-	-	-	-	-	-	456	476	-	473	478	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			16.6			22.3		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	984	-	-	983	-	-	236
HCM Lane V/C Ratio	0.014	0.01	-	-	0.012	-	-	0.12
HCM Control Delay (s)	16.6	8.7	-	-	8.7	-	-	22.3
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/16/2022

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	8	1	8	9	1	13	11	1444	22	27	1063	13
Future Vol, veh/h	8	1	8	9	1	13	11	1444	22	27	1063	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	9	10	1	14	12	1570	24	29	1155	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2030	2838	585	2242	2833	797	1169	0	0	1594	0	0
Stage 1	1220	1220	-	1606	1606	-	-	-	-	-	-	-
Stage 2	810	1618	-	636	1227	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	34	17	454	23	17	329	593	-	-	407	-	-
Stage 1	191	251	-	110	163	-	-	-	-	-	-	-
Stage 2	340	161	-	433	249	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	29	15	454	20	15	329	593	-	-	407	-	-
Mov Cap-2 Maneuver	29	15	-	20	15	-	-	-	-	-	-	-
Stage 1	187	233	-	108	160	-	-	-	-	-	-	-
Stage 2	317	158	-	393	231	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	124.5		183.3		0.1		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	593	-	-	47 41	407	-	-
HCM Lane V/C Ratio	0.02	-	-	0.393 0.61	0.072	-	-
HCM Control Delay (s)	11.2	-	-	124.5 183.3	14.5	-	-
HCM Lane LOS	B	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4 2.2	0.2	-	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/16/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	304	116	99	253	180	124	1128	80	110	782	159
Future Volume (veh/h)	198	304	116	99	253	180	124	1128	80	110	782	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	215	330	126	108	275	0	135	1226	87	120	850	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	378	321	136	365	310	168	1553	695	151	1519	680
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.00	0.09	0.44	0.44	0.08	0.43	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	215	330	126	108	275	0	135	1226	87	120	850	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.6	15.7	6.3	5.5	12.8	0.0	6.8	27.3	3.0	6.1	16.5	0.0
Cycle Q Clear(g_c), s	5.6	15.7	6.3	5.5	12.8	0.0	6.8	27.3	3.0	6.1	16.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	378	321	136	365	310	168	1553	695	151	1519	680
V/C Ratio(X)	0.74	0.87	0.39	0.79	0.75	0.00	0.80	0.79	0.13	0.80	0.56	0.00
Avail Cap(c_a), veh/h	357	437	371	184	437	371	261	2143	959	223	2066	924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.0	35.4	31.6	41.6	34.8	0.0	40.7	22.1	15.3	41.2	19.7	0.0
Incr Delay (d2), s/veh	6.5	15.8	0.8	15.2	6.0	0.0	9.6	1.4	0.1	11.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	9.7	2.8	3.3	7.2	0.0	3.8	13.6	1.3	3.4	8.1	0.0
LnGrp Delay(d),s/veh	47.5	51.2	32.4	56.8	40.8	0.0	50.3	23.5	15.3	52.7	20.0	0.0
LnGrp LOS	D	D	C	E	D		D	C	B	D	B	
Approach Vol, veh/h		671			383			1448			970	
Approach Delay, s/veh		46.5			45.3			25.5			24.0	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	44.7	11.5	23.1	13.2	43.8	12.2	22.4				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	55.5	9.5	21.5	13.5	53.5	9.5	21.5				
Max Q Clear Time (g_c+I1), s	8.1	29.3	7.5	17.7	8.8	18.5	7.6	14.8				
Green Ext Time (p_c), s	0.1	11.0	0.0	0.9	0.1	7.1	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			31.3									
HCM 2010 LOS			C									

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/16/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	581	4	19	525	11	3	0	19	15	1	13
Future Vol, veh/h	8	581	4	19	525	11	3	0	19	15	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	632	4	21	571	12	3	0	21	16	1	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	636	0	0	1279	1277	634	1282	1273	577
Stage 1	-	-	-	-	-	-	652	652	-	619	619	-
Stage 2	-	-	-	-	-	-	627	625	-	663	654	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	991	-	-	947	-	-	143	166	479	142	167	516
Stage 1	-	-	-	-	-	-	457	464	-	476	480	-
Stage 2	-	-	-	-	-	-	471	477	-	450	463	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	991	-	-	947	-	-	135	161	479	133	162	516
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	161	-	133	162	-
Stage 1	-	-	-	-	-	-	453	460	-	472	469	-
Stage 2	-	-	-	-	-	-	447	467	-	427	459	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.3			15.9			26.2		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	355	991	-	-	947	-	-	201
HCM Lane V/C Ratio	0.067	0.009	-	-	0.022	-	-	0.157
HCM Control Delay (s)	15.9	8.7	-	-	8.9	-	-	26.2
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.5

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/17/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	13	1	8	0	0	6	7	651	9	8	1284	11
Future Vol, veh/h	13	1	8	0	0	6	7	651	9	8	1284	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	1	9	0	0	7	8	708	10	9	1396	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1790	2154	704	1446	2155	359	1408	0	0	718	0	0
Stage 1	1420	1420	-	729	729	-	-	-	-	-	-	-
Stage 2	370	734	-	717	1426	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	51	47	379	92	47	638	481	-	-	879	-	-
Stage 1	143	201	-	380	426	-	-	-	-	-	-	-
Stage 2	622	424	-	387	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	49	46	379	86	46	638	481	-	-	879	-	-
Mov Cap-2 Maneuver	49	46	-	86	46	-	-	-	-	-	-	-
Stage 1	141	199	-	374	419	-	-	-	-	-	-	-
Stage 2	605	417	-	372	197	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	79.5		10.7		0.1		0.1	
HCM LOS	F		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	71	638	879	-
HCM Lane V/C Ratio	0.016	-	-	0.337	0.01	0.01	-
HCM Control Delay (s)	12.6	-	-	79.5	10.7	9.1	-
HCM Lane LOS	B	-	-	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	0	0	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	293	140	121	292	66	71	474	42	58	1028	206
Future Volume (veh/h)	128	293	140	121	292	66	71	474	42	58	1028	206
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	139	318	152	132	317	0	77	515	46	63	1117	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	217	379	322	165	435	370	100	752	336	458	1466	656
Arrive On Green	0.06	0.20	0.20	0.09	0.23	0.00	0.06	0.21	0.21	0.26	0.41	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	139	318	152	132	317	0	77	515	46	63	1117	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.0	12.7	6.5	5.6	12.2	0.0	3.3	10.4	1.3	2.1	20.9	0.0
Cycle Q Clear(g_c), s	3.0	12.7	6.5	5.6	12.2	0.0	3.3	10.4	1.3	2.1	20.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	217	379	322	165	435	370	100	752	336	458	1466	656
V/C Ratio(X)	0.64	0.84	0.47	0.80	0.73	0.00	0.77	0.68	0.14	0.14	0.76	0.00
Avail Cap(c_a), veh/h	334	470	399	172	470	399	264	2357	1055	458	2174	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.4	29.6	27.1	34.4	27.4	0.0	36.0	28.1	13.3	22.1	19.4	0.0
Incr Delay (d2), s/veh	3.1	10.6	1.1	22.2	5.2	0.0	11.8	1.1	0.2	0.1	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	7.7	2.9	3.8	6.9	0.0	2.0	5.2	0.8	1.0	10.3	0.0
LnGrp Delay(d),s/veh	38.5	40.2	28.2	56.6	32.6	0.0	47.8	29.2	13.5	22.2	20.3	0.0
LnGrp LOS	D	D	C	E	C		D	C	B	C	C	
Approach Vol, veh/h		609			449			638			1180	
Approach Delay, s/veh		36.8			39.7			30.3			20.4	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.5	20.9	11.7	20.2	8.8	36.5	9.4	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	7.5	51.5	7.5	19.5	11.5	47.5	7.5	19.5				
Max Q Clear Time (g_c+I1), s	4.1	12.4	7.6	14.7	5.3	22.9	5.0	14.2				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.1	0.1	9.2	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			29.1									
HCM 2010 LOS			C									

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/17/2022

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	538	7	11	535	11	1	0	3	20	1	21
Future Vol, veh/h	11	538	7	11	535	11	1	0	3	20	1	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	585	8	12	582	12	1	0	3	22	1	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	594	0	0	593	0	0	1237	1231	589	1227	1229	588
Stage 1	-	-	-	-	-	-	613	613	-	612	612	-
Stage 2	-	-	-	-	-	-	624	618	-	615	617	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	982	-	-	983	-	-	153	177	508	155	178	509
Stage 1	-	-	-	-	-	-	480	483	-	480	484	-
Stage 2	-	-	-	-	-	-	473	481	-	479	481	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	982	-	-	983	-	-	143	173	508	151	174	509
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	173	-	151	174	-
Stage 1	-	-	-	-	-	-	474	477	-	474	478	-
Stage 2	-	-	-	-	-	-	445	475	-	470	475	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			16.8			24.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	982	-	-	983	-	-	234
HCM Lane V/C Ratio	0.014	0.012	-	-	0.012	-	-	0.195
HCM Control Delay (s)	16.8	8.7	-	-	8.7	-	-	24.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.7

HCM 2010 TWSC
1: N. Main Street & Menke Street

02/17/2022

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	10	1	9	9	1	13	11	1446	22	27	1063	21
Future Vol, veh/h	10	1	9	9	1	13	11	1446	22	27	1063	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	75	-	-	75	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	1	10	10	1	14	12	1572	24	29	1155	23

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2036	2845	589	2244	2844	798	1178	0	0	1596	0	0
Stage 1	1225	1225	-	1608	1608	-	-	-	-	-	-	-
Stage 2	811	1620	-	636	1236	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	33	17	452	23	17	329	589	-	-	407	-	-
Stage 1	190	249	-	109	162	-	-	-	-	-	-	-
Stage 2	339	160	-	433	246	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	28	15	452	20	15	329	589	-	-	407	-	-
Mov Cap-2 Maneuver	28	15	-	20	15	-	-	-	-	-	-	-
Stage 1	186	231	-	107	159	-	-	-	-	-	-	-
Stage 2	316	157	-	392	229	-	-	-	-	-	-	-

























Approach	EB		WB		NB		SB	
HCM Control Delay, s	144.5		183.3		0.1		0.4	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	589	-	-	45 41	407	-	-
HCM Lane V/C Ratio	0.02	-	-	0.483 0.61	0.072	-	-
HCM Control Delay (s)	11.2	-	-	144.5 183.3	14.5	-	-
HCM Lane LOS	B	-	-	F F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.8 2.2	0.2	-	-

HCM 2010 Signalized Intersection Summary







2: Rossi Street & N. Main Street

02/17/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	305	117	99	254	180	128	1128	80	110	783	159
Future Volume (veh/h)	200	305	117	99	254	180	128	1128	80	110	783	159
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	217	332	127	108	276	0	139	1226	87	120	851	0
Adj No. of Lanes	2	1	1	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	291	379	323	136	365	311	172	1552	694	151	1509	675
Arrive On Green	0.08	0.20	0.20	0.08	0.20	0.00	0.10	0.44	0.44	0.08	0.43	0.00
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	217	332	127	108	276	0	139	1226	87	120	851	0
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	5.7	15.9	6.4	5.5	12.8	0.0	7.1	27.3	3.0	6.1	16.7	0.0
Cycle Q Clear(g_c), s	5.7	15.9	6.4	5.5	12.8	0.0	7.1	27.3	3.0	6.1	16.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	379	323	136	365	311	172	1552	694	151	1509	675
V/C Ratio(X)	0.75	0.87	0.39	0.79	0.76	0.00	0.81	0.79	0.13	0.80	0.56	0.00
Avail Cap(c_a), veh/h	356	436	371	183	436	371	261	2138	957	222	2061	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.1	35.4	31.7	41.7	34.8	0.0	40.6	22.1	15.3	41.3	19.9	0.0
Incr Delay (d2), s/veh	6.7	16.1	0.8	15.3	6.1	0.0	10.5	1.4	0.1	11.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	9.8	2.9	3.3	7.2	0.0	3.9	13.6	1.3	3.5	8.2	0.0
LnGrp Delay(d),s/veh	47.8	51.6	32.4	57.0	41.0	0.0	51.1	23.6	15.4	52.9	20.2	0.0
LnGrp LOS	D	D	C	E	D		D	C	B	D	C	
Approach Vol, veh/h		676			384			1452			971	
Approach Delay, s/veh		46.8			45.5			25.7			24.3	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	44.8	11.6	23.2	13.4	43.7	12.3	22.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	11.5	55.5	9.5	21.5	13.5	53.5	9.5	21.5				
Max Q Clear Time (g_c+I1), s	8.1	29.3	7.5	17.9	9.1	18.7	7.7	14.8				
Green Ext Time (p_c), s	0.1	11.0	0.0	0.8	0.1	7.1	0.1	0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									

HCM 2010 TWSC
3: Rossi Street & Martella Street

02/17/2022

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	581	4	19	525	16	3	0	19	19	1	17
Future Vol, veh/h	15	581	4	19	525	16	3	0	19	19	1	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	190	-	-	80	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	632	4	21	571	17	3	0	21	21	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	588	0	0	636	0	0	1297	1296	634	1299	1290	580
Stage 1	-	-	-	-	-	-	666	666	-	622	622	-
Stage 2	-	-	-	-	-	-	631	630	-	677	668	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	987	-	-	947	-	-	139	162	479	138	163	514
Stage 1	-	-	-	-	-	-	449	457	-	474	479	-
Stage 2	-	-	-	-	-	-	469	475	-	443	456	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	987	-	-	947	-	-	129	156	479	128	157	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	129	156	-	128	157	-
Stage 1	-	-	-	-	-	-	442	450	-	466	468	-
Stage 2	-	-	-	-	-	-	441	465	-	417	449	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.3			16			27.9		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	987	-	-	947	-	-	197
HCM Lane V/C Ratio	0.068	0.017	-	-	0.022	-	-	0.204
HCM Control Delay (s)	16	8.7	-	-	8.9	-	-	27.9
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-	-	0.7

Appendix E

Cultural Resources Study



Rincon Consultants, Inc.

437 Figueroa Street, Suite 203
Monterey, California 93940

831 333 0310

info@rinconconsultants.com
www.rinconconsultants.com

August 26, 2021
Project No. 21-10851
Master Agreement No. 17-04143

Lisa Brinton, Planning Manager
Community Development Department
City of Salinas
65 W. Alisal Street, 2nd Floor
Salinas, California 93901
Via email: lisab@ci.salinas.ca.us
cc: Megan Hunter, meganh@ci.salinas.ca.us

Subject: Cultural Resources Assessment for the 1 Preston Street Project Salinas, Monterey County, California

Dear Ms. Brinton:

The City of Salinas (City) retained Rincon Consultants, Inc. (Rincon) to conduct a cultural resources assessment for the proposed 1 Preston Street Project (project) in Salinas, Monterey County, California. The proposed project is subject to the California Environmental Quality Act (CEQA) and local regulations. The City is the lead agency under CEQA. This letter report documents the results of the assessment, which was conducted in support of CEQA review and consisted of a cultural resources records search, Sacred Lands File search, and a pedestrian field survey.

Project Location

The proposed project consists of Assessor's Parcel Number 003-161-008-000, a 2.6-acre lot located at 1 Preston Street, Salinas, in Monterey County, California (Figure 1, Attachment 1). The proposed project site lies within Section 29 of Township 14 South, Range 3 East of the *Salinas, Calif.* (USGS 2021) topographic quadrangle (Figure 2, Attachment 1). The project site is bounded by residential and commercial development to the east, and a channelized river to the north, west, and south. The proposed project site is currently vacant and unpaved.

Project Description

The project consists of a General Plan Amendment and Zoning Code Amendment to modify the existing vacant 2.6-acre lot from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The project does not involve construction or other physical changes. Because there are currently no development proposals, this Initial Study analyzes the maximum potential buildout of the site, using reasonable assumptions for construction, building height, and other design features. Depending on the final design of proposed development facilitated by the rezoning project, additional project-specific CEQA review may be required, as determined by the City upon receipt of a complete project-specific application. With full buildout and anticipating a density bonus, future development on the site may



include the construction of up to 76 residential units over roughly 129,202 square feet. Based on the existing maximum height allowable in the R-M-3.6 zone, future development would not exceed 45 feet and would be up to approximately 4-5 stories tall. Development would likely consist of buildings that are either row houses, condominiums, apartments, or other units, ranging in size from 400 square feet to 2,210 square feet, all which would be consistent with the Salinas General Plan description of the High Density Residential land use designation.

Cultural Resources Records Search

On May 20, 2021, Rincon requested a records search of the project site and a 0.5-mile radius from the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) located at Sonoma State University. On June 23, 2021, Rincon received the results of the records search for the proposed project. The purpose of the records search was to identify previously conducted cultural resources studies and previously recorded cultural resources located within the existing project site and a 0.5-mile radius. In addition to the NWIC records search, a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Historic Properties Directory, the California Inventory of Historic Resources, the Built Environment Resource Directory, and the Archaeological Determinations of Eligibility list was conducted.

Previously Conducted Studies

The NWIC records search identified 39 previously conducted cultural resources studies within the 0.5-mile radius of the project site (Attachment 2), of which one (S-043489) includes portions of the current project site as discussed here.

S-043489

In 2013, Lorna Billat of Earth Touch, Inc. and Dana E. Supernowicz of Historic Resource Associates conducted study S-043489 entitled *Collocation ("CO") Submission Packet FCC Form 621, Downtown Salinas, CNU3535*. This study included an architectural evaluation for the project by Supernowicz entitled *Architectural Evaluation Study of the Downtown Salinas Project, AT&T Mobility Site No. CNU3535, 220 Bridge Street, Salinas, Monterey County, California 93941*. The study included the development of the Area of Potential Effects (APE), a records search of the NWIC, archival research, and a pedestrian survey of the APE. Additionally, a vehicular survey was conducted for the visual APE, approximately a 0.5-mile radius around the direct APE. The study identified one historical resource, the PG&E Moss Landing-Salinas Tower No. 011/064; however, the tower was recommended ineligible for listing in the NRHP. No further cultural resources evaluations were recommended for the project. The recorded historical resource is located outside of the current project site. The study includes the entirety of the current project site within the visual APE; therefore, no formal pedestrian survey was conducted of the current project site.

Previously Recorded Resources

The NWIC records search identified 16 previously recorded cultural resources within a 0.5-mile radius of the project site (Table 1 and Attachment 2), of which none are identified within the project site. These resources include a historic district, four historic-period structures, six historic-period buildings, and one historic-period archaeological site.



Table 1 Previously Recorded Resources within 0.5-mile Radius of the Project Site

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/ CRHR Status	Relationship to Project Site
P-27-002322	CA-MNT-2050H	Historic Structure	El Camino Real, Highway 101	1999 (J. Berg and S. Mikesell); 2002 (T. Rogers)	Portions recommended ineligible for listing in NRHP	Outside
P-27-002691	—	Historic Building	26 Central Avenue	2003 (R. Cartier)	Not evaluated	Outside
P-27-002764	CA-MNT-2198H	Historic Site	Refuse deposit	2003 (D. McIntosh)	Not evaluated	Outside
P-27-002870	—	Historic Building	Associated Seed Growers Building, Everett B. Clark Seed Company	1996 (Caltrans)	Appears eligible for listing in the NRHP	Outside
P-27-002871	—	Historic Building	El Aguila Mexican Bakery; Golden Meat Market	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002872	—	Historic Building	Salinas Used Furniture Store	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002873	—	Historic Building	C. E. Bugbee Blacksmith Shop	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002874	—	Historic Building	Waldorf Hotel; Mrs. Katherine Leifgen Furnished Rooms	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-002908	—	Historic Building	Pasquale Maida Grocery Store	1996 (Caltrans)	Appears ineligible for listing in the NRHP	Outside
P-27-003036	—	Historic District	Salinas Southern Pacific Railroad Historic District	2011 (M. Hibma)	Recommended eligible for listing in the NRHP	Outside
P-27-003037	—	Historic Building, District Element	Southern Pacific Freight Depot	1996 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside
P-27-003038	—	Historic Building, District Element	Southern Pacific Passenger Station	1998 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside



Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/CRHR Status	Relationship to Project Site
P-27-003039	–	Historic Building, District Element	Railway Express Building	1998 (K. Seavey); 2006 (A. Pulcheon); 2010 (M. Hibma)	Recommended eligible for listing in the NRHP as a district contributor	Outside
P-27-003234	–	Historic Structure	PG&E Moss Landing – Salinas Electrical Tower No. 011/064	2013 (D. E. Supernowicz)	Recommended ineligible for listing in the NRHP	Outside
P-27-003465	–	Historic District	Chinese American Community	1980 (N. Way)	7: Not Evaluated, or Needs Re-evaluation for NRHP or CRHR	Outside
P-27-003658	CA-MNT-2467H	Historic Site	Haciendas	2017 (J. Schlagheck and F. Steffen)	Recommended eligible for listing in the CRHR	Outside

Source: NWIC 2021

Aerial Imagery and Historical Topographic Maps Review

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the project site. Historical topographic maps from 1910 to 1964 depict the project site as undeveloped surrounded by a channelized creek to the west, south, and north (USGS 2021; NETR Online 2021). Historical topographic maps from 1970 to 1984 depict a structure added within the southeastern portion of the project site (NETR Online 2021). Aerial imagery from 1956 to 2005 depicts the project site as graded with a structure identified in the topographic maps, with housing development growing to the east and the water source as depicted on the topographic maps (NETR Online 2021). By 2009, the aerial imagery shows that the structure is no longer present, and vegetation has developed throughout the project site. Aerial imagery from 2012 depicts the project site in its current state, as graded with residential housing to the east and a channelized canal to the west, south, and north.

The site has been disturbed by the previous development and demolition of a structure from 1970 to 2009. Additionally, the project site was previously used as a staging area, and the City stated that the owner grants access to the project site which as lead to further disturbance of the site (City of Salinas 2021).

Sacred Lands File Search

Rincon contacted the Native American Heritage Commission (NAHC) on May 17, 2021, to request a Sacred Lands File (SLF) search of the project site. The NAHC emailed a response to the City on June 1, 2021, stating the SLF search was positive. In their response, the NAHC provided a list of 11 tribes who may have knowledge of cultural resources within the project site. The SLF search can be found in Attachment 3 of this report. Rincon was not contracted to conduct Native American outreach as a part of this cultural assessment.



Pedestrian Field Survey

On August 20, 2021, Rincon Archaeologist Dustin Merrick, MA, Registered Professional Archaeologist (RPA), conducted a pedestrian survey of the project site. Mr. Merrick walked a series of pedestrian transects oriented generally north-south and east-west, spaced no more than 15 meters apart across the project site. Areas of exposed ground were inspected for prehistoric artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools, ceramics, fire-affected rock), ecofacts (marine shell and bone), soil discoloration that might indicate the presence of a cultural midden, soil depressions, and features that indicate the former presence of structures or buildings (e.g., standing exterior walls, postholes, foundations) or historic debris (e.g., metal, glass, ceramics). Ground disturbances, such as burrows, and drainages were also visually inspected. Ground visibility within the project site ranged from poor along the perimeter (less than five percent) to excellent (greater than 95 percent) within the center.

The project site consisted of tan to dark brown sand and showed evidence of heavy disturbance. Native soils were intermixed with imported fill with some gravel. Figure 3 through Figure 6 in Attachment 1 depict the current conditions of the project site.

No new cultural resources were observed or recorded during the field survey.

Findings and Recommendations

The background research and pedestrian field survey did not identify any cultural resources within the project site. No built environment resources are present that may be impacted by the project; therefore Rincon recommends a finding of ***no impact to historical resources***.

Although the SLF search was returned with positive results, no prehistoric resources were identified within the project site. Given the negative results of this study, the project site is considered to have low archaeological sensitivity. However, it is possible that unanticipated archaeological deposits and/or human remains could be encountered and damaged during the ground-disturbing activities associated with construction (such as grading and excavation), especially if those activities occur in less-disturbed buried sediments. Consequently, mitigation is necessary to ensure that potential impacts to archaeological resources, including those that may be considered historical resources, are reduced to a less-than-significant level.

Given the results of this assessment, Rincon recommends a finding of ***less than significant impact to archaeological resources with mitigation*** for the purposes of CEQA. The following is recommended in the unlikely case of unanticipated discoveries during ground-disturbing activities. Also included below is a summary of existing regulations regarding the discovery of human remains. With adherence to existing regulations, Rincon recommends a finding of ***less than significant impact to human remains***.

Unanticipated Discovery of Cultural Resources

In the unlikely event that archaeological resources are unexpectedly encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archeology (National Park Service 1983) will be contacted immediately to evaluate the find. If the find is prehistoric, then a Native American representative will be contacted to participate in the evaluation of the find. If necessary, the



evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for listing in the CRHR and cannot be avoided additional work, such as testing and data recovery excavations, may be warranted to mitigate any significant impacts to cultural resources to less than a significant level.

Unanticipated Discovery of Human Remains

In the unlikely event of an unanticipated discovery of human remains, all ground-disturbing activities in the vicinity of the discovery will be immediately suspended and redirected elsewhere. All steps required to comply with State of California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 will be implemented including contacting the Monterey County Department of Medical Examiner-Coroner. If the human remains are determined to be prehistoric, the coroner will notify the NAHC, which will determine and notify a most likely descendant (MLD). The MLD shall complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

Please do not hesitate to contact Rincon with any questions regarding this cultural resources assessment.

Sincerely,

Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read 'Courtney Montgomery'.

Courtney Montgomery, MA
Archaeologist

A handwritten signature in black ink, appearing to read 'Hannah Haas'.

Hannah Haas, MA, RPA
Cultural Resources Program Manager/
Senior Archaeologist

A handwritten signature in black ink, appearing to read 'Andrew Pulcheon'.

Andrew Pulcheon, MA, RPA, AICP, CEP
Principal/ Senior Archaeologist

Attachments

- Attachment 1 Figures
- Attachment 2 NWIC Records Search Results
- Attachment 3 Sacred Lands File Search



References

Billat, Lorna, and Dana E. Supernowicz

- 2013 Collocation Submission Packet, Downtown Salinas, CNU3535. Report on file at the Northwest Information Center, Sonoma State University.

National Park Service

- 1983 Archeological and Historic Preservation: Secretary of the Interior's Standards and Guidelines. Electronic document, online at http://www.nps.gov/history/local-law-Arch_Standards.htm Accessed December 6, 2011.

NETR Online

- 2021 *Historic Aerials*. <https://www.historicaerials.com/viewer> Accessed July 2021.

Resendiz, Oscar

- 2021 City of Salinas (Mr. Oscar Resendiz, Associate Planner) email exchange with Rincon Consultants, Inc. (Ms. Katherine Green, AICP, Project Manager) regarding imported soils and site conditions.

United States Geological Survey (USGS)

- 2021 Topo View. [online map database]. <https://ngmdb.usgs.gov/topoview/> Accessed July 2021.

Attachment 1

Figures

Figure 1 Project Boundary Map



Imagery provided by Microsoft Bing and its licensors © 2021.

Figure 2 Project Location Map



Basemap provided by National Geographic Society, Esri and its licensors
© 2021. Salinas Quadrangle. T14S R03E S29. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

 Project Location

0 1,000 2,000 Feet

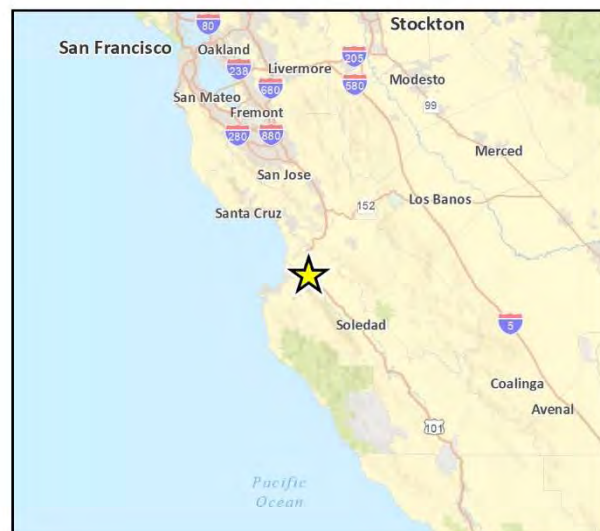


Figure 3 Overview of Ground Visibility within Perimeter, Plainview



Figure 4 Overview of the Northern Portion of the Project Site, Facing North



Figure 5 Overview of Project Site, Facing Northeast



Figure 6 Intermixed Soils and Gravel, Facing South



Attachment 2

NWIC Records Search Results

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: _____ **IC FILE NO.:** _____

To: _____ Information Center

Print Name: _____ Date: _____

Affiliation: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

Billing Address (if different than above): _____

Billing Email: _____ Billing Phone: _____

Project Name / Reference: _____

Project Street Address: _____

County or Counties: _____

Township/Range/UTMs: _____

USGS 7.5' Quad(s): _____

PRIORITY RESPONSE (Additional Fee): yes / no

TOTAL FEE NOT TO EXCEED: \$ _____

(If blank, the Information Center will contact you if the fee is expected to exceed \$1,000.00)

Special Instructions:

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes / no

Notes: _____

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the \$150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the [OHP website](#).

1. Map Format Choice:

Select One: Custom GIS Maps ☐ GIS Data ☐ Custom GIS Maps and GIS Data ☐ No Maps ☐

Any selection below left unmarked will be considered a "no."

Location Information:

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Locations¹	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Locations	yes / no	yes / no	
Report Locations¹	yes / no	yes / no	
"Other" Report Locations²	yes / no	yes / no	

3. Database Information:

(contact the IC for product examples, or visit the [SSJVIC website](#) for examples)

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Database¹			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Database			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
Report Database¹			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
Include "Other" Reports ²	yes / no	yes / no	

4. Document PDFs (paper copy only upon request):

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Records ¹	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Records	yes / no	yes / no	
Reports ¹	yes / no	yes / no	
"Other" Reports ²	yes / no	yes / no	

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

	Within project area	Within _____	radius
OHP Built Environment Resources Directory³:			
Directory listing only (Excel format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	
OHP Archaeological Resources Directory^{1,5}:			
Directory listing only (Excel format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	
California Inventory of Historic Resources (1976):			
Directory listing only (PDF format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the [OHP website](#) and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey	yes / no
Ethnographic Information	yes / no
Historical Literature	yes / no
Historical Maps	yes / no
Local Inventories	yes / no
GLO and/or Rancho Plat Maps	yes / no
Shipwreck Inventory	yes / no
Soil Survey Maps	yes / no

¹ In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

² "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.

³ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

⁴ Associated documentation will vary by resource. Contact the IC for further details.

⁵ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

CALIFORNIA
HISTORICAL
RESOURCES
INFORMATION
SYSTEM



ALAMEDA
COLUSA
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NAPA
SAN BENITO

SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
<http://www.sonoma.edu/nwic>

6/23/2021

NWIC File No.: 20-2378

Dustin Merrick
Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, CA 93003

Re: 1 Preston Street Project (21-10851)

The Northwest Information Center received your record search request for the project area referenced above, located on the Salinas USGS 7.5' quad(s). The following reflects the results of the records search for the project area and a ½ mile radius:

Resources within project area:	None
Resources within ½ mile radius:	P-27-002322; P-27-002691; P-27-002764; P-27-002870; P-27-002871; P-27-002872; P-27-002873; P-27-002874; P-27-002908; P-27-003036; P-27-003037; P-27-003038; P-27-003039; P-27-003234; P-27-003465; P-27-003658
Reports within project area:	S-43489
Reports within ½ mile radius:	S-3302; S-5604; S-7584; S-10634; S-12623; S-13355; S-18837; S-19623; S-19979; S-20593; S-22657; S-26911; S-26922; S-27108; S-28373; S-33061; S-33258; S-35311; S-37850; S-40755; S-46390; S-47415; S-47776; S-50212

Resource Database Printout (list):

Resource Database Printout (details):

Resource Digital Database Records:

Report Database Printout (list):

Report Database Printout (details):

Report Digital Database Records:

Resource Record Copies:

Report Copies:

OHP Built Environment Resources Directory:

Archaeological Determinations of Eligibility:

CA Inventory of Historic Resources (1976):

Caltrans Bridge Survey:

Ethnographic Information:

<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input checked="" type="checkbox"/> enclosed	<input type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
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<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed
<input type="checkbox"/> enclosed	<input checked="" type="checkbox"/> not requested	<input type="checkbox"/> nothing listed

Historical Literature:

☐ enclosed ☒ not requested ☐ nothing listed

Historical Maps:

☐ enclosed ☒ not requested ☐ nothing listed

Local Inventories:

☐ enclosed ☒ not requested ☐ nothing listed

GLO and/or Rancho Plat Maps:

☐ enclosed ☒ not requested ☐ nothing listed

Shipwreck Inventory:

☐ enclosed ☒ not requested ☐ nothing listed

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Justin Murazzo
Researcher

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-003302	Voided - E-2 MNT	1976	Katherine Flynn	Archaeological Impact Evaluation of proposed site of Municipal Tennis Courts, Sherwood Park (letter report)	Archaeological Resource Service	
S-005604	Other - E-533 MNT	1980	Paul Hampson, Trudy Haversat, and Gary S. Breschini	Preliminary Archaeological Reconnaissance of the Laurel West Encore Subdivision, North Salinas, Monterey County, California.	Archaeological Consulting	
S-007584	Submitter - Project 753	1985	R. Paul Hampson and Gary S. Breschini	Preliminary Cultural Resources Reconnaissance for the Rico/Lake Street Bridge Project, Salinas, Monterey County, California.	Archaeological Consulting	
S-010634	Agency Nbr - HUD # 121-EH-272-NP-CMI-L8; Submitter - AC Project 1369	1988	Gary S. Breschini	Preliminary Cultural Resources Reconnaissance of a Parcel at West Menke and Martella Streets, Salinas, Monterey County, California	Archaeological Consulting	
S-012623	Submitter - Project 1863	1991	Anna Runnings and Gary S. Breschini	Preliminary Cultural Resources Reconnaissance for Assessor's Parcel Numbers 003-161-06 and -26, Salinas, Monterey County, California	Archaeological Consulting	
S-013355	Voided - S-13354	1991	Glory Anne Laffey	Preliminary Archaeological Investigation of the Salinas Redevelopment Area, 100 Block/Alisal Slough, with Research Design and Proposal for Evaluation for Eligibility	Archaeological Resource Management	
S-013355a		1991	Laurie Crane and Cynthia James	Archaeological Testing of the Salinas Redevelopment Area 100 Block/Alisal Slough	Archaeological Resource Management	
S-018837	Submitter - AC Project 2454	1996	Anna Runnings and Trudy Haversat	Preliminary Archaeological Reconnaissance for the Proposed Salinas Intermodal Transportation Center, Salinas, Monterey County, California	Archaeological Consulting	
S-019623		1997	Gary S. Breschini	Report on burial identification and recovery and subsequent archaeological monitoring conducted at the National Steinbeck Center Project in Salinas, Monterey County, California (letter report)	Archaeological Consulting	
S-019979	Submitter - AC Project 2517	1997	Kathy Owens, Anna Runnings, and Trudy Haversat	Combined Archaeological Reconnaissance and Monitoring for Storm Drain Improvements in Salinas, Monterey County, California	Archaeological Consulting	
S-020593		1998	Barry A. Price	Cultural Resources Assessment, Pacific Bell Mobile Services Facility SF-830-05, Salinas, Monterey County, California (letter report)	Applied EarthWorks	

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-022657		2000	Izaak Sawyer, Laurie Pfeiffer, Karen Rasmussen, and Judy Berryman	Phase 1 Archaeological Survey Along Onshore Portions of the Global West Fiber Optic Cable Project	Science Applications International Corporation	27-000334, 27-000335, 27-000349, 27-000706, 27-000806, 27-000888, 27-001207, 27-001227, 27-001228, 27-001393, 27-001408, 27-001482, 41-000410, 43-000449, 44-000047, 44-000155, 44-000156, 44-000157, 44-000174, 44-000270
S-026911		2003	Randy M. Baloian	Cultural Resource Assessment for the Main Street Cineplex and Parking Structure in Downtown Salinas, California	Applied EarthWorks	
S-026922		2003	Randy M. Baloian	Negative Archaeological Survey Report, Proposed Parking Lot at Main and Market Streets near Downtown Salinas for the Salinas Intermodal Transportation Center	Applied EarthWorks, Inc.	
S-027108		2003		The Salinas Hotel and Greyhound Office/Retail Development Projects: An Historical, Architectural, and Archaeological Evaluation	Archaeological Resource Management	27-002686, 27-002687, 27-002688, 27-002689, 27-002690, 27-002691, 27-002692, 27-002693, 27-002694, 27-002695
S-028373	Agency Nbr - City project #9060	2004	Randy Baloian	Cultural Resources Monitoring for the Intermodal Transportation Center Parking Lot in Downtown Salinas, Monterey County, California	Applied EarthWorks, Inc.	27-002764
S-033061	Submitter - SWCA Cultural Resources Report Database No. 06-507; Submitter - SWCA Report No. 10715-	2006	Nancy Sikes, Cindy Arrington, Bryon Bass, Chris Corey, Kevin Hunt, Steve O'Neil, Catherine Pruet, Tony Sawyer, Michael Tuma, Leslie Wagner, and Alex Wesson	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	01-000027, 01-000040, 01-000087, 01-000088, 01-000089, 01-000090, 07-000138, 27-000802, 27-001191, 27-001207, 28-000467, 43-000106, 43-000141, 43-000449, 43-000573, 43-000575, 43-000754, 43-000928, 43-001071, 48-000208, 48-000211, 48-000214, 48-000441, 48-000549, 49-001583, 57-000194, 57-000198, 57-000297, 57-000301, 57-000307
S-033061a		2006		Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	
S-033061b		2007	Nancy E. Sikes	Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)	SWCA Environmental Consultants	

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-033258		2006	Andrew Pulcheon	Supplemental Historic Property Survey Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA Associates, Inc.	27-002908, 27-002923, 27-003037, 27-003038, 27-003039
S-033258a		2006	Andrew Pulcheon	Archaeological Survey Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA	
S-033258b		2006	Andrew Pulcheon	Historical Resources Evaluation Report for the Salinas Intermodal Transportation Center Project, Salinas, Monterey County, California	LSA	
S-035311		2008	Gary S. Breschini	Letter Report on Monitoring Findings for the Salinas Municipal Aquatic Center	Archaeological Consulting	
S-037850	Caltrans - EA-05-xxxxx	2011	Michael Hibma	Historic Property Survey Report for the Salinas Freight Depot Project, Salinas, Monterey County, California, Caltrans District 5	LSA Associates, Inc	27-003036, 27-003037, 27-003038, 27-003039
S-037850a		2011	Neal Kaptain	Archaeological Survey Report for the Salinas Freight Depot Project, Salinas, Monterey County, California, Caltrans District 5	LSA Associates, Inc.	
S-037850b		2011	Michael Hibma	Historical Resources Evaluation Report for the Salinas Freight Depot Project, Salinas, Monterey County, California	LSA Associates, Inc.	
S-037850c		2010	Kent L. Seavey	Draft Historic Structure Report for the Southern Pacific Freight Depot, Salinas, California		
S-040755	Submitter - AC Project 4695	2013	Gary S. Breschini	Final Archaeological Monitoring Report, Taylor Farms Corporate Office, 138 Main Street, Salinas, Monterey County (letter report)	Archaeological Consulting	
S-043489	Agency Nbr - CNU3535	2013	Lorna Billat and Dana E. Supernowicz	Collocation Submission Packet, Downtown Salinas, CNU3535	EarthTouch, Inc.	27-003234
S-043489a		2013	Dana E. Supernowicz	Architectural Evaluation Study of the Downtown Salinas Project, AT&T Mobility Site No. CNU3535, 220 Bridge Street, Salinas, Monterey County, California 93941	Historic Resource Associates	
S-046390		2015	John Schlagheck	Archaeological Records Search and Site Reconnaissance, Haciendas Phase III and IV Housing Project, City of Salinas, Monterey County, California	Holman & Associates Archaeological Consulting	27-003658

Report List

20-2378 :: 1 Preston Street Project (21-10851)

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-046390a		2018	John P. Schlagheck and Fallin Steffen	Final Archaeological Monitoring and Data Recovery Report, Haciendas III Housing Project, City of Salinas, Monterey County, California	Holman and Associates	
S-047415	OHP PRN - HUD 2015_0306_004; Submitter - Project 5040; Voided - S-46500	2015	Mary Doane and Gary S. Breschini	Phase 1 Archaeological Survey of APN 002-191-018, 019, 020, 021, 023, 024, 028 & 029, Salinas, Monterey County, California	Archaeological Consulting	27-003465
S-047415a		2015	Carol Roland-Nawi	HUD 2015_0306_004; Housing Development Project Located at 71 Soledad Street, Salinas	Office of Historic Preservation	
S-047776		2015	Allika Ruby	Cultural Resources Review of the Former Salinas Manufactured Gas Plant Site Project, Salinas, Monterey County, California (letter report)	Far Western Anthropological Research Group	
S-050212	OTIS Report Number - HUD_2014_1017_001; OTIS Report Number - HUD_2016_0725_004	2016	Anna M. Velaquez	Section 106 Review-Compliance with 36CFR800.4, Old Municipal Swimming Pool Building, Phase I Retrofit, 920 N. Main Street, Salinas CA 93906 (letter report)	City of Salinas	
S-050212a		2014	Carol Roland-Nawi	HUD_2014_1017_001, Rehabilitation Project Located at 920 North Main Street, Salinas	Office of Historic Preservation	
S-050212b		2016	Anastacia Wyatt	Section 106 Review, Old Municipal Swimming Pool Building, Phase II Retrofit, 920 N. Main Street, Salinas, CA 93906 (letter report)	City of Salinas	
S-050212c		2016	Julianne Polanco	HUD_2016_0725_004; Municipal Pool Retrofit, Phase II of 920 North Main Street, Salinas	Office of Historic Preservation	

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-002322	CA-MNT-002050H	Resource Name - El Camino Real (Highway 101); Other - ECR1 and ECR2; Other - Highway 101; Other - MM-101; OHP Property Number - 173439; OHP PRN - Proj.Rev. FHWA070906A (segment vic. Aromas)	Structure	Historic	AH07; HP37	1999 (John Berg, Steve Mikesell, Far Western & JRP Historical Consulting Services); 2002 (Theresa Rogers, JRP Historical Consulting Services)	S-005507, S-022819, S-026137, S-027827, S-030334, S-030335, S-033131, S-035825, S-038177, S-038553
P-27-002691		Resource Name - 26 Central Avenue	Building	Historic	HP06	2003 (Robert Cartier, Archaeological Resource Management)	S-027108
P-27-002764	CA-MNT-002198H	Resource Name - ITC-1	Site	Historic	AH04	2003 (Douglas McIntosh, Applied EarthWorks, Inc.)	S-028373
P-27-002870		Other - Map Reference No. 4; Other - Associated Seed Growers Building; Resource Name - Everett B. Clark Seed Company	Building	Historic	HP08	1996 ([none], Caltrans)	
P-27-002871		Other - Map Reference No. 6; Resource Name - El Aguila Mexican Bakery; Other - Golden Meat Market	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002872		Other - Map Reference No. 7; Resource Name - Salinas Used Furniture Store	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002873		Other - Map Reference No. 8; Resource Name - C.E. Bugbee Blacksmith Shop	Building	Historic	HP06	1996 ([none], Caltrans District 5)	
P-27-002874		Other - Map Reference No. 5; Resource Name - Waldorf Hotel; Other - Mrs. Kathrine Leifgen Furnished Rooms (1926)	Building	Historic	HP05	1996 ([none], Caltrans District 5)	
P-27-002908		Other - Map Reference No. 9; Resource Name - Pasquale Maida Grocery Store	Building	Historic	HP06	1996 ([none], Caltrans District 5)	S-033258

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-003036		Resource Name - Salinas Southern Pacific Railroad Historic District; Other - Salinas Amtrak Station; OTIS Resource Number - 510364; OHP Property Number - 187923; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	District	Historic	HP06; HP17; HP30	2011 (Michael Hibma, LSA Associates, Inc.)	S-037850
P-27-003037		Resource Name - Southern Pacific Freight Depot; Other - Freight Depot; Caltrans - Map Reference No. 3; OTIS Resource Number - 510366; OHP Property Number - 187925; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district	Historic	HP17	1996 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850
P-27-003038		Resource Name - Southern Pacific Passenger Station; Other - Station; Other - Southern Pacific Railroad Station; Other - Amtrak Station; Caltrans - Map Reference No. 1; OTIS Resource Number - 510365; OHP Property Number - 187924; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district, Other	Historic	HP17	1998 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850
P-27-003039		Resource Name - Railway Express Building; Other - REA Building; Other - Railway Express Agency Building; Other - American Railway Express Agency Building; Other - Map Reference No. 2; OTIS Resource Number - 510367; OHP Property Number - 187926; OHP PRN - FHWA110311A; OHP PRN - FTA120110A	Building, Element of district	Historic	HP06	1998 (Kent Seavey, Caltrans District 5); 2006 (Andrew Pulcheon, LSA Associates, Inc.); 2010 (Michael Hibma, LSA Associates, Inc.)	S-033258, S-037850

Resource List

20-2378 :: 1 Preston Street Project (21-10851)

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-27-003234		Resource Name - PG&E Moss Landing-Salinas Electrical Tower No. 011/064; Other - Tower No. 011/064	Structure	Historic	HP09; HP11	2013 (Dana E. Supernowicz, Historic Resource Associates)	S-043489, S-050347
P-27-003465		Resource Name - Chinese American Community; OHP PRN - 3902-0002-9999	District	Historic	HP02; HP05; HP06; HP16	1980 (Nancy Way, Chinese American Survey)	S-047415
P-27-003658	CA-MNT-002467H	Resource Name - Haciendas Phase III-Archaeological Sensitive Area-Feature 1 (HIIIASA-Feature 1)	Site	Historic	AH04	2017 (John Schlagheck, Fallin Steffen, Holman & Associates)	S-046390

Attachment 3

Sacred Lands File Search

**Local Government Tribal Consultation List Request
Native American Heritage Commission**

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahe@nahe.ca.gov

Type of List Requested

☒ CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2*

☒ General Plan (SB 18) - *Per Government Code § 65352.3.*

Local Action Type:

___ General Plan ___ General Plan Element x General Plan Amendment

___ Specific Plan ___ Specific Plan Amendment ___ Pre-planning Outreach Activity

Required Information

Project Title: 1 Preston Street Project

Local Government/Lead Agency: City of Salinas

Contact Person: Lisa Brinton, Planning Manager Community Development Department

Street Address: 65 W. Alisal Street, 2nd Floor

City: Salinas **Zip:** 93901

Phone: 831-775-4259

Email: lisab@ci.salinas.ca.us

Specific Area Subject to Proposed Action

The proposed project consists of a General Plan Amendment to rezone the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density to Residential High Density. The project will be development in two phases. Phase one includes the development of 27 homes with the current zoning. Phase two will seek a Conditional Use Permit to allow the development of 2-12-bedroom transitional housing units

Additional Request

☒ Sacred Lands File Search - *Required Information:*

USGS Quadrangle Name(s): Salinas _____

Township: 14S _____ **Range:** 03E _____ **Section(s):** 29 _____



NATIVE AMERICAN HERITAGE COMMISSION

June 1, 2021

Lisa Brinton, Planner Manager
City of Salinas

Via Email to: lisab@ci.salinas.ca.us

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Merri Lopez-Keifer
Luiseño

PARLIAMENTARIAN
Russell Attebery
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William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Julie Tumamait-Stenslie
Chumash

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Christina Snider
Pomo

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB52), Public Resources Codes §21080.1, §21080.3.1 and §21080.3.2, 1 Preston Street Project, Monterey County

Dear Ms. Brinton:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties or projects.

Government Codes §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

Public Resources Codes §21080.3.1 and §21080.3.2 requires public agencies to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to tribal cultural resources as defined, for California Environmental Quality Act (CEQA) projects.

The law does not preclude local governments and agencies from initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

Best practice for the AB52 process and in accordance with Public Resources Code §21080.3.1(d), is to do the following:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The NAHC also recommends, but does not require that lead agencies include in their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential affect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
 - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE, such as known archaeological sites;
 - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
 - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
 - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
2. The results of any archaeological inventory survey that was conducted, including:
 - Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10.
3. The result of the Sacred Lands File (SFL) check conducted through the Native American Heritage Commission was positive. Please contact the tribes on the attached list for more information.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and
5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance we can assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address:
Sarah.Fonseca@nahc.ca.gov.

Sincerely,



Sarah Fonseca
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Monterey County
6/1/2021**

Amah Mutsun Tribal Band

Valentin Lopez, Chairperson
P.O. Box 5272
Galt, CA, 95632
Phone: (916) 743 - 5833
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This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65352.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed 1 Preston Street Project, Monterey County.

**UNOFFICIAL MINUTES
OF THE
SALINAS PLANNING COMMISSION
April 19, 2023**

The meeting was called to order at 3:33 p.m. in the City Council Chamber Rotunda.

PLEDGE OF ALLEGIANCE

ROLL CALL

WELCOME AND STAFF INTRODUCTIONS

PRESENT: Chairperson Gonzalez, Commissioners Manzo, Meeks, McKelvey Daye and Purnell

ABSENT: Commissioner Donohue

STAFF: Community Development Director, Megan Hunter; Planning Manager, Courtney Grossman; Planning Manager, Grant Leonard; Associate Planner, Oscar Resendiz; Principal-in Charge from Rincon Consultants Inc., Megan Jones; and Administrative Aide, Maira Robles

COMMENTS FROM THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Chairperson Gonzalez opened for public comment at 3:34 p.m.

No public comments were received.

Chairperson Gonzalez closed for public comment at 3:34 p.m.

APPROVAL OF THE MINUTES: March 1, 2023

Upon motion by Commissioner Meeks, and a second by Commissioner Purnell, the minutes of March 1, 2023, were approved. The motion carried by the following vote:

AYES: Chairperson Gonzalez, Commissioners Manzo, Meeks, McKelvey Daye and Purnell

NOES: None

ABSTAIN: None

ABSENT: Commissioner Donohue

ADMINISTRATIVE REPORTS

General Plan Update Community Engagement and Outreach Strategy

Planning Manager, Grant Leonard, presented a PowerPoint presentation, which is on file at the Community Development Department.

Commissioner Manzo requested information regarding the Youth Ambassador Interviews. Mr. Leonard informed that Youth Ambassador Interviews are made possible through the Sustainable Lands Grant and are the result of a partnership between the City and the Center for Community Advocacy (CCA). The CCA recruits youth ambassadors and trains them to interview other youth in an effort to obtain feedback from community members that would otherwise not engage.

Commissioner Purnell requested details regarding the Focus Groups at High Schools. Mr. Leonard informed that Associate Planner, Monica Gurmilan, who is running the Outreach Strategy will follow-up in providing details about the Focus Groups.

Chairperson Gonzalez inquired if outreach has primarily focused on housing and if an outreach goal has been set. Mr. Leonard informed that currently the focus is on housing as staff are in the process of drafting and releasing the Housing Element, however, the outreach strategies for community engagement as presented, will also serve as the infrastructure toward gathering input on other elements of the General Plan. Community Development Director, Megan Hunter, informed that as feedback is gathered from various sources and meetings, the city has reached over 5k, and added that staff's primary goal is to ensure that the General Plan draft is reflective of the community's input.

Commissioner Meeks inquired if the 5k outreach goal is city-wide. Mr. Leonard confirmed that the goal of 5K goal is city-wide.

Chairperson Gonzalez opened for public comment at 3:46 p.m.

No public comments were received.

Chairperson Gonzalez closed for public comment at 3:46 p.m.

PUBLIC HEARINGS

General Plan Amendment 2022-001 and Rezone 2022-001; Amend the General Plan Land Use Designation from Residential Medium Density (8-15 Units/Acre) to Residential High Density (15-24 Units/Acre) and Rezone from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1) of a vacant 2.6-acre lot located at 1 Preston Street

Associate Planner, Oscar Resendiz, presented a PowerPoint presentation, which is on file at the Community Development Department.

Commissioner Manzo inquired about the Final Initial Study and Mitigated Negative Declaration (ISMND) as prepared for the project site and inquired about the measures that will be taken to address concerns with regard to parking and walkability of the site and surrounding areas upon development. Principal-in-Charge Planner from Rincon Consultants Inc., Megan Jones, informed that the analysis of the initial study found that the project's impact will slightly exceed the Vehicle Miles Traveled (VMT) per capita threshold, therefore, the applicant developing the site will need to prepare and implement a VMT Reduction Program that reduces VMT generated by the project through Pedestrian Network Improvements and the inclusion of bicycle parking. Other measures may include on-site parking reductions, implementation of unbundled parking, affordable housing, incentivizing alternative transportation modes, and a school carpool program.

Commissioner Meeks requested that the PowerPoint slides for project presentations be shared ahead of meetings and that maps include legends for reference. Commissioner Meeks also inquired about the previous use of the project site. Mr. Resendiz informed that the vacant lot was previously a Truck Depot with vehicle maintenance conducted on site.

Commissioner McKelvey Daye inquired about the response from staff to the concerns outlined in the letter received from the Department of Toxic Substances Control (DTSC). Mr. Resendiz informed that the comments and concerns identified in the letter were addressed on page 139 of the Final ISMND. Ms. Jones provided additional details regarding the response to comments and informed that it was determined that there is no impact to the site resulting from hazardous material spills.

Commissioner Purnell inquired about the green space requirements for the site. Mr. Resendiz informed that once an application for development is submitted, the applicant will have to follow regulations for open space requirements.

Commissioner Gonzalez commended the reuse of vacant land as a strategy to help meet housing production goals.

Chairperson Gonzalez opened for public comment at 4:02 p.m.

No public comments were received.

Chairperson Gonzalez closed for public comment at 4:02 p.m.

Commissioner Manzo motioned to approve a Resolution Recommending that the Salinas City Council approve a General Plan Amendment (GPA) to change the land use designation from Residential Medium Density (8-15 Units/Acre) to Residential High Density (15-24 Units/Acre) and Rezone (RZ) from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1) of a vacant 2.6-acre lot located at 1 Preston Street (GPA 2022-001, RZ 2022-001, ER 2022-009). Commissioner Meeks seconded the motion. The motion carried by the following vote:

AYES:	Chairperson Gonzalez, Commissioners Manzo, Meeks, McKelvey Daye and Purnell
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NOES:	None
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ABSTAIN: None

ABSENT: Commissioner Donohue

OTHER BUSINESS

General Plan Steering Committee Update

Commissioner Gonzalez commended staff for compiling data from all community engagement work completed to date and for reviewing the initial policy element drafts to ensure that these are reflective of recommendations received from the public.

Mr. Grant informed that the General Plan Steering Committee will not be meeting for the month of April 2023 due to the scheduled community outreach meetings. Regular meetings for the General Plan Steering Committee are expected to resume in May 2023.

FOLLOW UP REPORTS

None

FUTURE AGENDA ITEMS

Planning Manager, Courtney Grossman, informed that a Conditional Use Permit to construct a new 7, 625 s.f. recovery center at 11 Peach Drive, is scheduled for presentation to the Planning Commission on May 3, 2023.

Additionally, a General Plan Amendment, Rezone, and Conditional Use Permit for an Extended Stay Hotel is also scheduled for presentation on May 3, 2023.

Commissioner Purnell inquired if notices would be sent to inform of the proposed projects. Mr. Grossman confirmed notices would be sent to residents and businesses within a 300 radius of the project sites.

ADJOURNMENT

Chairperson Gonzalez reviewed for quorum for May 3, 2023, and adjourned the meeting at 4:09 p.m.

ROSA GONZALEZ
Chairperson

COURTNEY GROSSMAN
Executive Secretary

**SALINAS PLANNING COMMISSION
RESOLUTION NO. 2023-03**

**RESOLUTION RECOMMENDING TO THE SALINAS CITY COUNCIL APPROVAL
OF A GENERAL PLAN AMENDMENT (GPA) TO CHANGE THE LAND USE
DESIGNATION FROM RESIDENTIAL MEDIUM DENSITY (8-15 UNITS/ACRE) TO
RESIDENTIAL HIGH DENSITY (15-24 UNITS/ACRE) AND REZONE (RZ) FROM
RESIDENTIAL MEDIUM DENSITY (R-M-3.6) TO RESIDENTIAL HIGH DENSITY (R-
H-2.1) OF A VACANT 2.6-ACRE LOT LOCATED AT 1 PRESTON STREET
(GPA 2022-001, RZ 2022-001, ER 2022-009)**

WHEREAS, on April 19, 2023, the Salinas Planning Commission held a duly noticed public hearing to consider General Plan Amendment 2022-001 and Rezone 2022-001 of a vacant 2.6-acre lot located at 1 Preston Street as described in more detail below:

1. General Plan Amendment 2022-001 (GPA 2022-001); Change the land use designation from Residential Medium Density (8-15 units/acre) to Residential High Density (15-24 units/acre); and
2. Rezone 2022-001 (RZ 2022-001); Change the Zoning designation from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1).

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

WHEREAS, the Planning Commission has reviewed and considered the information contained in the Initial Study and related environmental documents including the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, which is known as ER 2022-009.

WHEREAS, the circulated Initial Study and Mitigated Negative Declaration incorrectly stated the maximum density as 15-20 units/acre when the actual Residential High Density designation is 15-24 units/acre.

NOW, THEREFORE, BE IT RESOLVED by the Salinas Planning Commission that it recommends that the City Council adopt the proposed Mitigated Negative Declaration, approve General Plan Amendment 2022-001 and Rezone 2022-001, adopt the following findings as the basis for its determination, and that the foregoing recitations are true and correct, and are included herein by reference as findings:

For the Mitigated Negative Declaration:

1. *The Planning Commission hereby finds that a Mitigated Negative Declaration (MND) has been prepared with respect to the project in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended, and the guidelines promulgated thereunder. Further, this Commission has independently reviewed and considered the information contained in the Initial Study and related environmental documents, together with the comments received during the public review process. On the basis of the whole record before it, the Commission finds that there is no substantial evidence that the project will*

have a significant effect on the environment and that the MND reflects the Commission's independent judgment and analysis. On this basis, the Commission recommends that the City Council adopt the Mitigated Negative Declaration.

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). An Initial Study was prepared to evaluate the potential impacts associated with the project. Based upon review of the Initial Study, the proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program have been included in the project (see Exhibit "1"). The Initial Study and Mitigated Negative Declaration were routed to responsible agencies and posted at the County Clerk's Office on January 27, 2023; the deadline for comments was February 26, 2023. The State Clearinghouse received the document on January 27, 2023; the deadline for Clearinghouse comments was February 26, 2023 (SCH Number 2023010626).

Public comments were received from interested parties and public agencies during the comment period as described below:

1. Comments received via email from Mr. Gavin McCreary, Project Manager, Site Evaluation and Remediation Unit, Site Mitigation and Restoration Program, Department of Toxic Substance Control, On February 9, 2023 with comments attached to the email, stating: The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the 1 Preston Street Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the MND:

1. A State of California environmental regulatory agency such as DTSC, a Regional Water Quality Control Board (RWQCB), or a local agency that meets the requirements of Health and Safety Code section 101480 should provide regulatory concurrence that the Project site is safe for construction and the proposed use.
2. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
3. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure

that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to DTSC's 2001 Information Advisory Clean Imported Fill Material.

4. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 Interim Guidance for Sampling Agricultural Properties (Third Revision).

Staff Response: Consultant firm (Rincon Consultants, Inc.) prepared the following response comments to the comments made by Mr. McCreary and Staff provided comments via email to Mr. McCreary.

1. Health and Safety Code section 101480 authorizes a responsible party, as defined, to request that a local officer supervise remedial action if a release of waste occurs, and remedial action is required. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, no items of potential environmental concern were identified at the project site. Therefore, oversight of a qualified regulatory investigation and no remedial action would be required at this time. No revisions to the IS-MND are required in response to this comment.
2. Please refer to Section 5, Cultural Resources, of the Initial Study for additional information on historic uses of the project site. As discussed therein, it was found that the project site was generally undeveloped until the 1970s. As stated in Section 9, Hazards and Hazardous Materials, of the Initial Study, future operation activities on the project site are not anticipated to release hazardous wastes or substances, but construction activities could result in the transport, storage, or use of potentially hazardous materials. The project would be required to comply with various federal, state, and local regulations, including those set forth by DTSC, which are designed to reduce risks associated with hazardous materials, including potential risks associated with upset or accident conditions. No items of potential environmental concern were identified at the project site. Therefore, there are no required investigations or remediation needed, and no revisions to the IS-MND are warranted.
3. According to DTSC, there are currently no established standards within applicable statutes and regulations that address environmental requirements for imported fill material.¹ Sampling of backfill soil would not be required. Additionally, the property owner would be liable if contaminated soil were imported to the site. No revisions to the IS-MND are required in response to this comment.
4. Based on review of historical topographic maps from 1910 to 1964, the project site has not been used for agricultural purposes. Furthermore, the project site has not been used for weed abatement or related activities. As discussed within Section 9, Hazards and Hazardous Materials, compliance with existing DTSC regulations would reduce the risk of potential release of hazardous materials during demolition, dewatering, soil disturbance/grading, and

construction. No revisions to the ISMND are required in response to this comment.

For General Plan Amendment 2022-001:

- 2. That the proposed General Plan Amendment is in conformance with all other goals, policies, programs, and land uses of the Salinas General Plan.***

The proposed Amendment is consistent with Salinas General Plan Policies. The proposed General Plan Amendment would change the existing designation for the project site and amend the General Plan Land Use and Circulation Policy Map to align with the proposed rezoning of the site to Residential High Density (15-24 units/acre). The Amendment would be consistent with the General Plan land use designation of the adjacent sites of the subject site. The proposed “Residential High Density (15-24 units/acre)” land designation for the project site is consistent with General Plan Goal H-1, by providing a range of housing opportunities to adequately address existing and projected needs to Salinas. The project also complies with General Plan Policy H-1.3, by identify adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project complies with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

- 3. That the proposed General Plan Amendment promotes the public necessity, convenience, and general welfare.***

The General Plan Amendment promotes the public necessity, convenience, and general welfare because the proposal will create additional housing units the City of Salinas.

For Rezone 2022-001:

- 4. The amendment is consistent with the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.***

Per the 2002 Salinas General Plan, the “High-Density Residential” designation allows for development of row houses, condominiums, and apartments. The designation allows a maximum of 24.0 units per net acre (30 with density bonus). Uses such as mobile and modular homes, public facilities, day care, churches and others that are compatible with and oriented toward serving the needs of the high-density neighborhood may also be considered. The maximum density of this land use designation may be increased in accordance with the density bonus provisions of the California Government Code and the City's Zoning Ordinance.

Per the 2002 Salinas General Plan, Focused Growth Areas are existing urbanized areas where additional growth and/or redevelopment and revitalization would be appropriate and provide

benefits to the community. By selectively increasing density of development in a manner compatible with the surrounding neighborhoods, the pressure to develop agricultural lands is also reduced.

The project site is currently designated “Residential Medium Density (8-15 du/ac)”. The proposed Amendment is consistent with Salinas General Plan policies. The proposed General Plan Amendment would change the existing designation for the project site and amend the General Plan Land Use and Circulation Policy Map to align with the proposed rezoning of the site to Residential High Density (15-24 du/ac). The Amendment would be consistent with the General Plan land use designation of the adjacent site to the east of the subject site.

The proposed “Residential High Density” land use designation is consistent with General Plan Goal H-1, by providing a range of housing opportunities to adequately address existing and projected needs in Salinas. The project also complies with General Plan Policy H-1.3, by identifying adequate sites to facilitate and encourage housing production for the existing and projected housing needs of the City. In addition, the project complies with General Plan Goal H-2, by maintaining and improving existing neighborhoods and housing stock.

Residential- High Density (R-H-2.1) provides for high density multifamily dwelling units where the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 24 dwelling units per net acre without density bonus. Per Zoning Code Section 37-30.140, the purpose of the “Residential high density (R-H)” land use designation is to provide appropriately located areas for high density and multifamily dwellings consistent with the General Plan and with standards of public health and safety established by the Municipal Code. This includes:

- Provide adequate light, air, privacy, and open space for each dwelling unit and protect residents from the harmful effects of excessive noise, inappropriate population density, traffic congestion, and other adverse environmental impacts.
- Promote development of affordable housing, housing for qualifying residents, and day care facilities by providing a density bonus for projects, which meet state and/or city density bonus requirements.
- Achieve design compatibility through the use of site development regulations and design standards.
- Protect adjoining low and medium density residential districts from excessive noise or loss of sun, light, quiet, and privacy resulting from proximity to multifamily dwellings.
- Provide sites for public and semipublic land uses needed to complement residential development or requiring a residential environment.
- Ensure the provision of public services and facilities needed to accommodate planned population densities.
- Encourage attractive and interesting residential streetscapes and high-density developments that are pedestrian-oriented and reflect traditional residential design principles and promote safe residential neighborhoods through the incorporation of crime prevention through environmental design (CPTED) features in dwelling and site design.

In order for the proposed Residential High Density Development Regulations to be permitted, the project site will need to be rezoned “Residential High Density” (R-H). The purpose of the proposed Rezone is to facilitate the production of housing which per R-H-2.1 Zoning Code Section 37-30.150(j)(1) the minimum density is more than 15 dwelling units per net acre and the maximum density is not more than 24 dwelling units per net acre without density bonus.

The proposed rezoning of the project site would be consistent with Residential High Density (R-H) District and Focused Growth (FG) Overlay District. The project would comply with the development regulations and design standards of both the R-H and FG-2 District by:

- Creating healthy neighborhood centers where residents of all economic and cultural backgrounds can live, work, walk, shop, exercise, and spend quality time outdoors.
- Increase pedestrian activity by creating neighborhood centers that are conveniently accessed by public transit.
- Encouraging creative architecture and public design that communicate a neighborhood's locale, purpose, priorities, and personality to those who use the space, and create revitalized neighborhoods through infill development and redevelopment activities.

5. *The amendment will not have the effect of reversing the policies of the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.*

There are no policies within the Salinas General Plan that would be reversed as a result of this amendment. There are no Specific Plans or Precise Plans applicable to the site.

6. *The amendment would not create an isolated district unrelated to adjacent zoning districts.*

The proposed rezoning will not create an unrelated zoning district because the rezoning of the project site from “from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)” would be consistent with the adjacent zoning district to the east of the project site “Residential High Density (R-H-2.1)”.

7. *The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.*

Salinas is an urbanized area and public infrastructure is presently in place to serve most uses. The proposed Rezone would not create the need for additional infrastructure.

PASSED AND APPROVED this 19th day of April 2023, by the following vote:

AYES: Chairperson Gonzalez, Commissioners Manzo, McKelvey, Meeks, and Purnell

NOES:

ABSTAIN:

ABSENT: Commissioner Donohue

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Planning Commission of the City of Salinas, that said Resolution was passed and approved by the affirmative and majority vote of said Planning Commission at a meeting held on April 19, 2023, and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

SALINAS PLANNING COMMISSION

Date: _____

Courtney Grossman
Secretary

Attach:

- Exhibit 1: Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program
- Exhibit 2: Proposed General Plan Amendment 2022-001 (GPA 2022-001) Map and Proposed Rezone 2022-001 (RZ 2022-001) Map

**1 Preston Street Project
MITIGATION MONITORING AND REPORTING PROGRAM
1 PRESTON STREET
(GENERAL PLAN AMENDMENT 2022-001 AND REZONE 2022-001)**

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
BIO-1: Nesting Bird Surveys and Avoidance	<p>To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC, activities related to the project site development, including, but not limited to, vegetation removal, shall occur outside of the bird breeding season (February 1 through August 30). If ground disturbance, vegetation removal or heavy equipment work must begin within the nesting season, then the project applicant shall submit evidence to the City that a qualified biologist conducted a pre-construction nesting bird survey within 14 days of the start of construction. The nesting bird pre-construction survey shall be conducted within the disturbance footprint and a 300-foot buffer.</p> <p>If nests are found, an avoidance buffer shall be established by a qualified biologist. The buffer shall be established to ensure nesting activity is not disturbed by construction activity, and shall be determined by the qualified biologist based on the species' known tolerances, the proposed work activity, and existing disturbances associated with land uses outside of the site. The buffer shall be demarcated by the biologist with bright construction fencing, flagging, construction lathe, or other means to mark the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within this buffer until the qualified biologist has confirmed that breeding/nesting has completed, and the young have fledged the nest, or the nest has become otherwise inactive. Encroachment into the buffer shall occur only at the discretion of the qualified biologist.</p>	To avoid disturbance of nesting and special-status birds or migratory species protected by the MBTA and Sections 3503, 3503.5, and 3513 of the CFGC.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-2: Coast	Pre-construction clearance surveys for coast range newt shall	To minimize	Applicant, or	Development and	Within 14 days

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
Range Newt Survey and Avoidance	be conducted within 14 days prior to the start of construction (including staging and mobilization), the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for coast range newt no more than 14 days prior to the start of construction.	impacts to coast range newts.	Successor in Interest.	Engineering Services Department - Community Development Department - Current Planning Division	prior to the start of construction.
BIO-3: Western Pond Turtle Clearance Surveys and Avoidance	Pre-construction clearance surveys for western pond turtle shall be conducted, the surveys shall cover the entire disturbance footprint. A wildlife exclusion fence shall be placed along the top of bank of the adjacent ditch and maintained regularly to deter wildlife from entering the project area during construction. The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys for western pond turtle no more than 14 days prior to the start of construction.	To minimize impacts to western pond turtles.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department - Current Planning Division	Within 14 days prior to the start of construction.
BIO-4: Western Burrowing Owl Surveys and Avoidance	The project applicant shall submit evidence to the City that a qualified biologist conducted pre-construction clearance surveys prior to ground disturbance activities within suitable natural habitats and ruderal areas throughout the project site, to confirm the presence/absence of active western burrowing owl burrows. The surveys shall be consistent with the recommended survey methodology provided by CDFW (2012). Clearance surveys shall be conducted within 30 days prior to construction and ground disturbance activities. If no western burrowing owls are observed, no further actions are required. If western burrowing owls are detected during the pre-construction clearance surveys, the following measures shall apply: <ul style="list-style-type: none"> Avoidance buffers during the breeding and non-breeding season shall be implemented in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993) minimization mitigation measures. If avoidance of western burrowing owls is not feasible, 	To minimize impacts to western burrowing owls.	Applicant, or Successor in Interest.	Community Development Department, Current Planning Division	Within 30 days prior to the start of construction.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	then additional measures such as passive relocation during the nonbreeding season and construction buffers of 200 feet during the breeding season shall be implemented, in consultation with CDFW. In addition, a Western Burrowing Owl Exclusion Plan and Mitigation and Monitoring Plan shall be developed by a qualified biologist in accordance with the CDFW (2012) and Burrowing Owl Consortium (1993).				
CUL-1: Unanticipated Discovery of Cultural Resources	If archaeological resources are encountered during ground-disturbing activities, work within 50 feet shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately to evaluate the find pursuant to PRC Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation (described below), to mitigate any significant impacts to significant resources. If the resource is of Native American origin, implementation of Mitigation Measure TCR-1 may be required. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City for review and approval and submitted to the NWIC after completion. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.	To ensure protection of cultural resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	If archaeological resources are encountered during ground-disturbing activities.
GEO-1: Paleontological Resources Monitoring and Mitigation	For grading or excavation exceeding five feet in depth, the City of Salinas shall require the following: 1. Qualified Paleontologist. The project applicant shall retain a Qualified Paleontologist prior to excavations that will exceed five feet in depth. The Qualified Paleontologist shall direct all mitigation measures related to paleontological resources. A qualified professional	To ensure protection of paleontological resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	During grading or excavation exceeding five feet in depth.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least two years (SVP 2010).</p> <p>2. Paleontological Worker Environmental Awareness Program. Prior to the start of construction, the Qualified Paleontologist or his or her designee shall conduct a paleontological Worker Environmental Awareness Program (WEAP) training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff.</p> <p>3. Paleontological Monitoring. Full-time paleontological monitoring shall be conducted during ground disturbing construction activities (i.e., grading, trenching, foundation work) of depths greater than five feet within native (previously undisturbed) sediments. Ground-disturbing activities that impact artificial fill (previously disturbed) sediments only do not require paleontological monitoring. Paleontological monitoring shall be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources and meets the minimum standards of the SVP (2010) for a Paleontological Resources Monitor. The duration and timing of the monitoring will be determined by the Qualified Paleontologist based on the observation of the geologic setting from initial ground disturbance, and subject to the review and approval by the City of Salinas.</p> <p>4. Final Paleontological Mitigation Report. Upon completion of ground disturbing activity (and curation of fossils if necessary) the Qualified Paleontologist shall prepare a final report describing the results of the</p>				

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	paleontological monitoring efforts associated with the project. The report shall include a summary of the field and laboratory methods, an overview of the project geology and paleontology, a list of taxa recovered (if any), an analysis of fossils recovered (if any) and their scientific significance, and recommendations. The report shall be submitted to the City of Salinas Community Development Department. If the monitoring efforts produced fossils, then a copy of the report shall also be submitted to the designated museum repository.				
TRA-1: VMT Reduction Program	<p>The applicant shall prepare and implement a VMT Reduction Program that reduces VMT generated by the project to VMT per capita of 9.95. The following two strategies shall be included in the Program:</p> <p>Pedestrian Network Improvements. Construct pedestrian facilities to connect the site to existing pedestrian facilities on Preston Street. Creating safe pedestrian connections would encourage future residents to walk instead of drive.</p> <p>Include Bike Parking, Pursuant to SMC Section 37-50.400. Provide bicycle parking on site, which would encourage future residents to bike instead of drive.</p> <p>In addition to the above strategies, one or several of the following travel demand management strategies shall be considered for inclusion in the VMT Reduction Program, to achieve a VMT per capita of 9.7 or less:</p> <p>Reduce On-Site Parking. Reduce the number of on-site parking spaces for future residents to less than what is required by SMC Section 20-85; or</p> <p>Implement Unbundled Parking. Separate or “unbundle” parking costs from leases or property costs, requiring those that wish to purchase parking spaces to do so at an additional cost; or</p> <p>Affordable Housing. Provide affordable, below market-rate housing on site; or</p> <p>Voluntary Travel Behavior Change Pattern. Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at</p>	To reduce vehicle miles traveled per capita.	Applicant, or Successor in Interest.	Public Works Department – Traffic Engineering - Community Development Department - Current Planning	Prior to issuance of a building permit.

Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	<p>least 75 percent of future residents participating; and Promotions and Marketing. Provide future residents with information regarding alternative transportation and travel demand management programs, with at least 75 percent of future residents participating; and</p> <p>School Carpool Program. Implement a school carpool program among future residents of the project site.</p> <p>The VMT Reduction Program shall be submitted to the City for review and approval prior to issuance of a building permit and shall demonstrate that the net VMT per capita would be 9.7 or less, using a combination of travel demand management strategies approved by the City.</p>				
TCR-1: Inadvertent Discoveries During Construction	<p>In the event that cultural resources of Native American origin are identified during grading or construction, all earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until a qualified archaeologist has evaluated the nature and significance of the find; an appropriate Native American representative, based on the nature of the find, is consulted; and mitigation measures are put in place for the disposition and protection of any find pursuant to PRC Section 21083.2. If the City, in consultation with local Native Americans, determines that the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in accordance with state guidelines and in consultation with local Native American group(s) prior to continuation of any earth disturbing work within the vicinity of the find. The plan shall include avoidance of the resource or, if avoidance of the resource is infeasible, shall outline the appropriate treatment of the resource in coordination with the appropriate local Native American tribal representative and, if applicable, a qualified archaeologist. Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.</p>	To ensure protection of on-site tribal cultural resources.	Applicant, or Successor in Interest.	Development and Engineering Services Department - Community Development Department	If cultural resources of Native American origin are identified during grading or construction.

\\COSRedirect\User\oscar\Desktop\1 Preston Street\Planning Commission (PC)\1 Preston Street - Mitigation Monitoring and Reporting Program.doc

PROPOSED GENERAL PLAN LAND USE AND ZONING CODE DESIGNATIONS:



1 Preston Street (APN: 003-161-008-000)

**GENERAL PLAN AMENDMENT 2022-001 AND REZONE 2022-001;
AMEND THE GENERAL PLAN LAND USE DESIGNATION FROM
RESIDENTIAL MEDIUM DENSITY (8-15 UNITS/ACRE) TO
RESIDENTIAL HIGH DENSITY (15-24 UNITS/ACRE) AND REZONE
FROM RESIDENTIAL MEDIUM DENSITY (R-M-3.6) TO
RESIDENTIAL HIGH DENSITY (R-H-2.1) OF A VACANT 2.6 ACRE
SITE LOCATED AT 1 PRESTON STREET**



Oscar Resendiz, Associate Planner
Grant Leonard, Planning Manager
Community Development Department
City Council Hearing
Tuesday, June 13, 2023

Background



- Project Area
 - One (1) site totaling 2.6-acres
 - Approximately 129,202 square feet (sf)
- Project Objectives
 - Change the General Plan land use designation from Medium Density Residential (8-15 units/acre) to High Density Residential (15-24 units/acre)
 - Rezone from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1)
 - Encourage the development of higher density development that would provide new housing that would be consistent with the Salinas General Plan
 - Facilitate development of up to approximately 76 (anticipating a density bonus)

GPA 2022-001 / Rezone 2022-001





Environmental Review

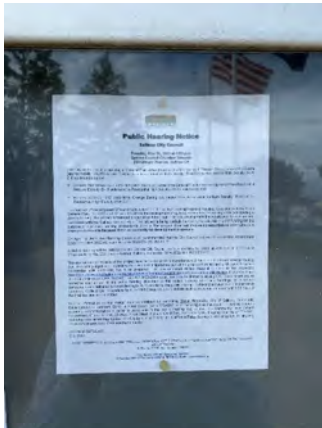
Initial Study & Mitigated Negative Declaration routed to responsible agencies on January 27, 2023:

- The proposed project will not have a significant effect on the environment because the mitigation measures outlined in the proposed Mitigation Monitoring and Reporting Program have been included in the project.
 - State Clearinghouse – January 27, 2023 (SCH Number 2023010626).
 - Posted County Clerk's Office - January 27, 2023
 - Routed to responsible agencies – January 27, 2023
 - Deadline for comments – February 26, 2023

Public Notice



- Published in Monterey Herald – 05/05/2023
- Mailed – 05/04/2023; and
- Posted – 05/04/2023





Recommended Motion

1. Approve a resolution affirming the findings, adopting the proposed Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, and approving a General Plan Amendment (GPA 2022-001) changing the General Plan Land Use designation from Residential Medium Density to Residential High Density; and
2. Adopt an Ordinance to Rezone from Residential Medium Density to Residential High Density (RZ 2022-001).



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-268, Version: 1

Parking Citation Fee Update

Approve a Resolution adopting the updated schedule of parking citation fines.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: MAY 16, 2023 – CONTINUED
JUNE 13, 2023

DEPARTMENT: PUBLIC WORKS DEPARTMENT/POLICE

FROM: ROBERTO FILICE, CHIEF OF POLICE
DAVID JACOBS, PUBLIC WORKS DIRECTOR

BY: ANDREW EASTERLING, TRAFFIC ENGINEER
ANISSA TORRES, MANAGEMENT ANALYST
TONYA ERICKSON, POLICE SERVICES ADMINISTRATOR

TITLE: PARKING CITATION FEE UPDATE

RECOMMENDED MOTION:

A motion approving a Resolution adopting the updated schedule of parking citation fines (Attachment 1).

EXECUTIVE SUMMARY:

The last time the City updated the parking citation fee schedule was in 2017 and 2018. The last fee update included fees for many but not all of the municipal code and California Vehicle Code parking violations. City staff are proposing a fee update which establishes citation amounts for all of the municipal code and California Vehicle Code violations and eliminates obsolete or duplicate codes. City staff has completed a comparative analysis of nearby jurisdictions and is recommending a proposed parking citation fee update. The proposed parking citation fee update includes a complete list of parking citations and establishes a comparable rate to nearby agencies.

BACKGROUND:

In 1992, the State of California passed Assembly Bill 408, which allowed agencies to establish their own parking citation fines. The City of Salinas is allowed to establish the amount of parking violation citation fees. However, the California Vehicle Code Section 40203.5 states, “to the extent possible, issuing agencies within the same county shall standardize parking penalties.”. The City of Salinas established a bail schedule for parking violations in 1994 (Attachment 2). The bail schedule was increased in 2004 (Attachment 3) and then updated again in 2017 (Attachment 4). In 2018 three (3) new municipal code parking violations were added for oversize vehicles (Attachment 5). Throughout all of the updates there remain several municipal code and California Vehicle Code violations that the City does not currently have an adopted citation fee for. The

proposed parking citation fee update includes a complete and comprehensive list of parking citations and establishes a comparable rate to nearby agencies, in accordance with California Vehicle Code Section 40203.5.

City staff has prepared the proposed schedule of parking citation fines (Attachment 1). The update includes a complete fee schedule for every municipal code and California Vehicle Code violation used by parties conducting Parking Enforcement in the City of Salinas. In accordance with California Vehicle Code requirements, staff completed a comparative analysis of parking fines adopted in nearby cities. Several nearby cities were non-responsive and City staff were not able to obtain rates from every agency within the County. The analysis includes Monterey, Marina, Seaside, Carmel by the Sea, Soledad, and Greenfield. King City and Gonzales were non-responsive to staff requests. Each city may have different municipal code violations, and not every responsive City had a complete bail schedule for all of the parking-related municipal codes and California Vehicle Code violations. In order to have a more complete sampling of other agencies, City staff also included a comparison to Watsonville, Santa Cruz, and Gilroy to supplement the available data from within the County.

The attached proposed updated schedule of parking citation fees provides a comparison of the available parking citation fees for similar violations from other nearby cities. City staff has included an average calculation from the available data for comparison. In some cases, there are notable statistical outliers in the sample that effects the average calculation, and some consideration was given to their effect. Generally, staff's recommended citation fee amount is based off of the average calculation rounded to the nearest \$5 increment or aligned with similar types of parking violations. The baseline parking violation was set at \$45 for many of the common parking violations. Citations for code sections with similar or the same violation are proposed with consistent citation fee amounts to standardize the fee schedule as much as possible.

TRAFFIC AND TRANSPORTATION COMMISSION:

The parking citation fee update was presented to the Traffic and Transportation Commission at its January 12, 2023, meeting. Commissioner Cox recommended modifying the proposed fee schedule to align citations CVC 4000(a)(1): Expired Registration, and CVC 5204(a): Tab not displayed closer to the surveyed average. An amended motion was made to recommend City Council approve the parking citation fee schedule (Attachment 1), with the exception of violations CVC 4000(a)(1): Expired Registration set to \$65, and CVC 5204(a): Tab no Displayed set to \$55. The Commission voted (5-0) to approve the amended recommendation to approve the parking citation fee schedule (Attachment 1), with the exception of violations CVC 4000(a)(1): Expired Registration set to \$65, and CVC 5204(a): Tab no Displayed set to \$55.

FINANCE COMMITTEE:

The parking citation fee update was presented to the Finance Committee at its March 7, 2023, meeting. The Committee voted (2-1) to approve the proposed parking citation fee schedule (Attachment 1). Where as committee members Craig, and Osornio voted in support of the item and committee member Rocha voted against the item.

CEQA CONSIDERATION:

Not a Project. City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) pursuant to Sections 15378 and 15061(b)(3).

STRATEGIC PLAN INITIATIVE:

Parking enforcement is a public service which supports the Council's initiatives of "Public Safety", "Economic Development," and "Infrastructure and Environmental Sustainability". Parking regulations may exist for a variety of reasons. Red zones, and other no parking zones are typically established for public safety purposes to keep sight lines clear or to provide emergency service access. Occasional, parking regulations may be used to support businesses and provide parking turnover for customer convenience. In some cases, parking regulations also serve provide sweepers access to the curb to improve infrastructure and environmental sustainability.

FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund. The Parking Enforcement Program is an enterprise account where the revenues offset the operating cost. The proposed updated schedule of parking citation fines is not anticipated to substantially change the Parking Enforcement Program operations.

ATTACHMENTS:

Resolution

Attachment 1: Proposed Schedule of Parking Citation Fines

Attachment 2: Bail Schedule Comparison

Attachment 3: 1994 Schedule for Parking Violations

Attachment 4: 2004 Parking Fines Update

Attachment 5: 2017 Parking Fines Update

Attachment 6: 2018 Parking Fines Update

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION OF THE SALINAS CITY COUNCIL ADOPTING THE UPDATED
SCHEDULE OF PARKING CITATION FINES**

WHEREAS, the last time the City updated the parking citation fee schedule was in 2017 and 2018; and

WHEREAS, the last fee update included fees for many but not all of the municipal code and California Vehicle Code parking violations; and

WHEREAS, City staff are proposing a fee update which establishes citation amounts for all of the municipal code and California Vehicle Code violations, and eliminates obsolete or duplicate codes. City staff has completed a comparative analysis of nearby jurisdictions and is recommending a proposed parking citation fee update; and

WHEREAS, the proposed parking citation fee update includes a complete list of parking citations and establishes a comparable rate to nearby agencies; and

WHEREAS, the Commission voted (5-0) to approve an amended recommendation to approve the parking citation fee schedule (Attachment 1), with the exception of violations CVC 4000(a)(1): Expired Registration set to \$65, and CVC 5204(a): Tab no Displayed set to \$55; and

WHEREAS, the Finance Committee voted (2-1) to approve the proposed parking citation fee schedule (Attachment 1); and

WHEREAS, the City of Salinas has determined that the implementing the parking restrictions is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby adopts the updated schedule of parking citation fines (Attachment 1).

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

Attachment 1: Proposed Schedule of Parking Citation Fines

Salinas Municipal Code					
Salinas Municipal Code	Violation Description	Existing	Average	Proposed	Comments
20-4(b)	Interference/obstruction of officers (ex: tire-chalk removal)	N/A	\$75.00	\$75.00	New Fine, amount based upon average
20-18.020(1st)	Oversize vehicles	\$44.00	\$62.21	\$50.00	Adjust, though less than average due to unique structure charging for 1st, 2nd & 3rd offenses.
20-18.020(2nd)	Oversize vehicles	\$150.00	N/A	\$150.00	No change
20-18.020(3rd +)	Oversize vehicles	\$250.00	N/A	\$250.00	No change
20-48	Parking prohibited in certain places	\$44.00	\$47.83	\$50.00	Increase to align with average
20-49(a)	Parking in excess of 72 hours	\$50.00	\$56.55	\$50.00	No change - lower than average due to outliers
20-50(b)	Repair or greasing vehicle on roadway	\$44.00	\$49.81	\$50.00	Increase to align with average
20-50(c)	Washing vehicle as business on roadway	\$30.00	\$59.10	\$50.00	Increase to align with fine for similar violations. New amount is lower than average due to outliers
20-50.1(a)	Vehicle. for sale on public streets and prop	\$150.00	\$47.08	\$50.00	Decreased to align with fine for similar violations.
20-52(b)	Angle parking	\$30.00	\$37.25	\$45.00	Increase to align with fine for similar violations
20-54	Parking in parkways prohibited	\$54.00	\$40.33	\$45.00	Decrease to baseline which is closer to average
20-55(b)	Parking adjacent to schools prohibited	\$44.00	\$46.50	\$45.00	Increase to align with average
20-56(c)	Parking where prohibited by signs	\$44.00	\$48.71	\$50.00	Increase to align with average
20-59	Display of Warning Device when Commercial Vehicle Disabled	\$70.00	\$55.00	\$55.00	Decrease to align with Marina

20-59.1(a)	Failure to park in designated space	\$44.00	\$37.25	\$45.00	Increase to align with fine for similar violations. New amount is lower than average due to outliers.
20-73(b)	Parking prohibited in bus zone	\$50.00	\$163.00	\$50.00	No change - lower than average due to outlier
20-74(a)(1)	Red Zone	\$48.00	\$34.00	\$50.00	Increase to align with fine for similar violations
20-74(a)(4)	Green Zone	\$44.00	\$34.00	\$45.00	Increase to align with fine for similar violations
20-76	Parking in yellow loading zone	\$44.00	\$44.50	\$45.00	Increase to align with fine for similar violations
20-77	Parking in white passenger loading zone	\$44.00	\$43.60	\$45.00	Increase to align with fine for similar violations
20-77.1	Parking prohibited in taxicab zones	\$44.00	\$46.00	\$45.00	Increase to align with average
20-78(a)	Parking prohibited in alleys except loading/unloading (max 5 min)	\$44.00	\$45.10	\$45.00	Increase to align with average
20-78(b)	Parking prohibited in alleys if blocking traffic	\$44.00	\$45.10	\$45.00	Increase to align with average
20-78(c)	Parking prohibited adjacent to alley if vehicle blocks alley	\$30.00	\$44.38	\$45.00	Increase to align with average
20-79(b)	Time designated parking - streets (includes District 3A)	\$44.00	\$40.50	\$45.00	Increase to align with fine for similar violations
20-80(b)	Parking prohibited 4:30-6:00pm	\$30.00	\$42.00	\$45.00	Increase to align with fine for similar violations
20-81(b)	No parking zone	\$44.00	\$50.90	\$45.00	Increase to align with average, and with fine for similar violations.
20-82(b)	Parking prohibited 3:00am to 5:00am	\$30.00	\$38.60	\$45.00	Increase to align with fine for similar violations
20-85(b)	Failure to park in designated space/lot	\$44.00	\$40.50	\$45.00	Increase to align with fine for similar violations
20-85(c)	Failure to park in designated space - parallel	\$30.00	\$40.50	\$45.00	Increase to align with fine for similar violations
20-85(e)	Parking prohibited when signed parking for City vehicles only	\$30.00	N/A	\$45.00	Increase to align with fine for similar violations
20-86	Overtime parking - lot	\$38.00	\$40.50	\$45.00	Increase to align with fine for similar violations
20-100	Prkd on st by com veh proh over 6000 lb	\$90.00	\$64.75	\$90.00	Maintain current approved bail amount
20-100.1(a)	Vehicle over 10,000 lbs	\$100.00	\$64.75	\$100.00	Maintain current approved bail amount

20-229(g) 3A	Failure to Display Permit	\$44.00	\$47.40	\$45.00	Increase to align with average
28-14(m)	Failure to park in designated area	\$44.00	\$40.00	\$45.00	Increase to align with fine for similar violations
28-14(v)	To remain in any public park at any time between time posted for closing	\$44.00	\$47.00	\$45.00	Increase to align with average
28-14(x)	Driving or parking on grass	\$44.00	\$45.00	\$45.00	Increase to align with average
California Vehicle Code					
Vehicle Code	Violation Description	Existing	Average	Proposed	Comments
4000(a)(1)	Expired Registration	\$50.00	\$62.75	\$90.00	Correctable Violation - Adjusted to align all Registration/License plate violations
4462(b)	False evidence of registration	\$50.00	\$73.83	\$90.00	Not correctable, but intentional action required - Adjusted to align all registration/license plate violations
4464	Altered license plate	\$44.00	\$89.25	\$90.00	Not correctable, but Intentional action required - Adjusted to align all Registration/License plate violations
5200	No license plate	\$50.00	\$47.75	\$90.00	Correctable Violation - Adjusted to align all Registration/License plate violations
5201(a)	Improper display of plates	\$38.00	\$45.50	\$90.00	Correctable Violation - Adjusted to align all Registration/License plate violations
5201(d)	Obscured Plate	\$24.00	\$45.50	\$90.00	Correctable Violation - Adjusted to align all Registration/License plate violations
5202(a)	Invalid plates displayed	\$24.00	\$66.00	\$90.00	Correctable Violation - Adjusted to align all Registration/License plate violations
5204(a)	Tab not displayed	\$90.00	\$53.58	\$90.00	Correctable Violation - Adjusted to align all Registration/License plate violations
21113(a)	Parking prohibited on public grounds	\$30.00	\$37.25	\$45.00	Increase to align with fine for similar violations

21211	Blocking bicycle path	\$50.00	\$45.50	\$45.00	Decrease to align with fine for similar violations
22500(a)	Parked in intersection	\$30.00	\$37.31	\$45.00	Increase to align with fine for similar violations.
22500(b)	Parked on crosswalk	\$30.00	\$37.31	\$45.00	Increase to align with fine for similar violations.
22500(c)	Parked in safety zone	\$30.00	\$37.25	\$45.00	Increase to align with fine for similar violations.
22500(d)	Parked in front of fire station	\$30.00	\$38.92	\$50.00	Increase to align with fine for similar violations
22500(e)(1)	Parked in front of driveway	\$30.00	\$38.06	\$45.00	Increase to align with fine for similar violations
22500(f)	Parked on sidewalk	\$30.00	\$37.61	\$45.00	Increase to align with fine for similar violations
22500(g)	Parked alongside a highway, obstruction	\$30.00	\$37.25	\$45.00	Increase to align with fine for similar violations
22500(h)	Parked on roadway side of vehicle (double parking)	\$30.00	\$38.35	\$45.00	Increase to align with fine for similar violations
22500(i)	Parked in red bus zone	\$310.00	\$176.64	\$310.00	Maintain current approved bail amount. Align with other obstructing ADA access violations.
22500(j)	Parked in tube or tunnel	\$30.00	\$39.70	\$45.00	Increase to align with fine for similar violations
22500(k)	Parked upon a bridge	\$30.00	\$39.70	\$45.00	Increase to align with fine for similar violations
22500(l)	Parked in front of wheelchair access to sidewalk	\$50.00	\$295.50	\$310.00	Increase to align with other obstructing ADA access violations.
22500.1	Parked in fire lane	\$90.00	\$71.56	\$90.00	Maintain current approved bail amount
22502(a)	Pkg over 18" from the curb	\$44.00	\$36.41	\$45.00	Increase to align with fine for similar violations
22502(e)	Parked over 18" from left side on one-way	\$44.00	\$36.83	\$45.00	Increase to align with fine for similar violations
22505(b)	Parking in restricted area posted	\$44.00	\$42.83	\$45.00	Increase to align with fine for similar violations
22507.8(a)	Parked in handicapped zone	\$310.00	\$284.32	\$310.00	Maintain current approved bail amount. Align with other obstructing ADA access violations.
22507.8(b)	Obstructing access to handicapped zone	\$280.00	\$287.75	\$310.00	Increase to align with fine for similar violations
22507.8(c)	Parked on handicapped/loading zone	\$310.00	\$287.75	\$310.00	Maintain current approved bail amount. Align with other obstructing ADA access violations.
22509	Failure to curb wheels on hill	\$30.00	\$83.33	\$45.00	Increase to align with fine for similar violations
22513(a)(1)	Tow car parking on freeway to offer services	\$30.00	\$48.00	\$45.00	Increase to align with fine for similar violations
22514	Fire hydrant	\$55.00	\$44.65	\$55.00	Maintain current approved bail amount

22515(a)	Failure to set parking brake	\$30.00	\$41.70	\$45.00	Increase to align with fine for similar violations
22516	Parking, person locked in vehicle	\$30.00	\$48.75	\$45.00	Increase to align with average
22521	Parked upon or near railroad track within 7.5 feet	\$30.00	\$37.20	\$45.00	Increase to align with fine for similar violations
22523(a)	Abandoned vehicle on public roadway	\$275.00	\$178.38	\$275.00	Maintain current approved bail amount
22523(b)	Abandoned vehicle on public or private prop	\$275.00	\$108.00	\$275.00	Maintain current approved bail amount
22651(b)	Parked in roadway	\$44.00	N/A	\$45.00	Increase to align with fine for similar violations
22651(l)	Parked in construction zone	\$30.00	N/A	\$45.00	Increase to align with fine for similar violations
22651(m)	Posted no parking	\$44.00	N/A	\$45.00	Increase to align with fine for similar violations
27155	No fuel cap	\$30.00	\$64.35	\$45.00	Keep?

Attachment 2: Bail Schedule Comparison

Salinas Municipal Code												
Salinas Municipal Code	Violation Description	City of Monterey	City of Marina	Seaside	CSUMB	Carmel by the Sea	City of Soledad	City of Greenfield	City of Watsonville	City of Santa Cruz	King City	City of Gilroy
20-4(b)	Interference/obstruction of officers (ex: tire-chalk removal)	\$85.00				\$100.00			\$47.00	\$68.00		
20-18.020(1st)	Oversize vehicles	\$110.00	\$105.00	\$47.50		\$40.00			\$47.00	\$43.00		\$43.00
20-18.020(2nd)	Oversize vehicles											
20-18.020(3rd +)	Oversize vehicles											
20-48	Parking prohibited in certain places	\$100.00	\$55.00	\$37.50		\$50.00	\$25.00		\$47.00	\$48.00	\$25.00	\$43.00
20-49(a)	Parking in excess of 72 hours	\$110.00	\$55.00	\$42.50		\$50.00	\$25.00	\$50.00	\$47.00	\$118.00	\$25.00	\$43.00
20-50(b)	Repair or greasing vehicle on roadway		\$55.00	\$112.50			\$25.00	\$40.00	\$47.00	\$51.00	\$25.00	\$43.00
20-50(c)	Washing vehicle as business on roadway		\$55.00	\$112.50				\$30.00	\$47.00	\$51.00		
20-50.1(a)	Veh. for sale on public streets and prop		\$55.00	\$47.50		\$50.00		\$40.00	\$47.00			\$43.00
20-52(b)	Angle parking	\$35.00	\$35.00			\$40.00		\$30.00	\$47.00	\$43.00	\$25.00	\$43.00
20-54	Parking in parkways prohibited							\$30.00		\$48.00		\$43.00
20-55(b)	Parking adjacent to schools prohibited		\$45.00							\$48.00		
20-56(c)	Parking where prohibited by signs	\$100.00	\$55.00			\$40.00		\$30.00		\$48.00	\$25.00	\$43.00
20-59	Display of Warning Device when Commercial Veh Disabled		\$55.00									
20-59.1(a)	Failure to park in designated space	\$35.00	\$35.00			\$40.00		\$30.00	\$47.00	\$43.00	\$25.00	\$43.00

20-73(b)	Parking prohibited in bus zone		\$45.00								\$281.00
20-74(a)(1)	Red Zone								\$43.00	\$25.00	
20-74(a)(4)	Green Zone										
20-76	Parking in yellow loading zone		\$45.00					\$47.00	\$43.00		\$43.00
20-77	Parking in white passenger loading		\$45.00			\$40.00		\$47.00	\$43.00		\$43.00
20-77.1	Parking prohibited in taxicab zones							\$47.00	\$48.00		\$43.00
20-78(a)	Parking prohibited in alleys except loading/unloading (max 5 min)		\$45.00	\$42.50				\$47.00	\$48.00		\$43.00
20-78(b)	Parking prohibited in alleys if blocking traffic		\$45.00	\$42.50				\$47.00	\$48.00		\$43.00
20-78(c)	Parking prohibited adjacent to alley if vehicle blocks alley		\$45.00	\$42.50				\$47.00			\$43.00
20-79(b)	Time designated parking - streets (includes District 3A)	\$35.00	\$35.00			\$40.00		\$47.00	\$43.00		\$43.00
20-80(b)	Parking prohibited 4:30-6:00pm		\$35.00					\$47.00	\$43.00		\$43.00
20-81(b)	No parking zone	\$100.00		\$42.50		\$40.00		\$47.00		\$25.00	
20-82(b)	Parking prohibited 3:00am to 5:00am		\$35.00					\$47.00	\$43.00	\$25.00	\$43.00
20-85(b)	Failure to park in designated space/lot	\$35.00	\$35.00			\$40.00		\$47.00	\$43.00		\$43.00
20-85(c)	Failure to park in designated space - parallel	\$35.00	\$35.00			\$40.00		\$47.00	\$43.00		\$43.00
20-85(e)	Parking prohibited when signed parking for City vehicles only										
20-86	Overtime parking - lot	\$35.00	\$35.00			\$40.00		\$47.00	\$43.00		\$43.00
20-100	Prkd on st by com veh proh over 6000 lb	\$110.00	\$105.00	\$47.50		\$40.00			\$43.00		\$43.00
20-100.1(a)	Vehicle over 10,000 lbs	\$110.00	\$105.00	\$47.50		\$40.00			\$43.00		\$43.00

20-229(g) 3A	Failure to Display Permit	\$35.00				\$40.00			\$47.00	\$58.00		\$57.00
28-14(m)	Failure to park in designated area	\$35.00	\$35.00			\$40.00			\$47.00	\$43.00		
28-14(v)	To remain in any public park at any time between time posted for closing								\$47.00			
28-14(x)	Driving or parking on grass		\$45.00									
California Vehicle Code												
Vehicle Code	Violation Description	City of Monterey	City of Marina	Seaside	CSUMB	Carmel by the Sea	City of Soledad	City of Greenfield	City of Watsonville	City of Santa Cruz		City of Gilroy
4000(a)(1)	Expired Registration		\$50.00	\$62.50	\$45.00			\$100.00		\$66.00		\$53.00
4462(b)	False evidence of registration			\$112.50						\$66.00		\$43.00
4464	Altered license plate			\$112.50						\$66.00		
5200	No license plate		\$20.00	\$47.50		\$100.00	\$25.00			\$66.00		\$28.00
5201(a)	Improper display of plates						\$25.00			\$66.00		
5201(d)	Obscured Plate						\$25.00			\$66.00		
5202(a)	Invalid plates displayed									\$66.00		
5204(a)	Tab not displayed		\$60.00	\$42.50		\$100.00	\$25.00			\$66.00		\$28.00
21113(a)	Parking prohibited on public grounds		\$25.00	\$37.50	\$45.00		\$25.00			\$48.00		\$43.00

21211	Blocking bicycle path									\$48.00		\$43.00
22500(a)	Parked in intersection	\$35.00	\$25.00	\$37.50	\$45.00	\$40.00	\$25.00			\$48.00		\$43.00
22500(b)	Parked on crosswalk	\$35.00	\$25.00	\$37.50	\$45.00	\$40.00	\$25.00			\$48.00		\$43.00
22500(c)	Parked in safety zone		\$25.00	\$37.50	\$45.00		\$25.00			\$48.00		\$43.00
22500(d)	Parked in front of fire station		\$25.00	\$37.50	\$45.00		\$25.00			\$58.00		\$43.00
22500(e)(1)	Parked in front of driveway	\$35.00	\$25.00	\$37.50	\$45.00	\$50.00	\$25.00	\$30.00		\$48.00		\$47.00
22500(f)	Parked on sidewalk	\$35.00	\$25.00	\$37.50	\$45.00	\$50.00	\$25.00	\$30.00		\$48.00		\$43.00
22500(g)	Parked alongside a highway, obstruction		\$25.00	\$37.50	\$45.00		\$25.00			\$48.00		\$43.00
22500(h)	Parked on roadway side of vehicle (double parking)	\$35.00	\$25.00	\$37.50	\$45.00	\$50.00	\$25.00	\$30.00		\$68.00	\$25.00	\$43.00
22500(i)	Parked in red bus zone	\$35.00	\$250.00	\$262.50	\$100.00	\$40.00				\$268.00		\$281.00
22500(j)	Parked in tube or tunnel		\$25.00	\$37.50	\$45.00					\$48.00		\$43.00
22500(k)	Parked upon a bridge		\$25.00	\$37.50	\$45.00					\$48.00		\$43.00
22500(l)	Parked in front of wheelchair access to sidewalk			\$287.50						\$293.00		\$306.00
22500.1	Parked in fire lane	\$144.00	\$30.00	\$42.50	\$50.00	\$150.00		\$50.00			\$50.00	\$56.00
22502(a)	Pkg over 18" from the curb	\$35.00	\$25.00	\$37.50	\$45.00	\$40.00	\$25.00	\$30.00	\$47.00	\$48.00	\$25.00	\$43.00
22502(e)	Parked over 18" from left side on one-way			\$37.50			\$25.00			\$48.00		
22505(b)	Parking in restricted area posted			\$37.50						\$48.00		\$43.00
22507.8(a)	Parked in handicapped zone	\$285.00	\$275.00	\$287.50	\$275.00	\$275.00	\$280.00	\$280.00	\$296.00	\$293.00	\$275.00	\$306.00
22507.8(b)	Obstructing access to handicapped zone	\$285.00	\$275.00	\$287.50			\$280.00			\$293.00		\$306.00
22507.8(c)	Parked on handicapped/loading zone	\$285.00	\$275.00	\$287.50			\$280.00			\$293.00		\$306.00
22509	Failure to curb wheels on hill	\$100.00							\$47.00			\$103.00
22513(a)(1)	Tow car parking on freeway to offer services									\$48.00		
22514	Fire hydrant	\$60.00	\$35.00	\$47.50	\$50.00	\$50.00	\$25.00	\$30.00		\$68.00	\$25.00	\$56.00
22515(a)	Failure to set parking brake	\$35.00		\$37.50	\$45.00					\$48.00		\$43.00
22516	Parking, person locked in vehicle			\$52.50	\$45.00							
22521	Parked upon or near railroad track within 7.5 feet		\$25.00		\$45.00		\$25.00			\$48.00		\$43.00

22523(a)	Abandoned vehicle on public roadway		\$270.00	\$217.50						\$118.00		\$108.00
22523(b)	Abandoned vehicle on public or private prop											\$108.00
22651(b)	Parked in roadway											
22651(l)	Parked in construction zone											
22651(m)	Posted no parking											
27155	No fuel cap			\$62.70						\$66.00		

RESOLUTION NO. 15102 (N.C.S.)

RESOLUTION ADOPTING INCREASE IN BAIL
SCHEDULE FOR PARKING VIOLATIONS

Whereas, the bail schedule for parking violations was last amended in October 1991 by Resolution No. 14312; and

Whereas, the Finance Department has reviewed the current bail schedule; and

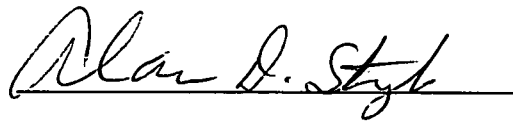
Whereas, an increase in particular bail amounts will align the City's bail schedule with that of Monterey County;

Now, therefore, be it resolved by the Council of Salinas that the attached "Bail Schedule for Parking Violations" be adopted.

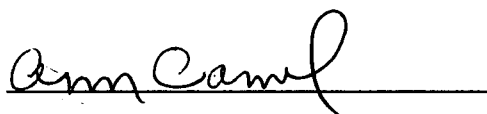
PASSED AND ADOPTED this 12th day of April, 1994,
by the following vote:

AYES: Councilmembers Fernando Armenta, Anna Caballero, Jim Collins, Gloria De La Rosa, Steve Ish, Roberto Ocampo, and Mayor Alan Styles
NOES:

None
ABSENT: None


Mayor

ATTEST:


City Clerk

CITY OF SALINAS
BAIL SCHEDULE FOR PARKING VIOLATIONS

BAIL CODE	DESCRIPTION	CURRENT BAIL AMT	PROPOSED BAIL AMT
20-100	Parking on certain streets by commercial vehicles prohibited over 6,000 lbs	57.00	62.00
20-100.1	Vehicle over 10,000 lbs parked in residential area	57.00	62.00
20-100b	Parking on certain streets by commercial vehicles prohibited	57.00	62.00
20-17	Obey traffic-control devices	20.00	25.00
20-36	Riding on sidewalk	20.00	25.00
20-48a	Parking prohibited in certain places	20.00	25.00
20-49a	Parking in excess of 120 hours	20.00	25.00
20-50a	Display of vehicle for sale on roadway	20.00	25.00
20-50b	Repair or greasing vehicle on roadway	20.00	25.00
20-50c	Washing vehicle as business on roadway	20.00	25.00
20-52b	Angle parking	20.00	25.00
20-54	Parking in parkways prohibited	30.00	35.00
20-55b	Parking adjacent to schools prohibited	20.00	25.00
20-56b	Parking where prohibited by signs	20.00	25.00
20-56c	Parking vehicle over six feet high where posted as prohibited	20.00	25.00
20-57b	Parking where prohibited by sign	20.00	25.00
20-58a	Parking of vendor vehicle prohibited	57.00	62.00
20-58b	Parking of vendor vehicle prohibited	57.00	62.00

20-58c	Parking of vendor vehicle prohibited	57.00	62.00
20-58d	Parking of vendor vehicle prohibited	57.00	62.00
20-59	Failure to display warning device	57.00	62.00
20-59.1a	Failure to park in designated places	20.00	25.00
20-73	Parked in bus zone	20.00	25.00
20-73b	Parking in prohibited bus zone	20.00	25.00
20-74(3)	Parking in white loading/unloading zone	20.00	25.00
20-74b	Parking in prohibited red or green zone is authority, cite sub - section C	20.00	25.00
20-74c	Parking in prohibited red or green zone	20.00	25.00
20-75a	Parking prohibited in loading zone in authority, cite 20-76	20.00	25.00
20-75c	Parking prohibited in loading zone is description, cite 20-77	20.00	25.00
20-76	Parking prohibited in yellow loading zone	20.00	25.00
20-77	Parking prohibited in passenger loading	20.00	25.00
20-77.1	Parking prohibited in taxicab zones	20.00	25.00
20-78a	Parking prohibited in alleys	20.00	25.00
20-78b	Parking prohibited in alleys	20.00	25.00
20-78c	Parking prohibited in alleys	20.00	25.00
20-78d	Parking prohibited in alleys	20.00	25.00
20-79b	Overtime parking - streets	15.00	15.00
20-80b	Parking prohibited 00 pm	20.00	25.00
20-81b	Parking prohibited in no parking zone	20.00	25.00
20-82	Parking prohibited on certain streets between 3:00 am and 5:00 am	20.00	25.00

20-85b	Failure to park in designated space - lot	20.00	25.00
20-85c	Failure to park in designated space - parallel	20.00	25.00
20-85e	Parking prohibited when signed Parking for City Vehicles only	20.00	25.00
20-86	Overtime parking - lot	15.00	15.00
20-87	Permits for use by commercial vehicle	20.00	25.00
20-90	Parked on private property without permission	20.00	25.00
20-98	Horse drawn vehicles	57.00	62.00
20-99b	Parking on certain streets by trucks over 6000 lbs prohibited (may not drive)	57.00	62.00
20-82b	Parking prohibited 3:00 pm to 5:00 am	20.00	25.00
28-14m	Failure to park in designated area	20.00	25.00
28-14v	To remain in any public park at any time between time posted for closing	20.00	25.00
28-14x	Driving or parking on grass	20.00	25.00
30-10d	Taxi other than taxi zone	20.00	25.00
33-10	Taxi Cab parked other than taxi stand	20.00	25.00
33-10d	Cab parked other than taxi zone	20.00	25.00
156(C)(1)	RV, Inoperable or prohibited vehicle in any R district exceeding 24 hours	57.00	62.00

CALIFORNIA VEHICLE CODE

4000A	Vehicle without valid registration [Use 5204(a)]	20.00	0.00
4462(b)	Presenting registration for the wrong vehicle		25.00
4464	Altered license plate or displayed on wrong vehicle		25.00
5200	License plate required		25.00

5204(a)	Tab not displayed (State gets 50%)		60.00
20100.1	Parking over 10,000 lbs	57.00	62.00
21113a	Parking prohibited on public grounds	15.00	25.00
21210	Bicycle parking		25.00
21211	Blocking bicycle path		25.00
22500.1	Parking in fire lane	57.00	62.00
22500a	Parked in intersection	20.00	25.00
22500b	Parked in crosswalk	20.00	25.00
22500c	Parked in safety zone		25.00
22500d	Parked in front of fire station	20.00	25.00
22500e	Parked in front of driveway	20.00	25.00
22500f	Parked on sidewalk	20.00	25.00
22500g	Parked along side a highway obstruction		25.00
22500h	Parked double	20.00	25.00
22500i	Parked in red zone	20.00	25.00
22500j	Parked in tube or tunnel		25.00
22500k	Upon a bridge		25.00
22500l	Parked in wheelchair access to sidewalk other parking	57.00	25.00
22502a	Parking over 18" from the curb/motorcycle must have one wheel touching curb and must park in direction of flow of traffic	20.00	25.00
22502e	Parking over 18" from left side on a one way street	20.00	25.00
22504(a)	Parking in roadway - unincorporated area		25.00
22505b	Parking on State Highway where prohibited	20.00	25.00
22507.8(a&b)	Parked on blocking in handicapped zone	275.00	280.00
22507.8(c)	Parking on lines of handicap/ loading zone		280.00

22509	Failure to curb wheels on hill		25.00
22513	Towcar parking on freeway		25.00
22514	Fire Hydrant	30.00	35.00
22515(a&b)	Unattended vehicle, motor running	20.00	25.00
22516	Parking, person locked in vehicle		25.00
22517	Opening and closing doors to traffic		25.00
22520	Stopping on freeway		25.00
22520.5	Vending on freeway		25.00
22521	Parked upon or near railroad track within 7 1/2 feet	30.00	25.00
22522	Parked within 3" of access ramp	30.00	25.00
22523a	Abandoned vehicle on a public roadway	100.00	100.00
22523b	Abandoned vehicle on private property	100.00	100.00
22651b	Parked in roadway	20.00	25.00
226511	Parked in construction zone	20.00	25.00
23333	Parking on bridge		25.00
25300(a)	Warning devices display		25.00
(b)			
(c)			
27155	No fuel cap		25.00

STREETS AND HIGHWAYS CODE

731	Vehicle for sale on State highway or vending from a vehicle on a State highway		25.00
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**REPORT TO THE
CITY COUNCIL**
City of Salinas, California

Agenda Item Number

CR-7

DATE: May 18, 2004
FROM: Tom L. Kever, Finance Director
THROUGH: Rick Moore, Deputy Chief
BY: Mike Dominici, Sergeant

SUBJECT: PARKING FINE INCREASE

Department Director Approval

Da. M. Ortega
Finance Review

Tom L. Kever
Attorney Review

Christine Davis
City Manager Approval

BACKGROUND:

On April 12, 1994, the City's bail schedule for parking violations was amended by Resolution No. 15102. The bail amount was increased by \$5.00 to align the City's bail schedule with that set by Monterey County.

Section 40203.5 of the California Vehicle Code states: "The schedule of parking penalties for parking violations, late payment penalties, administrative fees and other related charges for parking violations shall be established by the governing body of the jurisdiction where the notice of violation is issued. To the extent possible, issuing agencies within the same county shall standardize parking penalties."

Researching bail schedules for other agencies within Monterey County indicates that the City of Salinas could raise penalties charged for most parking violations by 20%. The 20% penalty increase for a parking violation generally amounts to a \$5.00 increase for the majority of parking violations. For reference, a list of parking violations with current and proposed penalties is attached to this report.

Under the new proposed bail schedule, the basic overtime parking fine will be increased from \$20.00 to \$24.00. The County will receive \$5.00 with the remaining \$19.00 retained by the City.

For the City, a 20% increase in parking citation revenue should generate approximately \$50,000 annually and would be deposited in the Traffic Safety Fund.

ISSUE

Shall Council adopt the proposed bail schedule increase?

ALTERNATIVES AVAILABLE TO COUNCIL

1. Approve the suggested bail schedule increase for parking violations.
2. Not approve the increase for parking violations.

FISCAL IMPACT

Based on the parking fine revenues for the last two years, the proposed increase will generate approximately \$50,000 annually.

CONCLUSION AND RECOMMENDATION:

Staff recommends Council adopt a Resolution establishing the new bail schedule for parking violations.

Distribution:

City Manager
City Attorney
Finance Director
Chief of Police
City Clerk

Attachments:

Resolution
Bail Schedule Listing
City Attorney's memorandum
Parking Fine Summary

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION ADOPTING INCREASE IN BAIL SCHEDULE FOR PARKING
VIOLATIONS FOR THE CITY OF SALINAS**

WHEREAS, the bail schedule for parking violations was last amended in April 1994 by Resolution No. 15102; and

WHEREAS, the Finance and Police Departments have reviewed the current bail schedule; and

WHEREAS, an increase in particular bail amounts will, to extent possible, standardize the City's bail schedule with that of agencies within Monterey County; and

NOW, THEREFORE, BE IT RESOLVED BY THE SALINAS CITY COUNCIL that the attached "Bail Schedule for Parking Violations" be adopted.

PASSED AND ADOPTED this ____ day of _____ 2004, by the following votes:

AYES:

NOES:

ABSENT:

ATTEST:

Mayor

City Clerk

BailSchedule.txt

C I T Y O F S A L I N A S
BAIL SCHEDULE LISTING

BAIL CODE	CODE DESCRIPTION	CURRENT BAIL AMT	PROPOSED BAIL AMT
20-100	PARKING ON CERTAIN STREETS BY COMMERCIAL VEHICLES PROHIBITED OVER 6,000 LBS	62.00	70.00
20-100.1	VEHICLE OVER 10,000 LBS PARKED IN RESIDENTIAL AREA	62.00	70.00
20-100b	PARKING ON CERTAIN STREETS BY COMMERCIAL VEHICLES PROHIBITED	62.00	70.00
20-17	OBEY TRAFFIC-CONTROL DEVICES	25.00	30.00
20-36	RIDING ON SIDEWALK	25.00	30.00
20-48a	PARKING PROHIBITED IN CERTAIN PLACES	25.00	30.00
20-49a	PARKING IN EXCESS OF 72 HOURS	25.00	30.00
20-50.1a	VEHICLES FOR SALE ON PUBLIC STREETS AND PROPERTY; REMOVAL	100.00	120.00
20-50a	DISPLAY OF VEHICLE FOR SALE ON ROADWAY	100.00	120.00
20-50b	REPAIR OR GREASING VEHICLE ON ROADWAY	25.00	30.00
20-50c	WASHING VEHICLE AS BUSINESS ON ROADWAY	25.00	30.00
20-52b	ANGLE PARKING	25.00	30.00

BailSchedule.txt

20-54	PARKING IN PARKWAYS PROHIBITED	35.00	40.00
20-55b	PARKING ADJACENT TO SCHOOLS PROHIBITED	25.00	30.00
20-56b	PARKING WHERE PROHIBITED BY SIGNS	25.00	30.00
20-56c	PARKING VEHICLE OVER SIX (6) FEET HIGH WHERE POSTED AS PROHIBITED	25.00	30.00
20-57b	PARKING WHERE PROHIBITED BY SIGN	25.00	30.00
20-58a	PARKING OF VENDOR VEHICLE PROHIBITED	62.00	70.00
20-58b	PARKING OF VENDOR VEHICLE PROHIBITED	62.00	70.00
20-58c	PARKING OF VENDOR VEHICLE PROHIBITED	62.00	70.00
20-58d	PARKING OF VENDOR VEHICLE PROHIBITED	62.00	70.00
20-59	FAILURE TO DISPLAY WARNING DEVICE	62.00	70.00
20-59.1a	FAILURE TO PARK IN DESIGNATED SPACE	25.00	30.00
20-73	PARKED IN BUS ZONE	25.00	30.00
20-73b	PARKING PROHIBITED IN BUS ZONE	25.00	30.00
20-74 (3)	WHITE LOADING/UNLOADING ZONE	25.00	30.00

BailSchedule.txt

20-74b	PARKING PROHIBITED IN RED OR GREEN ZONE IS AUTHORITY,CITE SUB SECTION C	25.00	30.00
20-74c	PARKING PROHIBITED IN RED OR GREEN ZONE	25.00	30.00
20-75a	PARKING PROHIBITED IN LOADING ZONE IN AUTHORITY, CITE 20-76	25.00	30.00
20-75c	PARKING PROHIBITED IN LOADING ZONE IS DESCRIPTION, CITE 20-77	25.00	30.00
20-76	PARKING PROHIBITED IN YELLOW LOADING ZONE	25.00	30.00
20-77	PARKING PROHIBITED IN PASSENGER LOADING	25.00	30.00
20-77.1	PARKING PROHIBITED IN TAXICAB ZONES	25.00	30.00
20-78a	PARKING PROHIBITED IN ALLEYS	25.00	30.00
20-78b	PARKING PROHIBITED IN ALLEYS	25.00	30.00
20-78c	PARKING PROHIBITED IN ALLEYS	25.00	30.00
20-78d	PARKING PROHIBITED IN ALLEY	25.00	30.00
20-79b	OVERTIME PARKING - STREETS	20.00	24.00
20-80b	PARKING PROHIBITED 4:30-6:00PM	25.00	30.00
20-81b	PARKING PROHIBITED IN NO PARKING ZONE	25.00	30.00

BailSchedule.txt

20-82	PARKING PROHIBITED ON CERTAIN STREETS 3:00 AM TO 5:00AM	25.00	30.00
20-82b	PARKING PROHIBITED 3:00 AM TO 5:00 AM	25.00	30.00
20-85b	FAILURE TO PARK IN DESIGNATED SPACE - LOT	25.00	30.00
20-85c	FAILURE TO PARK IN DESIGNATED SPACE- PARALLEL	25.00	30.00
20-85e	PARKING PROHIBITED WHEN SIGNED PARKING FOR CITY VEHICLES ONLY	25.00	30.00
20-86	OVERTIME PARKING - LOT	20.00	24.00
20-87	PERMITS FOR USE BY COMMERCIAL VEHICLE	25.00	30.00
20-90	PARKED ON PRIVATE PROPERTY WITHOUT PERMISSION	25.00	30.00
20-98	HORSE DRAWN VEHICLES	62.00	70.00
20-99b	PARKING ON CERTAIN STREETS BY TRUCKS OVER 6000 LBS PROHIBITED (MAY NOT DRIVE)	62.00	70.00
21113a	PARKING PROHIBITED ON PUBLIC GROUNDS	25.00	30.00
21210	BICYCLE PARKING	25.00	30.00
21211	BLOCKING BICYCLE PATH	25.00	30.00
22500.1	PARKING IN FIRE LANE	62.00	70.00

BailSchedule.txt			
22500a	PARKED IN INTERSECTION	25.00	30.00
22500b	PARKING IN CROSSWALK	25.00	30.00
22500c	PARKED IN SAFETY ZONE	25.00	30.00
22500d	PARKED IN FRONT OF FIRE STATION	25.00	30.00
22500e	PARKING IN FRONT OF DRIVEWAY	25.00	30.00
22500f	PARKING ON SIDEWALK	25.00	30.00
22500g	PARKED ALONG SIDE A HIGHWAY OBSTRUCTION	25.00	30.00
22500h	PARKING DOUBLE	25.00	30.00
22500i	PARKED IN RED ZONE	25.00	30.00
22500j	PARKED IN TUBE OR TUNNEL	25.00	30.00
22500k	PARKED UPON A BRIDGE	25.00	30.00
22500l	PARKED IN WHEELCHAIR ACCESS TO SIDEWALK	25.00	30.00
22502a	PARKING OVER 18" FROM THE CURB/MOTORCYCLE MUST HAVE ONE WHEEL TOUCHING THE CURB	25.00	30.00
22502e	PARKING OVER 18" FROM LEFT SIDE ON A ONE WAY STREET	25.00	30.00
22504a	PARKING IN ROADWAY-UNINCORPORATED AREA	25.00	30.00
22505b	PARKING IN RESTRICTED AREA POSTED	25.00	30.00
22507.8a	PARKED IN HANDICAPPED ZONE	280.00	280.00

BailSchedule.txt

22507.8b	PARKED IN HANDICAPPED ZONE	280.00	280.00
22507.8c	PARKING ON LINES OF HANDICAPPED/LOADING ZONE	280.00	280.00
22509	FAILURE TO CURB WHEELS ON HILL	25.00	30.00
22513	TOWCAR PARKING ON FREEWAY	25.00	30.00
22514	FIRE HYDRANT	35.00	40.00
22515	UNATTENDED VEHICLE, MOTOR RUNNING	25.00	30.00
22516	PARKING, PERSON LOCKED IN VEHICLE	25.00	30.00
22517	OPENING & CLOSING DOORS TO TRAFFIC	25.00	30.00
22520	STOPPING ON FREEWAY	25.00	30.00
22520.5	VENDING ON FREEWAY	25.00	30.00
22521	PARKED UPON OR NEAR RAILROAD TRACK WITHIN 7 1/2 FEET	25.00	30.00
22522	PARKED WITHIN 3' OF ACCESS RAMP	25.00	30.00
22523a	ABANDONED VEHICLE ON PUBLIC ROADWAY	100.00	120.00
22523b	ABANDONED VEHICLE ON PRIVATE PROP	100.00	120.00
22526.a	GRIDLOCK	25.00	30.00
22651b	PARKED IN ROADWAY	25.00	30.00
226511	PARKED IN CONSTRUCTION ZONE	25.00	30.00

BailSchedule.txt

23333	PARKING ON BRIDGE	25.00	30.00
25300a	WARNING DEVICES DISPLAY	25.00	30.00
25300b	WARNING DEVICES DISPLAY	25.00	30.00
25300c	WARNING DEVICES DISPLAY	25.00	30.00
27155	NO FUEL CAP	25.00	30.00
28-14m	FAILURE TO PARK IN DESIGNATED AREA	25.00	30.00
28-14v	TO REMAIN IN ANY PUBLIC PARK AT ANY TIME BETWEEN TIME POSTED FOR CLOSING	25.00	30.00
28-14x	DRIVING OR PARKING ON GRASS	25.00	30.00
30-10d	TAXI OTHER THAN TAXI ZONE	25.00	30.00
33-10	TAXI CAB PARKED OTHER THAN TAXI STAND	25.00	30.00
33-10d	CAB PARKED OTHER THAN TAXI ZONE	25.00	30.00
37-156c	INOPERABLE OR PROHIBITED VEHICLE IN ANY R DISTRICT EXCEEDING 24 HOURS	62.00	70.00
4462b	FALSE EVIDENCE OF REGISTRATION	25.00	30.00
4464	ALTERED LICENSE PLATE	25.00	30.00
5200	NO FRONT LICENSE PLATE	25.00	30.00
5201	OBSCURRED PLATES	20.00	24.00

	BailSchedule.txt		
5202	IMPROPER DISPLAY OF PLATES	20.00	24.00
5202a	UNREGISTERED	60.00	70.00
5204a	TAB NOT DISPLAYED	60.00	70.00

Memo

To: Sergeant Mike Dominici
From: Christine Davi, Deputy City Attorney
cc: Tom Kever, Finance Director
Police File
Date: 4/30/2004
Re: Bail and Parking Fees

Pursuant to your request, we researched whether the City should increase its bail and/or parking fees. The City may increase parking ticket fees as long as those fees are standardized with other cities within Monterey County. Based on the comparison set forth in the table below, the City should consider increasing at least some of its parking ticket fees to align its bail schedule with other cities in Monterey County. The City is not limited in its ability to increase parking lot use charges.

Bail Schedule:

Vehicle Code §40203.5 provides that the City may establish a schedule of penalties for parking violations and late payments, although to the extent possible, the fees must be standardized with other cities in the county. For some specific parking infractions, there are statutorily prescribed minimum and maximum amounts that may be assessed.

The City's last fee increase for parking violation bail amounts took place in April 1994 by Resolution No. 15102. The purpose of the fee increase at that time was to align the City's bail schedule with that of other cities in Monterey County. In the attached table, the City's current bail amounts for some violations are compared with those of other cities in Monterey County including Monterey, Seaside, Carmel, and Marina. We obtained the fees from Santa Cruz, Hollister and San Jose for informational purposes only.

The citation fees for the City of Carmel have been in effect for over eight years. The City of Seaside citation fees have been in effect for more than five years. Some of the City of Marina's fees were increased in 1999. The City of Monterey's fees have been in effect for eight years. None of those cities have plans to raise their fees. The City of San Jose is currently increasing its fees for some citations, however, all fees will be increased sometime next year.

Since the City of Salinas' fees have been in effect for almost 10 years, and some of the fees are lower than those of other cities in Monterey County, the fees could be increased.

	Salinas	Seaside	Marina	Monterey	Carmel	Santa Cruz	Hollister	San Jose
Handicapped Parking Zone	\$280	\$275	\$275	\$275	\$275	\$275	\$250	\$280
Parking in Intersection	\$25	\$25		\$25	\$25	\$30		\$25
Parking Fire Hydrant	\$25	\$35	\$35	\$35	\$35	\$30		\$30
Parking on Sidewalk	\$25	\$25	\$25	\$25	\$25	\$30		\$25
Parking 18" from curb	\$25	\$25	\$25	\$25	\$25	\$30	\$20	\$25
Double Parking	\$25	\$25	\$25	\$25	\$25	\$30		\$25
Overtime Parking	\$20	\$30	\$25	\$20	\$20	\$18	\$20	\$33
No Parking (Red) Zone	\$25	\$30	\$35	\$30	\$20	\$25	\$40	\$33
Crosswalk Parking	\$25	\$25	\$25	\$25	\$25	\$30		\$25
Blocking driveway	\$25	\$25	\$25	\$25	\$20	\$30	\$40	\$25
Parking private property	\$25	\$30	\$25	\$25	\$25		\$20	
Parking over 48/72 hours	\$25	\$30	\$33		\$25		\$20	
Repair vehicle in street	\$25	\$100	\$45			\$33	\$30	\$56
Loading Zone	\$25	\$30	\$35	\$25		\$25	\$30	\$28
Alley parking	\$25	\$30	\$35			\$25	\$20	\$28
Undesignated space	\$25			\$25	\$20	\$25	\$20	
Abandoned Vehicle	\$100	\$250	\$270			\$100		
Bus Zone Parking	\$25		\$35	\$25	\$25	\$250	\$20	\$255

Parking Lot Fees:

Pursuant to Resolution No. 13867, Parking Lot #17 has had a monthly parking fee of \$25.00 since August 1990. Pursuant to Resolution No. 14875, Parking Lot #5 has had a monthly parking fee of \$40.00 since July 1993. Most of the parking garages for the City of Monterey have a \$32.50 monthly charge, or quarterly permits for \$90.00. Therefore, we should consider increasing these fees.



To: DANIEL M. ORTEGA, Chief of Police

Date:

SUBJECT:

Instructions: Department members submitting any written requests for consideration or action by the Office of the Chief of Police will attach this form and route the material through the chain of command. Immediate supervisors, intermediate supervisors, and Division Commanders are required to individually make recommendations for appropriate action on each transmittal and cite reasons. Other city and departmental forms that require comments of supervision and command will not require the transmittal form. Regardless of the recommendation at any level, transmittal to the Office of the Chief of Police will be completed.

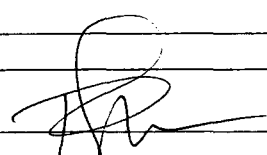
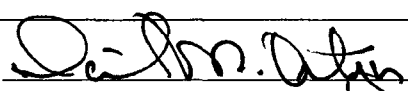
<input type="checkbox"/> Information Only <input type="checkbox"/> Approval <input type="checkbox"/> Disapproval	Comments: _____ _____ _____ _____ _____ _____ Immediate Supervisor: _____ Date: _____
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<input type="checkbox"/> Information Only <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Disapproval	Comments: _____ _____ _____ _____ _____ _____ Chief of Police: <u></u> Date: <u>4-26-04</u>

Exhibit A - Proposed Parking Enforcement Fine Increases

Municipal Code	Violation Description	Current Bail Amount	Proposed	Increase
20-36	Riding on sidewalk	\$39	\$44.00	\$5.00
20-48	Parking prohibited in certain places	\$39	\$44.00	\$5.00
20-49a	Parking in excess of 72 hours	\$39	\$50.00	\$11.00
20-50(a)	Display of vehicle for sale on roadway	\$131	\$150.00	\$19.00
20-50(b)	Repair or greasing vehicle on roadway	\$39	\$44.00	\$5.00
20-50.1(a)	Veh. for sale on public streets and prop	\$131	\$150.00	\$19.00
20-54	Parking in parkways prohibited	\$49	\$54.00	\$5.00
20-55(b)	Parking adjacent to schools prohibited	\$39	\$44.00	\$5.00
20-56(b)	Parking where prohibited by signs	\$39	\$44.00	\$5.00
20-56(c)	Parked veh over 6 feet in proh area	\$39	\$44.00	\$5.00
20-57(b)	Parking where prohibited by sign	\$39	\$44.00	\$5.00
20-59.1(a)	Failure to park in designated space	\$39	\$44.00	\$5.00
20-73	Parked in bus zone	\$39	\$50.00	\$11.00
20-73(b)	Parking prohibited in bus zone	\$39	\$50.00	\$11.00
20-74(3)	White loading/unloading zone	\$39	\$44.00	\$5.00
20-74(a)(1)	Red Zone	\$39	\$48.00	\$9.00
20-74(a)(2)	Yellow Zone	\$39	\$44.00	\$5.00
20-74(b)	Parked proh. in red/green zone sec c	\$39	\$44.00	\$5.00
20-74(c)	Parking proh. in red or green zone	\$39	\$44.00	\$5.00
20-75(a)	Parked proh. in loading zone cite 20-76	\$39	\$44.00	\$5.00
20-75(c)	Parked proh. in loading zone cite 20-77	\$39	\$44.00	\$5.00
20-76	Parking proh. in yellow loading zone	\$39	\$44.00	\$5.00
20-77	Parking prohibited in passenger loading	\$39	\$44.00	\$5.00
20-77.1	Parking prohibited in taxicab zones	\$39	\$44.00	\$5.00
20-78(a)	Parking prohibited in alleys	\$39	\$44.00	\$5.00
20-78(b)	Parking prohibited in alleys	\$39	\$44.00	\$5.00
20-78(d)	Parking prohibited in alley	\$39	\$44.00	\$5.00
20-79(b)	Overtime parking - streets	\$39	\$44.00	\$5.00
20-79(b)-3	Overtime parking - streets Distr 3	\$33	\$44.00	\$11.00
20-81(b)	Parking prohibited in no parking zone	\$39	\$44.00	\$5.00
20-85(b)	Failure to park in designated space/lot	\$39	\$44.00	\$5.00
20-86	Overtime parking - lot	\$33	\$38.00	\$5.00
20-90	Parked on private prop w/o permission	\$39	\$50.00	\$11.00
20-99(b)	Parked on st by trucks over 6000 lb proh	\$80	\$90.00	\$10.00

20-100	Prkd on st by com veh proh over 6000 lb	\$80	\$90.00	\$10.00
20-100(b)	Parked on streets by commercial veh proh	\$90	\$100.00	\$10.00
20-100.1	Vehicle over 10,000 lbs	\$90	\$100.00	\$10.00
20-229(e)-3	Unauthorized Permit Displayed	\$38	\$44.00	\$6.00
20-229(g)-3A	Failure to Display Permit	\$38	\$44.00	\$6.00
20-229(g)-3B	Improper Display of Permit	\$38	\$44.00	\$6.00
28-14(m)	Failure to park in designated area	\$39	\$44.00	\$5.00
28-14(x)	Driving or parking on grass	\$39	\$44.00	\$5.00
DMV Code	Violation Description	Current Bail Amount	Proposed	Increase
4462(b)	False evidence of registration	\$39	\$50.00	\$11.00
4464	Altered license plate	\$39	\$44.00	\$5.00
5200	No license plate	\$39	\$50.00	\$11.00
5201(a)	Improper display of plates	\$33	\$38.00	\$5.00
5202(a)	Unregistered	\$80	\$85.00	\$5.00
5204(a)	Tab not displayed	\$80	\$90.00	\$10.00
21211	Blocking bicycle path	\$39	\$50.00	\$11.00
22500(i)	Parked in red zone-bus zone	\$39	\$310.00	\$271.00
22500(l)	Parked in wheelchair access to sidewalk	\$39	\$50.00	\$11.00
22500.1	Parking in fire lane	\$80	\$90.00	\$10.00
22502(a)	Pkg over 18" from the curb	\$39	\$44.00	\$5.00
22502(e)	Parked over 18" from lft side on one way	\$39	\$44.00	\$5.00
22505(b)	Parking in restricted area posted	\$39	\$44.00	\$5.00
22507.8	Parked in handicapped parking	\$296	\$310.00	\$14.00
22507.8(a)	Parked in handicapped zone	\$296	\$310.00	\$14.00
22507.8(c)	Parked on handicapped/loading zone	\$296	\$310.00	\$14.00
22514	Fire hydrant	\$49	\$55.00	\$6.00
22522	Parked within 3 inches of access ramp	\$39	\$310.00	\$271.00
22523(a)	Abandoned vehicle on public roadway	\$265	\$275.00	\$10.00
22523(b)	Abandoned vehicle on private prop	\$265	\$275.00	\$10.00
22651(b)	Parked in roadway	\$39	\$44.00	\$5.00
22651(m)	Posted no parking	\$39	\$44.00	\$5.00

RESOLUTION NO. 21470 (N.C.S.)

**A RESOLUTION APPROVING PARKING FINES UPDATE FOR THE CITY OF
SALINAS**

WHEREAS, Section 40203.5 of California Vehicle Code gives the City authority to set parking penalties for parking violations; and

WHEREAS, on June 19, 2018, the Salinas Council adopted Ordinance No. 2604 to prohibit certain over-sized vehicles from parking in the city limits; and

WHEREAS, staff has reviewed the current parking fines schedule and has determined that there currently is no parking fine for parking an over-sized vehicle in violation of Ordinance No. 2604 and therefore desires to add a parking fine for such violations to the City's Parking Enforcement Program Bail Schedule.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby establishes a monetary penalty in the amount of \$44.00 for the first violation, \$150.00 for the second violation, and \$250.00 for the third and subsequent violations of Ordinance No. 2604; and

BE IT FURTHER RESOLVED that said fees are to be effective on September 4, 2018; and

BE IT FURTHER RESOLVED that the monetary penalties set forth in this Resolution are in addition to whatever other penalties and sanctions are provided for in Ordinance No. 2604.

PASSED AND APPROVED this 4th day of September 2018, by the following vote:

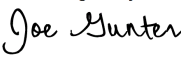
AYES: Councilmembers: Barrera, Craig, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None


ABSENT: None

ABSTAIN: None

APPROVED:

DocuSigned by:

D3A49BD817A34AA...
Joe Gunter, Mayor

ATTEST:

DocuSigned by:

5BE31EG636A6432...
Patricia M. Barajas, City Clerk



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-359, Version: 1

2023 Salinas Municipal Airport Rates and Fees Schedule

Approve a Resolution adopting the 2023 Salinas Municipal Airport Rates and Fees Schedule.



CITY OF SALINAS

CITY COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: PUBLIC WORKS, AIRPORT DIVISION

FROM: DAVID JACOBS, PUBLIC WORKS DIRECTOR

BY: BRETT J. GODOWN, AIRPORT MANAGER

TITLE: 2023 SALINAS MUNICIPAL AIRPORT RATES AND FEES
SCHEDULE

RECOMMENDED MOTION:

A motion to approve a resolution approving the 2023 Salinas Municipal Airport Rates and Fees Schedule.

RECOMMENDATION:

It is recommended City Council approve a resolution approving the 2023 Salinas Municipal Airport Rates and Fees Schedule.

BACKGROUND:

The City of Salinas owns and operates the Salinas Municipal Airport. As set forth by the Federal Aviation Administration (FAA) by way of its Airport Sponsor Assurances, any airport developed with Federal grant assistance is required to operate for the use and benefit of the public and is to be made available to all types, kinds, and classes of aeronautical activity on fair and reasonable terms and without unjust discrimination. The FAA provides grant funding to the City of Salinas for capital needs at the Salinas Municipal Airport. The obligation to make the Airport available to the public does not preclude the City from recovering the costs of operating, maintaining, and developing the Airport through fair and reasonable rates, charges, and fees. The City has the option to utilize various methods to assess Airport user rates, charges, and fees for the public use or tenancy of the Airport property and facilities.

Annually, the Airport Rates and Fees Schedule is adjusted to reflect changes in the aeronautical market conditions. Fees associated with property and facilities, such as hangars and buildings, are adjusted based on market comparables. Non-property fees and charges, such as gate cards, are adjusted based on cost recovery conditions. The San Francisco Bay Area Consumer Price Index (SFCPI or CPI) is the historical rate adjustment mechanism used to adjust the rates and fees at the Salinas Airport as rates and fees become out of alignment with market comparables.

The majority of Rates and Fees will remain stable and experience no change. The primary change to the 2023 Rates and Fees Schedule reflects changes to month-to-month agreements (e.g., Aircraft

Storage Hangars) based on market comparables and adjusted using changes in the CPI. Hangar rates were last adjusted in September 2021. Due to timing, migrating from a stand-alone approval from City Council to incorporating Rates and Fees into the Citywide Schedule, adjusting hangar rates in July 2022 was bypassed.

Additional adjustments are being recommended for several facilities. Hangar rows A, B, C, D, E, P, and G require additional adjustments to align them with market comparables. Specifically, Hangar rows D, E, and P require additional maintenance as the facilities age. Even minor repair requires months and, in some cases, years to recoup expenditures on the facilities.

Market Rent Analysis Adjustment Process

The hangar rate adjustment analysis is a multi-step process. First, an Airport Hangar Market Study is prepared (attached). Second, hangar vacancies and the hangar wait-list are analyzed to ensure the market is healthy. Third, the airport budget and capital program are reviewed to ensure rates and fees adjustments are consistent with the budget. Fourth, a Consumer Price Index Analysis is reviewed and applied to appropriate rates. Fifth, the analysis is brought before the Airport Commission over several meetings for advisory comments and questions. Sixth, notices (mail, email, Airport Commission meeting publications) are disseminated to the airport tenants and businesses affected by fee adjustments. Seventh, the Airport Manager attends monthly pilot association meetings advising attendees of the process and proposed rates and fees adjustments.

Tenant Notification

On February 27 and March 17, 2023, Staff transmitted an electronic notice to the airport's email distribution list presenting the revised Rates and Fees adjustment. On April 21, 2023, Staff transmitted a notice via U.S.P.S. to the Tenants (agreement, permit, and/or leaseholders) using the legal address on file with the City, presenting the proposed 2023 Airport Rates and Fees Schedule. From November 2022 – March 2023, Airport Tenants were notified and provided the Airport Commission Agendas. These meetings either had the Airport Rates and Fees Schedule as an Administrative Report, Presentation, or Consideration Agenda Item.

Commission Recommendation

The proposed amendments to the Rates and Fees Schedule were presented at the January 26, February 26, and March 23, 2023, Airport Commission meetings. At the March 23, 2023, Airport Commission meeting, the Airport Commission unanimously recommended City Council adopt a resolution approving the 2023 Salinas Municipal Airport Rates and Fees Schedule. Further, at the March 23, 2023, Airport Commission meeting, no dissenting opinions or comments were received from the general public.

ANALYSIS:

Aircraft Storage Hangars Market Comparables

Fees associated with property and facilities, such as hangars and buildings, are adjusted based on market comparables. The Airport uses Paso Robles, Watsonville, Hollister, Santa Clara County Airports, Hayward, and Livermore as comparable market facilities.

This year, staff was able to visit each airport and evaluate and document comparable facilities. The results are presented in the attached documents: Airport Hangar Market Study, Airport Hangar Market Study Analysis Documents, and the 2023 Airport Rates and Fees Schedule.

CPI Data

The Airport uses the SFCPI as the adjustment mechanism as the primary means to adjust rates and fees at the Salinas Municipal Airport. The previous [ending] data point used to adjust hangar rents is from February 2021 (304.387). The current data point being used to adjust hangar rents is from December 2022 (331.222). The analysis is as follows:

$$\frac{\text{New CPI} - \text{Old CPI}}{\text{Old CPI}} = \text{rate (100)} = \text{CPI \%} \qquad \frac{26.835}{304.387} = .0882 (100) = 8.82\%$$

Additional Adjustments

In addition to the 8.82% adjustment, the following hangars are being recommended for additional adjustments to align them more closely with market comparables: A, B, C, D, E, P, and G. The additional adjustments will more closely align the rates with hangars on the airport, with airports/hangars in our market study area, and will provide additional revenue to offset the increase of maintenance and rehabilitation due to the age of the hangar.

The Papa Row Hangars, also known as the Porta-Ports, are being recommended to adjust to \$150.00 per month (\$0.17 cents per square foot). This would raise the current monthly rent by \$30.00 from \$120.00. \$150.00 is relatively low compared to other airports with Porta-Ports. Several of the porta-ports have been rehabilitated over the last seven years. With their age, it is typical to spend several thousand dollars rehabilitating one unit. In some cases, it can take several years to amortize the maintenance investment. Adjusting the rate closer to market comparables will accelerate the amortization period. In both the short and long term, economically, it is better to maintain the facilities (versus removing them) because airworthy based aircraft provide tower operations, buy fuel from the fuel provider, use maintenance facilities at the airport, and generally add to the aviation community.

Hangar rows A, B, C, D, and E are being recommended to adjust to \$0.23 cents per square foot. Comparatively speaking, the new proposed cost per square foot for the south side hangars is approximately \$0.27 per square foot.

Example. The current rate for the A and B rows is \$186.00 per month. The current rate plus the CPI (8.82%) is \$202.00. The recommended adjustment to \$0.23 p/sq' would adjust the monthly rent to \$208.00.

Hangar row G is being recommended to adjust to \$90.00 per month.

The monthly single-engine tie-down is being recommended to adjust to \$70.00 per month.

CEQA/NEPA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

This action complements the City Council's Goals for Investment Strategies and Operational Efficiencies.

DEPARTMENTAL COORDINATION:

Starting in 2024, the Airport Rates and Fees Schedule will be included in the Citywide rates and fee schedule.

FISCAL AND SUSTAINABILITY IMPACT:

It is estimated that the revised rates and fees will positively impact the airport enterprise fund by \$65,000 annually.

ATTACHMENTS:

Airport Hangar Market Study
2023 Airport Rates and Fees Schedule
Resolution – 2023 Salinas Municipal Airport Rates and Fees Schedule

RESOLUTION NO. _____(N.C.S)

**A RESOLUTION ADOPTING A REVISED
SALINAS MUNICIPAL AIRPORT RATES AND FEES SCHEDULE**

WHEREAS, on June 13, 2023, the Salinas City Council held a duly noticed public hearing to consider proposed amendments Salinas Municipal Airport Rates and Fees Schedule; and

WHEREAS, pursuant to City of Salinas Resolution No. 19296, it was resolved by the Salinas City Council that the Salinas Municipal Airport Rates and Fees shall be increased annually as recommended by City Staff; and

WHEREAS, the City Council has determined that it is essential to support a process of adjusting Airport Rates and Fees to ensure that the Airport Enterprise Fund remains viable; and

WHEREAS, at the March 23, 2023, Airport Commission Meeting, the Airport Commission recommended that the City Council approve the 2023 Airport Rates and Fees Schedule.

NOW, THEREFORE, be it resolved by the City Council of Salinas that the attached Airport Rates and Fees Schedule to this resolution is hereby adopted as the schedule of rates and fees for the Salinas Municipal Airport and will become effective August 1, 2023; and

BE IT FURTHER RESOLVED that the schedule of rates and fees hereby adopted pursuant to this resolution shall be increased annually as recommended by City staff and the Salinas Airport Commission and approved by the Salinas City Council.

PASSED AND APPROVED this 13th day of June, 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



City of Salinas

Salinas Municipal Airport • 30 Mortensen Avenue • Salinas, California 93905
(831) 758-7214 • www.ci.salinas.ca.us

SALINAS MUNICIPAL AIRPORT AIRPORT RATES AND FEES

Proposed for July 1, 2023

AIRPORT STORAGE HANGARS

Proposed 23-24

Group 1

A - End room	\$104.00
A - T Hangar	\$208.00
B - End room	\$104.00
B - T Hangar	\$208.00
C - End room	\$110.00
C - T Hangar	\$222.00

Group 2

K - End room	\$141.00
K - T-Hangar	\$284.00
L - End room	\$141.00
L - T- Hangar	\$284.00
M - End room	\$120.00
M - T Hangar	\$238.00
O - End room	\$147.00
O - T-Hangar	\$296.00
Q - End room	\$155.00
Q - T-Hangar	\$304.00
S - End room	\$170.00
S - T Hangar	\$340.00
T - End room	\$170.00
T - T Hangar	\$340.00

Group 3

N - 1	\$763.00
N - 2-8	\$566.00

Group 4

D - T-Hangar	\$184.00
E - End Room	\$97.00
E - T Hangar	\$190.00
Portable	\$150.00



City of Salinas

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Executive

R1	\$1,775.00
R2-5	\$1,656.00
R6	\$847.00
R7-10	\$676.00

T-Shelter/Storage

G - Covered	\$90.00
H1	\$832.00
H2	\$353.00
H3	\$349.00
H4	\$727.00
H5	\$333.00
H6	\$451.00
H7	\$555.00

AIRPORT STORAGE HANGAR REFUSE FEE

Monthly Fee \$3.50

AIRPORT STORAGE HANGAR NON-AERONAUTICAL USE

Non-Aeronautical Use Surcharge Unit Rate +40%

AIRPORT STORAGE HANGAR FEE FOR NON-AIRWORTHY AIRCRAFT

1 st year	Unit Rate +20%
2 nd year	Unit Rate +30%
3 rd year	Unit Rate +40%

AIRCRAFT PARKING FEE

	<i>Daily</i>	<i>Monthly</i>
Single Engine	\$5.00	\$70.00
Twin Engine	\$10.00	\$110.00
Jet	\$50.00	\$600.00
Helicopter	\$10.00	\$61.00
Airship Mooring	\$100.00	\$1,100.00

TERMINAL OVERNIGHT VEHICLE PARKING FEE

Single Space	\$5.00
Double Space	\$10.00
Semi-Truck	\$30.00

LONG TERM VEHICLE STORAGE

\$100.00 per space per month



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AIRPORT ACCESS CONTROL

New Card/Replacement Card	\$40.00
Remote Control	\$60.00
Annual Renewal	\$40.00
Annual Access Code	\$400.00
City Locks (Lost/Replacement)	at-cost
Replacement/Additional Keys	at-cost

FUEL FLOWAGE FEE PER GALLON

100LL	\$0.10
Jet A	\$0.13
Quart of Oil	\$0.10

HANGAR WAITLIST

Waitlist Fee	\$50.00
--------------	---------

HAZARDOUS MATERIAL DISPOSAL

Disposal Fee	Cost +15%
Material replacement	Cost +15%

REFUGE DISPOSAL

Disposal Fee	Cost +15%
--------------	-----------

SPECIAL EVENT FEE

Negotiated at fair market value, industry evaluation, and or cost recovery

SPECIAL USE PERMIT

Permit Fee (Annually)	\$150.00
-----------------------	----------

Airport Hangar Market Study

	Box				T-HANGAR (Newer)				T-HANGAR (Old)				CORPORATE			
Airport/rate year	Unit ID	Sq/ft	Rent	Cost P/Sq'ft	Unit ID	Sq/ft	Rent	Cost P/Sq'ft	Unit ID	Sq/ft	Rent	Cost P/Sq'ft	Unit ID	Sq/ft	Rent	Cost P/Sq'ft
Salinas (Current Rate)	N	1800	\$520.00	\$0.29	K	1,066	\$261.00	0.24	M	1,008	\$219.00	\$0.22	R (2-5)	3,660	\$1,522.00	0.42
Salinas (Proposed)	N	1800	\$582.00	\$0.32	K	1,066	\$292.00	0.27	M	1,008	\$245.00	\$0.24	R (2-5)	3,660	\$1,705.00	0.47
Hayward (21)	Sm. Exec.	2401	\$982.00	\$0.41	Large T	1,288	\$566.00	0.44	Stnd T	1058	\$455.00	\$0.43	Large Exec	3,600	\$1,483.00	0.41
Hollister (22)	Executive 1	2500	\$2,389.28	\$0.96	T Large	1,400	\$623.87	0.45	Sntd T	1000	\$438.55	\$0.44	Executive 2	3600	\$3,122.56	0.87
Livermore (22)	Rect. 45x40	1800	\$717.00	\$0.40	Large T	1,234	\$542.00	0.44	Med T	980	\$441.00	\$0.45	Large Exec	3,600	\$1,897.00	0.53
Reid Hill View (20)	H-4	1764	\$1,102.50	\$0.63	J-4	1,073	\$636.50	0.59	I-35	784	\$465.50	\$0.59	H-1	3,000	\$1,923.00	0.64
San Martin (20)	G-10	2029	\$1,578.50	\$0.78	G-3	1,113	\$797.00	0.72	H-3	915	\$655.00	\$0.72	G-8	2,973	\$2,494.50	0.84
Paso Robles (22)	C1	2500	\$600.00	\$0.24	126	1,400	\$475.00	0.34	121	1,200	\$425.00	\$0.35	D2	3,000	\$1,800.00	0.60
Watsonville (21)	M/L	2200	\$890.00	\$0.40	K	1,000	\$395.00	0.40	A-E	937.5	\$305.00	\$0.33	Corp	3,300	\$1,700.00	0.52
Highest Cost	Hollister	2500	\$2,389.28	\$0.96	San Martin	1,113	\$797.00	\$0.72	San Martin	915	\$655.00	\$0.72	Hollister	3,600	\$3,122.56	\$0.87
Average			\$1,105.16	\$0.52			\$540.92	\$0.46			\$428.76	\$0.44			\$2,015.63	\$0.61
Lowest Cost	Salinas	1800	\$520.00	\$0.29	Salinas	1,066	\$261.00	\$0.24	Salinas	1008	\$219.00	\$0.22	Hayward	3,600	\$1,483.00	0.41
Difference between Avg and Salinas			\$523.16	\$0.19			\$248.92	\$0.18			\$183.76	\$0.20			\$310.63	\$0.14



**SALINAS CITY COUNCIL
NOTICE OF PUBLIC HEARING**

JUNE 13, 2023, 4 P.M.

A public hearing will be held before the Salinas City Council on Tuesday, June 13, 2023, at 4:00 p.m. in the City Hall Rotunda, 200 Lincoln Avenue, Salinas, to consider authorizing adjustments to the Salinas Municipal Airport Rates and Fees Schedule effective July 1, 2023.

City meetings may be observed live at <https://salinas.legistar.com/Calendar.aspx>, on The Salinas Channel on YouTube at <https://www.youtube.com/user/thesalinaschannel>, or on Comcast Channel 25. If you wish to make a comment on a specific agenda item, please submit your comment via email by 2:00 P.M. on the day of the meeting to the City Clerk at PublicComment@ci.salinas.ca.us.

Additional information, including fee cost, may be obtained by contacting Brett Godown, Airport Manager, 758-7214, 342 Airport Blvd., Salinas 93905. Disability-related modification or accommodation, including auxiliary aids or services, may be requested by any person with a disability who requires a modification or accommodation in order to participate in any meetings for this project. Requests should be referred to the City Clerk's Office at (831) 758-7381 as soon as possible but by no later than 5 p. m. of the last business day prior to the scheduled meeting. Hearing impaired or TTY/TDD text telephone users may contact the City by dialing 711 for the California Relay Service (CRS) or by telephoning any other service provider's CRS telephone number.

CITY OF SALINAS
PATRICIA BARAJAS
Salinas City Clerk



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-416, Version: 1

Fiscal Year 2024 Operating and Capital Improvement Budgets and Annual Appropriations Limit

Approve a Resolution approving the Fiscal Year 2024 Proposed Operating Budget for the City of Salinas and Successor Agency to the former Salinas Redevelopment Agency; the Fiscal Year 2024 Capital Improvement Budget for the City of Salinas; and Resolution establishing the appropriations limit for fiscal year 2024 at \$310,220,680.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: FINANCE

FROM: STEVEN S. CARRIGAN, CITY MANAGER

BY: MARK ROBERTS, DIRECTOR OF FINANCE
DANIELLE CLAYTON, FINANCE MANAGEMENT ANALYST
ABE PEDROZA, FINANCE MANAGEMENT ANALYST
JIM PIA, ASSISTANT CITY MANAGER
DEPARTMENT DIRECTORS AND STAFF
FINANCE DEPARTMENT

TITLE: FISCAL YEAR 2024 OPERATING AND CAPITAL
IMPROVEMENT BUDGETS AND ANNUAL APPROPRIATIONS
LIMIT

RECOMMENDATION:

Staff recommends City Council approve resolutions adopting:

- 1) the Fiscal Year 2024 Proposed Operating Budget for the City of Salinas and Successor Agency to the former Salinas Redevelopment Agency;
- 2) the Fiscal Year 2024 Capital Improvement Budget for the City of Salinas; and
- 3) a resolution establishing the appropriations limit for fiscal year 2024 at \$310,220,680.

EXECUTIVE SUMMARY:

The operating and capital improvement budget transmittal letters summarize and highlight their respective budgets. The operating budget transmittal letter may be found on pages i-x of the Fiscal Year 2024 Proposed Operating Budget (PDF pages 13-22). The capital improvement budget transmittal letter may be found on pages i-v of the Fiscal Year 2024 Capital Improvement Budget (PDF pages 5-9).

STRATEGIC PLAN INITIATIVES:

The proposed budgets promote and support all of the Council’s Strategic Plan goals: Economic Development, Housing and Affordable Housing, Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors, and Effective and Culturally Responsive Government.

DEPARTMENTAL COORDINATION:

Development of the budget is a City-wide collaborative effort involving Salinas residents and all City departments.

FISCAL AND SUSTAINABILITY IMPACT:

Below are the summarized totals of the proposed fiscal year 2024 City of Salinas budget.

Operating Budget:	
General Funds	\$ 146,843,146
Other Operating Funds	<u>70,177,032</u>
Total Operating Budget	217,020,178
Capital & VRF Budget	<u>31,417,810</u>
Total City Budget	<u><u>\$ 248,437,988</u></u>

The proposed fiscal year 2024 City of Salinas budget is balanced.

ATTACHMENTS:

1. Fiscal Year 2024 Proposed Operating Budget
2. Fiscal Year 2024 Recommended Capital Improvement Budget
3. Resolutions
4. Measure E Comments
5. Measure G Comments



CITY OF SALINAS, CALIFORNIA

PROPOSED OPERATING BUDGET

FISCAL YEAR 2024



CITY OF SALINAS
PROPOSED OPERATING BUDGET
Fiscal Year 2024



KIMBLEY CRAIG
Mayor



CARLA VIVIANA GONZÁLEZ
Councilmember
District 1



TONY BARRERA
Councilmember
District 2



STEVE MCSHANE
Councilmember
District 3



ORLANDO OSORNIO
Councilmember
District 4



ANDREW SANDOVAL
Councilmember
District 5



ANTHONY ROCHA
Councilmember
District 6

STEVEN S. CARRIGAN
City Manager

CHRISTOPHER A. CALLIHAN
City Attorney

KRISTAN LUNDQUIST
Library and Community Services Director

ROBERTO FILICE
Police Chief

SAMUEL KLEMEK
Fire Chief

JIM PIA
Assistant City Manager

MARINA HORTA-GALLEGOS
Human Resources Director

DAVID JACOBS
Public Works Director

LISA BRINTON
Community Development Director

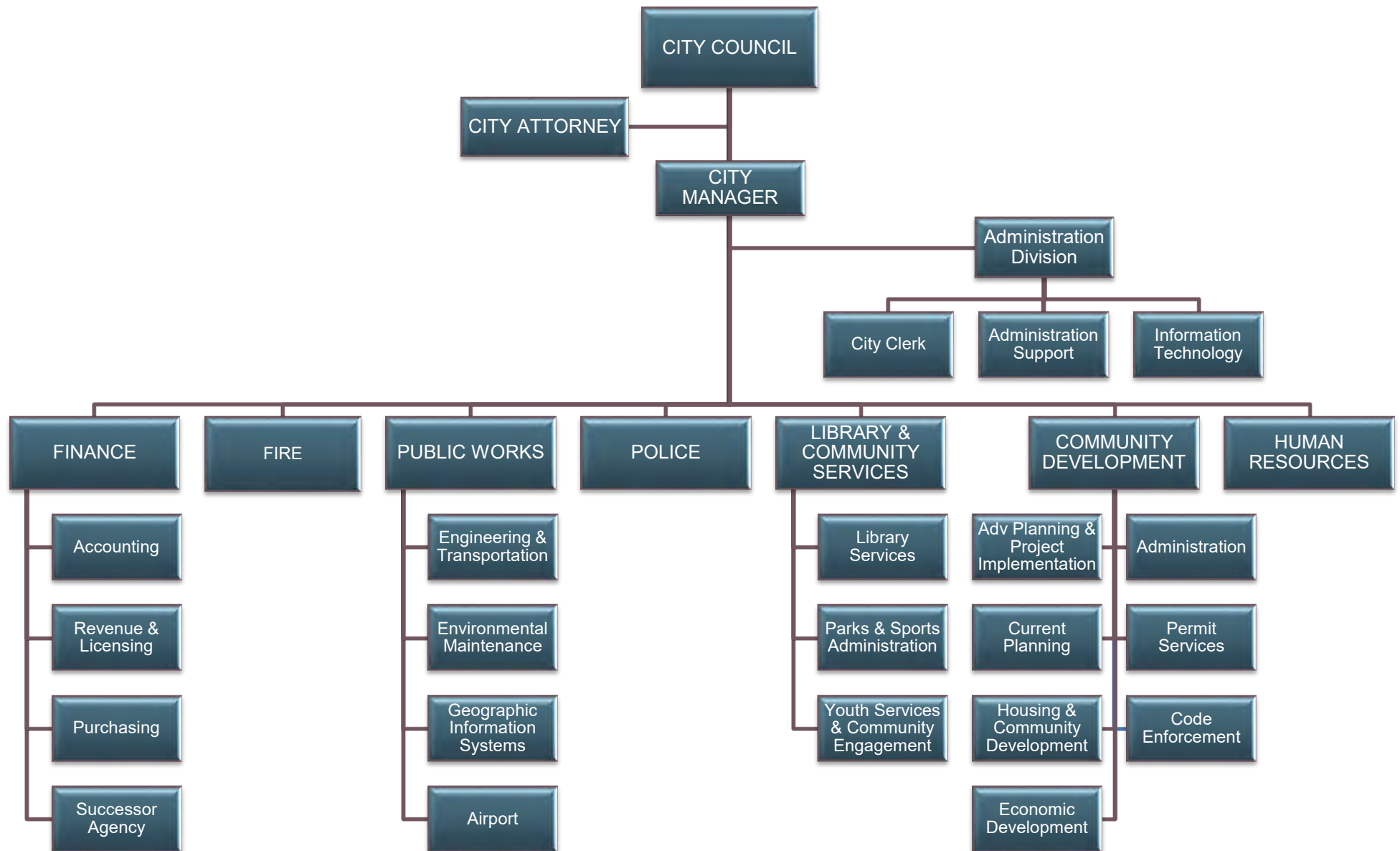
MARK ROBERTS
Director of Finance



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CITY OF SALINAS

Organizational Chart





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City of Salinas

FINANCE DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901

(831) 758-7420 • (831) 758-7937 (Fax) • www.ci.salinas.ca.us

June 13, 2023

Honorable Mayor and City Council of the City of Salinas:

It is my privilege to present the Fiscal Year 2024 Proposed Operating Budget.

Executive Summary

As the City Manager, I continually seek to listen and understand the priorities of the community and work with the City Council, staff, and the community to prepare a budget that invests in what matters most as we recover from the pandemic. This fiscal year 2024 budget has incorporated input my staff and I have received, and I believe this is a very good budget proposal. It is a budget that celebrates the Alisal through \$1.0 million of Measure G funding for the Alisal Vibrancy Plan and \$16.5 million over the next 6 years. The City continues deploying approximately \$7.5 million of Measure X, SB1, and Gas Tax funding for maintaining and improving the City's roads and sidewalks. This proposed budget includes important reorganizations of certain departments and divisions as an investment toward better service to the community. This budget maintains our existing service levels for all departments but makes strategic increases on priority investments.

Budget Summary

Operating Budget:

General Funds	\$ 146,843,146
Other Operating Funds	<u>70,177,032</u>
Total Operating Budget	217,020,178
Capital & VRF Budget	<u>31,417,810</u>
Total City Budget	<u>\$ 248,437,988</u>

As shown in the table above, the City's proposed fiscal year 2024 General Fund, Measure E Fund and Measure G Fund operating budget totals \$146,843,146. The remainder of the budget includes special revenue funds, internal services, enterprise operations, assessment and maintenance districts, grants, agencies, and debt service funds totaling \$70,177,032 and the Capital Improvement and Vehicle Replacement Budget totaling \$31,417,810. The total City Budget is \$248,437,988.

City Council Goals & Objectives and Community Outreach

The City budget is developed in alignment with the City Council Strategic Plan with Goals and Objectives for 2022-2025. The budget was also developed with feedback from extensive

community outreach, including four budget meetings, an online survey, and dozens of “pop-up” discussions with residents in various locations.

Budget Process

The fiscal year 2024 budget process began in December upon the release of an online budget survey to the community and continued through the spring with community budget meetings. Additionally, in February, staff began working on the Capital Improvement Budget. Budget instructions and budget packets were distributed to each department, which included a budget calendar, organizational charts, prior year department budget narratives and a template for performance measures. Department staff received refresher training and instruction on how to enter and use the New World budget system. In April 2023, staff reviewed and projected the revenue forecast. Individual departmental budget meetings were conducted with the Director of Finance during March and April, followed by meetings between Finance staff and the City Manager, and an Executive team meeting. Staff presented the CIP and operating budgets to City Council on May 23, 2023.

Fiscal Outlook and Sustainability – General Funds

The City’s underlying structural deficit has improved and requires constant monitoring. The main reason for the structural deficit, where the expenditure growth exceeds the revenue growth continually each year, is a result of the compensation costs growing faster than the projected revenue. Controlling the main cost drivers of wages, pension, unfunded accrued liability, health insurance, and workers’ compensation continues to be the key to managing this projected problem. Additionally, the state of the nation, state and local economy, and any recessionary factors, will have an affect on future budgets. The City has been implementing the Salinas Plan and is achieving results that are helping eliminate the long-term structural deficit, such as eliminating flex and management leave, and changes in employee health cost sharing for all bargaining units.

The Salinas Plan and Fiscal Sustainability

The Salinas Plan is a Ten-Year Plan designed to provide the City with a path toward maintaining a long-term balanced budget while preserving City services and addressing the affordable housing crisis. The plan provided thirty-two recommended initiatives. The thirty-two recommended initiatives are now in various stages of progress. An important refresh of the Salinas Plan was recently completed and is described in more detail in the corresponding section of this document.

State Budget and Local Impacts

Governor Gavin Newsom released his revised 2023-24 State Budget proposal on May 12, 2023. The revised budget included \$224.1 billion in General Fund spending, \$79.5 billion from special funds, and \$2.9 billion from bond funds. No adverse impacts on local government are expected.

Revenue Assumptions

The City’s fiscal year 2024 proposed budget is built using economic assumptions to estimate revenue. Staff uses a variety of sources to determine revenue assumptions including the

Monterey County Assessor's office, HdL, Coren & Cone (the City's property tax auditors and sales tax consultants/auditors), the State Controller's Office, the State Board of Equalization, and other sources as appropriate. Assumptions for the major General Fund revenue sources are:

- Property Tax and Property Tax in Lieu of VLF
 - Assumes 5.7% growth from last year's fiscal year 2024 adopted budget based on current trends and factoring in the Monterey County Assessor estimates.
- Sales & Use and Transactions & Use (Measures E & G) Taxes
 - Assumes 3.6% increase from the prior year adopted budget largely based on current year performance and projected economic trends.
- Utility Users Tax
 - Assumes 0.8% increase to the prior year adopted budget.
- Franchise Fees
 - Assumes 8.4% increase to the prior year adopted budget.
- Business License Tax
 - Assumes 1.8% increase from the prior year adopted budget largely based on current year performance and projected trends.

Major Revenue Summary

Ninety percent of the City's general fund (combined General, Measure E & Measure G Funds) revenue comes from the five revenue sources listed above. Seventy – four percent of revenue comes from two major revenue sources: property tax and sales tax (including Measure E and Measure G revenues); while approximately sixteen percent comes from utility users taxes, franchise fees, and business license tax.

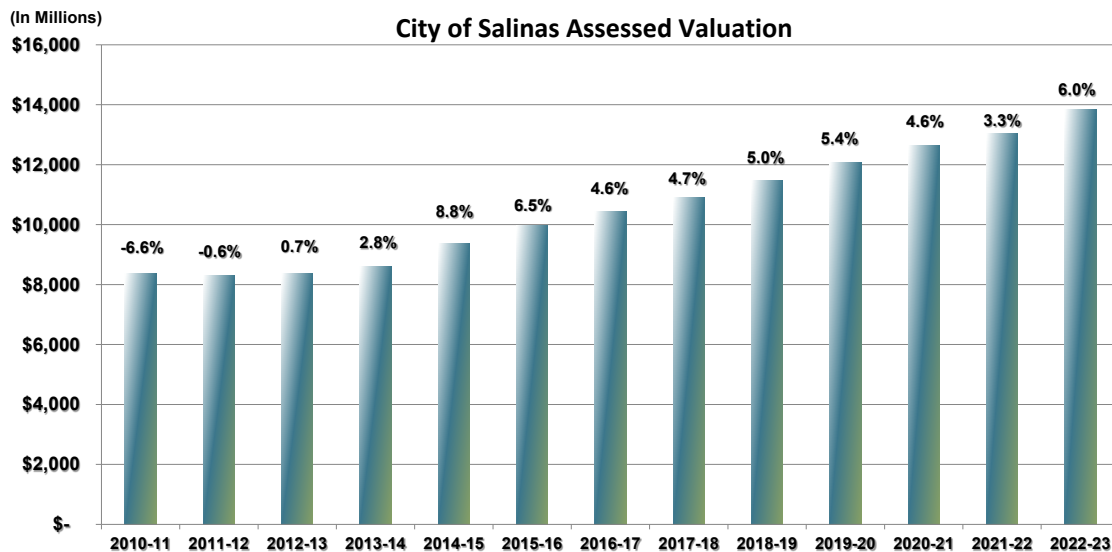
Fiscal year 2024 general funds revenue estimates total \$172,861,750. The major revenue categories are classified and discussed below:

General Funds				
	FY 24	FY 23	\$	%
	Proposed	Adopted	Difference	Difference
Sales & Use Tax	\$38,700,000	\$37,570,000	\$1,130,000	3.0%
Transaction & Use Tax	51,300,000	49,269,000	2,031,000	4.1%
Property Tax	21,540,500	20,172,046	1,368,454	6.8%
Property Tax In Lieu of VLF	16,300,000	15,620,539	679,461	4.3%
Utility Users Tax	12,000,000	11,900,000	100,000	0.8%
Franchise Fees	10,335,000	9,535,000	800,000	8.4%
Business License Tax	5,800,000	5,700,000	100,000	1.8%
Other Revenues	16,886,250	14,966,400	1,919,850	12.8%
Total	\$172,861,750	\$164,732,985	\$8,128,765	4.9%

FY 24 Estimated Revenue

Property Tax

The amount of property tax the City receives is determined based on growth and declines in property values. The City's historical property assessed value growth/declines for property tax collections are shown in the graph below:



Source: Monterey County Tax Assessors - Tax Rate Books.

The City's annual property tax is estimated to increase by \$1.4 million or 6.8% from the prior year.

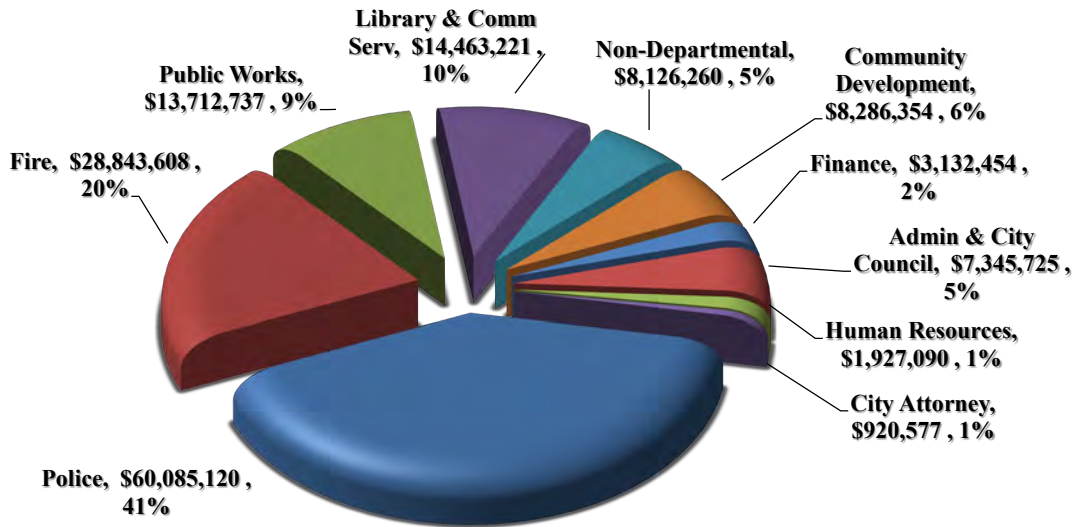
General Fund Sales Tax, Measure E & Measure G

The City's share of the 7.5% sales & use tax collected on retail sales is one percent (1.0%), which is credited to the General Fund. The City also receives revenues from a 0.5% transaction & use tax approved by Salinas' voters in November 2005 and extended with no sunset in November 2012. These revenues are accounted for separately in the Measure E Fund, so named for the ballot measure approving/extending the tax. On November 4, 2014, voters approved a one cent transaction & use tax similarly referred to as "Measure G" for the ballot measure approving it, proceeds of which are reported in the Measure G Fund.

HdL, the City's sales tax consultants/auditors, and their partnership with Beacon Economics, have evaluated trends in each sector and national and economic drivers. Staff is estimating an 3.6% increase when comparing to the fiscal year 2023 adopted budget. Fiscal year 2024 General Fund sales tax revenue is estimated to be \$38,700,000, Measure E revenue is estimated at \$17,100,000, and Measure G at \$34,200,000.

General Funds Expenditures

The combined fiscal year 2024 general funds preliminary operating budget totals \$146,843,146, a 9.8% increase from last year's adopted total of \$133,738,207. Police and Fire expenditures represent 60.6% of the operating budget. The proposed fiscal year 2024 General, Measure E and G Funds operating budget, by department activity is as follows:



The changes from prior year's adopted budget are shown in the following table.

Department	FY 24 Proposed Budget	FY 23 Adopted Budget	%	Change	% Change
Admin & City Council	\$ 7,345,725	\$ 2,237,178	5.0%	\$ 5,108,547	228.3%
City Attorney	920,577	1,026,003	0.6%	(105,426)	-10.3%
Community Development	8,286,354	6,385,360	5.6%	1,900,994	29.8%
Finance	3,132,454	5,548,589	2.1%	(2,416,135)	-43.5%
Fire	28,843,608	27,895,447	19.6%	948,161	3.4%
Human Resources	1,927,090	1,726,279	1.3%	200,811	11.6%
Non Departmental	8,126,260	6,197,310	5.5%	1,928,950	31.1%
Police	60,085,120	57,452,491	40.9%	2,632,629	4.6%
Public Works	13,712,737	11,783,688	9.3%	1,929,049	16.4%
Library and Comm. Svcs.	14,463,221	13,485,862	9.8%	977,359	7.2%
Total Exp. Budget	\$ 146,843,146	\$ 133,738,207	100.0%	\$ 13,104,939	9.8%

Personnel costs, 77.1% of the budget, continue to increase in all departments with the main cost drivers including salaries, retirement, health insurance, and workers compensation. Rising costs of services and supplies are seen amongst most of the divisions and account for a large portion of increases.

Measure E

Measure E expenditure budget totals \$13,525,058. The total revenue budget is estimated at \$17,350,000 (includes investment earnings), which is a \$0.9 million increase from last year.

Compared to the prior year adopted budget, the total expenditure budget increased by \$670,454 as shown in the following table.

Measure E **FY 24 Operating Budget**

Department	FY 24 Proposed Budget	FY 23 Adopted Budget	%	Change	% Change
Administration	\$ 58,000	\$ -	0.4%	\$ 58,000	0.0%
Finance	8,000	63,000	0.1%	(55,000)	-87.3%
Fire	-	44,293	0.0%	(44,293)	-100.0%
Non Departmental	250,000	171,700	1.8%	78,300	45.6%
Police	4,409,331	4,347,419	32.6%	61,912	1.4%
Library and Comm. Svcs.	8,799,727	8,228,192	65.1%	571,535	6.9%
Total Exp. Budget	<u>\$ 13,525,058</u>	<u>\$ 12,854,604</u>	<u>100.0%</u>	<u>\$ 670,454</u>	<u>5.2%</u>

The number of positions funded by the Measure E proposed budget for fiscal year 2024 are summarized as follows:

Police	21.0
Parks & Recreation	16.0
Youth Serv. & Com. Engagement	2.0
Library	<u>41.0</u>
Total Positions	<u>80.0</u>

Please see the Measure E section of this Operating Budget document for more details on Measure E.

Measure G

On May 20, 2023, the Measure G Committee met and received a presentation from staff on the budget proposal.

Fiscal year Measure G revenue is estimated to be \$34,625,000 (includes investment earnings). This represents a \$1,671,000, or 5.1% increase from the adopted fiscal year 2023 revenue budget of \$32,954,000. The fiscal year 2024 budget includes \$9,385,000 in capital improvement projects, \$7,159,620 in transfers out to mainly fund the new Public Safety Building debt service and internal service charges, and a \$24,117,782 operating budget. The CIP includes such projects as the Alisal Vibrancy Plan, soccer field at Cesar Chavez Park, facilities ADA improvements, Northgate Dog Park, and streets/sidewalk improvements.

The details of the proposed capital projects are in the capital improvement budget document for fiscal year 2024.

Measure G
FY 24 Operating Budget

Department	FY 24 Proposed Budget	FY 23 Adopted Budget	%	Change	% Change
Administration	\$ 681,419	\$ 318,179	2.8%	\$ 363,240	114.2%
Community Development	2,427,600	1,540,611	10.1%	886,989	57.6%
Finance	277,366	610,200	1.2%	(332,834)	-54.5%
Fire	1,907,341	2,303,041	7.9%	(395,700)	-17.2%
Human Resources	185,020	177,299	0.8%	7,721	4.4%
Police	6,319,012	5,510,523	26.2%	808,489	14.7%
Public Works	6,936,280	5,577,715	28.8%	1,358,565	24.4%
Library and Comm. Svcs.	5,383,744	5,257,670	22.3%	126,074	2.4%
Total Exp. Budget	<u>\$ 24,117,782</u>	<u>\$ 21,295,238</u>	<u>100.0%</u>	<u>\$ 2,822,544</u>	<u>13.3%</u>

The number of positions funded by the Measure G proposed budget for fiscal year 2024 are summarized as follows:

Police - Sworn	12.0
Police - Non-Sworn Support	17.0
Fire - Sworn	7.6
Fire - Non-Sworn Support	1.0
Community Development	10.0
Public Works	36.3
Recreation	16.0
Information Technology	2.0
Finance	2.0
Human Resources	1.0
Administration	<u>2.0</u>
Total Positions	<u><u>106.9</u></u>

Please see the Measure G section of this Operating Budget document for more details on Measure G.

Pension Programs

Most California cities participate in the California Public Employees' Retirement System (CalPERS) retirement program. The cost of providing retirement benefits to employees remains a challenge to cities. Retirement costs represent 22% of total personnel costs.

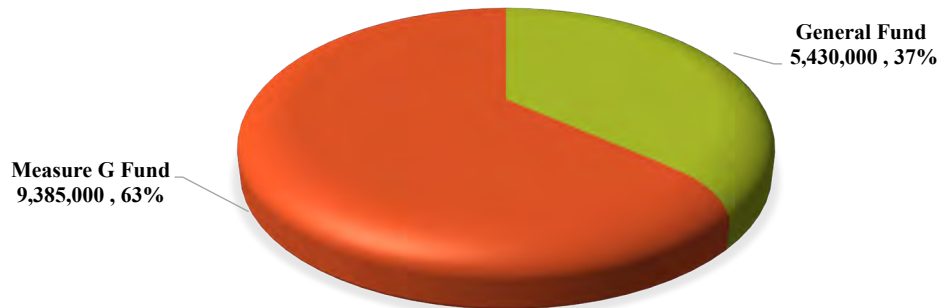
Under the Governor's pension reform law called Public Employees' Pension Reform Act of 2013 (PEPRA), new employees began to pay 50% of the normal costs of the pension. Existing city employees or new employees that have been active members in CalPERS (without separation for more than six months) continue to pay under the existing rates. City Public Safety – Police and Fire employees pay twelve (12%) percent of base salary into CalPERS, which was phased in from nine (9%); non-public safety employees pay seven (7%) percent. Under the PEPRA law, the retirement formula is 2% at 62 for non-public safety employees and 2.7% at 57 for safety employees. The City has negotiated other formulas for safety employees.

Additionally, CalPERS applies a discount rate when computing City funding obligations under the program. This is the long-term interest rate used to fund future pension benefits, and is also known as the assumed rate of return on investments. The lower the percentage, the more cities pay. It now stands at 6.8%, down from 7.5% as recently as 2018.

Capital Improvement Program

The Capital Improvement Budget includes a number of general funds investments. Recommended General Fund items total \$5,430,000 and Measure G Fund items are \$9,385,000.

General Funds CIP Budget Projects



General Fund CIP Budget Projects

Department	Project	Project Name	FY 24 Proposed
30 - Comm Dev	9001	Permanent Homeless Shelter	\$ 930,000
	9070	Chinatown Revitalization Plan & Impleme	500,000
	9087	65 W. Alisal Improvements	150,000
	9125	Chinatown Navigation Center Sprung She	900,000
	9136	ED Element Implementation	100,000
30 - Comm Dev Total			2,580,000
45 - Fire	9626	Fire Station 7	150,000
	9984	Fire Training Tower Maint & Temp Area	100,000
45 - Fire Total			250,000
50 - Public Works	9612	City Hall & PW Yard Improvements	200,000
	9720	Sidewalk & Drainage Repairs	1,000,000
50 - Public Works Total			1,200,000
55 - Recreation	9191	Rec Center Repairs/Improvements	125,000
	9943	Aquatic Center Improvements	125,000
55 - Recreation Total			250,000
60 - Library	9969	Steinbeck & Chavez Roof Repl/Repair	1,150,000
60 - Library Total			1,150,000
Grand Total			\$ 5,430,000

Measure G Fund CIP Budget Projects

Department	Project	Project Name	FY 24 Proposed
30 - Comm Dev	9246	Alisal Vibrancy Plan	\$ 1,040,000
30 - Comm Dev Total			1,040,000
50 - Public Works	9005	Soccer Field Cesar Chavez Park	250,000
	9217	Facilities ADA Transition Plan & Imp	20,000
	9720	Sidewalk & Drainage Repairs	2,000,000
	9981	Street Preventative Maintenance	6,000,000
50 - Public Works Total			8,270,000
55 - Recreation	9366	Northgate Dog Park	75,000
55 - Recreation Total			75,000
Grand Total			\$ 9,385,000

The CIP is contained in a separate document and provides detailed information for each capital project included in the fiscal year 2024 Capital Improvement Budget and Capital Improvement Program (fiscal year 2025 through 29).

Reserves

During fiscal year 2022, the City Council approved amendment of the City's financial policies, including establishment of several new reserves, and initial funding of the reserves. Amongst the new reserves is the General Funds Economic Contingency Reserves, for which the minimum target levels are twelve percent (12%) of a single year's budgeted operating expenditures and non-capital transfers of the respective funds. The Council authorized funding of these reserves at their full minimum target levels.

Conclusion

I would like to thank the City Council for its leadership in working together on this budget, in prioritizing what matters most to the Salinas community, in particular with identification of the 2022-2025 strategic plan goals that are vital for our community. I would also like to recognize the City of Salinas staff for their dedication to this organization. Lastly, I would like to thank the employees in the Finance Department who tirelessly worked on the budget documents, as well as all other staff who made contributions to its completion.

Sincerely,

A handwritten signature in blue ink, appearing to read 'S. Carrigan', with a stylized, flowing script.

Steven S. Carrigan
City Manager

COMMUNITY PROFILE



HISTORY

The name Salinas means “salt marsh” in Spanish. The City got this name because at that time there was a large slough that ran through the area. In the mid-1800s, Salinas' agricultural industry began to grow. In 1867, several local businessmen laid-out a town plan and enticed the Southern Pacific Railroad to build its tracks through Salinas City.

Agriculture continued as the area's major industry and today, the Salinas Valley is known as "The Salad Bowl of the World".

The City of Salinas was incorporated as a charter city on March 4, 1874 providing all typical City services: Public Safety (police and fire), Public Works (engineering & transportation, and environmental & maintenance services), Community Development (permit services and planning), Library and Community Services (parks & community services, and library), and General Administrative Services. Business-type City services include: a Municipal Airport, Industrial Waste System, Golf (two municipal golf courses), Sanitary Sewer and Storm Drain Systems, Water Utility, Preferential, Downtown Parking District and Permit Services. The State Department of Finance reports the City's population at 161,784, as of January 1, 2018. The City employs about 597 persons on a full time basis.

CITY GOVERNMENT

The City of Salinas operates under the Council-Manager form of government. The City Council is governed by a six-member Council elected by districts for four-year alternating terms and a Mayor elected at large for a two-year term. The City Council acts as the legislative and policy-making body. Council appoints the City Manager and awards the contract for City Attorney services. The City Manager is the chief administrator and is responsible for implementing the policies and priorities of the City Council. Our current City Hall was built in 1964 and an addition was constructed in 1975. Our old City Hall no longer exists, but

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we have some records of the building dating back to 1907. It was demolished shortly after our current City Hall was opened in 1964.

ECONOMY

Salinas is a global AgTech hub located in the backyard of internationally renowned technology epicenter, Silicon Valley. From the perspective of native son and iconic American author John Steinbeck to the pioneering problem solving that led to the invention of iceberg lettuce and bagged salad, Salinas has a global reputation as a city where agriculture, technology and innovation converge and blossom. Although agriculture is the foundation of the local economy, more than 100 manufacturing firms call Salinas home. Some of the largest employers in the area include: Dole Fresh Vegetable, the County of Monterey and Salinas Valley Memorial Hospital.

HOUSING

Salinas is a community of neighborhoods with a wide variety of housing options. With Victorians and the historic Spanish influence, Salinas provides renters and homebuyers a housing assortment, from modest cottages and modern townhouses to spacious "rancheros" nestled in the oak-dotted countryside.

Newer developments provide attractive and imaginative tract homes and condominiums along side the many modern homes in well-established neighborhoods. Newcomers and longtime residents will find a neighborhood to their liking, regardless of whether they are looking for something larger to accommodate a growing family, or simply want to find smaller quarters for their retirement years.

Salinas offers approximately 46,523 housing units of which 23,620 are detached single family residences, 2,687 are attached single family residences, 3,838 two to four unit multifamily complexes, 14,928 apartment units, and 1,450 mobile homes. The residential vacancy rate is approximately 4.1% at any time during the year.

TRANSPORTATION

The City of Salinas is the county seat of Monterey County and is located in the Central Coast region of California, 17 miles inland from the Monterey Bay, 325 miles north of Los Angeles and 106 miles south of San Francisco.

Air

The Salinas Municipal Airport serves the City as an element of the national transportation system. It is also an economic development asset and serves as an employment center with over twenty businesses providing jobs. The Municipal Airport has a 6,000-foot and 5,000-foot lighted runways. Commercial airlines serve at the nearby, Monterey Peninsula Airport.

Bus

Monterey-Salinas Transit (MST) operates local bus service; Monterey-Salinas Airbus offers connections to San Jose and San Francisco airports; Greyhound offers service to all major cities from the Intermodal Transportation Center.

Highways

The major north-south freeway, US-101, bisects Salinas. State highways 68 and 183 connect with scenic Highway 1 accessing the Monterey Peninsula and surrounding cities.

Rail

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Union Pacific's main line has daily Amtrak service which runs through Salinas; with a stop at the new Intermodal Transportation Center.

SCHOOLS

Salinas is served by three elementary school districts, a unified high school district and several private schools at both the primary and secondary level. Hartnell College, a State Community College, offers two-year degrees and occupational certificate programs. California State University Monterey Bay is located less than 15 miles away on the former Fort Ord site but has strong local presence with their branch located on North Main Street. Graduate studies through Golden Gate University, Monterey Institute of International Studies and Chapman College are available nearby. Also in the area are Moss Landing Marine Laboratory, Monterey College of Law, Stanford University's Hopkins Marine Station and San Jose State University.

COMMUNITY SERVICES

Salinas has extensive health and medical services with two of Monterey County's four hospitals located within the City. Natividad Medical Center recognized as a Medical Center Level II Trauma Center serving the Central Coast. Salinas also offers skilled nursing and convalescent homes and residential retirement facilities for seniors, as well as over 210 practicing physicians.

Fire protection and basic and advanced life support are provided by the City's full-service Fire Department. Advanced life support services are provided by the Fire Department's paramedic program with partial funding being provided from a countywide ambulance contract. The City of Salinas has a well-equipped, fully staffed Police Department and receives additional support, as required, from the Monterey County Sheriff's Office.

The City's moderate climate encourages year-round use of its 550 plus acres of municipal parks, which include golf courses, tennis courts and swimming pools. The Salinas Community Center regularly hosts symphonies, ballets, concerts and conventions. Salinas is host to the annual Steinbeck Festival, the California Rodeo, and the California International Airshow. Salinas has a modern California Sports Complex and the National Steinbeck Center. Surrounding Salinas are diverse recreational opportunities including beautiful beaches and the world-famed golf courses of the Monterey Bay Peninsula.

As the retail hub of the Central Coast, Salinas enjoys a wide selection and diversity in its stores. Northridge Shopping Center contains over 120 specialty shops and four major department stores – Macy's, Sears, J.C. Penney and Best Buy. Harden Ranch Plaza includes a Super Wal-Mart, Target, Safeway, specialty stores, restaurants, and banking institutions and future site of a Lowe's Home Center. The Westridge Shopping Center is home to Costco, a second Wal-Mart store, Office Max, Dick's Sporting Goods and a variety of national chain restaurants. The Salinas Auto Center houses nine local dealers. In October 2007, Home Depot moved its operations from Harden Ranch Plaza to the Auto Center area to join Kohl's and other specialty stores. A new Lows opened this last year in the future growth area in the northern part of the City. Additionally, Salinas' location allows quick access to the Monterey Peninsula, as well as the San Jose area.

The City utilizes various Boards and Commissions in the conduct of its affairs. Commissions established by City Ordinance are:

- Airport Commission
- Recreation-Parks Commission
- Library Commission
- Traffic and Transportation Commission

COMMUNITY PROFILE

- Planning Commission
- Youth Commission
- Measure E Committee
- Measure G Committee

Boards and committees established by Resolution of the City Council are:

- Police Community Advisory Committee
- Animal Services Committee
- Finance Committee
- Design Review Board
- Board of Appeals
- Grievance Advisory Board
- Historic Resources Board

BUDGET GUIDE

BUDGET GUIDE

The budget represents the City's work plan in support of City Council goals and policies. It is the City's fundamental policy document, annual financial plan and operations guide expressed in dollars and staff resources. In addition, it informs the public about the City's financial strategies and provides the documentation needed for other financial matters, such as audits, loans and grants.

A sustainable budget allocates limited available resources to the provision of programs, services or projects in support of community needs and expectations, without compromising the long-term financial health of the City. It balances city resources with community priorities and requirements. A budget serves the following purposes:

- Public communication device
- Establishes annual goals and objectives to meet community priorities
- Policy document
- Resource allocation tool
- Spending plan
- Accountability document
- Management tool
- Grants authority to city staff

The annual operating budget is a financial plan for a specific period of time. Salinas prepares a one-year operating budget and a six-year capital improvement budget plan. The operating budget is adopted by Council and implemented by staff. For the City of Salinas, the City's fiscal year starts on July 1st and end on June 30th.

DOCUMENT ORGANIZATION

The following section briefly describes the components that comprise the budget document.

Letter of Transmittal

In the transmittal letter to the City Council and Salinas' citizens, the City Manager summarizes the operating budget for the next Fiscal Year (FY) 2024. It outlines strategies and objectives for the fiscal years and highlights the most critical issues facing the City.

Community Profile and Budget Guide

This is the current section, and it contains a variety of information about the City of Salinas, its history, government, housing, economy, transportation, schools and community services. The budget guide section is an important tool in understanding the budget. Long-term financial strategies and budget policies that provide guidance to city staff are identified. In addition, this section describes the structure of city finances, including financial objectives reporting requirements, reserve descriptions, appropriation control, debt management, and management responsibilities. A brief summary of the annual budget process and a glossary of budget terminology are also included to aid the reader.

Summaries & Schedules

Local government budgets are organized or separated into various funds in order to account for revenues, which are restricted by law as to how they may be spent. Each fund functions like a separate bank account targeted to a specific purpose or purposes and the City's budget is financed by these different funds. This section of the budget presents the Fund Balances, Reserves, Interfund Transfers, Expenditures by Category, a summary schedules of revenues by fund that includes actual revenues for FY 2021 and FY 2022 and estimates for FY 2023 and FY 2024, and Administrative Overhead Rates. Also contained here

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is the summary of the total full-time workforce budgeted for the next year with historical changes in staffing over time.

Salinas Plan

This section provides information regarding the implementation and status of the Salinas Plan, a Ten-Year Plan designed to provide the City with a path toward maintaining a long-term balanced budget while preserving City services and addressing the affordable housing crisis.

Measure E Funds

This section provides historical information about the circumstances surrounding the conception and implementation of the Transaction and Use tax approved by Salinas' voters on November 2005. This section also includes summaries of the Measure E funds budgeted for Operating and Capital Projects for FY 2024 and a list of the number of positions funded during the same period.

Measure G Funds

This section provides historical information about the circumstances surrounding the conception and implementation of the Transaction and Use tax approved by Salinas' voters on November 2014. This section also includes summaries of the Measure G funds budgeted for Operating and Capital Projects for FY 2024 and a list of the number of positions funded during the same period.

Department Operating Budgets

Here you will find detailed information about each department, including department organizational charts, department and division descriptions including Purpose, Goals, Strategies and Objectives and Major Budget Changes for FY 2023, and a financial summary showing funding sources, actual expenditures from FY 2021 and FY 2022 and projected expenditures for FY 2023 and FY 2024.

The Capital Improvement Budget is issued in a separate document. Both of these documents are available to residents and interested parties for review at the City's website located at www.cityofsalinas.org.

Appendix

Included in this section are the Budget Resolution, Appropriations Limit, Detailed Workforce Schedules, a 10-year budget forecast per the Salinas Plan, information on the American Rescue Plan Act, and an overview of city's financial policies that include Accounting Policies, Reserve Policies, Administrative Fee Policies, Revenue Policies, Operating and Capital Improvement Budget Policies, Debt Policies, Assessment and Community Facilities Financing Policies, Landscape and Lighting Policies, Capital Asset Policies and Risk Management Policies. Also included are the chart of accounts, a fund type matrix, salary schedules, and more.

STRUCTURE OF THE CITY'S FINANCES

One way to view city finances is from the perspective of personal financial planning. It is good financial advice to take time each year to do some financial planning regardless of your personal circumstances. A portion of existing resources is used to pay for necessities (utilities, mortgage). Some of your projected income is used for maintenance needs on assets (car repair, plumbing problems). Yet another part of your income is set-aside for future use or anticipated costs (investment for retirement, buying a new car, insurance premiums, roof replacement, etc.).

A city is required to essentially complete the same type of financial planning. Salinas keeps track of its activities in self-balancing sets of accounts called "funds" which are the basic accounting and reporting components in governmental accounting. Funds are designed to demonstrate legal compliance and to aid financial management by segregating transactions related to certain government functions or activities.

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Some funds are established to track activities required by law (e.g. gas tax fund), some fulfill revenue requirements (CDBG), and still others demonstrate prudent administrative practices (such as self-insurance funds for General, workers' compensation and liability).

Budget years run in fiscal year cycles beginning July 1 and ending June 30. The City budget is approved and balanced by fund. The vast majority of these fund balance dollars are held for future expenses for several reasons. Special taxes, such as the gas tax, are restricted to specific services and must be carried forward for that purpose (in this case, street improvements). Other balances may result from legal requirements, such as payment of long-term debts for bonds.

The City maintains budgetary controls that ensure compliance with the budget approved by the City Council. All activities of the City are included in the annual appropriated budget. The legal level of budgetary control (that is, the level at which actual expenditures may not legally exceed the appropriated amount) is at the fund level, as authorized in the Annual Appropriations Resolution.

BASIS OF ACCOUNTING

Fund Accounting

The accounts of the City are organized on the basis of funds and account groups, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures or expenses, as appropriate. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled.

The budget is adopted consistent with generally accepted accounting principles. Revenues are recognized on the accrual basis (i.e., when they are earned). Expenditures are recorded when the related fund liability is incurred.

Base Budget: Each department is initially provided an annual appropriation sufficient to fund current service levels and any other costs the department is responsible for managing. This year's base budget involved implementing a zero-based budgeting model.

Carry Over: Unexpended funds from a fiscal year are known as carryover funds. The City Council's past practice is to allocate carryover funds pursuant to the City's adopted financial policies. The policy states "General Fund carryover balances shall be allocated to reserves in the following priority order: 1) Insurance Reserves, 2) Operating Budget Reserve and 3) Capital Improvement Program Reserve."

Long Range Financial Planning

The City has developed a five-year and ten-year forecasting model for operating revenues and expenditures. The City also produces a six-year capital improvements plan.

The Finance Department prepares initial Baseline Budget forecast and allows City Council and departments to focus on policy, program and work plan issues.

Reserves

The General Fund strives to maintain a contingency or prudent reserve, with a target of 8% of the General Fund Operating Budget.

Contingency Reserve Policy

The City Policy endeavors to maintain a contingency reserve for operations to help mitigate the effects of such unanticipated situations as (1) economic downturns, (2) loss of revenues to or imposition of additional costs by other governmental agencies, (3) variances in financial forecasting, and (4) natural disasters. The contingency reserve is funded at a level established by Council each June. All uses of the contingency reserve are approved by the City Council.

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Long Term Capital Debt

The City of Salinas uses long-term debt financing only for one-time capital improvement projects and unusual equipment purchases. Long-term capital debt complies with applicable federal and State regulations and is repaid over the legal life of the related asset or twenty years whichever is less. Financing is generally conducted on a competitive basis and the City seeks to maintain its current bond rating.

Investments and Cash Management

The City follows the practice of pooling and investing cash of all funds under its control to maximize the return in a safe and prudent manner while at the same time ensuring that the portfolio is sufficiently liquid to meet day-to-day cash needs. There is diversity in the types and maturity dates of investments, which are made in accordance with the California Government Code. The remaining final maturity on investments is limited to five years. Currently, the average life of our portfolio is generally about one year. An Investment Report is submitted to the City Council quarterly, which shows investment activity and the performance of the investment portfolio. The investment policy is reviewed and readopted annually by the City Council, as required by State law.

BUDGET PROCESS

The Salinas' City Council adopts the City of Salinas' annual operating budget no later than June 30 of each fiscal year. Beginning July 1st, the budget process allows the City of Salinas to make resource allocation decisions, including choices about staffing, technology, and equipment, as well as determining which program priorities will be addressed in the coming fiscal year. Although the City Council deliberates the proposed budget in June, the budget process occurs throughout the year. Staff begins in earnest each January based on projections of city revenues, costs associated with contractual obligations, assessment of city needs, and review of the City's overall financial position.

Financial information containing actual revenue receipts and expenditures trends is presented to the Finance Committee at least once every month. During the year, Council amends the budget with the approval of supplemental appropriations and reviews and amends the budget at mid-year and at year-end.

The budget is prepared by the City Manager and adopted by the City Council. The City Council approves operating appropriations at the department and fund level prior to July 1, each year and may amend the budget during the fiscal year. Budgetary control is maintained at the program level. Formal budgetary integration was employed as a management control device during the fiscal year for the General Fund, Special Revenue Funds, Debt Service Funds, Capital Projects Funds, Enterprise Funds and Internal Service Funds.

Budgets are legally adopted for all Governmental and Proprietary Fund Types. Fiduciary Funds and Agency Funds have no adopted budgets because the City is only required to make payments to the extent funds are available. Agency Fund budgets that are approved by their respective governing boards are recorded in the City's accounting system.

The City Manager may transfer budget appropriations between departments and Department Directors may transfer appropriations between programs and accounts within their individual departments and divisions, but only the Council may appropriate funds from reserves or fund balances.

Budget policy excludes the use of taxes, accounts receivable, interest receivable assets and long-term advances that are not currently available resources for budget purposes. Condemnation deposits are also excluded because they are returned upon right of way acquisition.

Expenditures may not legally exceed budgeted appropriations at the department level. Budgeted amounts shown are as originally adopted and as amended by the City Council during the year and reviews and amends the budget at mid-year and at year-end.

Appropriations lapse at fiscal year end to the extent they have not been expended. New budget appropriations are approved for the coming year. Project-length financial plans are adopted for all capital

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projects funds and appropriations are carried forward until project completion. Grant funds are carried forward until the grant expires.

Encumbrances represent commitments related to unperformed contracts for goods or services. Encumbrance accounting, under which purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of the applicable appropriation, is employed as an extension of formal budgetary integration in the governmental funds. Encumbrances outstanding at year-end are recorded as reservations of fund balance and do not constitute expenditures or liabilities because the commitments will be honored during the subsequent year.

From January through March, departments review their functional responsibilities and services and their current year budget objectives in light of any modifications in Council priorities or other direction to staff. These are considered in conjunction with projections of revenues and expenditures as the departments prepare their preliminary budget requests. Departments develop budgets, which reflect departmental goals and City Council priorities within budgetary constraints.

The City Manager reviews department budget requests in March-April. From these reviews, the budget parameters may be modified, and changes made to the preliminary budget for presentation to Council. During the month of April, the Finance Department compiles all department requests and the City's financial data to produce a preliminary document.

The presentation of the City Manager's Proposed Budget in late May is intended to provide the City Council and the public time to review the budget. Included in the City Manager's presentation are an update of the City's financial position and long-range plan, review of the national, state and local economies, and discussion of financial policies and department activities.

After the Council reviews the proposed budget and receives public comment, they may revise the proposed budget. Then, on or before June 30, the City Council votes to adopt the budget, including any amendments to the proposed budget that may occur, by an affirmative vote of the majority of the seven-member City Council. At any meeting after the adoption of the budget, the City Council may amend or supplement the budget by a majority vote of the Council.

Upon final adoption by city ordinance, the budget becomes the legal authorization for the various departments to expend revenues, subject to any controls established by the City Manager, City Council and internal audit requirements. The City Council has adopted several financial and budgetary policies, which address debt, reserves, and spending authorizations.

CITIZEN PARTICIPATION

Salinas' residents are encouraged to participate in the budget planning process through a variety of avenues, such as participating in Council-appointed boards and commissions or by attending budget sessions during the month of May or public hearings at City Council meetings. Citizens may also view and comment on the budget document through the City's Web page located at www.cityofsalinas.org.

Public hearings on the budget occur in late May and June. Citizens have the opportunity to speak about budget issues at these hearings and at virtually any City Council meeting during the year. Council meetings are generally held on Tuesday afternoon beginning at 4:00 p.m. in the Council Rotunda at City Hall, located at 200 Lincoln Ave. Salinas. All council meetings are broadcast live online and televised on the local cable access channel 25 and subsequently aired many times.

GLOSSARY OF BUDGET TERMINOLOGY

A city budget contains specialized and technical terminology that is unique to public finance and budgeting. Therefore, a glossary is provided to help the reader understand terms and vocabulary that are used in this document. Useful terms relevant to the budget process and/or city government are included.

BUDGET GUIDE

APPROPRIATION: An authorization made by the City Council, which permits the City to incur obligations and to make expenditures of resources.

BENEFITS FULL-TIME (FT:) Cost to the City for insurance benefits for all regular part time employees. This includes health, disability, and workers' compensation insurance.

EDUCATIONAL INCENTIVE PAY: Cost to the City for educational incentive pay to eligible public safety employees. For budget purposes, this payment is included as part of the total annual salary for eligible regular full-time employees.

BENEFITS REGULAR FT INSURANCE: Cost to the City for insurance benefits for all regular full-time employees. This includes the city's cost for health, dental, disability, life, and workers' compensation insurance.

BENEFITS REGULAR FT LEAVE TIME: Compensation for all leave time to employees who are appointed to regular full-time positions. For budget purposes, the percentage factor could be applied to net work hours as calculated by the Finance Department.

BENEFITS REGULAR FT RETIREMENT: Cost to the City for Public Employees' Retirement for all regular full-time employees. The city participates in two pension plans: the California Public Employees' Retirement System (PERS) for public safety and miscellaneous employees hired after June 1995 or those employees who elected to switch from the other local plan, and the New York Life Retirement Plan for miscellaneous employees hired before June 19, 1995 and who elected not to receive benefits under the PERS system.

BUDGET: A financial plan for a specific period of time (one fiscal year) that matches planned revenues and expenditures with various municipal services.

BUDGET ADJUSTMENT: A legal procedure to revise a budget appropriation. City staff has the prerogative to move expenditures within or between department programs. Increases to the budget must be approved by the City Council.

BUDGET DOCUMENT: The instrument used by the City Manager and staff to present a comprehensive financial program to the City Council.

BUDGET RESOLUTION: The official enactment by the City Council to establish legal authority for city officials to obligate and expend city resources and funds.

BUDGETED FUNDS: Funds that are planned for certain uses but have not been formally or legally appropriated by the City Council. The budget document submitted for City Council approval is composed of budgeted funds.

BUDGETARY CONTROL: The control or management of a governmental unit or enterprise in accordance with an approved budget for the purpose of keeping expenditures within the limitations of available appropriations and available revenues.

CAPITAL IMPROVEMENT PROJECTS: A plan for capital expenditures to provide long-lasting physical improvements to be incurred over a period of several future years.

CAPITAL OUTLAY: Purchase of equipment (including vehicles), tools, and furniture having a value of \$5,000 or more and a normal useful life of two years or more.

CONTRACTUAL SERVICES: Expenditures for services which are obtained by an expressed or implied contract, or services which are of such nature that they normally would be obtained by such a contract. Major types of contractual services are advertising, printing and binding services, maintenance and repair services, auto body work, professional services, public utility services, and travel and transportation services.

DEPARTMENT: A separate major administrative section of the City which indicates overall management responsibility for a group of related operations within a functional area. The City's structure has fourteen departments.

BUDGET GUIDE

DEPARTMENT SUMMARY: The Department Summary provides a summary of source of funds and expenditures by major category. The source of funds section shows how the fiscal year 2021 and 2022 actual, the 2023 budget and the proposed 2024 budget are funded. The expenditure section details both employee services and other resources. The employee services category includes regular full-time, temporary part-time, and overtime. The other resources category includes: supplies/small equipment, outside services/other expenditures, and capital outlay

DIVISION: A major administrative section of a department indicating management responsibility for a group of related operations within a department.

DIVISION SUMMARY: Provides a summary of source of funds and expenditures by major category in the same manner as the Department Summary, described above, except that this summary is at the division level.

ENCUMBRANCE: The commitment of appropriated funds to purchase an item or service. To encumber funds is to set aside or “commit” funds for a future expenditure.

ENTERPRISE FUND: A governmental accounting fund in which the services provided are financed and operated similarly to those of a private business. The rate schedules for these services are established to ensure that the revenues are adequate to meet all necessary expenditures. The City of Salinas has the following Enterprise Funds: Airport, Golf Courses, Industrial Waste, Sanitary Sewer, NPDES Storm Drain Sewer, NPDES Street Sweeping, Hitchcock Road Water Utility, Permit Services and the Downtown Parking.

EXPENDITURE: Refers to the outflow of funds paid or to be paid for an asset obtained or goods and services obtained, regardless of when the expense is actually paid. This term applies to all funds. Expenditures are recorded in the City’s financial records when the goods, services, or assets are received.

EXPENDITURE BY CHARACTER: A basis for distinguishing types of expenditures. The major expenditure categories used by the City of Salinas are Employee Services including salaries, benefits and overtime: operating expenditures (supplies and services) and capital outlay expenditures.

FISCAL YEAR (FY): The time period designated by the City representing the beginning and ending period for recording financial transactions. The City of Salinas has specified July 1 to June 30 as its fiscal year.

FULL TIME EQUIVALENT (FTE): Technique converting labor work hours into a unit measure of equivalent number of full-time employees (1 FTE =2,080 annual hours) with the exemption of firefighters that are measured on 2,912 annual hours annually. For FY 2016-17 forward, the budget included employees’ full cost due to the elimination of the furlough program effective July 1, 2015.

FUND: An accounting entity that has a set of self-balancing accounts and that records all financial transactions for specific activities, revenue sources, or government functions. Eight commonly used types of funds in public accounting are: general fund, special revenue funds, debt service funds, capital projects funds, enterprise funds, trust and agency funds, internal service funds, and special assessment funds.

FUND BALANCE: Refers to the excess of assets over liabilities and encumbrances at the end of the recorded accounting period. Also known as available funds.

FUNDING SOURCE: Identifies which revenues the City will use to pay the expenditures of each department. Some department budgets include revenues from one or more sources, which legally, may only be used for specific purposes, while others rely more heavily on the City’s General Fund, which, may be used for any appropriate purpose.

GRANT: A donation by a government or other organization to support a particular function. Grants may be classified as either categorical or block, depending upon the amount of discretion allowed the grantee.

INTERNAL SERVICE FUND: Funds used to account for the financing of goods or services provided by one city department to another on a cost reimbursement basis.

BUDGET GUIDE

LETTER OF TRANSMITTAL: The opening section of the budget, which provides the City Council and the public with a general summary of the most important aspects of the budget, changes from the current and previous fiscal year, and the views and recommendations of the City Manager.

LINE-ITEM BUDGET: A budget that lists each expenditure type (salary, supplies, contractual services, etc.) as a separate line item, along with the dollar amount budgeted for each specified category.

OPERATING BUDGET: The portion of the budget pertaining to daily operations that provides basic governmental services. The operating budget contains appropriations for such expenditures as personnel services, materials and supplies, and capital outlay. It does not include Capital Improvement Project expenditures.

REVENUE: Funds the City receives as income. Revenues include such items as taxes, licenses, user fees, service charges, fines and penalties, and grants.

RESERVE: An account used to indicate that a portion of a fund's balance is legally restricted for a specific purpose and is, therefore, not available for general appropriation.

SUPPLIES / SMALL EQUIPMENT: Items purchased that have a unit value of less than \$5,000 regardless of normal useful life or have a unit value of more than \$5,000 and a useful life of less than 2 years.

TEMPORARY: Describes the job status of an employee as one who works less than full time and in a transitory position.

REVENUES SCHEDULES: Complete revenue worksheet for 2021 and 2022 actuals & 2023 and 2024 revenue estimates.

REGULAR FULL-TIME: Describes the job status of a city employee as one who works a full weekly schedule (40 hours for Police sworn and non-public safety employees (adjusted for furlough concessions), 56 hours for Firefighters public safety employees) on a non-temporary basis.

SUMMARIES & SCHEDULES

Fund Balances

Fund	Estimated Balance 6/30/23	Estimated Revenues FY 24	Transfers In FY 24	Transfers Out FY 24	Proposed Appropriations FY 24	Reserve FY 24	Estimated Balance 6/30/24
General Fund	1,153,000	120,886,750	2,828,200	(21,100,155)	(109,200,306)	(3,120,000)	(8,552,511)
Measure E Fund	4,766,000	17,350,000	-	(1,981,400)	(13,525,058)	(1,638,000)	4,971,542
Measure G Fund	13,917,000	34,625,000	-	(16,544,620)	(24,117,782)	(3,796,000)	4,083,598
Total - General Funds	19,836,000	172,861,750	2,828,200	(39,626,175)	(146,843,146)	(8,554,000)	502,629
Assessment & Maintenance District Funds							
2019 Special Tax Bond - Monte Bella	273,475	168,900	-	-	(166,200)	-	276,175
2019 Special Tax Bond - Monte Bella 2	267,277	140,600	-	-	(138,400)	-	269,477
2019 Special Tax Bond - Monte Bella 3	307,025	170,000	-	-	(167,200)	-	309,825
Airport Business Park Maintenance District	8,608	15,000	-	-	(16,617)	-	6,991
Assessment District Admin.	(2,178)	-	-	-	-	-	(2,178)
Assessment District Debt Svc	(8,549)	475,400	-	-	(463,600)	-	3,251
Assessment District Reserve	1,849,221	34,000	-	-	-	-	1,883,221
Downtown Mall Maintenance District	(42,996)	-	-	-	-	-	(42,996)
Harden Ranch Landscape District	119,193	157,960	-	-	(134,355)	-	142,798
Maintenance District Administration	(8,192)	-	-	-	-	-	(8,192)
Mira Monte Maintenance District	314,713	128,000	-	-	(151,917)	-	290,796
Monte Bella Maintenance District	2,666,697	847,000	-	(611,000)	(325,873)	-	2,576,824
NE Salinas Landscape District	1,020,520	841,550	-	(10,000)	(815,339)	-	1,036,731
Vista Nueva Maintenance District	353,193	41,700	-	(150,000)	(107,660)	-	137,233
Woodside Park Maintenance District	183,535	53,400	-	-	(44,936)	-	191,999
Total - Assessment & Maintenance District Funds	7,301,542	3,073,510	-	(771,000)	(2,532,097)	-	7,071,955
Assessment & Maintenance District Bond Funds	30,661	8,700	-	-	-	-	39,361
Capital Projects Fund	2,000,000	-	26,453,550	-	(26,453,550)	-	2,000,000
Development Fee Funds							
Annexations	(169)	-	-	-	-	-	(169)
Arterial	5,031,113	940,000	-	-	-	-	5,971,113
Fire	216,118	33,400	-	-	-	-	249,518
Library	198,075	69,000	-	-	-	-	267,075
Parks & Playground	69,704	204,000	-	(82,500)	-	-	191,204
Police	1,177,250	142,000	-	-	-	-	1,319,250
Sewer & Storm	194,981	187,000	-	(250,000)	-	-	131,981
Street Trees	22,910	10,500	-	-	-	-	33,410
Total - Development Fee Funds	6,909,982	1,585,900	-	(332,500)	-	-	8,163,382

SUMMARIES & SCHEDULES

Fund Balances

Fund	Estimated Balance 6/30/23	Estimated Revenues FY 24	Transfers In FY 24	Transfers Out FY 24	Proposed Appropriations FY 24	Reserve FY 24	Estimated Balance 6/30/24
Debt Service Funds	1,224,388	486,700	11,679,000	-	(11,678,800)	-	1,711,288
Enterprise Funds							
Crazy Horse Landfill	721	-	-	-	-	-	721
Downtown Parking District	(2,167,416)	445,000	1,343,700	(133,900)	(1,654,755)	-	(2,167,371)
Fairways Golf Course Fund	(495,771)	100,000	-	-	(219,000)	-	(614,771)
Industrial Waste	485,037	3,166,000	-	(224,800)	(2,702,971)	-	723,266
Municipal Airport	1,746,000	2,070,000	-	(711,150)	(1,772,338)	-	1,332,512
Parking Enforcement	(2,532)	1,100,000	-	-	(1,095,659)	-	1,809
Permit Services	2,488,307	3,106,200	-	(307,000)	(4,100,686)	-	1,186,821
Preferential Parking	60,903	25,000	-	-	(22,700)	-	63,203
Sewer	(2,126,626)	4,167,500	-	(271,700)	(4,293,762)	-	(2,524,588)
Stormwater (NPDES)	793,127	59,200	2,225,000	-	(2,868,817)	-	208,510
Twin Creeks Golf Course Fund	563,908	60,000	450,000	-	(440,300)	-	633,608
Water Utility	14,854	11,000	-	-	(15,000)	-	10,854
Total - Enterprise Funds	1,360,512	14,309,900	4,018,700	(1,648,550)	(19,185,988)	-	(1,145,426)
Gas Tax Funds	4,160,613	8,830,000	-	(7,378,800)	-	-	5,611,813
Grant Funds	-	313,850	-	-	(313,850)	-	-
Housing & Urban Development Funds	(310,365)	18,071,009	-	-	(14,169,689)	-	3,590,955
Internal Service Funds							
Fleet Maintenance	729,100	-	2,300,000	-	(2,563,965)	-	465,135
General Liability Self-Insurance	-	264,500	4,910,000	-	(4,663,989)	-	510,511
Insurances	910,785	200,000	1,400,000	(500,000)	(1,606,000)	-	404,785
Internal Services Administration	1,901,407	-	-	(1,750,000)	(43,000)	-	108,407
Vehicle Replacement	9,000,000	-	1,340,445	-	(4,964,260)	-	5,376,185
Worker's Comp. Self-Insurance	-	5,536,700	-	-	(5,595,053)	-	(58,353)
Total - Internal Service Funds	12,541,292	6,001,200	9,950,445	(2,250,000)	(19,436,267)	-	6,806,670
Special Aviation Funds							
Federal	295,944	1,638,000	-	(1,620,000)	-	-	313,944
State	31,137	81,000	-	(81,000)	-	-	31,137
Total - Special Aviation Funds	327,081	1,719,000	-	(1,701,000)	-	-	345,081

SUMMARIES & SCHEDULES

Fund Balances

Fund	Estimated Balance 6/30/23	Estimated Revenues FY 24	Transfers In FY 24	Transfers Out FY 24	Proposed Appropriations FY 24	Reserve FY 24	Estimated Balance 6/30/24
Special Construction Assistance Funds							
Federal & State	-	-	-	-	-	-	-
Measure X Bonds	-	-	-	-	-	-	-
Others	-	-	-	-	-	-	-
Total - Special Construction Assistance Funds	-	-	-	-	-	-	-
Deferred Compensation Admin. Fund	35,054	-	-	-	-	-	35,054
Trust & Agency Funds	4,763,777	2,339,000	-	(950,700)	(1,417,400)	(1,265,894)	3,468,783
Redevelopment Obligation Retmt Fund	4,744,519	2,329,000	-	(950,700)	(1,407,400)	(1,265,894)	3,449,525
Successor Agency Admin. Fund	19,258	10,000	-	-	(10,000)	-	19,258
Total - Trust & Agency Funds	4,763,777	2,339,000	-	(950,700)	(1,417,400)	(1,265,894)	3,468,783
Other/Miscellaneous Funds							
Asset Forfeiture Fund	129,566	31,800	-	-	(62,000)	-	99,366
Contributions & Donations Fund	12,865	-	-	-	-	-	12,865
Emergency Medical Service Fund	(432,111)	140,000	1,600,000	-	(1,541,758)	-	(233,869)
General Plan Fund	2,593,127	250,000	555,430	(153,200)	(946,800)	-	2,298,557
HSA - Affordable Housing Fund	3,211,912	114,100	-	-	(1,050)	-	3,324,962
KDF Los Padres Devmt Social Svcs Fund	241,374	-	-	-	-	-	241,374
Local Housing Trust Fund	737,500	-	2,000,000	-	(2,000,000)	-	737,500
Meas. X - Trans. Safety & Invmt Plan Fund	3,136,507	5,182,000	-	(4,223,400)	-	-	4,095,107
Municipal Art Fund	28,942	6,500	100,000	-	(100,000)	-	35,442
PEG Cable Franchise Fund	544,098	185,000	-	-	(200,000)	-	529,098
Proposition 172 Sales Tax Fund	473,884	600,000	-	-	(600,000)	-	473,884
Recreation Parks Fund	88,799	30,000	-	-	(22,900)	-	95,899
SRA Public Improvement Fund	1,628,750	31,000	-	-	-	-	1,659,750
Supplemental Law Enfnt - AB3229 Fund	1,046,604	513,000	-	-	(743,000)	-	816,604
Traffic Safety Fund	(100,127)	300,200	-	(200,000)	-	-	73
Vehicle Abatement Fund	291,694	130,000	50,000	-	(189,693)	-	282,001
Total - Other/Miscellaneous Funds	13,633,384	7,513,600	4,305,430	(4,576,600)	(6,407,201)	-	14,468,613
Grand Total		237,114,119	59,235,325	(59,235,325)	(248,437,988)	(9,819,894)	

SUMMARIES & SCHEDULES

Minimum Reserve Targets & Balances

	<u>Minimum Target Bal.</u>	<u>Balance 7/1/24</u>	<u>% of Min. Target</u>
General Funds Economic Contingency Reserve			
General Fund	\$14,700,000	\$14,700,000	100%
Measure E Fund	1,900,000	1,900,000	100%
Measure G Fund	3,600,000	3,600,000	100%
Total General Funds Economic Contingency Reserve	<u>\$20,200,000</u>	<u>\$20,200,000</u>	
General Funds Infrastructure Maintenance Reserve			
General Fund	\$6,100,000	\$3,100,000	51%
Measure E Fund	900,000	500,000	56%
Measure G Fund	1,800,000	900,000	50%
Total General Funds Infrastructure Maintenance Reserve	<u>\$8,800,000</u>	<u>\$4,500,000</u>	
General Fund Facilities Maintenance Reserve	<u>\$3,700,000</u>	<u>\$1,800,000</u>	49%
Vehicle Replacement Reserve	<u>\$18,300,000</u>	<u>\$9,000,000</u>	67%
General Liability Self-Insurance Reserve	<u>\$6,268,000</u>	<u>\$1,600,000</u>	26%
Workers' Compensation Self-Insurance Reserve	<u>\$32,612,000</u>	<u>\$8,700,000</u>	27%
Pension Reserve (Irrevocable Supplemental Section 115 Trust)	<u>\$173,300,000</u>	<u>\$10,200,000</u>	6%
OPEB Reserve	<u>\$17,100,000</u>	<u>\$1,000,000</u>	6%
District 5 Community Center	<u>\$8,100,000</u>	<u>\$8,100,000</u>	100%

SUMMARIES & SCHEDULES

Fund Transfers

		Transfers In	Transfers Out	Net Transfers
		\$	\$	\$
1000 General Fund				
90.2401	Gas Tax - 2107 Fund	1,200,300		
90.2402	Gas Tax - 2106 Fund	230,000		
90.2403	Gas Tax - 2105 Fund	294,700		
90.2503	Traffic Safety Fund	200,000		
90.2513	General Plan Fund	153,200		
90.7101	Internal Services Administration Fund	750,000		
95.2501	Emergency Medical Service Fund		1,600,000	
95.2504	Vehicle Abatement Fund		50,000	
95.2507	Municipal Art Fund		100,000	
95.2513	General Plan Fund		555,430	
95.2603	Local Housing Trust Fund		2,000,000	
95.4104	2014 COP Consolidation Fund		227,100	
95.4111	2020A Refunding Bonds - Energy Fund		1,199,500	
95.4112	2020A Refunding Bonds - SVSWA Fund		668,300	
95.6302	Twin Creeks Golf Course Fund		450,000	
95.6500	Stormwater (NPDES) Fund		2,150,000	
95.6801	Downtown Parking District Fund		393,000	
95.7102	Internal Services - Insurances Fund		600,000	
95.7104	General Liability Self-Insurance Fund		2,800,000	
95.7120	Fleet Maintenance Fund		2,000,000	
95.7121	Vehicle Replacement Fund		876,825	
95.5800	Capital Projects Fund		5,430,000	
Total - General Fund		2,828,200	21,100,155	(18,271,955)
1100 Measure E Fund				
95.4110	El Gabilan Library 2018 Lease Fund		1,145,200	
95.4111	2020A Refunding Bonds - Energy Fund		66,200	
95.7102	Internal Services - Insurances Fund		250,000	
95.7104	General Liability Self-Insurance Fund		420,000	
95.7120	Fleet Maintenance Fund		100,000	
Total - Measure E Fund		-	1,981,400	(1,981,400)
1200 Measure G Fund				
95.4106	Public Safety Building 2018 Lease Fund		5,750,800	
95.4111	2020A Refunding Bonds - Energy Fund		5,200	
95.7102	Internal Services - Insurances Fund		550,000	
95.7104	General Liability Self-Insurance Fund		190,000	
95.7120	Fleet Maintenance Fund		200,000	
95.7121	Vehicle Replacement Fund		463,620	
95.5800	Capital Projects Fund		9,385,000	
Total - Measure G Fund		-	16,544,620	(16,544,620)
2100 Assessment & Maintenance District Funds				
2105 95.5800	Capital Projects Fund		10,000	
2107 95.5800	Capital Projects Fund		150,000	
2109 95.5800	Capital Projects Fund		611,000	
Total - Assessment & Maintenance District Funds		-	771,000	(771,000)
2300 Development Fee Funds				
2301 95.5800	Capital Projects Fund		250,000	
2302 95.5800	Capital Projects Fund		82,500	
Total - Development Fee Funds		-	332,500	(332,500)
2400 Gas Tax Funds				
2401 95.1000	General Fund		1,200,300	
2401 95.6500	Stormwater (NPDES) Fund		15,000	
2402 95.1000	General Fund		230,000	
2403 95.1000	General Fund		294,700	
2403 95.6500	Stormwater (NPDES) Fund		60,000	
2402 95.5800	Capital Projects Fund		20,000	
2403 95.5800	Capital Projects Fund		1,000,000	
2404 95.5800	Capital Projects Fund		983,800	
Total - Gas Tax Funds		-	3,803,800	(3,803,800)

SUMMARIES & SCHEDULES

Fund Transfers

	Transfers In	Transfers Out	Net Transfers
	\$	\$	\$
2501 Emergency Medical Services Fund			
90.1000 General Fund	1,600,000		
Total - Emergency Medical Services Fund	1,600,000	-	1,600,000
2503 Traffic Safety Fund			
95.1000 General Fund		200,000	
Total - Traffic Safety Fund	-	200,000	(200,000)
2504 Vehicle Abatement Fund			
90.1000 General Fund	50,000		
Total - Vehicle Abatement Fund	50,000	-	50,000
2507 Municipal Art Fund			
90.1000 General Fund	100,000		
Total - Vehicle Abatement Fund	100,000	-	100,000
2510 Meas. X - Trans. Safety & Invmt Plan Fund			
95.4107 2018B Total Road Imprvmt Prgm COP Fund		2,328,400	
95.5800 Capital Projects Fund		1,895,000	
Total - Meas. X - Trans. Safety & Invmt Plan Fund	-	4,223,400	(4,223,400)
2511 SB1 Road Maint. & Rehab. Fund			
95.5800 Capital Projects Fund		3,575,000	
Total - SB1 Road Maint. & Rehab. Fund	-	3,575,000	(3,575,000)
2513 General Plan Fund			
90.1000 General Fund	555,430		
95.1000 General Fund		153,200	
Total - General Plan Fund	555,430	153,200	402,230
2603 Local Housing Trust Fund			
90.1000 General Fund	2,000,000		
Total - Vehicle Abatement Fund	2,000,000	-	2,000,000
4100 Debt Service Funds			
4104 90.1000 General Fund	227,100		
4106 90.1200 Measure G Fund	5,750,800		
4107 90.2510 Meas. X - Trans. Safety & Invmt Plan Fund	2,328,400		
4110 90.1100 Measure E Fund	1,145,200		
4111 90.1000 General Fund	1,199,500		
4111 90.1100 Measure E Fund	66,200		
4111 90.1200 Measure G Fund	5,200		
4111 90.6100 Municipal Airport Fund	79,900		
4111 90.6200 Industrial Waste Fund	74,800		
4111 90.6400 Sewer Fund	99,700		
4111 90.6801 Downtown Parking District Fund	33,900		
4112 90.1000 General Fund	668,300		
Total - Debt Service Funds	11,679,000	-	11,679,000
5101 Special Aviation - State Fund			
95.5800 Capital Projects Fund		81,000	
Total - Special Aviation - State Fund	-	81,000	(81,000)
5102 Special Aviation - Federal Fund			
95.5800 Capital Projects Fund		1,620,000	
Total - Special Aviation - Federal Fund	-	1,620,000	(1,620,000)
6100 Airport Fund			
95.4111 2020A Refunding Bonds - Energy Fund		79,900	
95.5800 Capital Projects Fund		631,250	
Total - Airport Fund	-	711,150	(711,150)
6200 Industrial Waste Fund			
95.4111 2020A Refunding Bonds - Energy Fund		74,800	
95.5800 Capital Projects Fund		150,000	
Total - Industrial Waste Fund	-	224,800	(224,800)

SUMMARIES & SCHEDULES

Fund Transfers

	Transfers In	Transfers Out	Net Transfers
	\$	\$	\$
6302 Twin Creeks Golf Course Fund			
90.1000 General Fund	450,000		
Total - Twin Creeks Golf Course Fund	450,000	-	450,000
6400 Sewer Fund			
95.4111 2020A Refunding Bonds - Energy Fund		99,700	
95.5800 Capital Projects Fund		172,000	
Total - Sewer Fund	-	271,700	(271,700)
6500 Stormwater (NPDES) Fund			
90.1000 General Fund	2,150,000		
90.2401 Gas Tax - 2107 Fund	15,000		
90.2403 Gas Tax - 2105 Fund	60,000		
Total - Stormwater (NPDES) Fund	2,225,000	-	2,225,000
6801 Downtown Parking District Fund			
90.1000 General Fund	393,000		
90.8914 Redevelopment Obligation Retmt Fund	950,700		
95.4111 2020A Refunding Bonds - Energy Fund		33,900	
95.5800 Capital Projects Fund		100,000	
Total - Downtown Parking District Fund	1,343,700	133,900	1,209,800
6900 Permit Services Fund			
95.5800 Capital Projects Fund		307,000	
Total - Permit Services Fund	-	307,000	(307,000)
7100 Internal Service Funds			
7101 95.1000 General Fund		750,000	
7101 95.7104 General Liability Self-Insurance Fund		1,000,000	
7102 90.1000 General Fund	600,000		
7102 90.1100 Measure E Fund	250,000		
7102 90.1200 Measure G Fund	550,000		
7102 95.7104 General Liability Self-Insurance Fund		500,000	
7104 90.1000 General Fund	2,800,000		
7104 90.1100 Measure E Fund	420,000		
7104 90.1200 Measure G Fund	190,000		
7104 90.7101 Internal Services Administration Fund	1,000,000		
7104 90.7102 Internal Services - Insurances Fund	500,000		
7120 90.1000 General Fund	2,000,000		
7120 90.1100 Measure E Fund	100,000		
7120 90.1200 Measure G Fund	200,000		
7121 90.1000 General Fund	876,825		
7121 90.1200 Measure G Fund	463,620		
Total - Internal Service Funds	9,950,445	2,250,000	7,700,445
8914 Redevelopment Obligation Retmt Fund			
95.6801 Downtown Parking District Fund		950,700	
Total - Redevelopment Obligation Retmt Fund	-	950,700	(950,700)
5800 Capital Projects Fund			
90.1000 General Fund	5,430,000		
90.1200 Measure G Fund	9,385,000		
90.2105 NE Salinas Landscape Dist. Fund	10,000		
90.2107 Vista Nueva Maint. Dist. Fund	150,000		
90.2109 Monte Bella Maint. Dist. Fund	611,000		
90.2301 Development Fees - Sewer & Storm Fund	250,000		
90.2302 Development Fees - Parks & Playgrd Fund	82,500		
90.2402 Gas Tax - 2106 Fund	20,000		
90.2403 Gas Tax - 2105 Fund	1,000,000		
90.2404 Gas Tax - Motor Veh. Fuel Tax Fund	983,800		
90.2510 Meas. X - Trans. Safety & Invmt Plan Fund	1,895,000		
90.2511 SB 1 Road Maint. & Rehab. Fund	3,575,000		
90.5101 Special Aviation - State Fund	81,000		
90.5102 Special Aviation - Federal Fund	1,620,000		
90.6100 Municipal Airport Fund	631,250		
90.6200 Industrial Waste Fund	150,000		

SUMMARIES & SCHEDULES

Fund Transfers

	Transfers In	Transfers Out	Net Transfers
	\$	\$	\$
90.6400 Sewer Fund	172,000		
90.6801 Downtown Parking District Fund	100,000		
90.6900 Permit Services Fund	307,000		
Total - Capital Projects Fund	26,453,550	-	26,453,550
Total - Interfund Transfers	59,235,325	59,235,325	-

SUMMARIES & SCHEDULES

Expenditure Summary by Category

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
General Funds						
1000	General Fund					
Dept	Department Name					
10	City Council	\$330,907	\$68,700	\$0	\$0	\$399,607
12	Administration	3,142,999	2,384,700	0	679,000	6,206,699
14	City Attorney's Office	728,037	152,540	0	40,000	920,577
30	Community Development	3,621,469	2,203,985	0	33,300	5,858,754
20	Finance	2,046,998	737,290	0	62,800	2,847,088
45	Fire	25,330,407	1,348,170	184,240	73,450	26,936,267
16	Human Resources	1,370,020	297,050	0	75,000	1,742,070
40	Police	42,767,407	6,354,000	225,370	10,000	49,356,777
50	Public Works	4,515,869	2,233,998	0	26,590	6,776,457
55	Recreation	112,300	167,450	0	0	279,750
80	Non-Departmental	818,500	7,057,760	0	0	7,876,260
1000	General Fund Total	\$84,784,913	\$23,005,643	\$409,610	\$1,000,140	\$109,200,306
1100	Measure E Fund					
Dept	Department Name					
12	Administration	\$0	\$0	\$0	\$58,000	\$58,000
20	Finance	0	8,000	0	0	8,000
60	Library	4,794,573	1,107,980	0	42,000	5,944,553
40	Police	3,813,331	596,000	0	0	4,409,331
55	Recreation	2,647,234	207,940	0	0	2,855,174
80	Non-Departmental	0	250,000	0	0	250,000
1100	Measure E Fund Total	\$11,255,138	\$2,169,920	\$0	\$100,000	\$13,525,058
1200	Measure G Fund					
Dept	Department Name					
12	Administration	\$681,419	\$0	\$0	\$0	\$681,419
30	Community Development	1,354,100	1,071,500	0	2,000	2,427,600
20	Finance	276,366	1,000	0	0	277,366
45	Fire	1,590,141	274,200	0	43,000	1,907,341

SUMMARIES & SCHEDULES

Expenditure Summary by Category

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
16	Human Resources	185,020	0	0	0	185,020
40	Police	6,199,012	120,000	0	0	6,319,012
50	Public Works	4,782,951	2,145,529	0	7,800	6,936,280
55	Recreation	2,036,347	3,266,397	0	81,000	5,383,744
1200	Measure G Fund Total	\$17,105,356	\$6,878,626	\$0	\$133,800	\$24,117,782
General Funds Total		\$113,145,407	\$32,054,189	\$409,610	\$1,233,940	\$146,843,146

Assessment & Maintenance District Funds

4204	2019 Spec. Tax Bond - Monte Bella Fund	\$0	\$0	\$166,200	\$0	\$166,200
4205	2019 Spec. Tax Bond - Monte Bella 2 Fund	0	0	138,400	0	138,400
4206	2019 Spec. Tax Bond - Monte Bella 3 Fund	0	0	167,200	0	167,200
2104	Airport Bus. Park Maint. Dist. Fund	2,205	14,412	0	0	16,617
4202	Assessment District Debt Svc Fund	0	0	463,600	0	463,600
2106	Harden Ranch Landscape Dist. Fund	2,215	132,140	0	0	134,355
2108	Mira Monte Maint. Dist. Fund	36,087	115,830	0	0	151,917
2109	Monte Bella Maint. Dist. Fund	60,523	265,350	0	0	325,873
2105	NE Salinas Landscape Dist. Fund	67,689	747,650	0	0	815,339
2107	Vista Nueva Maint. Dist. Fund	10	105,650	0	2,000	107,660
2102	Woodside Park Maint. Dist. Fund	6,936	38,000	0	0	44,936
Assessment & Maintenance District Funds Total		\$175,665	\$1,419,032	\$935,400	\$2,000	\$2,532,097

Capital Projects Fund

5800	Capital Projects Fund	\$312,000	\$7,366,530	\$0	\$18,775,020	\$26,453,550
Capital Projects Fund Total		\$312,000	\$7,366,530	\$0	\$18,775,020	\$26,453,550

Debt Service Funds

4104	2014 COP Consolidation Fund	\$0	\$0	\$227,100	\$0	\$227,100
4107	2018B Total Road Imprvmt Prgm COP Fund	0	0	2,328,400	0	2,328,400

SUMMARIES & SCHEDULES

Expenditure Summary by Category

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
4111	2020A Refunding Bonds - Energy Fund	0	0	1,559,000	0	1,559,000
4112	2020A Refunding Bonds - SVSWA Fund	0	0	668,300	0	668,300
4110	El Gabilan Library 2018 Lease Fund	0	334,200	791,000	20,000	1,145,200
4106	Public Safety Building 2018 Lease Fund	0	1,200,800	4,480,000	70,000	5,750,800
Debt Service Funds Total		\$0	\$1,535,000	\$10,053,800	\$90,000	\$11,678,800

Enterprise Funds

6801	Downtown Parking District Fund	\$38,855	\$665,200	\$950,700	\$0	\$1,654,755
6301	Fairways Golf Course Fund	0	0	219,000	0	219,000
6200	Industrial Waste Fund	869,471	1,312,700	520,800	0	2,702,971
6100	Municipal Airport Fund	901,838	810,000	0	60,500	1,772,338
6803	Parking Enforcement Fund	32,659	1,063,000	0	0	1,095,659
6900	Permit Services Fund	2,762,266	1,286,620	0	51,800	4,100,686
6802	Preferential Parking Fund	5,000	17,700	0	0	22,700
6400	Sewer Fund	2,400,662	1,025,000	868,100	0	4,293,762
6500	Stormwater (NPDES) Fund	835,287	2,027,030	0	6,500	2,868,817
6302	Twin Creeks Golf Course Fund	0	0	440,300	0	440,300
6700	Water Utility Fund	0	15,000	0	0	15,000
Enterprise Funds Total		\$7,846,038	\$8,222,250	\$2,998,900	\$118,800	\$19,185,988

Grant Funds

3282	Board of State & Comm. Corrs Fund	\$313,850	\$0	\$0	\$0	\$313,850
Grant Funds Total		\$313,850	\$0	\$0	\$0	\$313,850

Housing & Urban Development Funds

2911	CDBG - COVID 19 Fund	\$366,006	\$0	\$0	\$0	\$366,006
2910	Community Development Fund	474,028	172,650	0	5,904,000	6,550,678
2941	Emergency Solutions Grant - COC Fund	18,090	0	0	0	18,090
2940	Emergency Solutions Grant - HUD Fund	79,397	68,558	0	0	147,955
2954	Encampment Resolution Fund	480,133	0	0	0	480,133

SUMMARIES & SCHEDULES

Expenditure Summary by Category

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
2943	ESG-CV HUD Fund	170,714	0	0	0	170,714
2956	Family Homeless Challenge Fund	157,915	0	0	0	157,915
2930	Home Investment Partnership Fund	189,703	1,950,434	0	3,500	2,143,637
2931	HOME-ARP Fund	77,048	13,000	0	0	90,048
2951	SB 2 Fund	60,078	3,984,435	0	0	4,044,513
Housing & Urban Development Funds Total		\$2,073,112	\$6,189,077	\$0	\$5,907,500	\$14,169,689

Internal Service Funds

7120	Fleet Maintenance Fund	\$1,531,865	\$1,004,100	\$0	\$28,000	\$2,563,965
7104	General Liability Self-Insurance Fund	313,989	4,350,000	0	0	4,663,989
7102	Internal Services - Insurances Fund	0	1,596,000	0	10,000	1,606,000
7101	Internal Services Administration Fund	40,000	2,800	0	200	43,000
7121	Vehicle Replacement Fund	0	0	815,260	4,149,000	4,964,260
7103	Worker's Comp. Self-Insurance Fund	355,053	5,240,000	0	0	5,595,053
Internal Service Funds Total		\$2,240,907	\$12,192,900	\$815,260	\$4,187,200	\$19,436,267

Trust & Agency Funds

8914	Redevelopment Obligation Retmt Fund	\$0	\$0	\$1,407,400	\$0	\$1,407,400
8915	Successor Agency Admin. Fund	0	10,000	0	0	10,000
Trust & Agency Funds Total		\$0	\$10,000	\$1,407,400	\$0	\$1,417,400

Other/Miscellaneous Funds

2502	Asset Forfeiture Fund	\$0	\$62,000	\$0	\$0	\$62,000
2501	Emergency Medical Service Fund	1,383,458	140,900	0	17,400	1,541,758
2513	General Plan Fund	100,770	846,030	0	0	946,800
2602	HSA - Affordable Housing Fund	50	1,000	0	0	1,050
2603	Local Housing Trust Fund	0	2,000,000	0	0	2,000,000
2507	Municipal Art Fund	0	100,000	0	0	100,000
2506	PEG Cable Franchise Fund	0	200,000	0	0	200,000
2201	Proposition 172 Sales Tax Fund	0	600,000	0	0	600,000

SUMMARIES & SCHEDULES

Expenditure Summary by Category

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
2505	Recreation Parks Fund	20,400	2,500	0	0	22,900
2202	Supplemental Law Enfnt - AB3229 Fund	0	743,000	0	0	743,000
2504	Vehicle Abatement Fund	185,693	4,000	0	0	189,693
Other/Miscellaneous Funds Total		\$1,690,371	\$4,699,430	\$0	\$17,400	\$6,407,201
Total		\$127,797,350	\$73,688,408	\$16,620,370	\$30,331,860	\$248,437,988

* Maintenance & Operations includes Supplies & Materials, Outside Services, Other Charges, & Financial Assistance

SUMMARIES & SCHEDULES

Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
1000 - General Fund					
1000.00.0000-50.1010	Taxes Property Taxes-Secured CY	16,299,189	16,551,610	17,604,254	18,300,000
1000.00.0000-50.1020	Taxes Property Taxes-Unsecured CY	866,179	888,602	760,292	1,100,000
1000.00.0000-50.1030	Taxes Property Taxes-Supp Assessment	422,152	468,306	400,000	575,000
1000.00.0000-50.1040	Taxes Property Taxes - Interest	44,492	10,978	40,000	50,000
1000.00.0000-50.1050	Taxes Property Taxes-Secured PY	229,804	193,930	175,000	175,000
1000.00.0000-50.1060	Taxes Property Taxes-Unsecured PY	13,503	13,545	7,500	13,000
1000.00.0000-50.1070	Taxes Property Taxes-HOPTR	102,872	68,138	70,000	70,000
1000.00.0000-50.1080	Taxes Property Taxes-Transfer	395,207	410,742	375,000	382,500
1000.00.0000-50.1120	Taxes Property Taxes-Veh Lic In-Lieu	14,361,012	14,832,911	15,620,539	16,300,000
1000.00.0000-50.1129	Taxes ROPS Pass Through Payments	301,378	244,085	190,000	250,000
1000.00.0000-50.1130	Taxes Property Taxes-Residual Prop Tax	629,797	636,788	550,000	625,000
1000.00.0000-50.2010	Taxes Sales Tax	33,613,204	37,771,827	37,570,000	38,700,000
1000.00.0000-50.2060	Taxes Utility Users	11,664,913	12,024,188	11,900,000	12,000,000
1000.00.0000-50.2070	Taxes Transient Occupancy	2,038,700	3,364,667	3,500,000	3,900,000
1000.00.0000-50.2080	Taxes Business License	5,094,477	5,408,903	5,700,000	5,800,000
1000.00.0000-50.2081	Taxes Cannabis Business License	2,160,808	1,958,840	2,000,000	1,750,000
1000.00.0000-51.2160	Franchise Fees AT&T	89,759	70,836	70,000	70,000
1000.00.0000-51.2170	Franchise Fees Cable TV	774,119	821,471	800,000	800,000
1000.00.0000-51.2180	Franchise Fees Electric	676,238	665,802	700,000	700,000
1000.00.0000-51.2190	Franchise Fees Garbage	7,479,509	8,663,264	7,600,000	7,600,000
1000.00.0000-51.2191	Franchise Fees AB 939 Support Fee	-	-	-	200,000
1000.00.0000-51.2192	Franchise Fees Vehicle Road Impact Fee	-	-	-	500,000
1000.00.0000-51.2193	Franchise Fees Solid Waste Management Fee-CSA	-	-	-	100,000
1000.00.0000-51.2200	Franchise Fees Gas	299,370	339,913	325,000	325,000
1000.00.0000-51.2220	Franchise Fees Towing	58,704	37,047	40,000	40,000
1000.00.0000-53.8010	Fines and Forfeits General Code Fines	175,379	94,025	100,000	100,000
1000.00.0000-54.8010	Use of money and property Investment Earnings	423,294	126,554	1,000,000	2,400,000
1000.00.0000-54.8030	Use of money and property Possessory Interest	-	-	4,000	-
1000.00.0000-54.8050	Use of money and property Rental Income	149,762	160,290	135,000	135,000
1000.00.0000-54.8060	Use of money and property Building Lease	180,000	-	-	-
1000.00.0000-55.5242	Intergovernmental Rebates/Refunds & Reimb	1,948	6,807	-	-
1000.00.0000-55.8202	Intergovernmental Motor Vehicle In-Lieu	118,979	185,079	120,000	165,000
1000.00.0000-55.8212	Intergovernmental State Mandated Costs	86,876	81,189	75,000	85,000
1000.00.0000-56.6010	Charges for Services Concessions	-	2,138	5,000	2,500
1000.00.0000-56.8020	Charges for Services Administrative Service Revenue	2,334,722	2,478,458	2,400,000	2,400,000
1000.00.0000-56.8050	Charges for Services Research Fees	-	-	100	-
1000.00.0000-56.8060	Charges for Services Copying Fees	376	81	1,500	-
1000.00.0000-56.8070	Charges for Services Holiday Parade of Lights	-	-	5,000	-
1000.00.0000-56.8080	Charges for Services Airshow Charges	-	-	5,000	-
1000.00.0000-56.8090	Charges for Services Parade Permit Fees	-	-	500	-
1000.00.0000-56.8120	Charges for Services Special Events Fee	520	7,472	10,000	10,000
1000.00.0000-57.8010	Other Revenue Unclaimed Property	14,529	-	10,000	-
1000.00.0000-57.8015	Other Revenue PD Unclaimed Property	833	-	-	-
1000.00.0000-57.8020	Other Revenue Surplus Property	48,456	69,369	50,000	65,000
1000.00.0000-57.8030	Other Revenue Land & Building Sale	-	-	1,000	-
1000.00.0000-57.8031	Other Revenue Land Sale	-	1	-	-
1000.00.0000-57.8040	Other Revenue Loss/Damage Reimb	-	-	1,000	-
1000.00.0000-57.8050	Other Revenue Miscellaneous Receipts	83,187	73,833	100,000	100,000
1000.00.0000-57.8100	Other Revenue Insurance Reimb	78,552	71,656	50,000	75,000
1000.00.0000-57.8140	Other Revenue Subpoena-Civil	1,370	1,860	3,000	3,000
1000.00.0000-57.8605	Other Revenue PERS Retirement Cost Share	619,813	606,874	650,000	625,000
1000.12.1111-57.8070	Other Revenue Grants & Contributions	-	8,469	-	-
1000.12.1120-56.1020	Charges for Services Candidate Filing Fees	10,073	-	1,000	1,000
1000.12.1120-56.8030	Charges for Services Sale of Printed Material	225	14	500	500
1000.12.1120-57.8260	Other Revenue Mobilehome Registration Fees	11,280	11,424	-	-
1000.12.1355-56.8037	Charges for Services Monitoring Fees	-	2,925	9,000	-
1000.14.1400-56.1140	Charges for Services Legal Services	-	-	1,000	1,000
1000.14.1400-56.8035	Charges for Services Cannabis Monitoring Fee	7,948	7,315	5,000	5,000
1000.14.1400-57.1410	Other Revenue Legal Code Enforcement Recovery	-	(3,148)	-	-
1000.20.2030-52.5030	Licenses & Permits Garage Sale Permits	3,021	5,422	5,000	5,000
1000.20.2030-56.8040	Charges for Services Cost of Issuance/Monitoring Fees	25,000	24,848	25,000	25,000
1000.20.2031-56.2020	Charges for Services Returned Check Charges	940	370	1,000	500
1000.20.2034-50.2080	Taxes Business License	(1,030)	-	-	-
1000.20.2034-56.2010	Charges for Services Bus License Applic Review Fees	3,316	5,230	5,000	5,000
1000.20.2034-56.2030	Charges for Services Credit Card Convenience Fee	10,392	13,532	12,500	12,500

SUMMARIES & SCHEDULES

Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
1000.30.3111-57.8050	Other Revenue Miscellaneous Receipts	4,000	-	-	-
1000.30.3352-52.3020	Licenses & Permits Building Permits	508	-	-	-
1000.30.3352-52.3050	Licenses & Permits Encroachment Permits	-	1,314	-	-
1000.30.3353-53.3010	Fines and Forfeits Code Enforcement Violations	84,588	330,874	140,000	140,000
1000.30.3353-56.3450	Charges for Services Special Code Inspection	11,381	10,487	25,000	25,000
1000.30.3353-57.8110	Other Revenue Weed Abatement Fees	4,691	11,555	8,000	8,000
1000.30.3461-55.5242	Intergovernmental Rebates/Refunds & Reimb	-	20,000	-	-
1000.30.3462-52.1205	Licenses & Permits Cannabis Permit-New Application	3,145	-	-	-
1000.30.3462-52.1206	Licenses & Permits Cannabis Permit-Amendment Major	-	4,399	5,000	3,500
1000.30.3462-52.1207	Licenses & Permits Cannabis Permit-Amendment Minor	2,537	1,734	1,000	5,500
1000.30.3462-52.1208	Licenses & Permits Cannabis Permit-Amendment Admin	1,582	-	-	-
1000.30.3462-52.1209	Licenses & Permits Cannabis Permit-Renewal	15,876	14,613	15,000	11,000
1000.30.3462-52.8015	Licenses & Permits Cannabis Business Admin Permit	-	-	1,000	1,000
1000.30.3462-56.3010	Charges for Services Tentative Map Review Fees	149,167	28,493	50,000	28,000
1000.30.3462-56.3020	Charges for Services Minor Subdivision Review Fees	13,806	20,962	15,000	13,500
1000.30.3462-56.3030	Charges for Services Development Agreement	8,283	-	-	-
1000.30.3462-56.3040	Charges for Services General Plan Amendment Fees	41,596	7,195	-	-
1000.30.3462-56.3060	Charges for Services Rezoning/Prezoning Fees	17,670	-	-	-
1000.30.3462-56.3070	Charges for Services Planning Decision Appeal	387	803	1,000	1,000
1000.30.3462-56.3080	Charges for Services Conditional Use Permit Fee	137,597	140,851	100,000	93,000
1000.30.3462-56.3090	Charges for Services Prelim Project Review Fee	-	1,811	-	1,900
1000.30.3462-56.3100	Charges for Services Planned Unit Development Fee	8,323	2,717	5,000	4,300
1000.30.3462-56.3130	Charges for Services Environment Assessment Fee	5,025	1,698	1,500	2,000
1000.30.3462-56.3150	Charges for Services Annexation Review Fee	9,737	-	-	-
1000.30.3462-56.3160	Charges for Services Temporary Use of Land Review	12,910	9,014	8,000	6,400
1000.30.3462-56.3170	Charges for Services Sign Review & Permits	14,958	2,332	15,000	4,450
1000.30.3462-56.3190	Charges for Services Variance Fees	-	3,581	-	-
1000.30.3462-56.3210	Charges for Services Site Plan Review	25,343	28,305	20,000	11,000
1000.30.3462-56.3220	Charges for Services Planning Inspection Fee	24,248	52,820	13,000	52,000
1000.30.3462-56.3240	Charges for Services Building Permit Review	126,458	136,200	80,000	124,000
1000.30.3462-56.3250	Charges for Services Time Extension of Permits	1,543	1,006	500	1,000
1000.30.3462-56.3260	Charges for Services Precise & Specific Plan Review	552	283	-	-
1000.30.3462-56.3270	Charges for Services Home Occupation Permits	23,006	41,232	25,000	33,000
1000.30.3462-56.3280	Charges for Services Fire Plan Check Fee-Permit Ctr	-	-	100	100
1000.30.3462-56.3290	Charges for Services Other Planning Fees	12,841	8,164	11,000	4,300
1000.30.3462-56.8010	Charges for Services Financial Assessment	100,326	77,556	50,000	50,000
1000.30.3462-56.8035	Charges for Services Cannabis Monitoring Fee	24,228	22,300	100,000	180,000
1000.30.3462-56.8100	Charges for Services Map Sales	-	-	100	100
1000.40.4110-55.4222	Intergovernmental Post Training Reimbursement	36,209	32,652	25,000	25,000
1000.40.4110-56.8035	Charges for Services Cannabis Monitoring Fee	90,992	75,275	75,000	75,000
1000.40.4116-52.4030	Licenses & Permits Pawn Broker/False Alarm Permits	106,748	107,334	115,000	90,000
1000.40.4116-56.4010	Charges for Services Bingo License Application Fee	115	59	-	-
1000.40.4116-56.4140	Charges for Services Abandon Vehicle Abatement Fee	7,714	7,265	7,000	10,000
1000.40.4116-56.4150	Charges for Services Firearm Dealers	1,475	1,433	1,000	1,000
1000.40.4116-56.4170	Charges for Services Vehicle Release Fees (Towing)	62,530	55,745	55,000	55,000
1000.40.4116-56.4180	Charges for Services Vehicle Impound Fee (Towing)	47,300	29,922	45,000	35,000
1000.40.4130-56.4030	Charges for Services Police Report Fees	27,285	33,789	35,000	35,000
1000.40.4130-56.4040	Charges for Services Police False Alarm Fees	260,001	160,710	150,000	150,000
1000.40.4130-56.4070	Charges for Services Card Room Fees	17,448	17,398	17,000	17,000
1000.40.4130-56.4080	Charges for Services Police Photo Charges	1,071	183	500	500
1000.40.4130-56.4100	Charges for Services Noise Regulation Fees	-	1,430	2,500	2,500
1000.40.4134-56.4120	Charges for Services Police Record Review Charges	1,425	2,690	2,500	2,500
1000.40.4170-52.4010	Licenses & Permits Animal Licenses	82,037	113,247	110,000	-
1000.40.4170-55.4063	Intergovernmental City of Marina(Animal Shelter)	27,970	9,300	30,000	-
1000.40.4170-56.4090	Charges for Services Animal Shelter Fees	20,055	23,106	50,000	-
1000.40.4170-56.4190	Charges for Services Animal Shelter Citation Fees	5,160	18,150	4,600	-
1000.40.4170-57.8050	Other Revenue Miscellaneous Receipts	-	460	-	-
1000.40.4170-57.8090	Other Revenue Spayed/Neutered Fees	5,066	6,592	-	-
1000.40.4220-56.4020	Charges for Services Special Police Service Fees	61,476	56,256	100,000	60,000
1000.45.4510-55.4202	Intergovernmental State Fire Reimbursement	1,105,013	616,196	650,000	650,000
1000.45.4510-55.4212	Intergovernmental State Office of Emergency Svs	5,920	88,998	-	-
1000.45.4510-55.5073	Intergovernmental Monterey County	-	9,199	-	-
1000.45.4510-56.4410	Charges for Services Rural Fire Service	199,986	300,000	350,000	400,000
1000.45.4510-56.4520	Charges for Services Special Event - Fire	-	-	10,000	10,000
1000.45.4510-56.4540	Charges for Services Fire Dept Service Charge	11,270	21,427	-	-
1000.45.4510-57.8050	Other Revenue Miscellaneous Receipts	9,601	1,368	-	-

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Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
1000.45.4520-56.4520	Charges for Services Special Event - Fire	-	5,803	-	-
1000.45.4520-56.4580	Charges for Services ALS Cost Recovery Fee	(795)	704	-	-
1000.45.4530-56.4430	Charges for Services Fire Code Mandated Insp Fee	274,930	303,932	250,000	250,000
1000.45.4530-56.4440	Charges for Services State Mandated Inspection Fees	35,470	33,316	50,000	50,000
1000.45.4530-56.4450	Charges for Services Fire Plan Check Fee-Fire Dept	14,567	5,715	5,000	5,000
1000.45.4530-56.4460	Charges for Services Special Fire Permits	34,457	43,770	35,000	35,000
1000.45.4530-56.4470	Charges for Services Structural Fire Report Fees	4,271	5,319	4,300	4,300
1000.45.4530-56.4480	Charges for Services Fireworks Fees	7,149	6,905	9,000	9,000
1000.45.4530-56.4490	Charges for Services Fireworks Surcharge	79,533	72,938	60,000	60,000
1000.45.4530-56.4510	Charges for Services Fire False Alarm Fees	94,854	191,423	150,000	75,000
1000.45.4530-56.4515	Charges for Services Fire Emergency Stand By Time	-	4,160	-	-
1000.45.4530-56.4530	Charges for Services Admin Fire Citations	46,953	96,712	50,000	50,000
1000.45.4530-56.4550	Charges for Services Outside Fire Plan Review	401	115	-	-
1000.45.4530-57.8050	Other Revenue Miscellaneous Receipts	-	355	-	-
1000.45.4560-57.8050	Other Revenue Miscellaneous Receipts	-	991	-	-
1000.45.4570-55.4023	Intergovernmental HAZMAT Reimbursement	218,011	162,074	200,000	200,000
1000.45.4570-56.4500	Charges for Services Fire Hazard Inspection Fees	-	-	100	100
1000.50.5110-56.8020	Charges for Services Administrative Service Revenue	-	69	-	-
1000.50.5110-57.8050	Other Revenue Miscellaneous Receipts	-	1,640	-	-
1000.50.5115-52.3050	Licenses & Permits Encroachment Permits	587,107	800,542	700,000	700,000
1000.50.5115-53.8010	Fines and Forfeits General Code Fines	-	1,250	-	200
1000.50.5115-56.3240	Charges for Services Building Permit Review	421	462	-	200
1000.50.5115-56.5010	Charges for Services Subdivision Map Check Fees	15,258	2,192	-	2,000
1000.50.5115-56.5030	Charges for Services Subdivision Imp Inspection Fee	-	1,083	-	500
1000.50.5115-56.5080	Charges for Services Review and Inspection Fees	139,713	120,353	150,000	50,000
1000.50.5122-52.5050	Licenses & Permits Transportation Permits	9,450	7,985	10,000	10,000
1000.50.5122-56.5060	Charges for Services Special Traffic Marking Reques	11,795	13,495	3,500	3,500
1000.50.5234-55.5282	Intergovernmental State Highway Maintenance	6,269	10,167	5,200	-
1000.50.5234-56.5065	Charges for Services USA Service Fee	-	1,600	-	-
1000.50.5234-57.8050	Other Revenue Miscellaneous Receipts	2,836	633	-	-
1000.50.5235-56.5065	Charges for Services USA Service Fee	79,998	102,616	80,000	80,000
1000.50.5235-57.8050	Other Revenue Miscellaneous Receipts	7,080	4,252	-	-
1000.50.5236-56.5065	Charges for Services USA Service Fee	-	387	3,500	3,500
1000.50.5236-57.8050	Other Revenue Miscellaneous Receipts	9,064	6,637	6,000	6,000
1000.50.5238-55.5043	Intergovernmental Alisal Steinbeck Park Maint.	6,000	-	-	-
1000.50.5239-56.5090	Charges for Services Street Tree Pruning	-	-	200	200
1000.50.5239-57.8050	Other Revenue Miscellaneous Receipts	-	512	-	-
1000.55.5238-55.5043	Intergovernmental Alisal Steinbeck Park Maint.	-	6,000	-	-
1000.55.6232-56.6090	Charges for Services Neighborhood Center Rental Fee	2,401	2,742	4,000	4,000
1000.55.6237-56.6060	Charges for Services Reimbursable Fee Activities	251	2,535	-	50,000
1000.55.6239-56.6030	Charges for Services Reserved Picnic Area Use Fee	25	756	100	100
1000.55.6239-56.6040	Charges for Services Ball Field Use Fee	-	1,511	2,300	2,300
1000.55.6239-56.6050	Charges for Services Youth Sports League Fees	7,311	46,825	50,000	50,000
1000.55.6239-56.6080	Charges for Services Other Rec Bldg Rental Fee	-	-	200	200
1000.55.6239-56.6100	Charges for Services Recreation Facility Use Fees	-	-	100	100
1000.55.6243-56.6070	Charges for Services Community Center Rental Fees	20,522	7,306	25,000	75,000
1000.55.6243-56.6071	Charges for Services Community Center Service Fees	-	90	-	-
1000.60.6005-56.6300	Charges for Services Other Library Fees	6	2	5,500	5,500
1000.60.6005-56.6310	Charges for Services Library Copying Fees	504	4,469	10,000	10,000
1000.60.6005-56.6320	Charges for Services Overdue Library Fines	2,820	13,870	18,000	18,000
1000.60.6005-56.6330	Charges for Services Lost/Damaged Material Fees	544	430	8,000	8,000
1000.60.6005-56.6350	Charges for Services Library Facility Use Fees	-	562	-	-
1000.80.8010-56.8110	Charges for Services Rental Income	76,287	112,361	100,000	100,000
1000.80.8010-57.8050	Other Revenue Miscellaneous Receipts	-	1,355	2,000	-
1000 - General Fund Total		106,880,785	114,471,884	115,310,985	120,886,750
1100 - Measure E					
1100.00.0000-50.2030	Taxes Transactions and Use Tax-MV	14,327,404	16,961,232	16,423,000	17,100,000
1100.00.0000-54.8010	Use of money and property Investment Earnings	36,950	14,370	45,000	250,000
1100.00.0000-57.8080	Other Revenue Miscellaneous Deposits	1,974	120	-	-
1100.00.0000-57.8605	Other Revenue PERS Retirement Cost Share	23,809	-	-	-
1100 - Measure E Total		14,390,137	16,975,722	16,468,000	17,350,000
1200 - Measure G					
1200.00.0000-50.2040	Taxes Transactions and Use Tax-MG	28,805,687	34,008,667	32,846,000	34,200,000
1200.00.0000-54.8010	Use of money and property Investment Earnings	132,236	34,876	108,000	425,000

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Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
1200.00.0000-58.8010	Other Financing Sources Loans/Lease Proceeds	-	56,664	-	-
	1200 - Measure G Total	28,937,923	34,100,207	32,954,000	34,625,000
2102 - Woodside Park Maint District					
2102.50.5560-54.8010	Use of money and property Investment Earnings	752	249	1,000	3,400
2102.50.5560-57.5010	Other Revenue Woodside Park Maint Assessment	50,822	52,049	43,000	50,000
	2102 - Woodside Park Maint District Total	51,574	52,298	44,000	53,400
2104 - Airport Bus Park Maint District					
2104.50.5562-54.8010	Use of money and property Investment Earnings	113	34	-	500
2104.50.5562-57.5030	Other Revenue Airport Bus Park Maint Assess	14,732	14,432	13,740	14,500
	2104 - Airport Bus Park Maint District Total	14,845	14,466	13,740	15,000
2105 - N E Salinas Landscape Dist					
2105.50.5563-54.8010	Use of money and property Investment Earnings	5,205	1,711	6,000	20,000
2105.50.5563-57.5040	Other Revenue N/E Landscape Maint Assessment	839,440	860,701	821,550	821,550
	2105 - N E Salinas Landscape Dist Total	844,645	862,411	827,550	841,550
2106 - Harden Ranch Landscape Dist					
2106.50.5564-54.8010	Use of money and property Investment Earnings	478	172	1,000	2,800
2106.50.5564-57.5050	Other Revenue Harden Ranch Maint Assessment	155,199	157,980	155,160	155,160
	2106 - Harden Ranch Landscape Dist Total	155,677	158,151	156,160	157,960
2107 - Vista Nueva Maint District					
2107.50.5565-54.8010	Use of money and property Investment Earnings	2,175	635	2,000	6,700
2107.50.5565-57.5060	Other Revenue Vista Nueva	38,329	45,141	35,000	35,000
	2107 - Vista Nueva Maint District Total	40,505	45,776	37,000	41,700
2108 - Mira Monte Maint District					
2108.50.5566-54.8010	Use of money and property Investment Earnings	2,583	702	2,000	7,000
2108.50.5566-57.5070	Other Revenue Mira Monte	128,816	121,852	121,000	121,000
	2108 - Mira Monte Maint District Total	131,399	122,554	123,000	128,000
2109 - Monte Bella Maint District					
2109.50.5567-54.8010	Use of money and property Investment Earnings	38,791	11,952	37,000	128,000
2109.50.5567-57.5080	Other Revenue Monte Bella	728,754	714,534	719,000	719,000
	2109 - Monte Bella Maint District Total	767,545	726,486	756,000	847,000
2201 - Sales Tax-Proposition 172					
2201.40.4220-50.2050	Taxes City of Salinas-SB 172	536,185	524,631	600,000	600,000
	2201 - Sales Tax-Proposition 172 Total	536,185	524,631	600,000	600,000
2202 - Supplemental Law Enf - AB3229					
2202.40.4220-54.8010	Use of money and property Investment Earnings	160	217	1,000	13,000
2202.40.4220-55.4252	Intergovernmental Supp Law Enforcement (AB 3229)	397,076	561,187	500,000	500,000
	2202 - Supplemental Law Enf - AB3229 Total	397,236	561,404	501,000	513,000
2301 - Development Fees-Sewer & Storm					
2301.00.0000-54.8010	Use of money and property Investment Earnings	21,689	6,366	19,000	37,000
2301.00.0000-56.5120	Charges for Services Sanitary Sewer Impact Fee	356,098	49,893	50,000	50,000
2301.00.0000-56.5130	Charges for Services Storm Sewer Impact Fee	204,173	165,627	150,000	100,000
	2301 - Development Fees-Sewer & Storm Total	581,960	221,886	219,000	187,000
2302 - Development Fees-Parks & Playgr					
2302.00.0000-54.8010	Use of money and property Investment Earnings	7,657	2,253	7,000	24,000
2302.00.0000-56.5140	Charges for Services Neighborhood Park Impact Fee	34,136	22,421	2,000	150,000
2302.00.0000-56.5160	Charges for Services Facilities Impact Fees	15,853	4,834	2,000	30,000
	2302 - Development Fees-Parks & Playgr Total	57,646	29,507	11,000	204,000
2303 - Development Fees-Library					
2303.00.0000-54.8010	Use of money and property Investment Earnings	649	298	1,000	4,000
2303.00.0000-56.5160	Charges for Services Facilities Impact Fees	28,552	9,161	100	65,000
2303.00.0000-56.5180	Charges for Services Library Impact Fee	48,240	19,520	25,000	-
	2303 - Development Fees-Library Total	77,441	28,979	26,100	69,000
2304 - Development Fees-Street Trees					

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Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
2304.00.0000-54.8010	Use of money and property Investment Earnings	37	34	-	500
2304.00.0000-56.5110	Charges for Services Street Tree Fee	5,658	10,427	500	10,000
	2304 - Development Fees-Street Trees Total	5,695	10,461	500	10,500
2305 - Development Fees-Annexations					
2305.00.0000-56.5170	Charges for Services Annexation Impact Fees	-	-	100	-
	2305 - Development Fees-Annexations Total	-	-	100	-
2306 - Development Fees-Arterial					
2306.00.0000-54.8010	Use of money and property Investment Earnings	73,054	20,911	65,000	240,000
2306.00.0000-56.5150	Charges for Services Street/Traffic Impact Fees	472,925	1,594,602	600,000	700,000
	2306 - Development Fees-Arterial Total	545,979	1,615,513	665,000	940,000
2307 - Development Fees-Fire					
2307.00.0000-54.8010	Use of money and property Investment Earnings	659	205	1,000	3,400
2307.00.0000-56.5160	Charges for Services Facilities Impact Fees	13,453	80,434	30,000	30,000
2307.00.0000-56.5190	Charges for Services Fire Protection Service Fee	18,492	-	15,000	-
	2307 - Development Fees-Fire Total	32,604	80,639	46,000	33,400
2308 - Dev Fees Fund-Police					
2308.00.0000-54.8010	Use of money and property Investment Earnings	5,753	1,914	6,000	22,000
2308.00.0000-56.5160	Charges for Services Facilities Impact Fees	177,961	121,223	80,000	120,000
	2308 - Dev Fees Fund-Police Total	183,714	123,138	86,000	142,000
2401 - Gas Tax - 2107					
2401.00.0000-54.8010	Use of money and property Investment Earnings	11,290	4,847	15,000	72,000
2401.00.0000-54.8050	Use of money and property Rental Income	188,936	228,650	165,400	225,000
2401.00.0000-55.5212	Intergovernmental State Gas Tax - 2107	1,118,347	961,454	1,412,000	1,274,000
2401.00.0000-55.5222	Intergovernmental State Gas Tax - 2107.5	10,000	10,000	10,000	10,000
	2401 - Gas Tax - 2107 Total	1,328,573	1,204,951	1,602,400	1,581,000
2402 - Gas Tax - 2106					
2402.00.0000-55.5202	Intergovernmental State Gas Tax - 2106	348,466	357,130	440,000	460,000
	2402 - Gas Tax - 2106 Total	348,466	357,130	440,000	460,000
2403 - Gas Tax - 2105					
2403.00.0000-55.5252	Intergovernmental State Gas Tax - 2105 (P-111)	826,465	815,225	1,034,000	1,060,000
	2403 - Gas Tax - 2105 Total	826,465	815,225	1,034,000	1,060,000
2404 - Gas Tax - Motor Vehicle Fuel Tax					
2404.00.0000-55.5262	Intergovernmental State Gas Tax - 2103 (TCR)	1,082,301	1,186,650	1,578,000	1,601,000
	2404 - Gas Tax - Motor Vehicle Fuel Tax Total	1,082,301	1,186,650	1,578,000	1,601,000
2501 - Emergency Medical Service Fund					
2501.45.4520-54.8010	Use of money and property Investment Earnings	302	-	-	-
2501.45.4520-55.4013	Intergovernmental County CSA 74-Safety Equipment	138,815	137,951	140,000	140,000
	2501 - Emergency Medical Service Fund Total	139,117	137,951	140,000	140,000
2502 - Asset Forfeiture					
2502.40.4380-54.8010	Use of money and property Investment Earnings	1,366	870	2,000	6,800
2502.40.4380-55.4232	Intergovernmental State Seizure Reimbursement	6,110	104,718	24,900	25,000
2502.40.4380-55.4501	Intergovernmental Federal Reimbursements	4,702	-	100	-
	2502 - Asset Forfeiture Total	12,178	105,588	27,000	31,800
2503 - Traffic Safety					
2503.00.0000-53.4010	Fines and Forfeits Vehicle Code Fines	251,387	193,115	200,000	200,200
2503.00.0000-53.4011	Fines and Forfeits Vehicle Code Fines-Red Light Cam	79,165	123,888	100,000	100,000
	2503 - Traffic Safety Total	330,552	317,003	300,000	300,200
2504 - Vehicle Abatement					
2504.40.4116-55.4242	Intergovernmental Abandoned Vehicle Abatement	149,414	138,992	120,000	130,000
	2504 - Vehicle Abatement Total	149,414	138,992	120,000	130,000
2505 - Recreation Parks					
2505.60.6239-54.8050	Use of money and property Rental Income	-	27,247	30,000	30,000
	2505 - Recreation Parks Total	-	27,247	30,000	30,000

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Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
2506 - Recreation Parks					
2506.00.8005-51.2170	Franchise Fees Cable TV	173,334	178,991	185,000	185,000
	2506 - Recreation Parks Total	173,334	178,991	185,000	185,000
2507 - Municipal Art Fund					
2507.00.0000-54.8010	Use of money and property Investment Earnings	-	22	-	500
2507.00.0000-56.8013	Charges for Services Public Art Charge	5,941	12,009	6,000	6,000
	2507 - Municipal Art Fund Total	5,941	12,031	6,000	6,500
2508 - Contributions & Donations					
2508.40.4170-57.8285	Other Revenue Contributions & Donations	40,803	363,139	-	-
2508.40.4170-57.8490	Other Revenue Animal Shelter Donations	13,637	3,081	-	-
2508.55.6231-57.8285	Other Revenue Contributions & Donations	140	60	-	-
2508.60.6005-57.8180	Other Revenue Friends of the Library	6,498	7,786	-	-
2508.60.6005-57.8290	Other Revenue Library Donations	5,631	9,592	-	-
	2508 - Contributions & Donations Total	66,709	383,659	-	-
2509 - KDF Los Padres Dev Social Svcs					
2509.00.0000-54.8010	Use of money and property Investment Earnings	1,666	-	-	-
2509.55.6240-57.8510	Other Revenue KDF Tenant Services	70,724	-	-	-
	2509 - KDF Los Padres Dev Social Svcs Total	72,390	-	-	-
2510 - MX-Transport Safety & Inv Plan					
2510.00.0000-54.8010	Use of money and property Investment Earnings	49,960	15,443	47,000	182,000
2510.00.0000-55.4073	Intergovernmental Measure X - TAMC	4,525,233	5,668,940	3,600,000	5,000,000
	2510 - MX-Transport Safety & Inv Plan Total	4,575,193	5,684,383	3,647,000	5,182,000
2511 - SB1 Road Maintenance & Rehab					
2511.00.0000-54.8010	Use of money and property Investment Earnings	19,538	9,568	29,000	123,000
2511.00.0000-55.5292	Intergovernmental SB1 Road Maintenance & Rehab	2,889,904	3,220,193	3,652,000	3,994,000
	2511 - SB1 Road Maintenance & Rehab Total	2,909,442	3,229,761	3,681,000	4,117,000
2512 - SB1 Traffic Congestion Relief					
2512.00.0000-54.8010	Use of money and property Investment Earnings	3,792	1,099	3,000	11,000
	2512 - SB1 Traffic Congestion Relief Total	3,792	1,099	3,000	11,000
2513 - General Plan					
2513.30.3701-56.3050	Charges for Services General Plan/Zoning Fees	-	-	-	250,000
	2513 - General Plan Total	-	-	-	250,000
2601 - SRA Public Improvements					
2601.20.2505-54.8010	Use of money and property Investment Earnings	10,844	3,145	9,000	31,000
	2601 - SRA Public Improvements Total	10,844	3,145	9,000	31,000
2602 - HSA - Affordable Housing					
2602.20.2505-54.8010	Use of money and property Investment Earnings	21,497	6,082	18,000	62,000
2602.30.2505-57.3020	Other Revenue Housing Revolving Loans	111,995	121,813	52,000	52,000
2602.30.2505-57.8050	Other Revenue Miscellaneous Receipts	-	-	100	100
	2602 - HSA - Affordable Housing Total	133,492	127,895	70,100	114,100
2910 - Community Development					
2910.30.3220-55.7501	Intergovernmental Block Grant	347,570	809,252	6,097,431	6,833,313
2910.30.3221-57.3020	Other Revenue Housing Revolving Loans	192,811	203,712	50,000	50,000
	2910 - Community Development Total	540,381	1,012,964	6,147,431	6,883,313
2911 - CDBG - Covid 19					
2911.30.3220-55.7501	Intergovernmental Block Grant	247,704	1,159,780	777,790	777,790
	2911 - CDBG - Covid 19 Total	247,704	1,159,780	777,790	777,790
2930 - Home Investment Partnership					
2930.30.3220-54.8010	Use of money and property Investment Earnings	4,164	572	2,000	-
2930.30.3220-55.7521	Intergovernmental HOME Inv Partnership (HUD)	35,110	528,653	2,184,451	2,184,451
2930.30.3221-57.3020	Other Revenue Housing Revolving Loans	358,829	255,997	50,000	50,000
	2930 - Home Investment Partnership Total	398,103	785,222	2,236,451	2,234,451
2931 - HOME American Rescue Plan (ARP)					

SUMMARIES & SCHEDULES

Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
2931.30.3220-55.7521	Intergovernmental HOME Inv Partnership (HUD)	-	-	-	2,826,260
	2931 - HOME American Rescue Plan (ARP) Total	-	-	-	2,826,260
2940 - Emergency Solutions Grant-HUD					
2940.30.3220-55.7531	Intergovernmental Emergency Solutions Grant	55,474	33,193	251,631	261,255
	2940 - Emergency Solutions Grant-HUD Total	55,474	33,193	251,631	261,255
2941 - Emergency Solutions Grant-COC					
2941.30.3240-55.7531	Intergovernmental Emergency Solutions Grant	127,742	272,431	242,240	242,240
	2941 - Emergency Solutions Grant-COC Total	127,742	272,431	242,240	242,240
2942 - CA Emergency Solutions & Housing					
2942.30.3220-55.7532	Intergovernmental Emergency Solutions & Housing	125,636	231,996	200,000	309,000
	2942 - CA Emergency Solutions & Housing Total	125,636	231,996	200,000	309,000
2943 - ESG-CV HUD					
2943.30.3220-55.7531	Intergovernmental Emergency Solutions Grant	2,408,984	2,242,322	4,000,000	50,000
	2943 - ESG-CV HUD Total	2,408,984	2,242,322	4,000,000	50,000
2944 - ESG-CV HCD					
2944.30.3220-55.7531	Intergovernmental Emergency Solutions Grant	160,819	2,546,128	-	-
	2944 - ESG-CV HCD Total	160,819	2,546,128	-	-
2945 - Housing - Other Agency Match					
2945.30.3310-57.8415	Other Revenue Other Agency Contribution	340,922	-	-	-
	2945 - Housing - Other Agency Match Total	340,922	-	-	-
2951 - SB2					
2951.30.3220-55.7542	Intergovernmental SB2	-	-	3,110,293	4,486,700
2951.30.3240-55.7542	Intergovernmental SB2	-	680,855	-	-
	2951 - SB2 Total	-	680,855	3,110,293	4,486,700
2952 - Local Early Action Planning					
2952.30.3111-55.5232	Intergovernmental Other State Grant & Reimb	-	59,867	-	-
	2952 - Local Early Action Planning Total	-	59,867	-	-
2953 - Regional Early Action Planning					
2953.30.3111-55.5232	Intergovernmental Other State Grant & Reimb	-	71,818	-	-
	2953 - Regional Early Action Planning Total	-	71,818	-	-
2954 - Encampment Resolution Fund (ERF)					
2954.30.3220-55.5232	Intergovernmental Other State Grant & Reimb	-	4,079,417	-	-
	2954 - Encampment Resolution Fund (ERF) Total	-	4,079,417	-	-
2955 - Neighborhood Stabilization Prog					
2955.30.3222-57.8050	Other Revenue Miscellaneous Receipts	-	91,250	-	-
	2955 - Neighborhood Stabilization Prog Total	-	91,250	-	-
2957 - Inclusionary Housing Trust Fund					
2957.30.3230-57.3020	Other Revenue Housing Revolving Loans	3,910	1,960	-	-
2957.30.3230-57.8460	Other Revenue Inclusionary Housing	750	750	-	-
	2957 - Inclusionary Housing Trust Fund Total	4,660	2,710	-	-
3282 - BSCC-Board of St&Comm Correction					
3282.55.7410-55.7222	Intergovernmental BSCC Grant	131,296	10,904	-	-
3282.55.7411-55.7222	Intergovernmental BSCC Grant	-	396,357	-	-
3282.55.7412-55.7222	Intergovernmental BSCC Grant	-	-	-	313,850
	3282 - BSCC-Board of St&Comm Correction Total	131,296	407,261	-	313,850
4104 - 2014 COP Consolidation					
4104.00.8004-54.8010	Use of money and property Investment Earnings	3,515	599	-	-
4104.80.8004-54.8010	Use of money and property Investment Earnings	-	-	-	700
	4104 - 2014 COP Consolidation Total	3,515	599	-	700
4106 - 2018 Lease-PS Building-Police					
4106.00.8004-54.8010	Use of money and property Investment Earnings	-	1,391	-	14,000

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Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
4106.80.8004-54.8010	Use of money and property Investment Earnings	-	246,530	-	-
	4106 - 2018 Lease-PS Building-Police Total	-	247,922	-	14,000
4107 - COP 2018B T.R.I.P. Total Rd Impv					
4107.00.8004-54.8010	Use of money and property Investment Earnings	8,288	2,377	-	29,000
4107.80.8004-54.8010	Use of money and property Investment Earnings	7,978	44,940	-	441,000
	4107 - COP 2018B T.R.I.P. Total Rd Impv Total	16,266	47,316	-	470,000
4108 - Energy Improvement					
4108.00.8004-54.8010	Use of money and property Investment Earnings	125	71	-	-
	4108 - Energy Improvement Total	125	71	-	-
4109 - 2015 Refunding COP 2005 A & B					
4109.00.8004-54.8010	Use of money and property Investment Earnings	609	176	-	-
	4109 - 2015 Refunding COP 2005 A & B Total	609	176	-	-
4110 - 2018 Lease-El Gabilan Library					
4110.80.8004-54.8010	Use of money and property Investment Earnings	-	17	-	2,000
	4110 - 2018 Lease-El Gabilan Library Total	-	17	-	2,000
4111 - Refund Bonds Series 2020A-Energy					
4111.80.8004-54.8010	Use of money and property Investment Earnings	0	-	-	-
4111.80.8004-58.8013	Other Financing Sources Bond Proceeds	16,190,000	-	-	-
4111.80.8004-58.8020	Other Financing Sources Bond Premium	3,230,127	-	-	-
	4111 - Refund Bonds Series 2020A-Energy Total	19,420,127	-	-	-
4112 - Refund Bonds Series 2020A-SVSWA					
4112.80.8004-54.8010	Use of money and property Investment Earnings	-	(15)	-	-
4112.80.8004-58.8013	Other Financing Sources Bond Proceeds	4,440,000	-	-	-
4112.80.8004-58.8020	Other Financing Sources Bond Premium	561,244	-	-	-
	4112 - Refund Bonds Series 2020A-SVSWA Total	5,001,244	(15)	-	-
4202 - Assessment Districts-Debt Svc					
4202.20.2141-50.1140	Taxes Property Taxes-Assessment Dist	478,941	255,452	250,000	470,000
4202.20.2141-54.8010	Use of money and property Investment Earnings	28	88	-	5,400
	4202 - Assessment Districts-Debt Svc Total	478,969	255,540	250,000	475,400
4203 - Assessment District Reserve					
4203.20.2141-54.8010	Use of money and property Investment Earnings	12,334	3,566	11,000	34,000
	4203 - Assessment District Reserve Total	12,334	3,566	11,000	34,000
4204 - 2019 Spec Tax Bond Monte Bella					
4204.20.2141-50.1140	Taxes Property Taxes-Assessment Dist	180,315	173,909	180,000	160,000
4204.20.2141-54.8010	Use of money and property Investment Earnings	40	132	-	8,900
	4204 - 2019 Spec Tax Bond Monte Bella Total	180,356	174,041	180,000	168,900
4205 - 2019 Spec Tax Bond Monte Bella 2					
4205.20.2141-50.1140	Taxes Property Taxes-Assessment Dist	144,059	146,854	160,000	135,000
4205.20.2141-54.8010	Use of money and property Investment Earnings	28	84	-	5,600
	4205 - 2019 Spec Tax Bond Monte Bella 2 Total	144,087	146,938	160,000	140,600
4206 - 2019 Spec Tax Bond Monte Bella 3					
4206.20.2141-50.1140	Taxes Property Taxes-Assessment Dist	15,238	173,508	180,000	170,000
	4206 - 2019 Spec Tax Bond Monte Bella 3 Total	15,238	173,508	180,000	170,000
5101 - Special Aviation Fund - State					
5101.50.5340-55.7202	Intergovernmental State Aid - Airport	-	-	-	81,000
	5101 - Special Aviation Fund - State Total	-	-	-	81,000
5102 - Special Aviation Fund - Federal					
5102.50.5340-54.8010	Use of money and property Investment Earnings	6,259	2,194	6,000	18,000
5102.50.5340-55.5501	Intergovernmental Federal Aid - Airport	499,360	485,901	143,876	1,620,000
	5102 - Special Aviation Fund - Federal Total	505,619	488,095	149,876	1,638,000
5201 - Special Const Assist - Fed & St					
5201.00.0000-55.4520	Intergovernmental FEMA	-	28,000	-	-

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Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
5201.00.0000-55.5232	Intergovernmental Other State Grant & Reimb	184,147	92,245	-	-
5201.00.0000-55.5272	Intergovernmental Regional Surface Transp Program	2,614,307	1,575,535	-	-
5201.00.0000-55.5511	Intergovernmental Other Federal Grant	2,220,835	5,071,754	11,950,000	-
	5201 - Special Const Assist - Fed & St Total	5,019,289	6,767,534	11,950,000	-
5203 - Special Const Assist - Others					
5203.00.0000-54.8050	Use of money and property Rental Income	270,091	-	-	-
5203.00.0000-55.3013	Intergovernmental TRAKIT-Permit System Charges	-	(48)	-	-
5203.00.0000-55.3023	Intergovernmental Developers Contributions-Haciend	-	-	1,650,000	-
5203.00.0000-55.3024	Intergovernmental Traffic Fair Share Contributions	-	981,838	-	-
5203.00.0000-55.5053	Intergovernmental Developers Contributions	-	102,472	-	-
5203.00.0000-55.5062	Intergovernmental Ag-Industrial Specific Plan	-	10,000	-	-
5203.00.0000-55.5063	Intergovernmental Construction Assistance Others	166,728	279,490	193,000	-
5203.00.0000-55.5073	Intergovernmental Monterey County	-	71,057	-	-
5203.00.0000-55.5074	Intergovernmental Other Agencies	10,000	-	-	-
5203.00.0000-55.5080	Intergovernmental Developers-Annexation Fees	-	1,776	-	-
5203.00.0000-55.5083	Intergovernmental Developers-FGA West	2,924	50,000	-	-
5203.00.0000-55.5242	Intergovernmental Rebates/Refunds & Reimb	750	3,300	-	-
5203.00.0000-55.8223	Intergovernmental Disaster Reimbursements	-	126	-	-
5203.00.0000-56.3050	Charges for Services General Plan/Zoning Fees	298,410	305,966	400,000	-
5203.00.0000-56.5200	Charges for Services AutoCAD	114,675	66,956	-	-
5203.00.0000-56.6340	Charges for Services Library - Donations	221,945	95,522	-	-
5203.00.0000-57.1060	Other Revenue Miscellaneous Insurances	206,122	698,677	-	-
	5203 - Special Const Assist - Others Total	1,291,644	2,667,133	2,243,000	-
5300 - Assessment District - Projects					
5300.50.5120-54.8010	Use of money and property Investment Earnings	2,742	824	2,000	7,800
	5300 - Assessment District - Projects Total	2,742	824	2,000	7,800
5301 - 2019 Spec Tax Bond Monte Bella					
5301.00.0000-54.8010	Use of money and property Investment Earnings	160	41	-	900
	5301 - 2019 Spec Tax Bond Monte Bella Total	160	41	-	900
5303 - 2019 Spec Tax Bond Monte Bella 3					
5303.00.0000-54.8010	Use of money and property Investment Earnings	2,373	536	2,000	-
5303.00.0000-58.8013	Other Financing Sources Bond Proceeds	2,695,000	-	-	-
5303.00.0000-58.8020	Other Financing Sources Bond Premium	242,947	-	-	-
	5303 - 2019 Spec Tax Bond Monte Bella 3 Total	2,940,320	536	2,000	-
6100 - Municipal Airport					
6100.50.5340-54.5010	Use of money and property Hangar Rent	772,253	689,108	790,000	828,000
6100.50.5340-54.5020	Use of money and property Aircraft Parking	3,554	3,841	5,000	5,000
6100.50.5340-54.5030	Use of money and property Building Rental	325,556	340,469	428,000	500,000
6100.50.5340-54.5040	Use of money and property Ground Leases	407,667	386,571	330,000	350,000
6100.50.5340-54.5050	Use of money and property Fuel Fees	70,925	85,010	75,000	70,000
6100.50.5340-54.5060	Use of money and property Use Permits	37,350	216,025	40,000	50,000
6100.50.5340-54.5080	Use of money and property Refuse Fees	9,572	9,841	8,000	8,000
6100.50.5340-54.5085	Use of money and property Hangar Rent Non - Aeronautical	-	14,109	8,000	15,000
6100.50.5340-54.5090	Use of money and property Hangar Rent Non - Airworthy	-	144,338	40,000	40,000
6100.50.5340-54.8010	Use of money and property Investment Earnings	8,493	3,072	10,000	39,000
6100.50.5340-56.8110	Charges for Services Rental Income	111,243	177,084	110,000	110,000
6100.50.5340-57.8050	Other Revenue Miscellaneous Receipts	61,788	109,180	40,000	50,000
6100.50.5340-57.8560	Other Revenue Airport Cardlock Deposits	901	1,141	5,000	5,000
	6100 - Municipal Airport Total	1,809,301	2,179,788	1,889,000	2,070,000
6200 - Industrial Waste					
6200.50.5441-54.8010	Use of money and property Investment Earnings	48,801	16,110	47,000	166,000
6200.50.5441-56.5040	Charges for Services Industrial Waste Fees	2,870,417	3,088,186	3,000,000	3,000,000
6200.50.5441-57.8050	Other Revenue Miscellaneous Receipts	60	-	-	-
	6200 - Industrial Waste Total	2,919,278	3,104,296	3,047,000	3,166,000
6301 - Fairways Golf Course					
6301.00.0000-54.8010	Use of money and property Investment Earnings	113	-	-	-
6301.00.0000-54.8080	Use of money and property Sierra Lease	116,667	100,000	100,000	100,000
	6301 - Fairways Golf Course Total	116,779	100,000	100,000	100,000

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Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
6302 - Twin Creek Golf Course					
6302.00.0000-54.8070	Use of money and property First Tee Lease	60,000	30,000	60,000	60,000
6302.80.8006-58.8013	Other Financing Sources Bond Proceeds	2,977,191	-	-	-
6302.80.8006-58.8020	Other Financing Sources Bond Premium	317,432	-	-	-
	6302 - Twin Creek Golf Course Total	3,354,623	30,000	60,000	60,000
6400 - Sewer					
6400.50.5442-54.8010	Use of money and property Investment Earnings	30,559	9,701	26,000	7,500
6400.50.5442-56.5050	Charges for Services Sanitary Sewer Surcharge Fees	5,002,049	3,690,313	4,800,000	4,100,000
6400.50.5442-56.5065	Charges for Services USA Service Fee	19,804	18,984	-	60,000
6400.50.5442-57.8050	Other Revenue Miscellaneous Receipts	3,994	-	-	-
	6400 - Sewer Total	5,056,407	3,718,998	4,826,000	4,167,500
6500 - Storm Sewer (NPDES)					
6500.50.5443-53.3012	Fines and Forfeits NPDES Citations	-	1,000	-	-
6500.50.5443-54.8010	Use of money and property Investment Earnings	3,932	1,421	5,000	19,000
6500.50.5443-56.5080	Charges for Services Review and Inspection Fees	215	39,450	10,000	40,000
6500.50.5443-57.8050	Other Revenue Miscellaneous Receipts	-	-	200	200
	6500 - Storm Sewer (NPDES) Total	4,147	41,871	15,200	59,200
6600 - Crazy Horse Landfill					
6600.20.2030-54.8010	Use of money and property Investment Earnings	6,536	708	-	-
	6600 - Crazy Horse Landfill Total	6,536	708	-	-
6700 - Water Utility					
6700.50.5445-55.4043	Intergovernmental Monterey Co. Animal Shelter	5,300	4,113	4,000	4,000
6700.50.5445-55.4053	Intergovernmental City Animal Shelter	-	-	3,000	3,000
6700.50.5445-55.5023	Intergovernmental MRWPCA	-	2,441	3,000	3,000
6700.50.5445-55.5033	Intergovernmental City Industrial Waste Facility	-	-	1,000	1,000
	6700 - Water Utility Total	5,300	6,554	11,000	11,000
6801 - Downtown Parking District					
6801.50.5446-52.5010	Licenses & Permits Parking Lot Permits	37,718	50,852	50,000	50,000
6801.50.5446-52.5020	Licenses & Permits Salinas St Garage Permits	31,160	64,815	60,000	60,000
6801.50.5446-52.5040	Licenses & Permits Monterey St Garage Permits	133,871	159,262	140,000	160,000
6801.50.5446-52.5070	Licenses & Permits Monterey St Garage - Hourly	58,880	192,387	170,000	170,000
6801.50.5446-52.5075	Licenses & Permits Parking Validation	6,578	160	5,000	-
6801.50.5446-57.8050	Other Revenue Miscellaneous Receipts	-	4,077	-	5,000
	6801 - Downtown Parking District Total	268,207	471,552	425,000	445,000
6802 - Preferential Parking					
6802.50.5447-52.5060	Licenses & Permits Preferential Permits	15,595	24,582	25,000	25,000
6802.50.5447-57.8050	Other Revenue Miscellaneous Receipts	-	250	-	-
	6802 - Preferential Parking Total	15,595	24,832	25,000	25,000
6803 - Parking Enforcement					
6803.50.5448-53.4020	Fines and Forfeits Parking Fines	876,303	1,147,161	1,230,000	1,100,000
	6803 - Parking Enforcement Total	876,303	1,147,161	1,230,000	1,100,000
6900 - Permit Services					
6900.00.0000-54.8010	Use of money and property Investment Earnings	14,897	5,343	16,000	67,000
6900.30.3350-52.3010	Licenses & Permits Mechanical Permits	20,210	43,780	10,200	10,200
6900.30.3350-52.3020	Licenses & Permits Building Permits	1,064,822	1,113,092	1,400,000	1,400,000
6900.30.3350-52.3030	Licenses & Permits Plumbing Permits	26,778	18,576	15,000	15,000
6900.30.3350-52.3040	Licenses & Permits Electrical Permits	84,920	53,308	25,000	25,000
6900.30.3350-52.3060	Licenses & Permits Re-Roofing Permits	114,342	100,233	100,000	100,000
6900.30.3350-52.3070	Licenses & Permits Building Demolition Permit	1,288	986	1,000	1,000
6900.30.3350-53.3011	Fines and Forfeits Building Enforcement	31,671	40,300	-	-
6900.30.3350-53.3405	Fines and Forfeits C & D Penalty	30,275	50,748	20,000	20,000
6900.30.3350-55.3013	Intergovernmental TRAKIT-Permit System Charges	191,452	390,566	256,500	256,500
6900.30.3350-56.3280	Charges for Services Fire Plan Check Fee-Permit Ctr	47,313	39,920	44,000	44,000
6900.30.3350-56.3400	Charges for Services Building Plan Check Fees	947,653	2,768,094	1,000,000	1,000,000
6900.30.3350-56.3410	Charges for Services Special Building Inspection	38,552	79,284	50,000	50,000
6900.30.3350-56.3420	Charges for Services Reinspection Service	38,326	47,817	40,000	40,000
6900.30.3350-56.3430	Charges for Services Residential Report	52,013	52,101	35,000	35,000
6900.30.3350-56.3440	Charges for Services Microfilm Fee	37,979	38,598	35,000	35,000

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Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
6900.30.3350-56.3460	Charges for Services Other Building Fees	1,748	3,933	1,000	1,000
6900.30.3350-56.8060	Charges for Services Copying Fees	-	30	-	-
6900.30.3350-57.8080	Other Revenue Miscellaneous Deposits	4,417	-	6,500	6,500
	6900 - Permit Services Total	2,748,655	4,846,710	3,055,200	3,106,200
7101 - Internal Services Administration					
7101.14.1245-57.8050	Other Revenue Miscellaneous Receipts	500	2,040	-	-
	7101 - Internal Services Administration Total	500	2,040	-	-
7102 - Internal Services Insurances					
7102.12.1246-57.8050	Other Revenue Miscellaneous Receipts	425	-	-	-
7102.14.1246-57.1060	Other Revenue Miscellaneous Insurances	-	850	-	-
7102.14.1246-57.8050	Other Revenue Miscellaneous Receipts	276,521	789,645	200,000	200,000
	7102 - Internal Services Insurances Total	276,946	790,495	200,000	200,000
7103 - Worker's Comp Self-Insurance					
7103.14.1247-54.8010	Use of money and property Investment Earnings	44,997	15,501	47,000	-
7103.14.1247-57.1010	Other Revenue Workers Comp Premiums	5,224,032	5,262,284	5,352,700	-
7103.14.1247-57.1020	Other Revenue Workers Comp Reimb	-	11,784	10,000	-
7103.16.1247-54.8010	Use of money and property Investment Earnings	-	-	-	174,000
7103.16.1247-57.1020	Other Revenue Workers Comp Reimb	-	-	-	5,352,700
7103.16.1247-57.1030	Other Revenue CalPERS Ind Disability Reimb	-	-	-	10,000
	7103 - Worker's Comp Self-Insurance Total	5,269,029	5,289,569	5,409,700	5,536,700
7104 - General Liability Self-Insurance					
7104.14.1248-54.8010	Use of money and property Investment Earnings	25,307	2,084	8,000	3,300
7104.14.1248-57.1040	Other Revenue Liability Insurance	197,972	215,431	217,100	260,200
7104.14.1248-57.1060	Other Revenue Miscellaneous Insurances	64,580	1,038,091	1,000	1,000
	7104 - General Liability Self-Insurance Total	287,860	1,255,606	226,100	264,500
7120 - Internal Services-Fleet Maint					
7120.50.5233-57.8050	Other Revenue Miscellaneous Receipts	1,712	-	-	-
	7120 - Internal Services-Fleet Maint Total	1,712	-	-	-
8914 - RORF-Redev Obligation Retirement					
8914.20.2502-50.1090	Taxes Property Taxes-Tax Increments	2,407,980	2,400,018	2,250,000	2,200,000
8914.20.2502-54.8010	Use of money and property Investment Earnings	83,057	69,125	109,000	129,000
	8914 - RORF-Redev Obligation Retirement Total	2,491,037	2,469,143	2,359,000	2,329,000
8915 - Successor Agency Administration					
8915.20.2505-50.1090	Taxes Property Taxes-Tax Increments	10,000	10,000	10,000	10,000
8915.20.2505-52.8010	Licenses & Permits Other Licenses & Permits	-	1	-	-
	8915 - Successor Agency Administration Total	10,000	10,001	10,000	10,000
Operating Revenue Total		231,894,277	234,778,194	236,699,547	237,114,119
1000 - General Fund					
1000.00.0000-90.1200	Transfers In Measure G	1,413,300	1,413,300	700,000	-
1000.00.0000-90.2401	Transfers In Gas Tax - 2107	1,200,300	1,200,300	1,200,300	1,200,300
1000.00.0000-90.2402	Transfers In Gas Tax - 2106	230,000	230,000	230,000	230,000
1000.00.0000-90.2403	Transfers In Gas Tax - 2105	294,700	294,700	294,700	294,700
1000.00.0000-90.2503	Transfers In Traffic Safety	250,000	250,000	200,000	200,000
1000.00.0000-90.2508	Transfers In Contributions & Donations	2,185	-	-	-
1000.00.0000-90.2513	Transfers In General Plan	-	-	-	153,200
1000.00.0000-90.2941	Transfers In Emergency Solutions Grant-COC	8	-	-	-
1000.00.0000-90.3111	Transfers In SAFER	-	4,097	-	-
1000.00.0000-90.3182	Transfers In DOJ Office of Justice Program	3,016	-	-	-
1000.00.0000-90.3256	Transfers In First Five Monterey Co	-	1	-	-
1000.00.0000-90.3282	Transfers In BSCC-Board of St&Comm Correction	-	1	-	-
1000.00.0000-90.3910	Transfers In CARES Act	2,002,977	-	-	-
1000.00.0000-90.7101	Transfers In Internal Services Administration	-	-	-	750,000
	1000 - General Fund Total	5,396,486	3,392,399	2,625,000	2,828,200
1100 - Measure E					
1100.00.0000-90.1200	Transfers In Measure G	700,000	700,000	350,000	-
	1100 - Measure E Total	700,000	700,000	350,000	-

SUMMARIES & SCHEDULES

Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
2501 - Emergency Medical Service Fund					
2501.00.0000-90.1000	Transfers In General Fund	1,015,300	850,000	1,200,000	1,600,000
	2501 - Emergency Medical Service Fund Total	1,015,300	850,000	1,200,000	1,600,000
2504 - Vehicle Abatement					
2504.00.0000-90.1000	Transfers In General Fund	50,000	50,000	50,000	50,000
	2504 - Vehicle Abatement Total	50,000	50,000	50,000	50,000
2507 - Municipal Art Fund					
2507.00.0000-90.1000	Transfers In General Fund	-	-	-	100,000
	2507 - Municipal Art Fund Total	-	-	-	100,000
2513 - General Plan					
2513.00.0000-90.1000	Transfers In General Fund	-	-	-	555,430
	2513 - General Plan Total	-	-	-	555,430
2603 - Local Housing Trust Fund					
2603.00.0000-90.1000	Transfers In General Fund	-	-	-	2,000,000
	2603 - Local Housing Trust Fund Total	-	-	-	2,000,000
2910 - Community Development					
2910.00.0000-90.2911	Transfers In CDBG - Covid 19	11,598	-	-	-
	2910 - Community Development Total	11,598	-	-	-
2941 - Emergency Solutions Grant-COC					
2941.00.0000-90.2943	Transfers In ESG-CV HUD	1,673	-	-	-
	2941 - Emergency Solutions Grant-COC Total	1,673	-	-	-
2943 - ESG-CV HUD					
2943.00.0000-90.1000	Transfers In General Fund	-	4,424	-	-
	2943 - ESG-CV HUD Total	-	4,424	-	-
3282 - BSCC-Board of St&Comm Correction					
3282.00.0000-90.1000	Transfers In General Fund	-	0	-	-
	3282 - BSCC-Board of St&Comm Correction Total	-	0	-	-
4104 - 2014 COP Consolidation					
4104.00.0000-90.1000	Transfers In General Fund	-	-	59,000	227,100
	4104 - 2014 COP Consolidation Total	-	-	59,000	227,100
4106 - 2018 Lease-PS Building-Police					
4106.00.0000-90.1200	Transfers In Measure G	4,739,701	12,741,823	5,423,500	5,750,800
	4106 - 2018 Lease-PS Building-Police Total	4,739,701	12,741,823	5,423,500	5,750,800
4107 - COP 2018B T.R.I.P. Total Rd Impv					
4107.00.0000-90.2510	Transfers In Measure X - TAMC	2,338,575	2,340,075	2,317,100	2,328,400
	4107 - COP 2018B T.R.I.P. Total Rd Impv Total	2,338,575	2,340,075	2,317,100	2,328,400
4110 - 2018 Lease-El Gabilan Library					
4110.00.0000-90.1100	Transfers In Measure E	792,443	1,024,662	1,165,400	1,145,200
	4110 - 2018 Lease-El Gabilan Library Total	792,443	1,024,662	1,165,400	1,145,200
4111 - Refund Bonds Series 2020A-Energy					
4111.00.0000-90.1000	Transfers In General Fund	766,143	1,108,839	1,175,500	1,199,500
4111.00.0000-90.1100	Transfers In Measure E	42,293	63,400	64,900	66,200
4111.00.0000-90.1200	Transfers In Measure G	3,294	4,938	5,100	5,200
4111.00.0000-90.4108	Transfers In Energy Improvement	-	36,001	-	-
4111.00.0000-90.6100	Transfers In Airport Fund	51,062	76,545	78,300	79,900
4111.00.0000-90.6200	Transfers In Industrial Waste	47,802	71,658	73,300	74,800
4111.00.0000-90.6400	Transfers In Sewer Fund	63,703	95,495	97,700	99,700
4111.00.0000-90.6801	Transfers In Downtown Parking	21,608	32,391	33,200	33,900
	4111 - Refund Bonds Series 2020A-Energy Total	995,905	1,489,268	1,528,000	1,559,200
4112 - Refund Bonds Series 2020A-SVSWA					
4112.00.0000-90.1000	Transfers In General Fund	-	323,295	670,500	668,300
4112.00.0000-90.4109	Transfers In 2015 Refunding COP 2005 A & B	-	87,010	-	-

SUMMARIES & SCHEDULES

Revenue

Account Number	Account Description	FY 21 Actual	FY 22 Actual	FY 23 Budget	FY 24 Budget
4112.00.0000-90.6600	Transfers In Crazy Horse Landfill	692,835	279,500	-	-
	4112 - Refund Bonds Series 2020A-SVSWA Total	692,835	689,805	670,500	668,300
4206 - 2019 Spec Tax Bond Monte Bella 3					
4206.00.0000-90.5303	Transfers In 2019 Spec Tax Monte Bella 3	402,870	-	-	-
	4206 - 2019 Spec Tax Bond Monte Bella 3 Total	402,870	-	-	-
6200 - Industrial Waste					
6200.00.0000-90.1000	Transfers In General Fund	-	1,865,000	-	-
	6200 - Industrial Waste Total	-	1,865,000	-	-
6302 - Twin Creek Golf Course					
6302.00.0000-90.1000	Transfers In General Fund	-	-	450,000	450,000
	6302 - Twin Creek Golf Course Total	-	-	450,000	450,000
6500 - Storm Sewer (NPDES)					
6500.00.0000-90.1000	Transfers In General Fund	2,354,100	2,643,100	2,600,000	2,150,000
6500.00.0000-90.1200	Transfers In Measure G	71,900	58,800	-	-
6500.00.0000-90.2401	Transfers In Gas Tax - 2107	150,000	15,000	15,000	15,000
6500.00.0000-90.2403	Transfers In Gas Tax - 2105	600,000	60,000	60,000	60,000
	6500 - Storm Sewer (NPDES) Total	3,176,000	2,776,900	2,675,000	2,225,000
6801 - Downtown Parking District					
6801.00.0000-90.1000	Transfers In General Fund	-	-	-	393,000
6801.00.0000-90.8914	Transfers In RORF-Redev Obligation Retirement	947,593	951,900	949,300	950,700
	6801 - Downtown Parking District Total	947,593	951,900	949,300	1,343,700
7102 - Internal Services Insurances					
7102.00.0000-90.1000	Transfers In General Fund	-	-	-	600,000
7102.00.0000-90.1100	Transfers In Measure E	-	-	-	250,000
7102.00.0000-90.1200	Transfers In Measure G	-	-	500,000	550,000
	7102 - Internal Services Insurances Total	-	-	500,000	1,400,000
7103 - Worker's Comp Self-Insurance					
7103.00.0000-90.1000	Transfers In General Fund	1,000,000	-	-	-
	7103 - Worker's Comp Self-Insurance Total	1,000,000	-	-	-
7104 - General Liability Self-Insurance					
7104.00.0000-90.1000	Transfers In General Fund	2,661,300	1,661,300	2,229,700	2,800,000
7104.00.0000-90.1100	Transfers In Measure E	-	-	323,300	420,000
7104.00.0000-90.1200	Transfers In Measure G	-	-	147,000	190,000
7104.00.0000-90.7101	Transfers In Internal Services Administration	-	-	-	1,000,000
7104.00.0000-90.7102	Transfers In Internal Services Insurances	-	-	-	500,000
	7104 - General Liability Self-Insurance Total	2,661,300	1,661,300	2,700,000	4,910,000
7120 - Internal Services-Fleet Maint					
7120.00.0000-90.1000	Transfers In General Fund	1,995,400	2,120,000	2,120,000	2,000,000
7120.00.0000-90.1100	Transfers In Measure E	-	-	-	100,000
7120.00.0000-90.1200	Transfers In Measure G	-	-	-	200,000
	7120 - Internal Services-Fleet Maint Total	1,995,400	2,120,000	2,120,000	2,300,000
7121 - Vehicle Replacement					
7121.00.0000-90.1000	Transfers In General Fund	-	9,000,000	-	876,825
7121.00.0000-90.1200	Transfers In Measure G	-	-	-	463,620
	7121 - Vehicle Replacement Total	-	9,000,000	-	1,340,445
Transfers In Total		26,917,680	41,657,557	24,782,800	32,781,775
Grand Total		258,811,958	276,435,750	261,482,347	269,895,894

SUMMARIES & SCHEDULES

Administrative Overhead Rates

Allocated Cost Summary

	Total Allocation	Direct Cost Base / Total Allowable Budget	Indirect Cost Rate
All Funds	\$17,291,831	\$112,089,783	15%
General Fund (1000)	\$11,243,853	\$72,727,901	15%
Measure E (1100)	\$2,117,644	\$12,044,156	18%
Measure G (1200)	\$1,578,778	\$11,783,790	13%
Woodside Park Maint District (2102)	\$3,714	\$34,000	11%
Downtown Mall Maint District (2103)	\$214	\$2,200	10%
Airport Bus Park Maint District (2104)	\$2,016	\$18,260	11%
N E Salinas Landscape Dist (2105)	\$69,225	\$640,760	11%
Harden Ranch Landscape Dist (2106)	\$19,534	\$183,870	11%
Vista Nueva Maint District (2107)	\$2,676	\$22,100	12%
Mira Monte Maint District (2108)	\$11,284	\$106,320	11%
Monte Bella Maint District (2109)	\$19,940	\$184,110	11%
Sales Tax-SB172 (2201)	\$40,921	\$600,000	7%
Supplemental Law Enf - AB3229 (2202)	\$40,921	\$600,000	7%
Emergency Medical Service Fund (2501)	\$104,763	\$979,270	11%
Asset Seizure (2502)	\$2,156	\$20,000	11%
Vehicle Abatement (2504)	\$30,965	\$166,490	19%
Recreation Parks (2505)	\$3,993	\$23,400	17%
PEG Cable Franchise (2506)	\$8,475	\$120,000	7%
HSA - Affordable Housing (2602)	\$7,075	\$71,791	10%
Community Development (2910)	\$96,177	\$896,324	11%
Home Investment Partnership (2930)	\$13,512	\$130,540	10%
Emergency Solutions Grant-HUD (2940)	\$6,804	\$88,810	8%
Emergency Solutions Grant-COC (2941)	\$11,136	\$145,526	8%
2014 COPS Hiring SRO (3163)	\$169,186	\$1,332,800	13%
Violence Prevention Effort (3283)	\$30,635	\$160,390	19%
Cal ID / RAN Grant (3302)	\$17,714	\$115,106	15%
Assessment Districts-Debt Svc (4202)	\$140,832	\$0	0%
Municipal Airport (6100)	\$512,602	\$1,155,370	44%
Industrial Waste (6200)	\$92,684	\$990,380	9%
Fairways Golf Course (6301)	\$124	\$0	0%
Twin Creek Golf Course (6302)	\$521	\$0	0%
Sewer (6400)	\$229,608	\$1,669,700	14%
Storm Sewer - NPDES (6500)	\$281,884	\$2,147,639	13%
Water Utility (6700)	\$2,891	\$18,000	16%
Downtown Parking District (6801)	\$59,625	\$507,520	12%
Preferential Parking (6802)	\$1,480	\$21,500	7%
Permit Services (6900)	\$291,892	\$2,151,060	14%
RORF-Redev Obligation Retirement (8914)	\$172	\$1,800	10%
Successor Agency Administration (8915)	\$24,202	\$228,900	11%

SUMMARIES & SCHEDULES

City-Wide Workforce Summary

	<u>FY 20</u>	<u>FY 21</u>	<u>FY 22</u>	<u>FY 23</u>	<u>FY 24</u>
GENERAL OPERATIONS					
Police (Sworn)	174.000	174.000	174.000	161.000	161.000
Police (Administrative)	57.500	53.500	47.000	52.000	52.000
Fire (Sworn)	93.000	93.000	93.000	96.000	97.000
Fire (Administrative)	5.000	5.000	5.000	7.000	7.000
Total Public Safety	<u>329.500</u>	<u>325.500</u>	<u>319.000</u>	<u>316.000</u>	<u>317.000</u>
Mayor and City Council	7.000	7.000	7.000	7.000	7.000
Administration	12.000	6.000	8.000	8.000	25.000
Human Resources		7.000	7.000	9.000	9.750
Finance	26.667	25.000	28.000	30.000	16.000
City Attorney	5.000	5.000	3.000	4.000	3.000
Community Development	29.850	31.010	34.500	42.550	48.750
Engineering & Transportation	35.650	33.930	34.180	34.180	34.180
Environmental & Maintenance Services	46.750	46.750	33.750	40.750	40.750
Parks and Community Services	19.000	19.000	31.000	33.000	34.000
Library	41.500	41.500	41.500	41.500	41.500
Total Non Public Safety	<u>223.417</u>	<u>222.190</u>	<u>227.930</u>	<u>249.980</u>	<u>259.930</u>
TOTAL GENERAL OPERATIONS	<u>552.917</u>	<u>547.690</u>	<u>546.930</u>	<u>565.980</u>	<u>576.930</u>
INTERNAL SERVICES	13.450	13.450	13.450	14.450	16.700
ENTERPRISE OPERATIONS	43.383	43.610	45.370	52.320	53.120
ASSESSMENT & MAINTENANCE DISTRICTS	1.750	1.750	0.750	0.750	0.750
CITY-WIDE TOTAL	<u>611.500</u>	<u>606.500</u>	<u>606.500</u>	<u>633.500</u>	<u>647.500</u>

THE SALINAS PLAN REFRESH

In 2018, the National Resource Network (NRN), led by Public Financial Management (PFM) conducted a comprehensive study of the financial and organizational issues being experienced by the City of Salinas. The Study was named “The Salinas Plan” (the “TSP”) and was completed in November 2018. At that time the City was facing a number of issues: budget forecast of a negative net revenue in the General Fund; a housing and homelessness crises; lack of investment in City buildings, parks, and infrastructure; and a number of workforce compensation strategies that worked against the City’s goals of competitive pay structures for recruitment and retention. The TSP included 32 recommendations targeted at each of these major issue areas for the City. Since that time, the City has systematically worked at implementing the recommendations from the TSP.

In October 2022, Russ Branson Consulting (RBC) was retained to perform a refresh of the TSP. The “refresh” is an opportunity to review the City’s progress on the original TSP recommendations, update the budget forecast, and recommend additional recommendations based on current economic and operating conditions.

Purpose of The Salinas Plan Refresh

Over the last four years, the City has undergone a number of changes and challenges that have reshaped the City in key ways:

- Turnover of key staff, including the City Manager and Finance Director;
- The COVID pandemic and resulting impacts on implementation of TSP recommendations; and,
- Increased sales and property tax revenue placing the City in a better financial position.

Other aspects of the City remains unchanged, including:

- Population has remained static;
- Expected new development has been delayed; and,
- Total staffing and service levels effectively remain at 2018 levels.

Given the turmoil of the last four years, as well as the progress the City has made on the original plan, the City is seeking a review of the 2018 TSP status, including an evaluation of which recommendations should remain in place and the addition of new recommendations that should be added based on current circumstances.

This “refresh” plan is being completed as an update of the original plan and not a complete re-evaluation of the underlying analysis of the TSP. In this way, the Refresh Plan relies on the work done in the original NRN study. Except where noted, it is determined that the analysis and circumstances of the original TSP remain valid.

The Salinas Plan Summary

The Salinas Plan (“TSP”) included 32 recommendations, or initiatives, across six broad categories:

- **Risk Mitigation** initiatives represent actions the City can take to reduce its exposure to significant budgetary impacts in the future;
- **Public Safety** initiatives provide a path to more efficient, cost-effective Police and Fire services without reducing service levels;
- **Shared Services** initiatives seek to make the most efficient use of shared services and for the City to be properly compensated for services provided on a shared basis;
- **Managed Competition** initiatives focus on areas where the City should explore partnerships to either manage or repurpose City assets;

THE SALINAS PLAN REFRESH

- **Operational Efficiencies** initiatives change the way the City does business so that services are as efficient and affordable as possible;
- **Workforce** initiatives allow the City to develop a more sustainable compensation package while increasing the City's long-term competitiveness and ability to recruit and retain employees critical to delivering quality services;
- **Investment Strategies** initiatives focus on investment in the City both to maintain the City's significant investments in community facilities and infrastructures and to support affordable housing and community development initiatives that will meaningfully begin to tackle the City's housing and homelessness crisis; and,
- **New Revenues** include provisions for new revenue to support new investment and projected growth.

To date, more than half of the recommendations have either been implemented or are actively being implemented by the City to some extent. A third of the recommendations are not currently being implemented and are recommended to remain in place for City action. Four of the TSP recommendations have attempted implementation and failed or have been rejected by the City as not feasible.

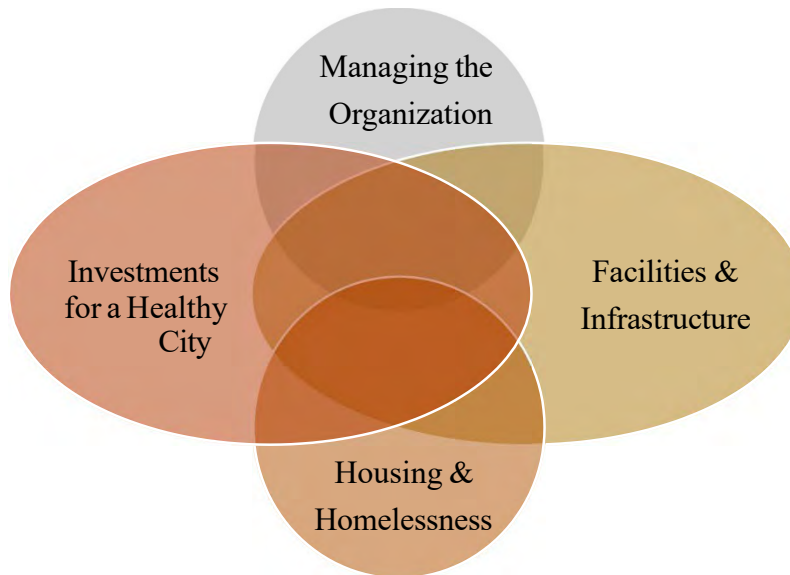
Status of The Salinas Plan Initiatives

No. of Recommendations	
Implemented	7
In-Progress	10
Active	11
Rejected	4
Total Recommendations	32

Revised Recommendation Organization

For the TSP Refresh, recommendations are organized in different groups from the TSP. This provides a simpler approach and places related recommendations together. The graphic below illustrates the four areas of recommendations in the Refresh Plan. These areas are: Managing the Organization, Facilities & Infrastructure, Investments for a Healthy City, and Housing & Homelessness.

THE SALINAS PLAN REFRESH



Revised Recommendations Listing

Managing the Organization (MO)

- MO-01 Healthcare Cost Containment
- MO-02 Improve Base Pay on a Cost-Neutral Basis
- MO-03 Evaluate the Total Leave Program
- MO-04 Continue to Address Workers' Compensation Costs, Moving Towards Sound Actuarial Funding
- MO-05 Police Civilianization
- MO-06 Improve Budget Process and Monitoring
- MO-07 Incorporate Multi-Year Financial Planning into All Budgetary Actions
- MO-08 Include Leave Accruals and Cash Outs in Current Compensation Study
- MO-09 Evaluate the Parking Functions Within the City
- MO-10 Evaluate the impact of implementing the City's Coming Compensation Study

City Facilities & Infrastructure (CFI)

- CFI-01 Prepare a Preventive Maintenance Program for all City Facilities
- CFI-02 Citywide Fleet Strategy
- CFI-03 Eliminate General Fund Subsidy of Golf Course Debt Service
- CFI-04 Eliminate Sherwood Hall Deficits
- CFI-05 Develop an Implementation Approach to Prioritize and Fund the Most Pressing City Needs

Investments for a Healthy City (IHC)

- IHC-01 Enact Storm Sewer Utility Fee to Fund Current Transfer of General Fund Revenues to Storm Sewer Fund
- IHC-02 Increase Hotel Tax and Dedicate Funding that Results to Capital Investment
- IHC-03 Engage with the Salinas Community to Make the Measure G Sales Tax Permanent
- IHC-04 Dedicate Savings to Capital Investment
- IHC-05 Evaluate a General Obligation ("GO") Bond to Fund Key City Projects

Housing and Homelessness (HH)

- HH-01 Convene Stakeholders to Develop an Impl Plan to Create More than 4,000 New Units of Affordable Housing in Next 10 Yrs
- HH-02 Establish a Housing Trust Fund with a Dedicated Revenue Stream for Affordable Housing
- HH-03 Develop a Land Strategy to Leverage Private Market Investment to Create up to 2,400 New Units of Affordable Housing
- HH-04 Create Regulations to Address Safety and Health Conditions in Rental and Other Group Housing
- HH-05 Use Multiple Sources to Provide Revenue for the Housing Trust Fund
- HH-06 Coordinate Homeless Response Between Departments Through the City Manager's Office

THE SALINAS PLAN REFRESH

Status of Revised Recommendations for The Salinas Plan Refresh

The Salinas Plan Refresh was presented to City Council on March 21, 2023. New and updated recommendations have not been implemented by City staff. The status of these recommendations with corresponding financial impacts will be shown in subsequent versions of this annual operating budget document.

MEASURE E

Over a period of three fiscal years beginning in April 2003, the Salinas City Council reduced City programs and services funded by the General Fund budget a total of \$15.3 million dollars or 24%. The reductions were required to maintain the City's financial solvency. The financial crisis was the result of a combination of factors including a weak economy evidenced by sales tax decreasing for two years, State raids on local revenue, increasing charges assessed by the County of Monterey, increasing retirement costs and increasing employee health insurance costs.

The required reductions included the elimination of 123.50 authorized positions. The layoff of employees broadly impacted services throughout the City. Staff reported to City Council that absent a new, guaranteed source of General Fund revenue, the City would not be able to restore the services that had been cut for at least 8-10 years.

At the City Council's May 3, 2005 meeting, members of the public expressed their view that the City must be able to provide adequate police, fire and street and park maintenance services, and that the libraries and recreation centers should remain open. The public requested that Council consider placing a tax measure on the ballot so that revenue could be provided to restore vital services.

On May 17, 2005, the City Council received a report regarding its options for placing a tax measure before the City's voters to generate sufficient revenue to maintain minimal levels of service for the public welfare. Members of the public reiterated their support for such a measure, indicating that the community would suffer if services were further curtailed.

On June 7 and June 14, 2005, the Council reviewed and approved the FY 2005-06 budget, and confirmed the on-going reductions in services previously approved. On July 12, 2005, the Council adopted a resolution calling for an election to take place on November 8, 2005 to ask City voters to approve a half-cent transactions and use tax. The proposed tax measure also included a ten (10) year sunset provision and mandated the appointment of an independent committee with authority to both recommend the use of the tax revenue and provide oversight as to the use of funds.

On November 8, 2005, the voters of Salinas approved (61.74%) the ordinance establishing a Temporary Transactions and Use Tax at the rate of one-half of one percent (0.50%) to be in effect for a period of ten (10) years. Initial collection of the tax began April 1, 2006 with the first receipt of revenues from the tax to occur in July 2006. The temporary tax was therefore scheduled to sunset April 1, 2016. During November 2012, Salinas' residents approved the renewal of the transaction and use tax with no expiration date by removing the language addressing a tax collection sunset in April 2016.

The tax approved by the voters is a general tax. As such, the City may use the revenue from the tax for any general governmental purpose, including without limitation police, fire safety, paramedics, libraries, crossing guards, graffiti removal, anti-gang programs, and street and park maintenance.

In order to assure full compliance with the intent of the ordinance, the tax proceeds from this ordinance are separately received and accounted for in the City's financial reporting system (Fund 1100). The Finance Director reports at least quarterly to the Oversight Committee the use of tax proceeds. The Oversight Committee reports annually to the City Council regarding the use of tax proceeds.

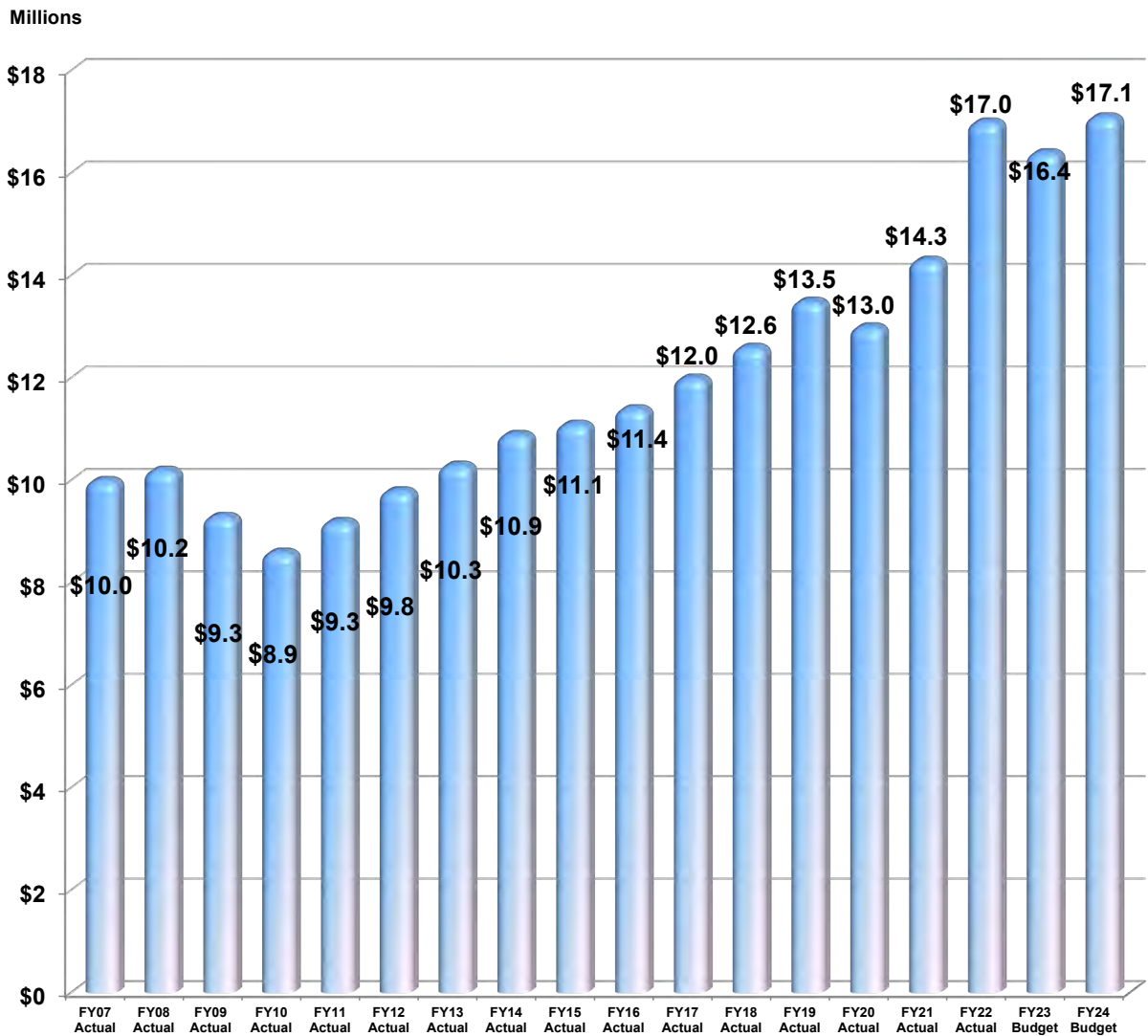
The Oversight Committee is a fundamental provision in the voter-approved ordinance. The ordinance states that:

The Mayor and City Council shall each annually appoint one member of the public to serve as an oversight committee for the revenue that the City receives from the tax. The committee shall prepare an annual report on the revenue received and recommend the use thereof. The City Manager shall provide

MEASURE E

staff for the committee, and the Finance Director shall provide all relevant data regarding revenue from the tax and expenditure thereof.

Transactions and Use Tax collections began a severe decline starting in fiscal year 2009 that continued over a two-year period. Signs of recovery started to show in FY 11 and continued through FY 19. As a result of the COVID-19 pandemic, a brief decline was experienced in FY 20, with signs of significant improvement for FY 21 through FY 24.

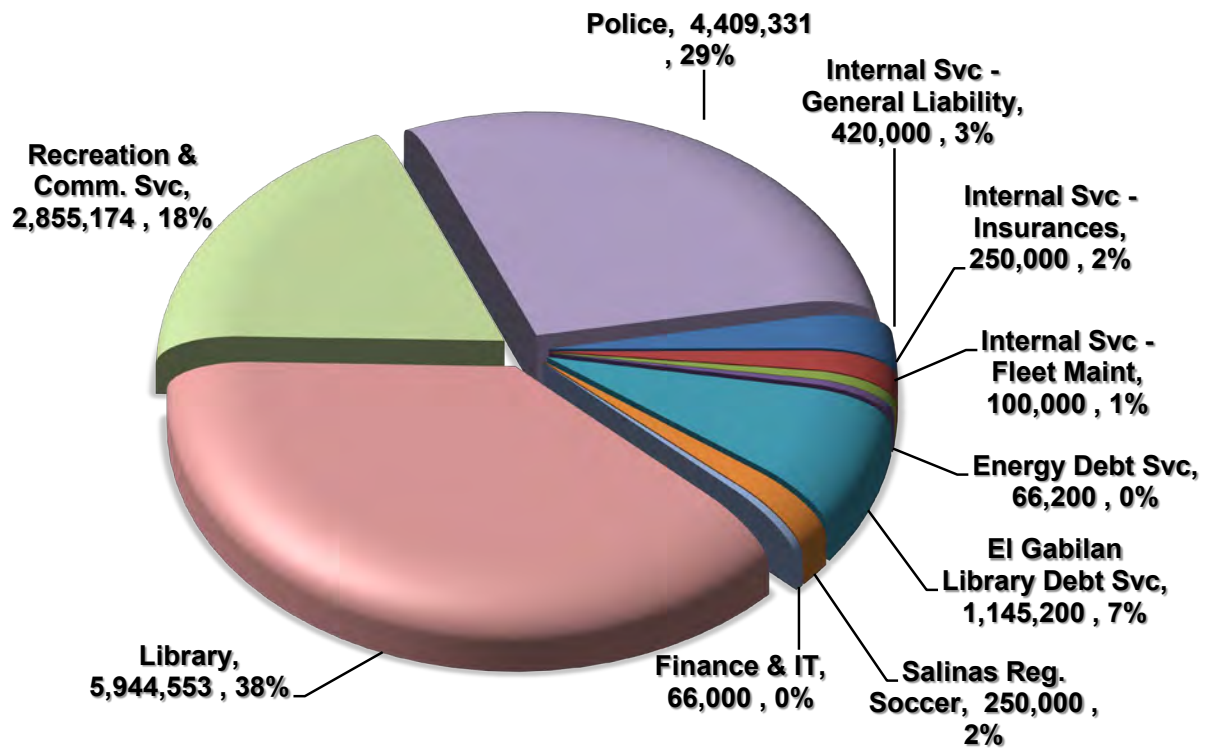


Measure E tax collections are projected to increase \$677,000 or 4.12% in FY 24. Staff revenue projections are conservative and based on the current economic recovery signs. The City's outside consultant (Hinderliter, de Llamas & Associates) agrees with staff revenue estimates for the City's Transaction and Use Tax.

MEASURE E

The Measure E proposed budget by department/program for FY 24 is as follows:

Internal Svc - General Liability	420,000	2.7%
Internal Svc - Insurances	250,000	1.6%
Internal Svc - Fleet Maint	100,000	0.6%
Energy Debt Svc	66,200	0.4%
El Gabilan Library Debt Svc	1,145,200	7.4%
Salinas Reg. Soccer	250,000	1.6%
Finance & IT	66,000	0.4%
Library	5,944,553	38.3%
Recreation & Comm. Svc	2,855,174	18.4%
Police	<u>4,409,331</u>	<u>28.6%</u>
Total Appropriations	<u>15,506,458</u>	<u>100.0%</u>



MEASURE E

The number of positions funded by Measure E during FY 24 is summarized as follows:

	<u>FY 24</u>
Police	21.0
Parks & Recreation	16.0
Youth Serv. & Com. Engagement	2.0
Library	<u>41.0</u>
Total Positions	<u><u>80.0</u></u>

MEASURE G

With the passage of Measure G in November 2014, the City is in a position to make strategic investments to restore services and make strategic investments into public facilities and infrastructure. Each of the department's plans are focused on delivering services and projects that reflect the main interests of the community, as determined by extensive community outreach, surveys and engagement.

The public have consistently expressed a desire for more services to achieve a better, safer Salinas. Crime prevention, public safety, economic development, and street and sidewalk repair all contribute to safe, clean neighborhoods. These and other critical public services have all suffered from inadequate funding. Increased funding for public safety has been identified through the community outreach process as the highest priority, but not the only priority. While residents have consistently stressed the importance of public safety, they have also recognized that safe communities require investments in violence prevention and community-building programs such as after-school programs, recreational activities, life-long learning opportunities and special events/cultural arts programming.

On March 25, 2014, the City Council reviewed the results of the community outreach, received further public comment, and directed staff to prepare a resolution calling for an election to ask voters of the City of Salinas to increase the general transactions and use tax by one cent, with a fifteen-year sunset, and with citizens' oversight.

On June 24, 2014, the City Council held a noticed public hearing to consider calling a municipal election to seek voter approval of a proposed general transactions and use tax (or "sales tax"). At the conclusion of that hearing, the City Council decided to call an election to ask voters of the City to approve a local transactions and use tax for 15 years, the revenue from which would be used to support general municipal services.

On November 4, 2014, the voters of Salinas approved Measure G, an ordinance imposing a one-cent general transactions and use tax. Measure G has a fifteen-year term and requires the City Council to establish an Oversight Committee.

Measure G was premised upon and was presented to the voters as an opportunity to restore services to the community; to provide for a "safer, better Salinas." Consistent with that purpose, the following question was presented to the voters:

"To improve our quality of life, maintain and enhance city services and facilities, including: crime and gang prevention; neighborhood policing and school safety; safety inspections; police, fire and paramedic response; fixing potholes, streets, and sidewalks; recreation and programs for youth and seniors; and other city services, shall the City of Salinas enact a one cent sales tax, that can't be taken by the State, with citizens' oversight, annual independent audits, with all funds dedicated to Salinas?"

As set forth in Section 32-94 of the Measure G ordinance, the "Measure G Oversight Committee" has the following attributes and responsibilities:

1. The Committee consists of no fewer than seven members of the public (one member selected by each Council member with the initial Committee appointed by the Council by March 31, 2015);
2. The Committee members shall be either city residents or representatives of businesses located in Salinas;
3. The Committee receives and by May 30 of each year is responsible for reviewing the City auditor's report and based on their review of the auditor's report is responsible for issuing a public report to the City Council on the receipt of revenue and expenditure of Measure G funds and such other matters the City Council may assign.

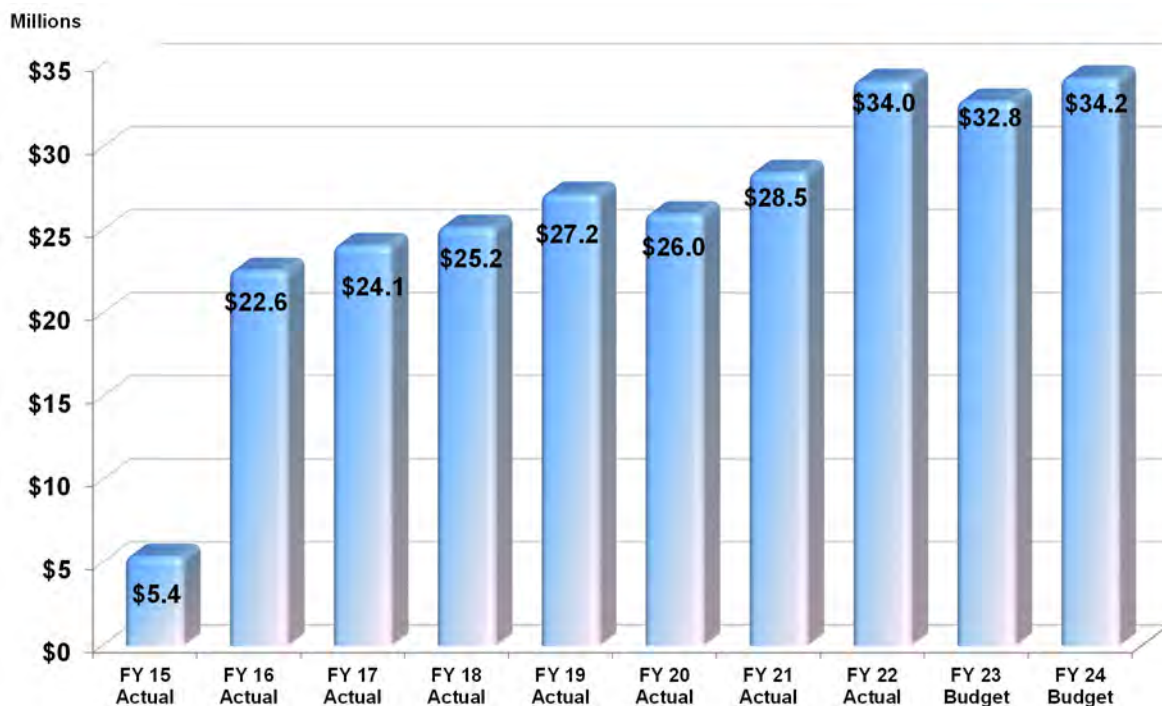
MEASURE G

As approved by the City Council on March 31, 2015 and adopted by resolution on April 14, 2015, the Committee shall meet three times per year:

1. As set forth in Section 32-94 of the Ordinance, before May 30 of each year to “review the auditors’ report, for each year in which the auditors prepare such a report, [for the purpose of issuing] a report to the City Council regarding the use of revenue [from Measure G] and such other matters as the City Council may assign.”
2. Following the City Council’s adoption of the annual budgets (Operating, Capital, Measure E, and Measure G) for the purpose of understanding how the City Council directed the expenditure of Measure G revenues.
3. Prior to the City Council’s adoption of the annual budgets so that City staff can present information to the Committee on Measure G revenues and the Measure G expenditures proposed in the annual Measure G Budget.

The Committee may have additional meetings beyond these three, provided a majority of the Committee requests an additional meeting(s) and the Committee’s request is approved by the Mayor.

In order to assure full compliance with the intent of the ordinance, the tax proceeds from this ordinance are separately received and accounted for in the City’s financial reporting system (Fund 1200).

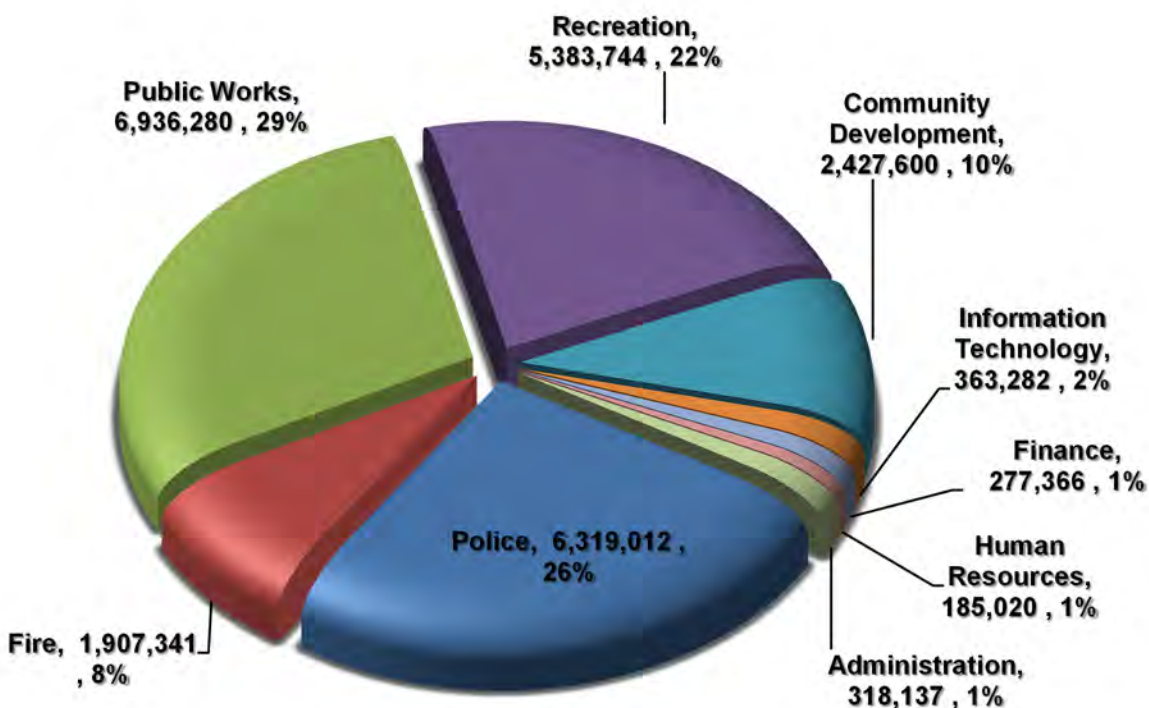


The City received \$5.4 million for the last quarter of FY 15, \$22.6 million for FY 16, \$24.1 million for FY 17, \$25.2 million for FY 18, \$27.2 million for FY 19, \$26.0 million for FY 20, \$28.5 million for FY 21, and \$34.0 million for FY 22. For FY 23 and FY 24, the City is expecting \$32.8 million and \$34.2 million, respectively. The FY 24 budget includes \$9,385,000 in capital improvement projects (CIP), \$7,159,620 in transfers out to mainly fund the new Public Safety building debt service and various internal service charges, and a \$24,117,782 operating budget. The CIP includes the Alisal Vibrancy Plan, soccer field at Cesar Chavez Park, facilities ADA improvements, Northgate Dog Park, and streets/sidewalk improvements. The detail of the proposed capital projects are located in the capital improvement budget document for FY 24.

MEASURE G

As mentioned, each of the department's plans are focused on delivering services and projects that are aligned with Council goals and objectives and reflect the main interests of the community, as determined by extensive community outreach, surveys and engagement. The Department plans were presented to the City Manager, who made the final determination on the proposal to the City Council. In addition to community funding themes and City Council goals, the City Manager's proposed budget allocating Measure G funds factors in city wide operations, all funding sources, all department requests, a sustainable level of staffing, and the full 15-year horizon. The ninth year of Measure G operating costs for FY 24 is shown below:

	<u>Amount</u>	<u>Percent</u>
Police	6,319,012	26.2%
Fire	1,907,341	7.9%
Public Works	6,936,280	28.8%
Recreation	5,383,744	22.3%
Community Development	2,427,600	10.1%
Information Technology	363,282	1.5%
Finance	277,366	1.2%
Human Resources	185,020	0.8%
Administration	318,137	1.2%
Total Appropriations	<u>\$ 24,117,782</u>	<u>100.0%</u>



MEASURE G

As mentioned above, the Measure G Capital Improvement Program (CIP) budget totals \$9,385,000 and consists of six projects. For a complete list of projects, see the proposed Measure G CIP projects budget for FY 24:

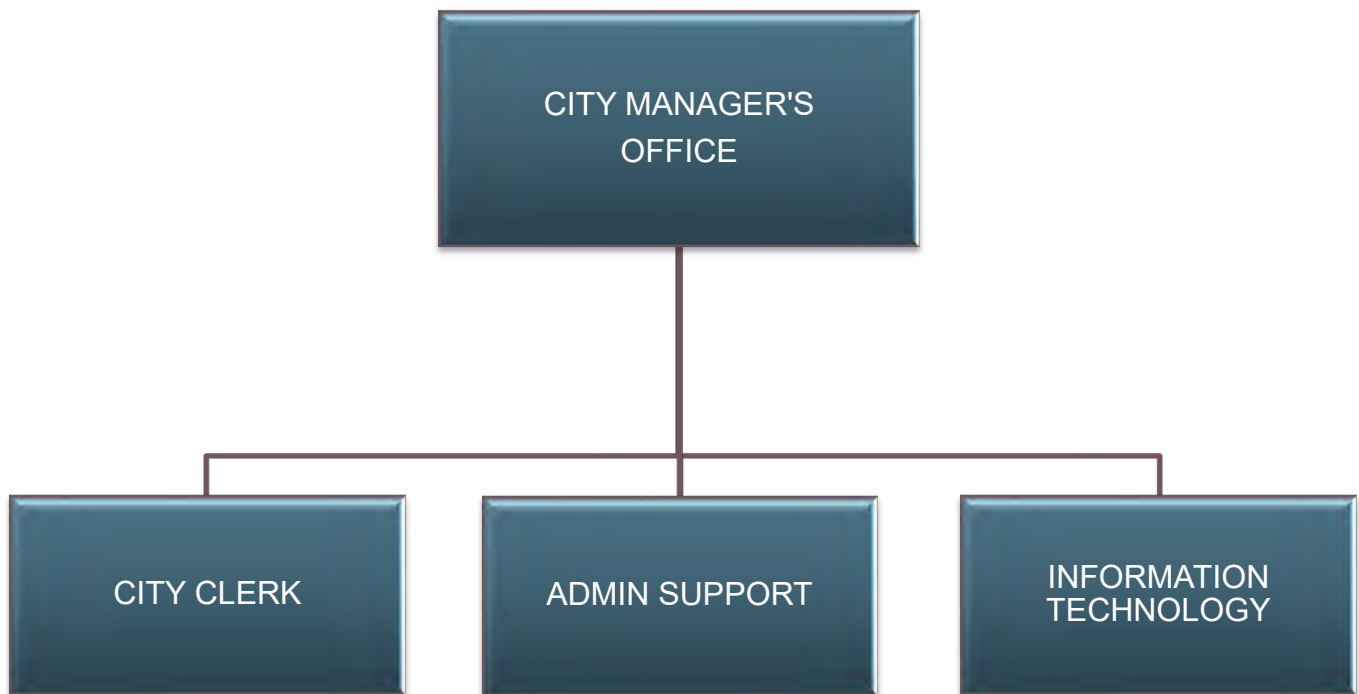
<u>Project</u>	<u>Budget</u>
Cesar Chavez Soccer Field	\$ 250,000
Sidewalk & Drainage Repairs	2,000,000
Street Preventative Maint.	6,000,000
Northgate Dog Park	75,000
Facilities ADA Improvements	20,000
Alisal Vibrancy Plan	1,040,000
Total	<u>\$ 9,385,000</u>

The number of positions funded by Measure G during FY 24 is summarized as follows:

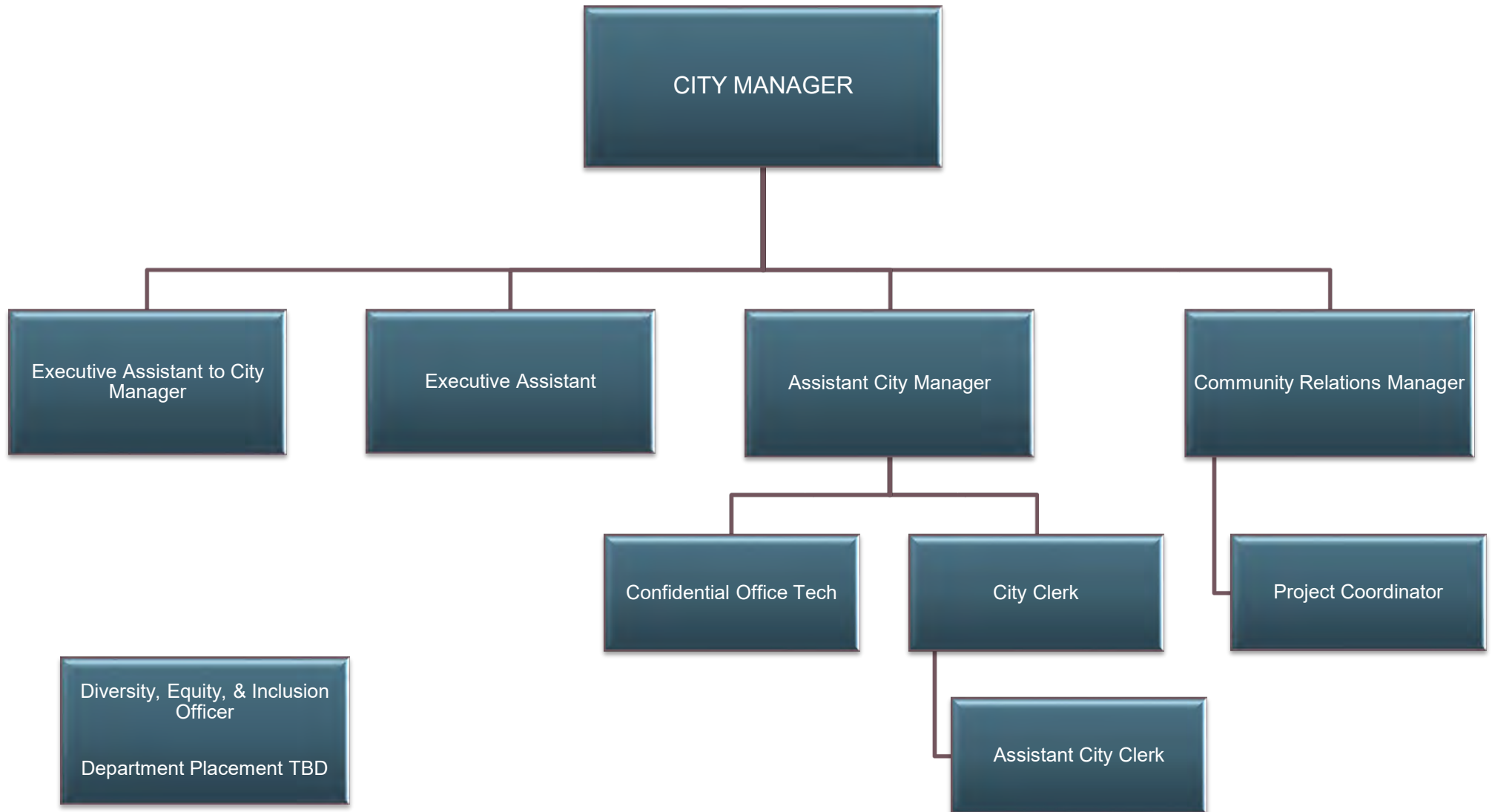
	<u>FY 24</u>
Police - Sworn	12.0
Police - Non-Sworn Support	17.0
Fire - Sworn	7.6
Fire - Non-Sworn Support	1.0
Community Development	10.0
Public Works	36.3
Recreation	16.0
Information Technology	2.0
Finance	2.0
Human Resources	1.0
Administration	<u>2.0</u>
Total Positions	<u>106.9</u>

ADMINISTRATION DEPARTMENT

Organizational Chart by Division



ADMINISTRATION DEPARTMENT Organizational Chart by Position





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ADMINISTRATION DEPARTMENT

Summary

The Administration Department provides external and internal support services for a number of essential functions related to the management operations of City government. Under the direction of the City Manager, these functions include, logistical support for the Mayor and Council, recording of the City's official legislative records, and community outreach and engagement.

City Council Goals, Strategies, and Objectives for FY 2023-24

Operational Efficiencies

1. Continue Council and community outreach and engagement around City services, projects, fiscal management, strategic plan objectives progress, and emergency operations. *(Strategic Goal: Effective & Culturally Responsive Government)*
2. Continue to work with local service providers and County of Monterey to mitigate homeless encampments, support permanent shelter operations, transitional housing and other housing and commercial developments city-wide. *(Strategic Goal: Housing/Affordable Housing)*
3. Continues to lead the efforts between the City and County consolidation of services. *(Strategic Goal: Effective & Culturally Responsive Government)*
4. Continue implementation of the Housing Element, Downtown Vibrancy, Chinatown Vibrancy, the Alisal Vibrancy, Parks, Recreation and Libraries Master Plan, Public Art Master Plan and the General Plan. *(Strategic Goal: Economic Development; Housing/Affordable Housing; Infrastructure & Environmental Sustainability; Public Safety; Youth & Seniors; and Effective & Culturally Response Government)*
5. Update and modernize day to day function city-wide utilizing current technology. *(Strategic Goal: Effective & Culturally Responsive Government)*
6. Continue to develop and implement a commission, boards, committee streamlined intake process to include retention and training. *(Strategic Goal: Effective & Culturally Responsive Government)*

Major Budget Changes

Workforce allocation and adjustment within the City Manager's Division to include the addition of one (1) full-time Project Coordinator position to support the community outreach and engagement operations.

ADMINISTRATION DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1111 City Manager`s Office	862,594	1,052,630	1,290,240	1,724,662
1120 City Clerk	567,061	665,521	750,017	777,104
1355 Economic Development	496,187	511,800		
2033 Information Technology				4,444,352
Total	1,925,843	2,229,952	2,040,258	6,946,118

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,410,259	1,707,849	1,490,677	3,824,418
62 - Supplies & Materials	11,299	33,201	24,629	86,200
63 - Outside Services	405,912	415,682	475,667	2,238,300
64 - Other Charges	89,100	69,343	47,480	60,200
66 - Capital Outlays	9,273	3,877	1,805	737,000
Total	1,925,843	2,229,952	2,040,258	6,946,118

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,827,837	1,978,053	1,722,079	6,206,699
1100 Measure E				58,000
1200 Measure G	98,006	251,899	318,179	681,419
Total	1,925,843	2,229,952	2,040,258	6,946,118

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1111 City Manager`s Office	3.000	4.000	6.000	8.000
1120 City Clerk	2.000	2.000	2.000	2.000
1355 Economic Development	1.000	2.000		
2033 Information Technology				15.000
Total	6.000	8.000	8.000	25.000

ADMINISTRATION DEPARTMENT

1111 City Manager's Office Division

Purpose

Manage the Salinas Municipal Corporation consistent with the policy direction established by the City Council and municipal law.

Division Operations

1. Economic Vitality: Develop, enhance and protect an expanded local economic base.
2. Develop, recommend and implement comprehensive City budget and financial policies.
3. Coordinate efforts to achieve cooperative intergovernmental initiatives and private/public partnerships.
4. Implement City Council Goals and Objectives.

Major Budget Changes

Workforce allocation and adjustment within the City Manager's Division to include the addition of one (1) full-time Project Coordinator position to support the community outreach and engagement operations. Manage the Salinas Municipal Corporation a consistent with the policy direction established by the City Council and municipal law.

ADMINISTRATION DEPARTMENT

1111 City Manager`s Office Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	846,504	1,012,279	1,123,027	1,569,062
62 - Supplies & Materials	7,828	8,659	16,031	6,700
63 - Outside Services	5,606	8,973	133,270	133,200
64 - Other Charges	2,656	22,428	16,600	15,700
66 - Capital Outlays		292	1,312	
Total	862,594	1,052,630	1,290,240	1,724,662

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	764,588	800,732	972,061	1,406,525
1200 Measure G	98,006	251,899	318,179	318,137
Total	862,594	1,052,630	1,290,240	1,724,662

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1111 City Manager`s Office	3.000	4.000	6.000	8.000
Total	3.000	4.000	6.000	8.000

ADMINISTRATION DEPARTMENT

1120 City Clerk Division

Purpose

The City Clerk's Office is the record keeper of the City's legislative actions and supports the Salinas City Council, the Successor Agency to the former Salinas Redevelopment Agency, Measure E and Measure G Oversight Committees. The Clerk's Office is responsible for processing all legislative actions ensuring transparency and codification of the municipal code. The Clerk's Office is responsible for the legislative meeting management process and in accordance with State law. The Office of the City Clerk is the filing official for campaign committee reports, statements of economic interest and local ethics training and filings in accordance with the Political Reform Act and Brown Act. Responsible for sight of all city Commission/Board/Committee vacancies, appointments, ceremonial function and serves as the election official for local municipal elections; responds to records research requests adhering to the Public Records Act; responds to public inquiries.

Division Operations

1. Agenda management and preparation for legislative body meetings.
2. Legislative actions recordation through imaging and indexing of historical records of the City Council, Measure E and Measure G Oversight Committee.
3. Provide support services to the City Council and the City Manager implementation of public policy via Council actions.
4. Serve as the filing official and oversees municipal elections.
5. Management of customer service platform and initiatives.
6. Coordinates the State mandated AB 1234 Local Ethics Training and filing of campaign disclosure and conflict of interest statements.
7. Oversight of the City-wide records retention and day to day operations in line with technological advancements.
8. Ongoing implementation of a commission, boards, committee streamlined intake process to include retention and training.

Major Budget Changes

None.

ADMINISTRATION DEPARTMENT

1120 City Clerk Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	358,407	403,420	367,650	338,304
62 - Supplies & Materials	3,471	12,370	8,598	5,200
63 - Outside Services	179,875	223,882	342,396	397,600
64 - Other Charges	16,890	22,264	30,880	36,000
66 - Capital Outlays	8,418	3,585	493	
Total	567,061	665,521	750,017	777,104

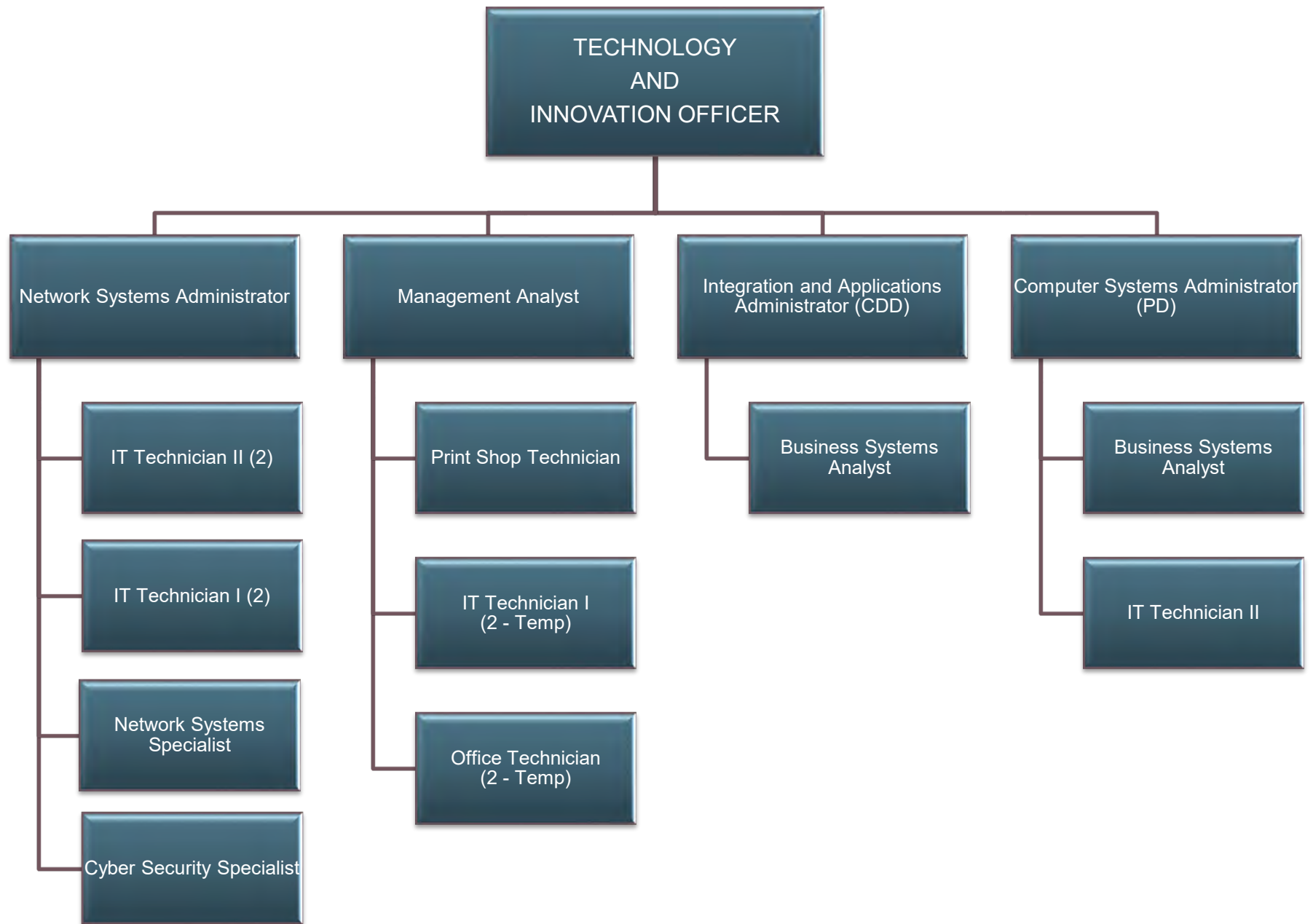
Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	567,061	665,521	750,017	777,104
Total	567,061	665,521	750,017	777,104

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1120 City Clerk	2.000	2.000	2.000	2.000
Total	2.000	2.000	2.000	2.000



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INFORMATION TECHNOLOGY Organizational Chart by Position



ADMINISTRATION DEPARTMENT

2033 Information Technology Division

Purpose

Information Systems provides oversight for all City-wide information services related to application systems analysis, design, programming and support; data communications including local and wide area network computer system management and operations; central computer and end-user PC integration and support; telecommunication operation and analysis; reprographic and mail services.

Division Operations

1. Provide programming, operational and systems development and software acquisition assistance to departments.
2. Provide additional training to users to enhance their utilization of the computer and telephone systems.
3. Continue the migration to Windows 10 from Windows 7.
4. Continue support and maintenance of the telephone system, the City's wide area and local area networks and network connectivity with other public agencies.
5. Oversee all technical support and maintenance of City IT infrastructure.
6. Lead IT Steering Committee.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Ratio of help desk tickets completed/submitted	NEW	NEW	NEW	NEW	>95%
Number of help desk tickets handled	5,688	7,772	4,000	3,880	4,000
Number of special projects started	45	45	45	30	40
Number of special projects completed	30	0	0	12	10

Major Budget Changes

The City will be adding cyber security software, network infrastructure upgrades, data archiving and backup capacity.

ADMINISTRATION DEPARTMENT

2033 Information Technology Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,537,064	1,639,101	2,018,294	1,917,052
62 - Supplies & Materials	(23,770)	(14,154)	68,500	74,300
63 - Outside Services	111,481	162,254	319,000	1,707,500
64 - Other Charges	3,134	3,140	15,250	8,500
66 - Capital Outlays	259,343	272,484	359,200	737,000
Total	1,887,251	2,062,825	2,780,244	4,444,352

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,504,162	1,660,921	2,378,681	4,023,070
1100 Measure E	50,023	53,075	55,000	58,000
1200 Measure G	333,066	348,829	346,563	363,282
Total	1,887,251	2,062,825	2,780,244	4,444,352

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2033 Information Technology	11.000	13.000	14.000	15.000
Total	11.000	13.000	14.000	15.000

ADMINISTRATION DEPARTMENT

Workforce

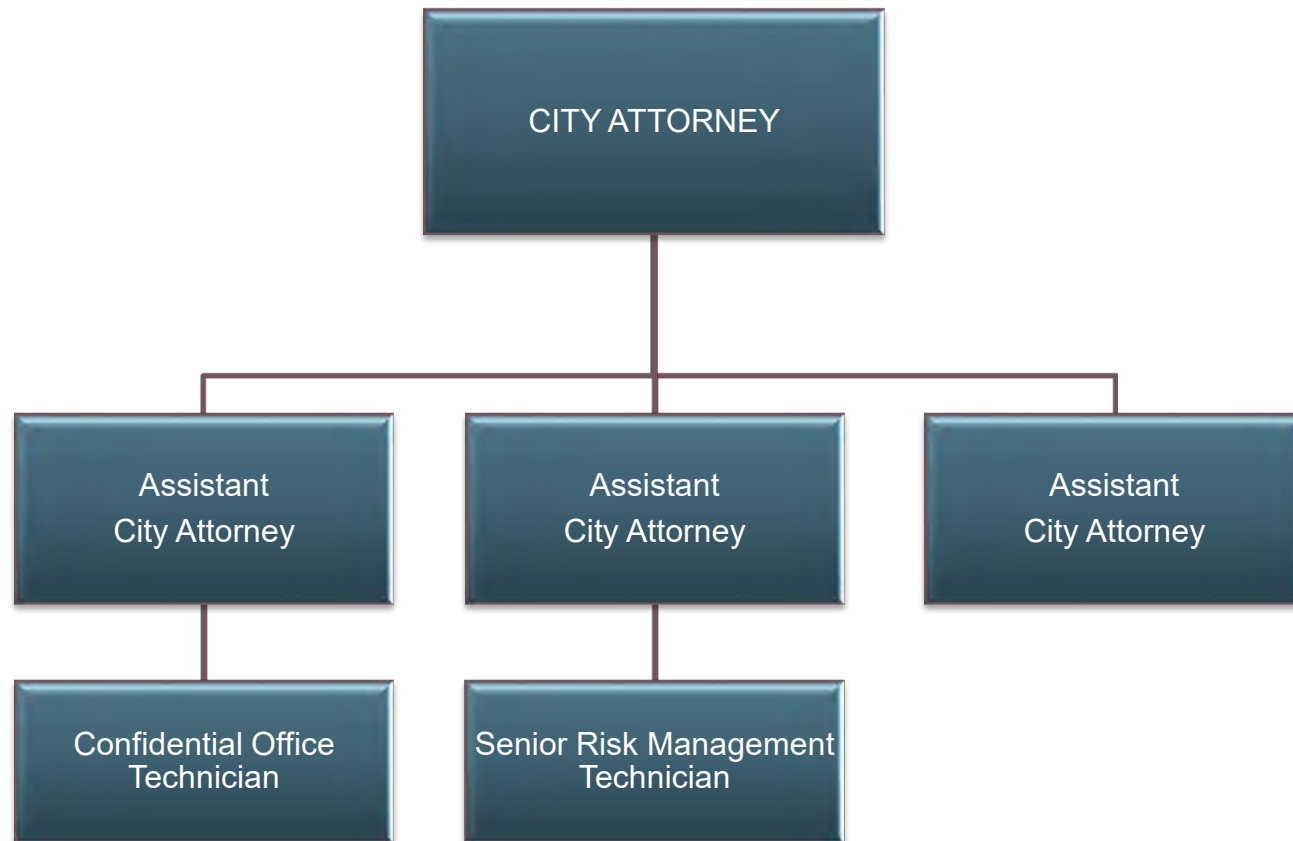
Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1111 City Manager's Office				
Assistant City Manager	1.000	1.000	1.000	1.000
City Manager	1.000	1.000	1.000	1.000
Executive Assistant	1.000	1.000	2.000	2.000
Project Coordinator				1.000
Confidential Office Technician			1.000	1.000
Community Relations Manager		1.000	1.000	1.000
Diversity Equity & Incl Officer				1.000
1111 City Manager's Office Total	3.000	4.000	6.000	8.000
1120 City Clerk				
City Clerk	1.000	1.000	1.000	1.000
Deputy City Clerk	1.000			
Assistant City Clerk		1.000	1.000	1.000
1120 City Clerk Total	2.000	2.000	2.000	2.000
1355 Economic Development				
Economic Development Mgr	1.000			
Management Analyst		1.000		
Sr Economic Development Manager		1.000		
1355 Economic Development Total	1.000	2.000		
2033 Information Technology				
Computer Systems Administrator				1.000
Integration/Appl Admin				1.000
Network System Specialist				1.000
Network/Sys Administrator				1.000
Management Analyst				1.000
Information Technologies Tech I				2.000
Information Technologies Tech II				3.000
Print Shop Technician				1.000
Business Systems Analyst				2.000
Cybersecurity Specialist				1.000
Technology & Innovation Officer				1.000
2033 Information Technology Total				15.000
Total	6.000	8.000	8.000	25.000

CITY ATTORNEY DEPARTMENT

Organizational Chart by Division



CITY ATTORNEY DEPARTMENT Organizational Chart by Position



CITY ATTORNEY DEPARTMENT

Summary

Purpose

As provided in the City Charter, the City Attorney's Office provides legal representation and guidance to the City Council, its committees, boards and commissions, the City Manager and City Departments.

Division Operations

1. Economic Development
2. Housing/Affordable Housing
3. Infrastructure and Environmental Sustainability
4. Public Safety
5. Youth and Seniors
6. Effective and Culturally Responsive Government

City Council Goals, Strategies, and Objectives for FY 2023-24

1. Support Efforts to Generate Revenue Sources to Invest in Existing Facilities and Infrastructure. *(Strategic Goal: Infrastructure and Environmental Sustainability)*
 - a. Advise on transactional support and fee/finance issues related to additional investment in existing facilities and infrastructure.
 - b. Advise on procurement and contracting for American Rescue Plan Act (ARPA) funded projects.
2. Support Efforts on Housing/Affordable Housing. *(Strategic Goal: Housing/Affordable Housing)*
 - a. Advise on and support efforts to update the City's Inclusionary Housing Program.
 - b. Advice on efforts to implement a Rent Stabilization Program.
3. Municipal Code Update. *(Strategic Goal: Effective and Culturally Responsive Government; Infrastructure and Environmental Sustainability)*
 - a. Complete update of the Municipal Code to identify and to update self-imposed regulations that hinder operational efficiencies.
 - b. Update purchasing policies and purchasing manual, to include an environmentally friendly purchasing requirement.
 - c. Support efforts to establish a Youth Commission. *(Youth and Seniors)*
4. Cost-Recovery Program. *(Strategic Goal: Effective and Culturally Responsive Government)*
 - a. Continue to implement and manage a cost-recovery program so the City can recover its costs and can recover for damaged property.
5. Employment/Human Resources. *(Strategic Goal: Effective and Culturally Responsive Government)*
 - a. Continue to review and to update personnel policies, as needed. Continue to participate in and advise on employee issues during continued negotiations with the remaining bargaining groups.
6. Civil Litigation. *(Strategic Goal: Effective and Culturally Responsive Government)*
 - a. Continue to manage the bulk of civil litigation in-house, with less reliance on outside counsel, except for some unique and particularly specialized cases.
 - b. Work to resolve North of Boronda Future Growth Area-related litigation to facilitate development of new housing. *(Housing/Affordable Housing)*

CITY ATTORNEY DEPARTMENT

Summary

7. Prosecution of Municipal Code Violations. *(Strategic Goal: Public Safety)*
 - a. Continue to prosecute misdemeanor violations of the Salinas Municipal Code.
8. Update and Implement City Policies. *(Strategic Goal: Effective and Culturally Responsive Government)*
 - a. Advise on and support efforts to update the City's General Plan.
 - b. Work with City Council and City Administration to update and develop policies for Council norms and procedures, including Rules of Decorum.
 - c. Support effective governance for City Commissions and Committees; provide training for new Commissioners and Committee members.
 - d. Advise on and support efforts to make City services more accessible and culturally responsive.

Major Budget Changes

A Legal Secretary position remains unfilled. Recruitment will begin again to coincide with continued efforts to recruit for an Assistant City Attorney. This Legal Secretary will provide much-needed support and increase efficiency and effectiveness within the Office.

An Assistant City Attorney position remains unfilled due to ongoing recruitment challenges. The Office will again attempt to recruit for an Assistant City Attorney to fill an existing vacancy. Until the position is filled, the City will need to rely on outside counsel to assist with civil litigation.

CITY ATTORNEY DEPARTMENT

Summary

	FY 21	FY 22	FY 23	FY 24
Expenditures by Program	Actual	Actual	Amended	Proposed
1400 City Attorney's Office	780,960	884,306	1,026,003	920,577
Total	780,960	884,306	1,026,003	920,577

	FY 21	FY 22	FY 23	FY 24
Expenditures by Category	Actual	Actual	Amended	Proposed
61 - Salaries & Benefits	706,557	730,011	838,303	728,037
62 - Supplies & Materials	27,654	23,117	28,400	28,200
63 - Outside Services	28,642	120,515	92,060	97,100
64 - Other Charges	7,876	9,239	27,240	27,240
66 - Capital Outlays	10,230	1,424	40,000	40,000
Total	780,960	884,306	1,026,003	920,577

	FY 21	FY 22	FY 23	FY 24
Expenditures by Fund	Actual	Actual	Amended	Proposed
1000 General Fund	780,960	884,306	1,026,003	920,577
Total	780,960	884,306	1,026,003	920,577

	FY 21	FY 22	FY 23	FY 24
Workforce by Program	Authorized	Authorized	Authorized	Proposed
1400 City Attorney's Office	5.000	3.000	4.000	3.000
Total	5.000	3.000	4.000	3.000

CITY ATTORNEY DEPARTMENT

1400 City Attorney's Office Division

Purpose

As provided in City Charter, provide effective legal representation and guidance to the City Council, its committees, boards and commissions, the City Manager, and City departments.

Division Operations

1. Economic Development
2. Housing/Affordable Housing
3. Infrastructure and Environmental Sustainability
4. Public Safety
5. Youth and Seniors
6. Effective and Culturally Responsive Government

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Actual	FY 2022-23 Projected	FY 2023-24 Goal
# requests for legal services		388	430	1,500	500
# criminal cases reviewed or prosecuted		232	54	250	50
# Pitchess motions responded to and defended		2	3	5	5
# civil cases filed and defended		7	6	5	10
# Code enforcement cases and nuisance abatements		4	9	5	10
# Public Records Act requests responded to		28	20	25	20
# Economic development agreement and other contracts		170	197	175	200
# Workers Compensation cases presented to CM or CC		156	3	150	0
Employment matters--Representation and Advice		17	10	20	15
Legal support of election and/or revenue measure initiative		0	3	1	1

Major Budget Changes

A Legal Secretary position remains unfilled. Recruitment will begin again to coincide with continued efforts to recruit for an Assistant City Attorney. This Legal Secretary will provide much-needed support and increase efficiency and effectiveness within the Office.

An Assistant City Attorney position remains unfilled due to ongoing recruitment challenges. The Office will again attempt to recruit for an Assistant City Attorney to fill an existing vacancy. Until the position is filled, the City will need to rely on outside counsel to assist with Civil Litigation.

CITY ATTORNEY DEPARTMENT

1400 City Attorney's Office Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	706,557	730,011	838,303	728,037
62 - Supplies & Materials	27,654	23,117	28,400	28,200
63 - Outside Services	28,642	120,515	92,060	97,100
64 - Other Charges	7,876	9,239	27,240	27,240
66 - Capital Outlays	10,230	1,424	40,000	40,000
Total	780,960	884,306	1,026,003	920,577

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	780,960	884,306	1,026,003	920,577
Total	780,960	884,306	1,026,003	920,577

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1400 City Attorney's Office	5.000	3.000	4.000	3.000
Total	5.000	3.000	4.000	3.000

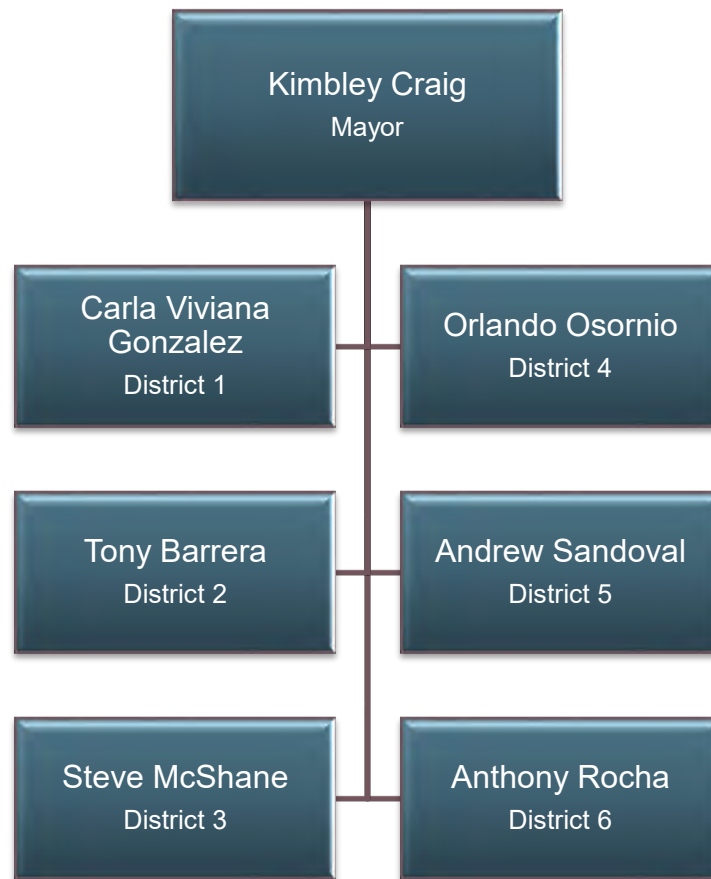
CITY ATTORNEY DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1400 City Attorney's Office				
Assistant City Attorney	1.000	1.000	1.000	1.000
City Attorney	1.000	1.000	1.000	1.000
Legal Secretary	1.000		1.000	
Confidential Office Technician	1.000	1.000	1.000	1.000
Deputy City Attorney	1.000			
1400 City Attorney's Office Total	5.000	3.000	4.000	3.000
Total	5.000	3.000	4.000	3.000

CITY COUNCIL DEPARTMENT

Organizational Chart by Position



CITY COUNCIL DEPARTMENT

Summary

Purpose

The City Council is comprised of seven members and serves as the policy-making and legislative body of the City of Salinas. Six council members are elected by district for a four-year term, and the Mayor is elected at-large for a two-year term. The Council meets on Tuesdays at said hour/date as established by notice. Special Meetings and Study Sessions may occur on other days of the week as necessary.

CITY COUNCIL DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 City Council	246,282	295,850	325,209	399,607
Total	246,282	295,850	325,209	399,607

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	228,702	260,563	271,641	330,907
62 - Supplies & Materials	1,039	970	4,627	1,000
63 - Outside Services	12,634	14,441	10,000	15,200
64 - Other Charges	3,447	19,876	38,941	52,500
66 - Capital Outlays	461			
Total	246,282	295,850	325,209	399,607

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	246,282	295,850	325,209	399,607
Total	246,282	295,850	325,209	399,607

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1000 City Council	7.000	7.000	7.000	7.000
Total	7.000	7.000	7.000	7.000

CITY COUNCIL DEPARTMENT

1000 City Council Division

City Council Goals, Strategies, and Objectives for FY 2023-24

The City Council strives to implement key strategic goals and strategies identified during their 2022 strategic planning session.

The new City of Salinas Strategic Plan 2022-2025 goals include the following:

- Economic Development - Sustain, encourage, and develop a diverse and thriving economy that benefits all Salinas residents and businesses and that contributes to the community's economic health.
- Housing/Affordable Housing - Pursue housing options for residents of all income levels, including the unsheltered, that is safe and secure.
- Infrastructure & Environmental Sustainability – Invest in and maintain green infrastructure that creates a vibrant City and generates community pride and improved climate resiliency.
- Public Safety – Continue to improve community safety by engaging residents and using a broad range of proactive approaches that emphasize community connection and prevention programs.
- Youth & Seniors – Provide opportunities for healthy development and social connections through recreational facilities, programs, and activities.
- Effective & Culturally Responsive Government – Provide effective and culturally-responsive government programs and services in a professional, customer-oriented manner that ensures equitable solutions to community challenges.

Staff will continue to work incrementally to make progress on strategic goals.

Division Operations

1. Continue to hold City Council meetings as prescribed by the City Charter.
2. Determine and prioritize service levels for all City departments.
3. Participate in appropriate advocacy associations, including the League of California Cities and the National League of Cities.
4. Represent the City's interests in regional and intergovernmental processes.
5. Continue outreach to City residents, neighborhoods, and community groups.

Major Budget Changes

None.

CITY COUNCIL DEPARTMENT

1000 City Council Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	228,702	260,563	271,641	330,907
62 - Supplies & Materials	1,039	970	4,627	1,000
63 - Outside Services	12,634	14,441	10,000	15,200
64 - Other Charges	3,447	19,876	38,941	52,500
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Total	246,282	295,850	325,209	399,607

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	246,282	295,850	325,209	399,607
Total	246,282	295,850	325,209	399,607

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1000 City Council	7.000	7.000	7.000	7.000
Total	7.000	7.000	7.000	7.000

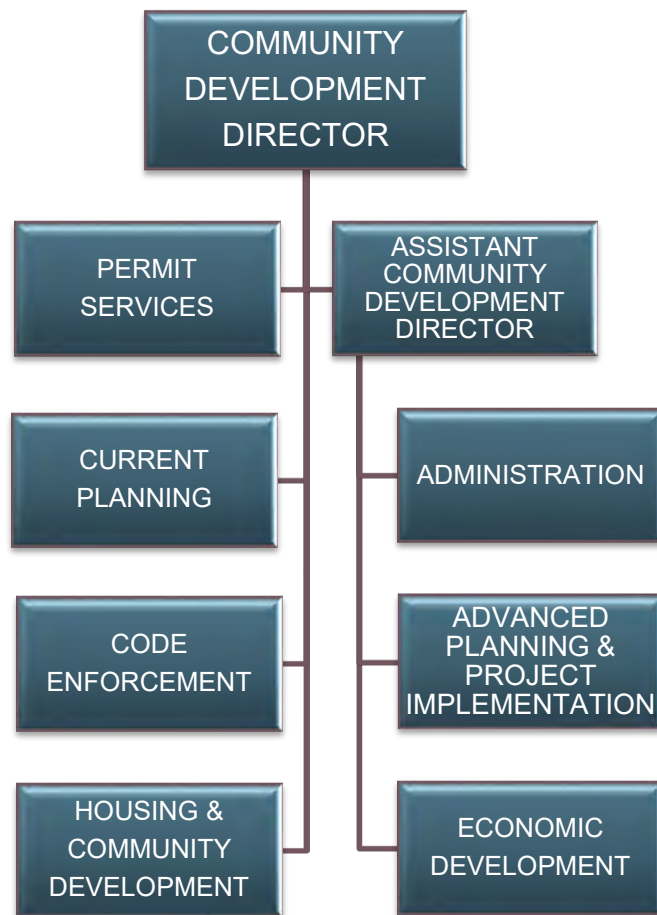
CITY COUNCIL DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1000 City Council				
City Council	6.000	6.000	6.000	6.000
City Mayor	1.000	1.000	1.000	1.000
1000 City Council Total	7.000	7.000	7.000	7.000
Total	7.000	7.000	7.000	7.000

COMMUNITY DEVELOPMENT DEPARTMENT

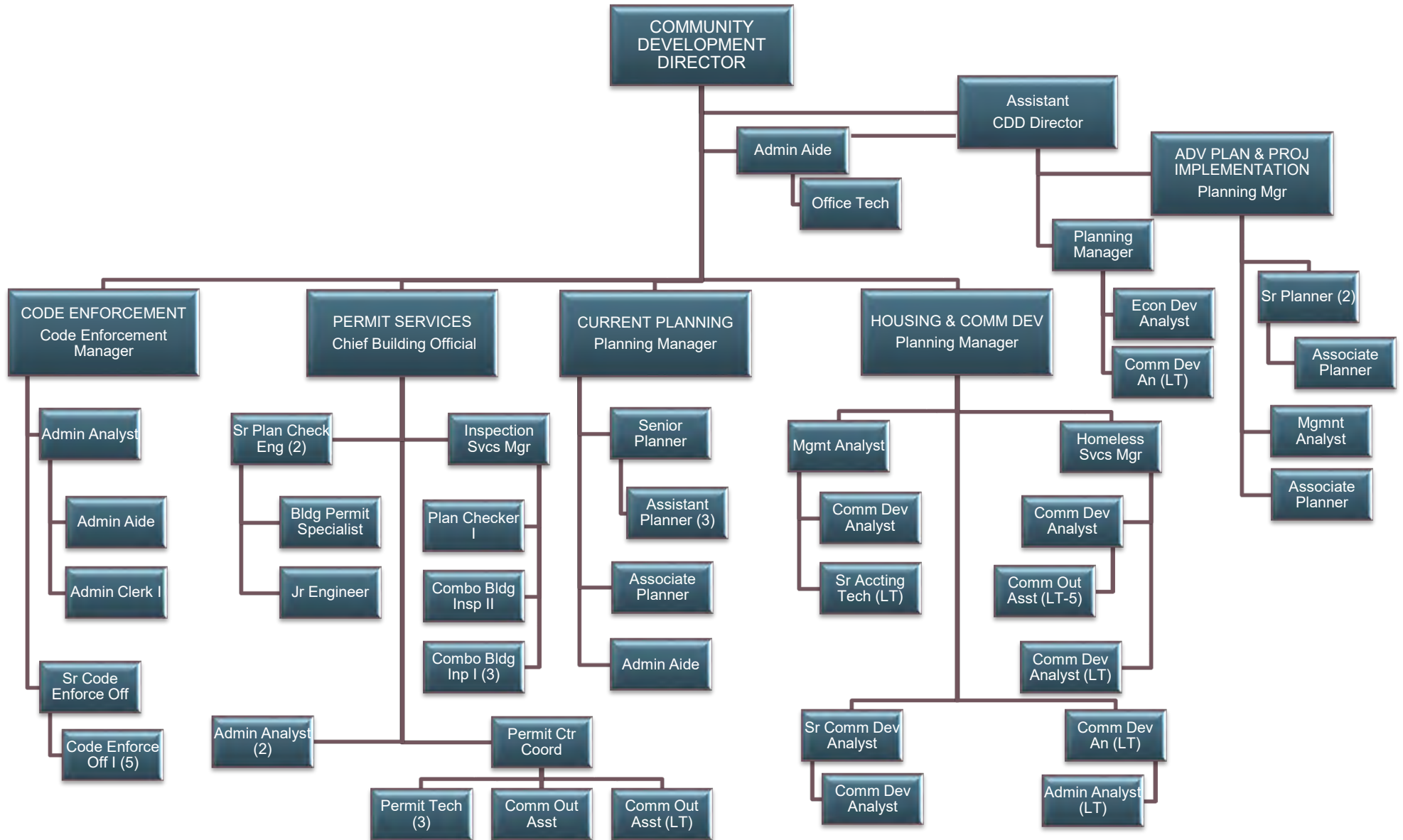
Organizational Chart by Division



Permit Services moved to a separate Enterprise Operation fund effective FY 2018.

COMMUNITY DEVELOPMENT DEPARTMENT

Organizational Chart by Position





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COMMUNITY DEVELOPMENT DEPARTMENT

Summary

Purpose

With ongoing community collaboration, the Community Development Department is committed to creating a safe, healthy, and prosperous Salinas through targeted revitalization and sustainable, well-designed land use and development. Department functions include planning, plan implementation, permitting, management of federal funding, housing facilitation, homeless services, code enforcement, business retention and expansion and small business development. There are seven divisions in the Department: Administration, Advanced Planning & Project Implementation, Current Planning, Permit Services, Code Enforcement, Housing & Community Development, and Economic Development.

The 21/22 fiscal year was extremely busy for the department as staff fielded over 23,000 calls, issued 3,243 permits with a valuation of over \$83.4 million. Last fiscal year, CDD also secured nearly \$45 million in grants, and continued to provide direct rental support, reaching over 1,500 households with \$14 million in assistance. The department made significant progress on the General Plan Update and Climate Action Plan and streamlined the Accessory Dwelling Unit (ADU) process with pre-approved plans.

City Council Goals, Strategies, and Objectives for FY 2023-24

(Economic Development, Housing/Affordable Housing, Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors, Effective and Culturally Responsive Government)

1. Continue to implement the Alisal Vibrancy Plan including greening, litter abatement and public art/district identity improvements and the adoption of commercial corridor guidelines and a district identity plan. *(Strategic Goal: Economic Development)*
2. Build an Economic Development team that focuses on site development and industry attraction, business retention and expansion, and continued support of small businesses and entrepreneurs through business navigation, loans, and connection to small business resources. *(Strategic Goal: Economic Development)*
3. Develop an opportunity site inventory list to promote retail, commercial and industry to maximize their current use, future development and redevelopment for job creation and property and sales tax revenue generation. *(Strategic Goal: Economic Development)*
4. Prepare a Master Plan for the Salinas Intermodal Transportation Center that includes Transit Oriented Development. *(Strategic Goal: Economic Development)*
5. Process the Ferrasci Business Center Specific Plan (FBCSP) application and associated environmental review documents (Target Area K). FBCSP implementation will provide new employment and revenue generating opportunities. *(Strategic Goal: Economic Development)*
6. Evaluate the formation of an Enhanced Infrastructure Financing District (EIFD) to fund infrastructure improvements to facilitate the development of the Salinas Ag Industrial Center. *(Strategic Goal: Economic Development)*
7. Revise the Commercial Cannabis Ordinance to open new opportunities for business and ensure sensible regulation. Complete a Cannabis Equity Assessment to mitigate the harm done to those communities most impacted by criminalization. *(Strategic Goal: Economic Development)*

COMMUNITY DEVELOPMENT DEPARTMENT

Summary

8. Continue to work with the community, food vendors, and nonprofits to expand healthy foods choice and explore entrepreneurship opportunities such as new farmer's markets, food truck pods, development of a community/commercial kitchen, and community gardens. *(Strategic Goal: Economic Development)*
9. Continue to coordinate with the County on the implementation of the Downtown Vibrancy Plan and Alisal Vibrancy Plan Memorandums of Understanding to include undertaking planning activities for a downtown parking facility and city and county properties around the Division Street Opportunity site in the Alisal. *(Strategic Goals: Economic Development and Housing/Affordable Housing)*
10. Complete the entitlement process for a vibrant, multi-phase new mixed-use development at the corner of John Street and Abbott to include a 111-room hotel, 242 dwelling units, nearly 139,000 sq ft of retail and office. *(Strategic Goals: Economic Development and Housing/Affordable Housing)*
11. Complete Housing Element Update by December 15, 2023. *(Strategic Goal: Housing/Affordable Housing)*
12. Launch preparation of the East Area Specific Plan to increase housing opportunities and create healthy, walkable and sustainable neighborhoods. *(Strategic Goal: Housing/Affordable Housing)*
13. Support development of the Future Growth Area (FGA) by coordinating infrastructure investment and processing tentative map applications. *(Strategic Goal: Housing/Affordable Housing)*
14. Using SB2 grant funds complete technical studies and any related zone changes to facilitate housing development opportunities in the downtown, North and East Salinas. *(Strategic Goal: Housing/Affordable Housing)*
15. Continue to promote ADU development through pre-approved ADU plans, streamlining of processes, updating regulations consistent with State law, and connecting applicants to financing. *(Strategic Goal: Housing/Affordable Housing)*
16. Leverage American Rescue Plan Act (ARPA) funding and other housing resources to incentivize and promote the production of low- and moderate-income housing for families, workforce, including farmworkers, and seniors. *(Strategic Goal: Housing/Affordable Housing)*
17. Continue to partner with the County of Monterey to develop an affordable multi-family housing project at 855 E. Laurel Drive. *(Strategic Goal: Housing/Affordable Housing)*
18. Facilitate the continued rehabilitation and full occupancy of 202 units of affordable, permanent supportive housing at awarded HCD Homekey project sites. *(Strategic Goal: Housing/Affordable Housing)*
19. Facilitate acquisition of three homes and completion of ADUs with BACS through the Family Homelessness Challenge Grant. *(Strategic Goal: Housing/Affordable Housing)*
20. Continue to effectively manage the Interim Housing Motel Program to help navigate participants into permanent housing and support Health & Safety Days. *(Strategic Goal: Housing/Affordable Housing)*

COMMUNITY DEVELOPMENT DEPARTMENT

Summary

21. Continue to actively engage the unhoused through the Salinas Outreach and Response Team (SORT) to connect to services and provide case management to provide pathways to housing. *(Strategic Goal: Housing/Affordable Housing)*
22. Implement a rental registration program to promote health and safety, provide tenant/landlord support, and help stabilize Salinas' housing stock. *(Strategic Goals: Public Safety and Housing/Affordable Housing)*
23. Promote safe, habitable housing by coordinating with landlord and tenants to eliminate lead hazards. *(Strategic Goals: Public Safety and Housing/Affordable Housing)*
24. In collaboration with the community and the Police and Fire Departments complete a comprehensive draft of a Public Safety Element as part of the General Plan by Spring 2024. *(Strategic Goals: Public Safety and Effective and Culturally Responsive Government)*
25. Continue to effectively implement awarded Cal ICH Grants using 'Housing First' best practices to provide unhoused residents with viable pathways to housing and to allow for the restoration of former encampments sites to their intended public use. *(Strategic Goal: Public Safety)*
26. Improve code enforcement outcomes by coordinating with Fire Prevention, Police Department, Public Works, Monterey County Environmental Health, and Republic Services to address blighted properties and quality of life issues such as noise complaints and illegal vending. *(Strategic Goal: Public Safety)*
27. Increase inspection warrants and continue to implement administrative and legal remedies in gaining compliance on nuisance properties that may have health and safety dangers. *(Strategic Goal: Public Safety)*
28. Continue to expand community engagement opportunities and education to encourage compliance with City codes. *(Strategic Goal: Public Safety)*
29. Program legal settlement funding to mitigate harm created by opioids targeting substance and prescription drug abuse prevention and treatment programs. *(Strategic Goal: Public Safety)*
30. Continue to coordinate with Library and Community Services and Public Works to implement park and recreational facility improvements including the design and construction of a new Hebborn Family Center, El Gabilan Park multi use court improvements Closter Park public art and signage improvements, and preparation of Cesar Chavez Master Plan and trail project to implement the Alisal Vibrancy Plan. *(Strategic Goal: Youth and Seniors)*
31. Complete the final phase of rehabilitation of the Sherwood Recreation Center project in collaboration with Library and Community Services. *(Strategic Goal: Youth and Seniors)*
32. Produce draft General Plan update and Climate Action Plan by Spring 2024. *(Strategic Goals: Infrastructure and Environmental Sustainability and Effective and Culturally Responsive Government)*
33. Complete implementation of the new paperless permitting system and develop new easy to understand, bilingual educational materials for the Permit Center. *(Strategic Goal: Effective and Culturally Responsive Government)*

COMMUNITY DEVELOPMENT DEPARTMENT

Summary

Major Budget Changes

Although it may seem as if the CDD operational budget has significantly increased, most of the change was created when projects originally categorized as Capital Improvement Projects were shifted into operating. In addition, CDD has been successful in securing millions in grants, which has resulted in the need for additional staffing. Many of these positions are limited term and will ultimately be phased out as funding decreases.

COMMUNITY DEVELOPMENT DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1355 Economic Development			1,158,952	953,572
3111 Adv Planning & Project Implementation	1,015,082	1,428,106	2,674,058	1,201,834
3353 Code Enforcement	1,073,463	1,066,834	1,490,271	1,427,600
3461 Administration	690,039	431,218	510,428	730,647
3462 Current Planning	918,827	1,153,530	1,629,916	1,649,068
Housing and Community Development	8,148,016	9,758,976	22,102,864	16,744,372
3181 Downtown Streets Team				550,000
3279 Homelessness Service Coordination				1,200,000
3328 East Area Specific Plan (EASP)				350,000
3701 General Plan				596,800
Total	11,845,427	13,838,665	29,566,490	25,403,893

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	4,447,743	4,755,521	7,418,035	7,149,501
62 - Supplies & Materials	152,265	136,979	148,251	103,280
63 - Outside Services	1,160,778	1,336,029	6,569,266	6,395,243
64 - Other Charges	62,375	64,802	220,065	2,115,850
66 - Capital Outlays	176,189	187,537	3,818,145	5,942,800
69 - Financial Assistance	5,846,076	7,357,797	11,392,728	3,697,219
Total	11,845,427	13,838,665	29,566,490	25,403,893

COMMUNITY DEVELOPMENT DEPARTMENT

Summary

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	3,014,058	3,102,920	5,176,690	7,858,754
1100 Measure E	396,550	459,869		
1200 Measure G	502,381	462,816	1,622,611	2,427,600
2513 General Plan				946,800
2602 HSA - Affordable Housing	22,815	13,988	8,040	1,050
2910 Community Development	647,147	940,885	5,358,343	6,550,678
2911 CDBG - COVID-19	984,980	595,065	783,948	366,006
2930 Home Investment Partnership	1,107,312	113,071	2,061,085	2,143,637
2931 Home American Rescue Plan		7,780	138,158	90,048
2940 Emergency Shelter Grant	67,890	186,640	308,707	147,955
2941 Emergency Solutions Grant	237,973	205,973	296,229	18,090
2942 CA Emergency Solutions & Housing	375,389	157,793	837,674	
2943 ESG-CV HUD	2,703,291	2,795,663	652,272	170,714
2944 ESG-CV HCD	749,400	3,053,530	321,488	
2945 Housing - Other Agency Match	277,979	189,536	860,347	
2947 Project Room Key Motel Program		1,241,387	2,061,920	
2951 SB2	758,148	95,104	1,251,220	4,044,513
2952 Local Early Action Planning		136,883	363,117	
2953 Regional Early Action Planning		75,302	454,698	
2954 Encampment Resolution Fund		610	4,078,807	480,133
2956 Family Homeless Challenge			2,668,383	157,915
2957 Inclusionary Housing	115		12,000	
3187 Community Challenge Grant		3,848	752	
3188 Dept of Conservation (SALC) Prog			250,000	
Total	11,845,427	13,838,665	29,566,490	25,403,893

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1355 Economic Development			2.000	2.000
3111 Adv Planning & Project Implementation	5.853	7.850	7.930	6.450
3353 Code Enforcement	9.000	9.000	10.000	10.000
3461 Administration	4.000	1.853	2.850	3.750
3462 Current Planning	5.600	7.000	7.000	7.000
Housing and Community Development	6.558	8.797	12.770	18.550
3701 General Plan				1.000
Total	31.011	34.500	42.550	48.750

Permit Services has moved to a separate Enterprise Operation fund effective FY 2018.

COMMUNITY DEVELOPMENT DEPARTMENT

3461 Administration Division

Purpose

The Administration Division provides oversight to the department by supervising, monitoring, and controlling the Department's operating budget and activities. The Administration Division is also responsible for integrating the initiatives, goals, and objectives established by the City Council into the overall operations of the Department's Divisions. The Division oversees both internal and external communications for the departments and helps residents navigate department services.

Division Operations

1. Lead the development of department goals, objectives, and actions, in alignment with the City Council strategic plan.
2. Administer the department's budget within authorized amounts.
3. Establish and monitor key performance indicators (KPIs) and customer service satisfaction.
4. Guide departmental messaging and internal and external communications.
5. Manage overall department workload, organization of responsibilities, and staffing levels.
6. Assist in securing additional funding for departmental activities.
7. Provide administrative and technical support to the department divisions in the performance of their duties.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Process Personnel Requisitions within 1 business day	N/A		90%	90%	90%
Process Personnel Action Forms (PAFs) within 2 business days	N/A		90%	90%	90%
Process invoices within 7 days	N/A		80%	80%	80%

Major Budget Changes

A major budget change is the shifting of the Assistant Director and Office Tech positions from 3111 APPI to 3461 Administration, resulting in an increase to the division's salaries and equipment and training expenses. However, a subsequent reduction will occur in the APPI budget.

COMMUNITY DEVELOPMENT DEPARTMENT

3461 Administration Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	593,379	341,466	359,307	602,047
62 - Supplies & Materials	9,195	5,838	11,350	19,500
63 - Outside Services	68,795	39,664	117,471	91,600
64 - Other Charges	5,114	14,352	12,300	7,000
66 - Capital Outlays	13,555	29,898	10,000	10,500
Total	690,039	431,218	510,428	730,647

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	690,039	430,560	400,408	730,647
1200 Measure G		658	110,020	
Total	690,039	431,218	510,428	730,647

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3461 Administration	4.000	1.853	2.850	3.750
Total	4.000	1.853	2.850	3.750

COMMUNITY DEVELOPMENT DEPARTMENT

1355 Economic Development Division

Purpose

Develop and implement strategies and programs that further the Council's 2022-2025 Economic Development Goals, Strategies and Objectives to enhance the economic well-being of the city and its residents by increasing the number of middle- and upper-income job opportunities and growing the City's revenue base to support the provision of City services. Primary economic development strategies include real estate management and site attraction, business retention, expansion and marketing, and small business and entrepreneur support.

Division Operations

1. Work with other local agencies and private sector businesses to create and maintain a healthy business environment, including business attraction, workforce development, site inventory, and support for the agricultural and AgTech clusters.
2. Manage the City's real estate portfolio, to maximize current use, future development, and redevelopment.
3. Identify and implement finance and development strategies to support existing and future business through the provision of affordable broadband, utility, and circulation infrastructure.
4. Build business and property owner relations through a Business, Retention, and Expansion Program to support existing business to grow and thrive.
5. Market existing attractions and facilities and identify and promote commercial sites and tourism opportunities.
6. Further EDE, DVP, AVP and CRP economic development policies and actions including microloan, outdoor dining and façade improvement programs, and shop local initiatives.
7. Provide small business and entrepreneur support through counseling, permit navigation, and referral to technical and capital resources.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Conduct 20 site visits to build businesses/industry relations				5%	100%
Establish online site inventory to promote business and development opportunity sites such as Target Area K and the Ag Industrial Center				10%	100%
Develop and execute a marketing and attraction campaign and materials to promote tourism				20%	100%
Develop Shop Local tool kit for promoting city commercial shopping districts				25%	100%
Collaborate with training resource network to develop and provide 3 training workshops to support local entrepreneurs and businesses to be competitive in government bidding processes.				25%	100%
Collaborate with SUBA to establish and coordinate the Alisal Ambassador Program for the East Alisal Commercial Corridor. Conduct 8 volunteer based clean ups.				20%	100%
Issue \$150,000 to small businesses in forgivable loans/microgrants to support outdoor dining, facade improvements, and technology and marketing.				5%	100%

COMMUNITY DEVELOPMENT DEPARTMENT

1355 Economic Development Division

Major Budget Changes

The total Economic Division FY 23/24 budget remains neutral despite staffing level changes to create a deeper economic development team. Requested professional services have increased to evaluate the potential development of an Enhanced Infrastructure Financing District (EIFD) to finance the backbone infrastructure necessary to facilitate the development of the Salinas Ag Industrial Center and to develop business and tourism marketing material. Other additions include the creation of a citywide microloan/grant program (\$100,000). The ED division budget also includes an existing partnership obligation with Hartnell College to support workforce development initiatives in the Salinas Valley and costs associated with the management of the City's real estate assets. City sponsorships have shifted from this Division to Administration.

COMMUNITY DEVELOPMENT DEPARTMENT

1355 Economic Development Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	205,347	292,150	392,202	348,197
62 - Supplies & Materials		12,172	9,200	14,000
63 - Outside Services	220,431	182,827	713,850	584,275
64 - Other Charges	69,554	24,651	43,300	5,900
66 - Capital Outlays	856		400	1,200
Total	496,187	511,800	1,158,952	953,572

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	496,187	511,800	1,158,952	953,572
Total	496,187	511,800	1,158,952	953,572

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1355 Economic Development	1.000	2.000	2.000	2.000
Total	1.000	2.000	2.000	2.000



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COMMUNITY DEVELOPMENT DEPARTMENT

3111 Adv Planning & Project Implementation Division

Purpose

The Advanced Planning and Project Implementation Division (APPI) provides comprehensive and responsive long-range planning services that address the needs of the community and promote economic and social well-being. Core services include update, implementation and maintenance of the General Plan and other long-range planning documents (e.g., Zoning Code and related ordinances, Climate Action Plan, other special studies), coordination with local, regional, state, and federal agencies on land use, housing, environmental and long-range planning initiatives, and processing complex planning projects and/or initiatives. Community engagement is central to APPI's work and purpose, and the Division works closely with other divisions and departments on outreach training and support. APPI also supports, coordinates and leads implementation of the General Plan, and Salinas Downtown Vibrancy, Alisal Vibrancy, and Chinatown Revitalization Plans' goals, policies and actions.

Division Operations

1. Lead long-range planning efforts (e.g., Climate Action Plan, General Plan Update -Visión Salinas 2040, 2023-2031 Housing Element Update) that are guided by a comprehensive and inclusive community engagement process.
2. Facilitate future development by supporting the processing of specific plans, annexations, zoning code amendments and other plan amendments.
3. Coordinate land use with County, regional public agencies, and school districts.
4. Maintain engaging and relevant website and social media presence to ensure the community is informed about planning initiatives, implementation activities and available services.
5. Continue to lead implementation of Alisal Vibrancy Plan and Chinatown Revitalization Plans.
6. Increase implementation capacity using five VISTA Members awarded through AmeriCorps VISTA program.
7. Prepare and/or assist with implementation of various grants to further community plan initiatives.
8. Continue to support community engagement efforts across City departments.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Release a Public Review Draft General Plan by June 30, 2024					100%
Release a Public Review Draft Climate Action Plan by June 30, 2024					100%
Complete Housing Element Update			80%	80%	100%
Reach 10,000 Salinas residents with communication about the General Plan Update through a variety of channels (emails, social media, radio, TV, canvassing, etc.)	N/A	N/A	80%	80%	20%
Complete environmental and technical studies to support the rezoning of identified opportunity sites in the Downtown, East and North Salinas to mixed-use to increase housing production and sales revenue			100%	80%	20%
Adopt commercial corridor guidelines and district identity plan for the Alisal			80%	20%	80%
Collaborate with Library and Community Services on design and construction of improvements to El Gabilan Play Lot and Closter Park improvement projects			40%	30%	70%
Complete design and commence installation of greening, litter abatement and public art/district identity improvements through the Caltrans Local Clean California Grant.			100%	20%	80%

Major Budget Changes

There are no major changes this year for APPI.

COMMUNITY DEVELOPMENT DEPARTMENT

3111 Advanced Planning & Project Imp Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	844,159	1,042,939	1,347,740	1,099,754
62 - Supplies & Materials	10,161	12,408	18,413	13,280
63 - Outside Services	139,589	357,625	1,268,246	70,500
64 - Other Charges	6,986	9,673	18,900	7,200
66 - Capital Outlays	14,186	5,461	20,759	11,100
Total	1,015,082	1,428,106	2,674,058	1,201,834

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	815,684	897,366	1,270,179	1,106,458
1200 Measure G	100,867	114,417	22,320	
2911 CDBG - COVID-19	64,605	113,144	171,369	95,346
2951 SB2	33,927	87,145	141,624	30
2952 Local Early Action Planning		136,883	363,117	
2953 Regional Early Action Planning		75,302	454,698	
3187 Community Challenge Grant		3,848	752	
3188 Dept of Conservation (SALC) Prog			250,000	
Total	1,015,082	1,428,106	2,674,058	1,201,834

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3111 Advanced Planning & Project Imp	5.853	7.850	7.930	6.450
Total	5.853	7.850	7.930	6.450

COMMUNITY DEVELOPMENT DEPARTMENT

3353 Code Enforcement Division

Purpose

The Code Enforcement Division promotes a safe and blight-free community by addressing substandard housing, dangerous buildings, unauthorized land and building uses, zoning violations, unpermitted work, and other health, safety, and welfare concerns. The Division is responsible for ensuring compliance with the Zoning Code, Property Maintenance Code, and other city and state regulations by performing inspections and whenever necessary issuing citations or pursuing other legal remedies. Code Enforcement is an essential tool for crime prevention, housing stabilization, and blight elimination.

Division Operations

1. Increase public awareness of the hazards of substandard housing and dangerous buildings.
2. Use available remedies to address issues of blight, housing code violations and dangerous buildings.
3. Seek options to enhance the resources available to the Code Enforcement Division to strengthen the level of enforcement and reduce substandard and dangerous conditions.
4. Continue to oversee and streamline the Weed Abatement and Vendor Enforcement Programs.
5. Maintain a framework to prioritize and measure code enforcement activities.
6. Continue outreach efforts that foster citizen participation in related code enforcement efforts to stabilize and improve neighborhoods.
7. Evaluate state and local policies and ordinance changes to improve compliance with City Codes.
8. Work collaboratively with other City departments and outside agencies on education and outreach activities to achieve compliance.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of cases opened	1344	1510	1250	1000	1250
Number of cases closed	1176	1406	1000	750	1000
Number of active cases	736	1002	250	500	250
Average time to resolve a code enforcement case	4 months	4 months	3 months	3 months	2 months
Number of educational or outreach events held	7	2	6	6	4
Number of inspections completed	3,120	3,425	6,000	3,500	4,500
Number of receivership actions initiated	3	4	4	4	4

Major Budget Changes

After the budget was approved last year, City Council adopted a revised Vendor Ordinance and authorized the addition of a Code Enforcement Officer. During this period, the department re-evaluated staffing needs and upgraded two positions from a Code Enforcement Officer II to a Senior Code Enforcement Officer, and from an Administrative Aide to an Administrative Analyst. These staffing changes require additional expenses related to training, supplies, furniture, and computer hardware/software. In addition, new State requirements related to lead-based complaints will require additional staff training.

COMMUNITY DEVELOPMENT DEPARTMENT

3353 Code Enforcement Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,035,941	1,030,491	1,330,471	1,354,100
62 - Supplies & Materials	17,504	12,913	22,200	25,250
63 - Outside Services	12,227	17,994	24,900	23,500
64 - Other Charges	4,025	5,437	28,000	22,750
66 - Capital Outlays	3,766		84,700	2,000
Total	1,073,463	1,066,834	1,490,271	1,427,600

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	275,400	259,225		
1100 Measure E	396,550	459,869		
1200 Measure G	401,514	347,741	1,490,271	1,427,600
Total	1,073,463	1,066,834	1,490,271	1,427,600

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3353 Code Enforcement	9.000	9.000	10.000	10.000
Total	9.000	9.000	10.000	10.000

COMMUNITY DEVELOPMENT DEPARTMENT

3462 Current Planning Division

Purpose

The Current Planning Division ensures that development projects and proposals conform to the General Plan and Zoning Code regulations or any other applicable regulations and standards. The Division is responsible for diligently and expeditiously processing administrative applications (Site Plan Reviews, Parcel Maps, Lot Line Adjustments, Lot Mergers, Temporary Use of Land Permits, Home Occupation Permits, Master Sign Plans, and Sign Permits), as well as discretionary development applications including, but not limited to, General Plan and Zoning Code Amendments, Specific Plans, Planned Unit Development Permits, Tentative Maps, and Conditional Use Permits in order to facilitate residential and non-residential development. Current Planning prepares and coordinates environmental evaluations (CEQA) for applicable development projects. Current Planning received responsibility for administering the City's Cannabis regulations on December 1, 2018.

Division Operations

1. Review development proposals for consistency with local and state requirements.
2. Process administrative and discretionary development applications.
3. Assist the public with development and subdivision of land.
4. Provide planning guidance to potential development projects at the public counter, over the phone, or to other departments and agencies in order to facilitate economic growth.
5. Swiftly review building permit plans within established timeframes to facilitate development.
6. Support the Planning Commission in its role as a decision-making body on planning entitlements.
7. Support the Historic Resources Board in promoting historic preservation and reviewing work to historic resources.
8. Work in collaboration with the Business Development Committee and other community stakeholders to continually improve the development review process.
9. Administer the City's Cannabis regulations.

Performance Measures

Performance Measure / Goal**	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of discretionary and administrative permits processed	506	565	550	461	475
Number of counter customers served	n/a	1,575	1,500	2,114	1,600
Number of building permit reviews conducted	1,359	1,604	1,200	1,984	1,800
Percent of building permit reviews processed within prescribed timeframes	92%	89%	95%	93%	90%
Average # days to Approval from Completeness for Site Plan Reviews	33	n/a	14	30	14
**As expected with the COVID-19/Shelter-In-Place restrictions and staff vacancy, projected revenue and performance metrics were impacted as the public counter was closed during the 2020-2021 fiscal year.					

Major Budget Changes

Over the last few years, the number of planning applications received has significantly increased. It is anticipated that the number of submitted planning applications will continue over the next fiscal year. Because of the sustained level of planning applications and building permit review, the Division will continue to need temporary part-time assistance and outside professional services to help digitize planning records, and help process applications, help with cannabis permitting, and monitor cannabis tax assessments.

COMMUNITY DEVELOPMENT DEPARTMENT

3462 Current Planning Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	850,810	1,048,900	1,173,760	1,194,318
62 - Supplies & Materials	9,664	6,286	14,034	18,500
63 - Outside Services	46,949	88,025	403,223	412,250
64 - Other Charges	11,001	10,319	30,500	13,500
66 - Capital Outlays	403		8,400	10,500
Total	918,827	1,153,530	1,629,916	1,649,068

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	918,827	1,153,530	1,629,916	1,649,068
Total	918,827	1,153,530	1,629,916	1,649,068

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3462 Current Planning	5.600	7.000	7.000	7.000
Total	5.600	7.000	7.000	7.000

COMMUNITY DEVELOPMENT DEPARTMENT

Housing and Community Development

Purpose

The Housing and Community Development Division (Housing Division) enhances the Salinas community by assisting with the provision of safe, decent, and affordable housing to low and moderate-income households. The Division effectively manages housing-related activities, programs, and projects through the City's Inclusionary Housing Program, United States Department of Housing and Urban Development (HUD) Community Development Block Grant (CDBG) Program, HOME Investment Partnerships Program (HOME), Home Investment American Rescue Plan (HOME ARP), Emergency Solutions Grants (ESG) Program and American Rescue Plan Act (ARPA) funds. The Housing Division is also responsible for the administration of the California Department of Housing and Community Development (HCD) ESG Program, HCD California Emergency Solutions and Housing (CESH) Program, HCD Permanent Local Housing Allocation Program (PLHA), competitively awarded Cal ICH Encampment Resolution Fund (ERF) and Family Homeless Challenge (FHC) grants, and United Way Emergency Rental Assistance Funding (ERAP). The Housing Division promotes housing development by implementing policies, regulations, and incentives that help preserve existing affordable housing, funds the development of new affordable housing, and assist individuals and families gain access to permanent housing and other services related to homelessness.

Division Operations

1. Provide grants and loans to help facilitate housing, economic development and capital improvement projects through HUD CDBG, HUD HOME, HOME ARP and HCD PLHA programs.
2. Provide direct public services and award grants through HUD CDBG, HUD ESG, HCD ESG, HCD CESH, Cal ICH ERF, Cal ICH FHC and UW ERAP programs to facilitate a variety of activities including homeless related programs and rental assistance that will benefit residents within Monterey and San Benito counties.
3. Prepare HUD required documents such as the Consolidated Plan (Con Plan), Alisal Neighborhood Revitalization Strategy Area (ANRSA), Citizen Participation Plan (CPP), Annual Action Plan (AAP) and Consolidated Annual Performance and Evaluation Report (CAPER).
4. Conduct annual monitoring compliance, loan servicing and technical assistance functions for the City's grant, loan and deed restricted property portfolio (900+ units).
5. Implement the City's Inclusionary Housing Program.
6. Continue to partner and collaborate with various departments and agencies including the County of Monterey and the local Continuum of Care (CoC) to address homelessness through the implementation of best practices and the adopted strategies of a regional Lead Me Home Plan.
7. Assist in the coordination of City efforts and initiatives, and direct engagement with unhoused residents to establish effective linkages to services through the Salinas Outreach and Response Team (SORT).

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of grant applications processed through annual RFP process	43	37	10	24	20
Number of payments and reports processed for grantees	495	457	240	397	200
Number of affordable housing funding agreements processed	6	2	4	5	8
Number of new affordable housing units developed with City funding	96	101	100	140	111

COMMUNITY DEVELOPMENT DEPARTMENT

Housing and Community Development

Major Budget Changes

The Housing Division will experience significant budget changes in FY 23/24. Although sustained levels of funding are expected in CDBG, HOME and ESG entitlement programs and the HCD ESG program, there will also be significant funding reductions related to the expiration of one-time HUD ESG-COVID and HCD-COVID funds. New funding from HUD HOME ARP and awarded Cal ICH grants award will partially offset this funding loss and will enhance the Division's current homeless services component. Using HUD grant funds, the Division will continue to offset \$144,000 of General Fund salaries and benefits for other Department divisions. Other significant budget changes for FY 23/24 include a request of \$120,000 from the General Fund for an additional Administrative Analyst position to support an expansion of the City's Fair Housing program and the implementation of a Rental Registration program. Ultimately, this position may be funded through revenues collected through the registration program, but it will take time to ramp up the program over next fiscal year.

COMMUNITY DEVELOPMENT DEPARTMENT

Housing and Community Development

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
3114 PPI Activity Delivery	25,241			
3115 PPI ED Technical Assistance		284	49,716	40,818
3220 Housing & Community Development	1,342,330	1,382,861	4,594,632	1,891,046
3221 Rehabilitation	113,735	4,800		
3240 Special Programs	6,388,730	8,181,258	15,740,611	12,775,039
3241 City of Salinas Fair Housing		238	79,762	37,469
3245 County ARPA			1,500,100	
3310 County of Monterey	277,979	189,536	138,042	
7420 Local Housing Trust Fund Program				2,000,000
Total	8,148,016	9,758,976	22,102,864	16,744,372

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,123,454	1,291,726	2,814,555	2,450,315
62 - Supplies & Materials	105,741	99,535	73,054	12,750
63 - Outside Services	893,218	832,721	4,041,576	2,607,088
64 - Other Charges	35,248	25,020	87,065	2,069,500
66 - Capital Outlays	144,278	152,178	3,693,886	5,907,500
69 - Financial Assistance	5,846,076	7,357,797	11,392,728	3,697,219
Total	8,148,016	9,758,976	22,102,864	16,744,372

COMMUNITY DEVELOPMENT DEPARTMENT

Housing and Community Development

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	314,108	362,239	717,235	669,009
2602 HSA - Affordable Housing	22,815	13,988	8,040	1,050
2603 Local Housing Trust Fund				2,000,000
2910 Community Development	647,147	940,885	5,358,343	6,550,678
2911 CDBG - COVID-19	920,375	481,921	612,579	270,660
2930 Home Investment Partnership	1,107,312	113,071	2,061,085	2,143,637
2931 Home American Rescue Plan		7,780	138,158	90,048
2940 Emergency Shelter Grant	67,890	186,640	308,707	147,955
2941 Emergency Solutions Grant	237,973	205,973	296,229	18,090
2942 CA Emergency Solutions & Housing	375,389	157,793	837,674	
2943 ESG-CV HUD	2,703,291	2,795,663	652,272	170,714
2944 ESG-CV HCD	749,400	3,053,530	321,488	
2945 Housing - Other Agency Match	277,979	189,536	860,347	
2947 Project Room Key Motel Program		1,241,387	2,061,920	
2951 SB2	724,222	7,959	1,109,596	4,044,483
2954 Encampment Resolution Fund		610	4,078,807	480,133
2956 Family Homeless Challenge			2,668,383	157,915
2957 Inclusionary Housing	115		12,000	
Total	8,148,016	9,758,976	22,102,864	16,744,372

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3115 PPI ED Technical Assistance			0.300	0.300
3220 Housing & Community Development	5.350	6.185	6.610	10.780
3221 Rehabilitation	0.035	0.035		
3240 Special Programs	1.173	2.577	4.065	5.585
3241 City of Salinas Fair Housing			0.275	0.275
3242 Salinas Outreach & Response				1.000
7418 ERAP2 - Emergency Rental Assist.			1.000	
8162 Salinas Homeless Motel Program			0.110	
9021 Housing Production Fund			0.410	0.610
Total	6.558	8.797	12.770	18.550

COMMUNITY DEVELOPMENT DEPARTMENT

3181 Downtown Streets Team

Purpose

On March 7, 2023, City Council authorized the City Manager to direct the transfer of appropriations for operating activities currently in the City's CIP budget to the appropriate operating budgets and designate unspent appropriations for the activities at fiscal year-end as assigned fund balance.

This activity will provide street outreach, case management, and employment referral services for the homeless population. In addition, DST will provide clean up services at homeless encampments. Activities will focus on clean-up efforts in City parks, neighborhoods and along waterways

COMMUNITY DEVELOPMENT DEPARTMENT

3181 Downtown Streets Team

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
63 - Outside Services				550,000
Total				550,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund				550,000
Total				550,000

COMMUNITY DEVELOPMENT DEPARTMENT

3279 Homeless Service Coordination

Purpose

On March 7, 2023, City Council authorized the City Manager to direct the transfer of appropriations for operating activities currently in the City's CIP budget to the appropriate operating budgets and designate unspent appropriations for the activities at fiscal year-end as assigned fund balance.

This activity will assist with inter-departmental coordination of City Health and Safety Days. Funding would be used to assist with homeless engagement efforts such as temporary shelter and hotel vouchers, pet assistance, food assistance, hygiene kits, temporary storage unit rental, laundry services, minor repairs to get vehicles on the road, and transportation such as taxis, Uber or Lyft for related appointments. Funds would also support purchase of tools for clean-up events, and sanitation stations at various homeless encampments.

COMMUNITY DEVELOPMENT DEPARTMENT

3279 Homelessness Service Coordination

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
63 - Outside Services				1,200,000
Total				1,200,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund				200,000
1200 Measure G				1,000,000
Total				1,200,000

COMMUNITY DEVELOPMENT DEPARTMENT

3328 East Area Specific Plan (EASP)

Purpose

On March 7, 2023, City Council authorized the City Manager to direct the transfer of appropriations for operating activities currently in the City's CIP budget to the appropriate operating budgets and designate unspent appropriations for the activities at fiscal year-end as assigned fund balance.

This activity entails the preparation of a city-driven specific plan for the East FGA. A specific plan establishes the City's vision for future development and streamlines the entitlement process for developers. Specific Plan preparation will be incorporated into General Plan Update process in order to streamline the entitlement process for future development to include a variety of housing types and commercial/retail, and public/semi-public uses in the East FGA. At this time the General Fund is identified as the only funding source. In the future, planning grants, developer fees, and the General Plan/Zoning maintenance fee may be used to offset costs and to reimburse the General Fund.

COMMUNITY DEVELOPMENT DEPARTMENT

3328 East Area Specific Plan (EASP)

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
63 - Outside Services				350,000
Total				350,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2513 General Plan				350,000
Total				350,000

COMMUNITY DEVELOPMENT DEPARTMENT

3701 General Plan

Purpose

On March 7, 2023, City Council authorized the City Manager to direct the transfer of appropriations for operating activities currently in the City's CIP budget to the appropriate operating budgets and designate unspent appropriations for the activities at fiscal year-end as assigned fund balance.

This activity is for the update and maintenance of the City's General Plan to be in compliance with State Code. From January 2021 to early 2024, the City will undertake community engagement, prepare technical studies and analysis to prepare an updated General Plan, its first Climate Action Plan, the associated Environmental Impact Report, and Zoning Code Update. This General Plan Update will include a new Environmental Justice Element.

COMMUNITY DEVELOPMENT DEPARTMENT

3701 General Plan

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits				100,770
63 - Outside Services				496,030
Total				596,800

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2513 General Plan				596,800
Total				596,800

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3701 General Plan				1.000
Total				1.000

COMMUNITY DEVELOPMENT DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1355 Economic Development				
Economic Development Analyst			1.000	1.000
Sr Economic Development Manager			1.000	
Planning Manager				1.000
1355 Economic Development Total	0.000	0.000	2.000	2.000
3111 Adv Planning & Project Imp				
Administrative Aide	1.000			
Associate Planner	0.869	1.869	2.000	2.000
Asst Community Development Dir		0.881	0.880	
Asst Redevelopment Project Mgr	0.853			
Comm Dev Analyst - Limited Term		1.000	0.700	0.700
Comm Outreach Asst-Limited Term			0.600	
Community Development Dir	1.000			
Management Analyst		1.000	0.750	0.750
Office Technician	0.881	1.000		
Planning Manager	1.000		1.000	1.000
Project Coordinator	0.250	1.000		
Revenue Officer		0.100		
Senior Planner		1.000	2.000	2.000
3111 Adv Planning & Project Imp Total	5.853	7.850	7.930	6.450
3353 Code Enforcement				
Administrative Aide	1.000	2.000	2.000	1.000
Administrative Analyst I	1.000			1.000
Administrative Clerk I	1.000	1.000	1.000	1.000
Code Enforcement Manager	1.000	1.000	1.000	1.000
Code Enforcement Officer I	3.000	2.000	2.000	5.000
Code Enforcement Officer II	2.000	2.000	3.000	
Senior Code Enforcement Officer		1.000	1.000	1.000
3353 Code Enforcement Total	9.000	9.000	10.000	10.000
3461 Administration				
Administrative Aide		1.000	1.000	1.000
Assistant Planner	1.000			
Associate Planner	1.000			
Asst Community Development Dir				1.000
Community Development Dir		0.853	0.750	0.750
Office Technician			1.000	1.000

COMMUNITY DEVELOPMENT DEPARTMENT

Workforce

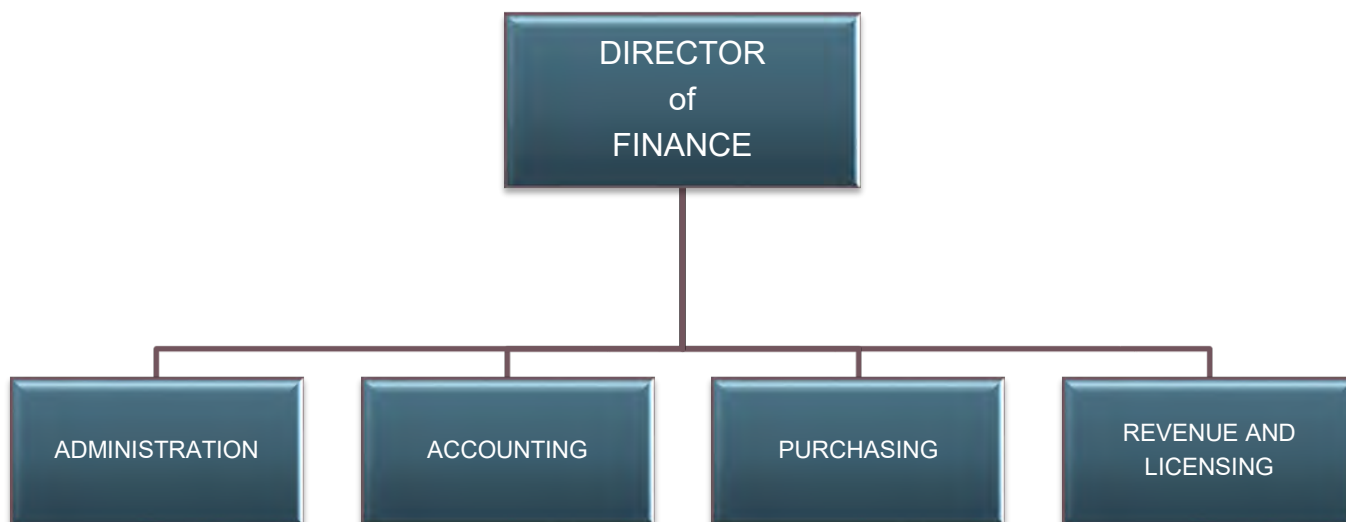
Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
Planning Manager	1.000			
Revenue Officer			0.100	
Senior Planner	1.000			
3461 Administration Total	4.000	1.853	2.850	3.750
3462 Current Planning				
Administrative Aide	0.600	1.000	1.000	1.000
Assistant Planner	1.000	3.000	3.000	3.000
Associate Planner	1.000	1.000	1.000	1.000
Planning Manager	1.000	1.000	1.000	1.000
Planning Technician	1.000			
Senior Planner	1.000	1.000	1.000	1.000
3462 Current Planning Total	5.600	7.000	7.000	7.000
Housing & Community Development				
Administrative Analyst I				1.000
Associate Planner	0.131	0.131		
Asst Community Development Dir		0.119	0.120	
Comm Dev Analyst - Limited Term		2.000	1.300	2.300
Comm Improve Asst	1.000			
Comm Outreach Asst-Limited Term			3.000	6.000
Community Dev Analyst	2.000	4.000	5.000	4.000
Community Development Dir	0.147	0.147		
Homeless Services Manager			1.000	1.000
Housing Services Supv	1.000			
Management Analyst	1.000		0.250	1.250
Planning Manager	1.119	2.000	1.000	1.000
Revenue Officer	0.161	0.400	0.100	
Sr Accounting Technician				1.000
Sr Community Development Analyst			1.000	1.000
Housing & Community Dev Total	6.558	8.797	12.770	18.550
3701 General Plan				
Comm Outreach Asst-Limited Term				1.000
3701 General Plan Total	0.000	0.000	0.000	1.000
Total	31.011	34.500	42.550	48.750



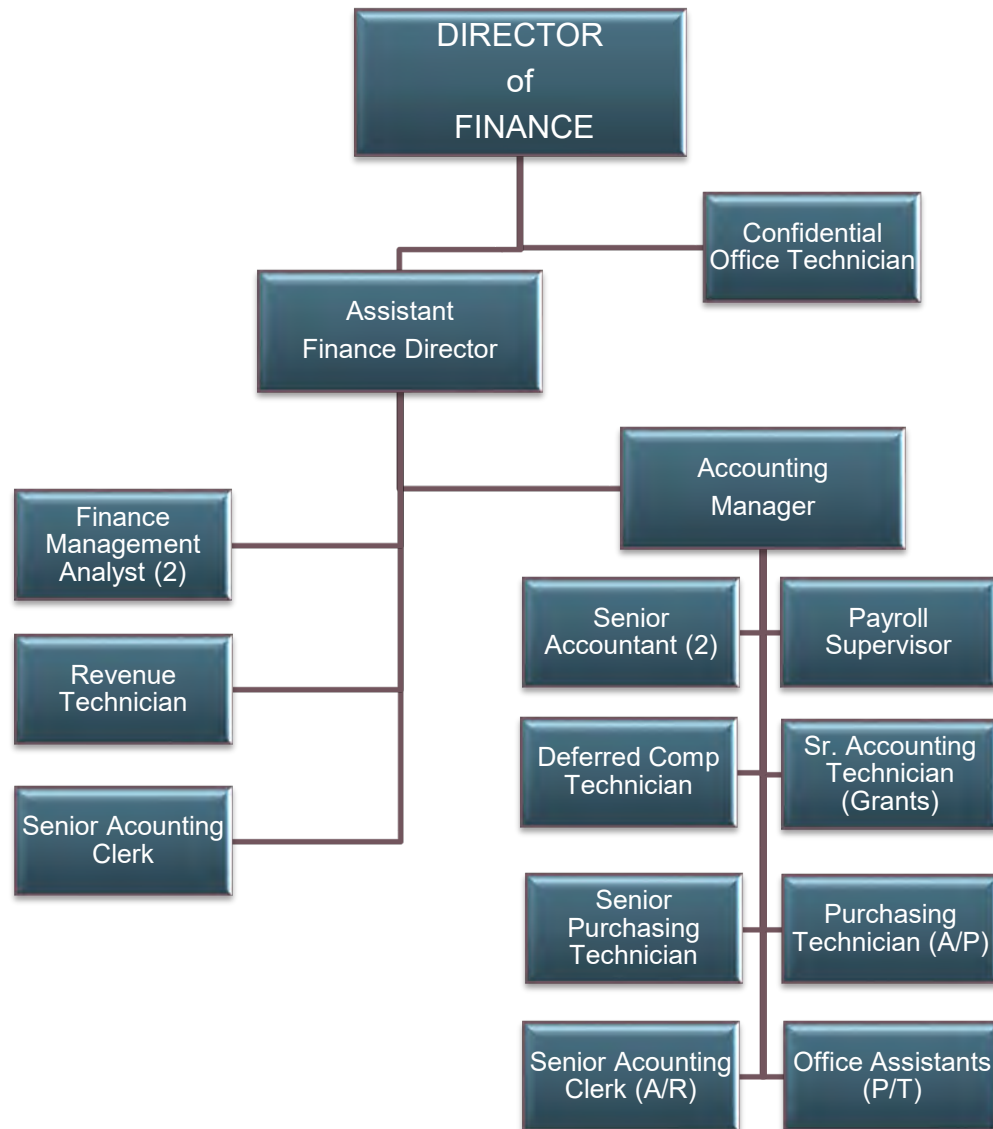
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DEPARTMENT of FINANCE

Organizational Chart by Division



DEPARTMENT of FINANCE
Organizational Chart by Position





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FINANCE DEPARTMENT

Summary

Purpose

The Department of Finance provides the management, control, and administration of all fiscal operations of the City. This includes providing a framework for financial planning and analysis to support the operations of all City Departments. Departmental responsibilities include long-range financial planning, budget management, accounts receivable and payable, payroll processing, retirement administration, general accounting and reporting, debt administration, purchasing, revenue and licensing, , and assessment district administration.

Top Accomplishments for Fiscal Year 2023 Operational Efficiencies

1. Worked collaboratively with departments to balance the fiscal year 2023 budget.
2. Amended the City's financial policies, establishing and funding several new reserves to better position the City able to withstand financial emergencies and to make decisions strategically, rather than financially, and establishing minimum targets for annual infrastructure and facilities maintenance appropriations.
3. Completed the annual audited financial statements and Single Audit of Federally Assisted Grant Programs (Single Audit), receiving unmodified auditor's opinions/reports (i.e., opinions/reports wherein the auditor has concluded that the financial statements are presented fairly, in all material respects, in accordance with the applicable financial reporting framework).
4. Improved the calculation of available fund balances.
5. Supported all bargaining units/labor negotiations with labor costing and budgetary/financial updates.

City Council Goals, Strategies, and Objectives for Fiscal Year 2024

Operational Efficiencies

1. Seek training opportunities for staff, apprising them of Governmental Accounting Standards Board ("GASB") pronouncements the City is required to implement.
2. Complete the annual audited financial statements and Single Audit by December 31st.
3. Continue to receive unmodified opinions on the City's financial statements and compliance for major federal award programs (Single Audit).
4. Develop City's first annual comprehensive financial report ("ACFR") and earn Government Finance Officers Association's Certificate of Achievement for Excellence in Financial Reporting.
5. Continue to implement and improve financial systems.
 - a. Special Assessment Management.
 - b. Deferred Compensation Administration.
 - c. Travel Reimbursements.
 - d. Business Licenses including better online payment services.

FINANCE DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2030 Finance Administration	345,002	452,140	750,094	873,280
2031 Accounting	1,237,095	1,346,783	1,476,417	1,663,544
2032 Purchasing	176,632	165,798	167,073	170,134
2033 Information Technology	1,887,251	2,062,825	2,780,244	
2034 Revenue & Licensing	345,459	391,851	432,609	413,796
2035 Budget Engagement			11,700	11,700
Total	3,991,439	4,419,397	5,618,137	3,132,454

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	3,423,715	3,782,489	4,374,839	2,323,364
62 - Supplies & Materials	12,216	15,098	117,341	46,500
63 - Outside Services	292,636	286,280	672,997	695,790
64 - Other Charges	4,889	12,538	37,150	4,000
66 - Capital Outlays	260,055	323,298	415,810	62,800
67 - Store Inventory	(2,072)	(306)	-	
Total	3,991,439	4,419,397	5,618,137	3,132,454

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	3,363,164	3,745,821	4,942,474	2,847,088
1100 Measure E	52,024	58,297	64,469	8,000
1200 Measure G	576,252	615,279	611,195	277,366
Total	3,991,439	4,419,397	5,618,137	3,132,454

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2030 Finance Administration	2.000	2.000	3.000	3.000
2031 Accounting	9.000	10.000	10.000	10.000
2032 Purchasing	1.000	1.000	1.000	1.000
2033 Information Technology	11.000	13.000	14.000	
2034 Revenue & Licensing	2.000	2.000	2.000	2.000
Total	25.000	28.000	30.000	16.000

FINANCE DEPARTMENT

2030 Finance Administration Division

Purpose

Provide coordination and direction of all fiscal operations of the City. This includes directing, monitoring, and controlling the assets and financial operations of the City, and providing a framework for financial planning and analysis to support the operation and management of all City departments.

Division Operations

1. Support City Manager's Office in determining a strategy to assess the effectiveness and efficiency of the organization given fiscal constraints.
2. Assist City Manager's Office in developing funding strategies to meet existing and future operating program and capital project needs.
3. Submit timely and informative financial reports to the City Council, Finance Committee, Measure E Committee, and Measure G Committee.
4. Publish audited financial statements for the City.
5. Coordinate all bond financings.
6. Coordinate the preparation of the annual operating and capital budgets.

Major Budget Changes

None.

FINANCE DEPARTMENT

2030 Finance Administration Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	291,565	422,120	593,290	512,680
62 - Supplies & Materials	27	608	6,000	5,500
63 - Outside Services	53,775	13,485	137,304	332,300
64 - Other Charges	(365)	8,508	11,000	1,500
66 - Capital Outlays		7,420	2,500	21,300
Total	345,002	452,140	750,094	873,280

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	345,002	452,140	750,094	873,280
Total	345,002	452,140	750,094	873,280

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2030 Finance Administration	2.000	2.000	3.000	3.000
Total	2.000	2.000	3.000	3.000

FINANCE DEPARTMENT

2031 Accounting Division

Purpose

Maintain the accuracy and reliability of all City's financial transactions for all funds. These transactions include accounts payable, accounts receivable, general ledger accounting, enterprise accounting, internal service accounting, financial reporting, administration of the employee payroll and management of all grants and debt service. Senior Accounting Technician position is dedicated to retirement administration including trust deed investments and other employee deferred compensation investments. Other services include financial data analysis, accounting control of purchase orders, asset management, payments to vendors, and review of budgeted expenditures.

Division Operations

1. Cash management including cash flow, banking and bond trustee services and investment of funds in accordance with the City's investment policy.
2. Monitor and process bi-weekly payroll and related federal and state reporting requirements.
3. Coordinate year end audits of City financial activities and Single Audit of federal financial assistance grants.
4. Manage the financial aspect of all grants awarded to the city.

Major Budget Changes

None.

FINANCE DEPARTMENT

2031 Accounting Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,189,454	1,279,021	1,353,207	1,396,184
62 - Supplies & Materials	32,849	21,610	32,200	31,000
63 - Outside Services	12,156	19,840	62,800	202,860
64 - Other Charges	1,925	445	6,100	1,000
66 - Capital Outlays	712	25,867	22,110	32,500
Total	1,237,095	1,346,783	1,476,417	1,663,544

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,102,328	1,201,633	1,318,858	1,488,128
1100 Measure E			7,000	7,000
1200 Measure G	134,767	145,150	150,559	168,416
Total	1,237,095	1,346,783	1,476,417	1,663,544

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2031 Accounting	9.000	10.000	10.000	10.000
Total	9.000	10.000	10.000	10.000

FINANCE DEPARTMENT

2032 Purchasing Division

Purpose

Acquire goods and services for all City departments including agencies and organizations which the City serves as fiscal agent. Purchasing services entail the processing of purchase orders for supplies, departmental support for the development of bid specifications; and providing information to departments on products, services and prices.

Division Operations

1. Provide timely delivery of supplies and materials to departments.
2. Verify that all goods are received in good condition.
3. Annually update City fixed assets records.
4. Conduct on-line auction of surplus property.
5. Arrange lease-purchase financing as necessary.
6. Manage and coordinate buy local purchasing ordinance.
7. Process and review all purchase orders for accounting accuracy.
8. Monitor all grant purchases for grant compliance.

Major Budget Changes

None.

FINANCE DEPARTMENT

2032 Purchasing Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	175,566	161,694	158,773	164,434
62 - Supplies & Materials	160	1,176	2,000	2,000
63 - Outside Services	2,781	2,789	3,500	3,200
64 - Other Charges	196	446	2,800	500
67 - Store Inventory	(2,072)	(306)	-	
Total	176,632	165,798	167,073	170,134

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	176,632	165,798	167,073	170,134
Total	176,632	165,798	167,073	170,134

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2032 Purchasing	1.000	1.000	1.000	1.000
Total	1.000	1.000	1.000	1.000

FINANCE DEPARTMENT

2034 Revenue & Licensing Division

Purpose

Provide administration and collection of all City revenues including revenues from license and permit holders. The division is responsible for filing timely claims for grants and subventions, and the collection of bail forfeitures for parking violations.

Division Operations

1. Maintain City-wide master fee schedule.
2. Continue audit program for hotel/motel transient occupancy tax collection.
3. Maintain customer service without front counter Account Clerks.
4. Continue sales tax audit program.
5. Continue business license audit program (MAS).

Major Budget Changes

None.

FINANCE DEPARTMENT

2034 Revenue & Licensing Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	230,066	280,554	251,075	249,866
62 - Supplies & Materials	2,950	5,858	6,141	5,500
63 - Outside Services	112,442	87,912	142,394	149,430
64 - Other Charges			1,000	
66 - Capital Outlays		17,527	32,000	9,000
Total	345,459	391,851	432,609	413,796

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	235,039	265,329	316,068	303,846
1100 Measure E	2,001	5,222	2,469	1,000
1200 Measure G	108,419	121,300	114,073	108,950
Total	345,459	391,851	432,609	413,796

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2034 Revenue & Licensing	2.000	2.000	2.000	2.000
Total	2.000	2.000	2.000	2.000

FINANCE DEPARTMENT

2035 Budget Engagement Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits			200	200
62 - Supplies & Materials			2,500	2,500
63 - Outside Services			8,000	8,000
64 - Other Charges			1,000	1,000
Total			11,700	11,700

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund			11,700	11,700
Total			11,700	11,700

FINANCE DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2030 Finance Administration				
Assistant Finance Director	1.000	1.000	1.000	1.000
Finance Director	1.000	1.000	1.000	1.000
Confidential Office Technician			1.000	1.000
2030 Finance Administration Total	2.000	2.000	3.000	3.000
2031 Accounting				
Accounting Manager	1.000	1.000	1.000	1.000
Deferred Compensation Technician	1.000	1.000	1.000	1.000
Payroll Supervisor	1.000	1.000	1.000	1.000
Purchasing Technician	1.000	1.000	1.000	1.000
Senior Accountant	3.000	2.000	2.000	2.000
Sr Accounting Clerk	1.000	1.000	1.000	1.000
Sr Accounting Technician	1.000	1.000	1.000	1.000
Finance Management Analyst		2.000	2.000	2.000
2031 Accounting Total	9.000	10.000	10.000	10.000
2032 Purchasing				
Sr Purchasing Tech	1.000	1.000	1.000	1.000
2032 Purchasing Total	1.000	1.000	1.000	1.000
2033 Information Technology				
Central Services Tech	1.000			
Computer Systems Administrator	1.000	1.000	1.000	
Information Systems Mgr	1.000	1.000	1.000	
Integration/Appl Admin	1.000		1.000	
Network System Specialist	1.000	1.000	1.000	
Network/Sys Administrator	1.000	1.000	1.000	
Telecom Service Tech	1.000	1.000	1.000	
Information Technologies Tech I	2.000	2.000	2.000	
Information Technologies Tech II	2.000	2.000	2.000	
Application Analyst		1.000		
Information Technology Analyst		1.000	1.000	
Sr. Info Technology Analyst		1.000	1.000	
Print Shop Technician		1.000	1.000	
Assistant Director of IT			1.000	
2033 Information Technology Total	11.000	13.000	14.000	

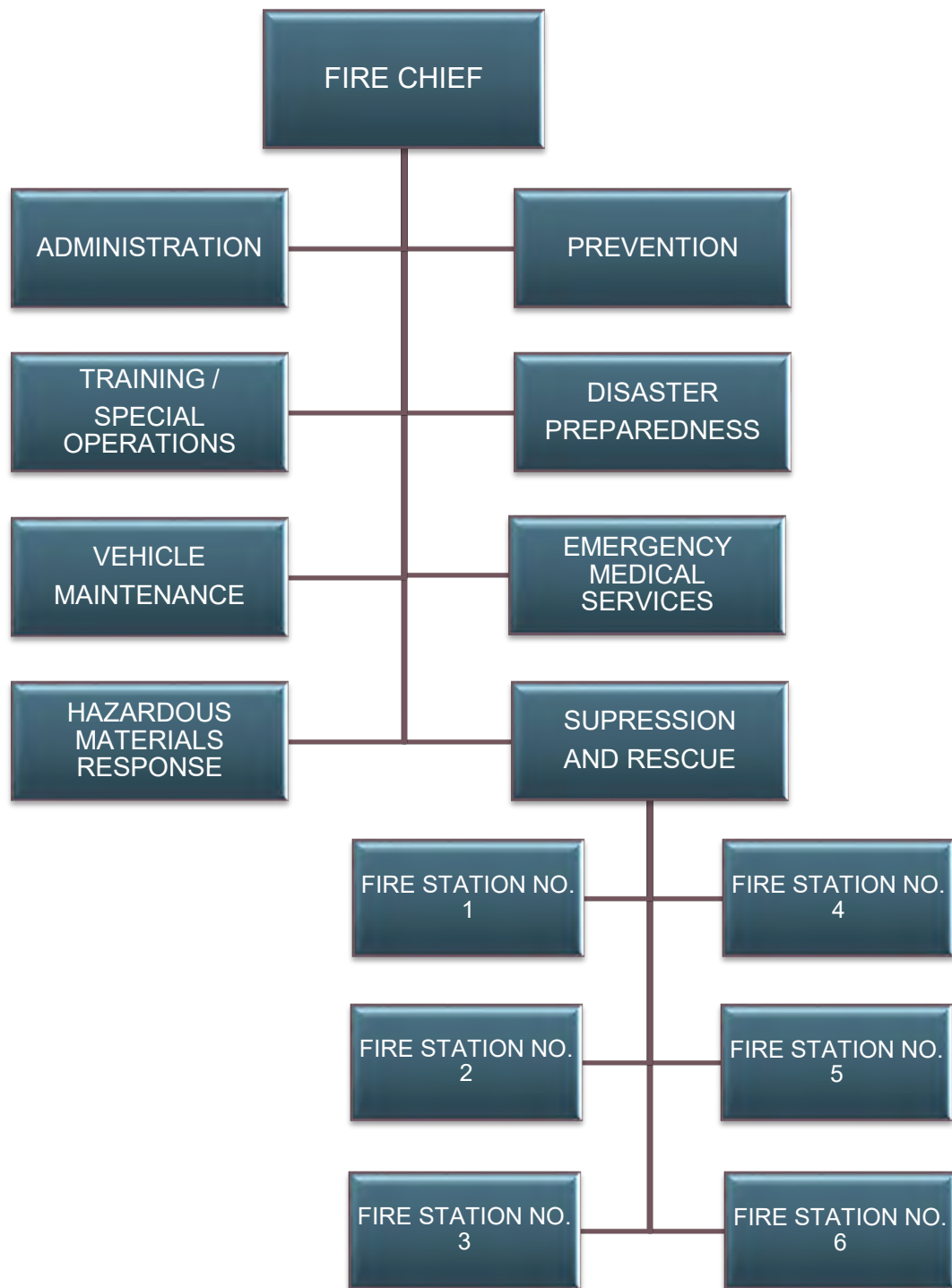
FINANCE DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2034 Revenue & Licensing				
Sr Accounting Clerk	1.000	1.000	1.000	1.000
Revenue Technician	1.000	1.000	1.000	1.000
2034 Revenue & Licensing Total	2.000	2.000	2.000	2.000
Total	25.000	28.000	30.000	16.000

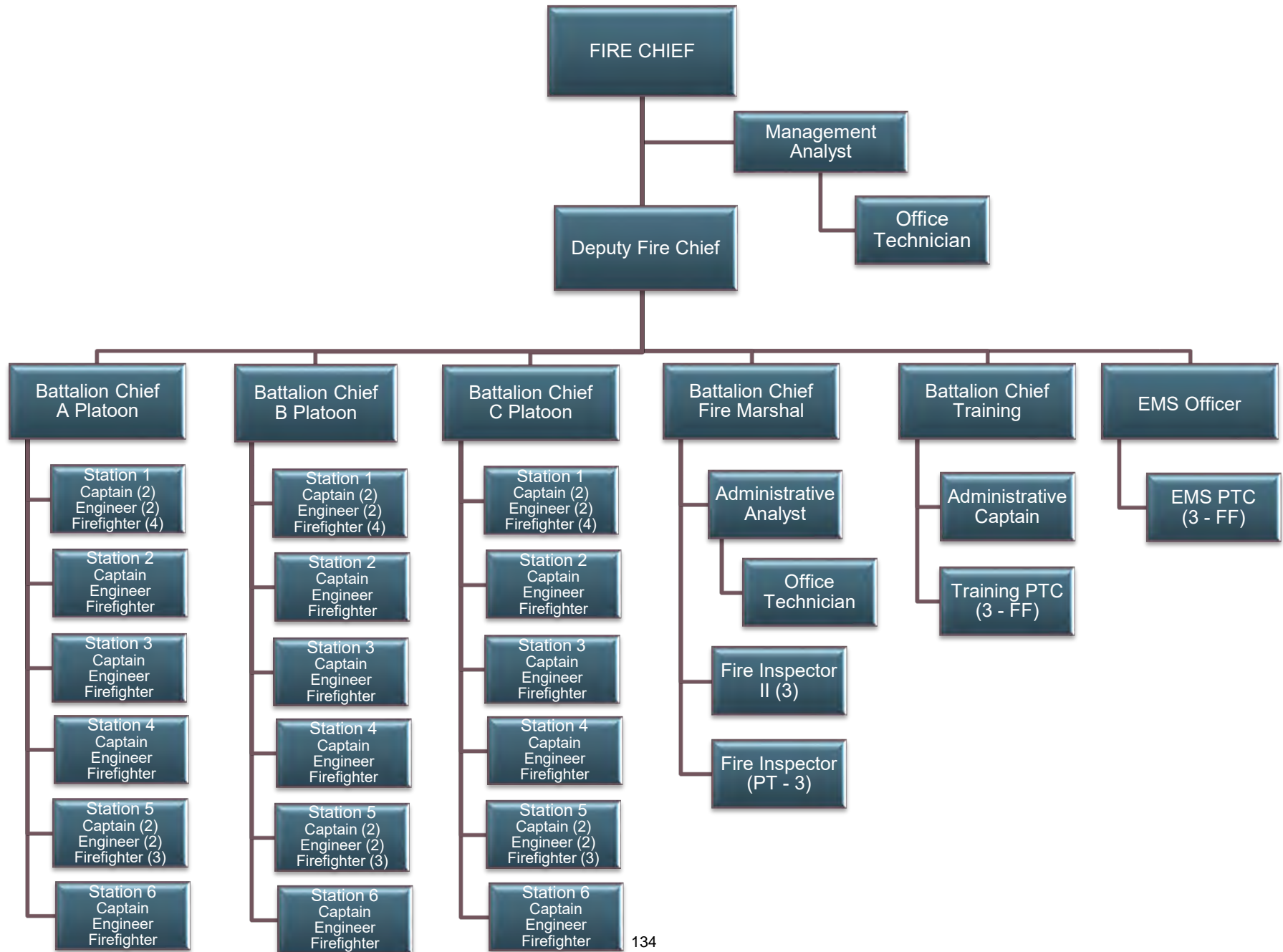
FIRE DEPARTMENT

Organizational Chart by Division



FIRE DEPARTMENT

Organizational Chart by Position



FIRE DEPARTMENT

Summary

Purpose

The Salinas Fire Department provides 24-hour prevention, response, mitigation, and recovery efforts for fires, hazardous materials, emergency medical services, traffic collisions and aircraft emergencies, and all other emergency and non-emergency service requests within the City of Salinas corporate limits. 95% of the fire department staff comprises emergency response personnel assigned to fire apparatus. The primary goal of the fire department is the protection of life, property, and the environment for those that live, work, and visit the City of Salinas. All divisions of the fire department; Administration, Suppression and Rescue, Emergency Medical Services, Prevention, Disaster Preparedness, Training, Vehicle Maintenance, and Hazardous Materials work in conjunction to support this goal.

Top Accomplishments for FY 2022-23

1. **Grants – Assistance to Firefighters Grant (AFG) 2022** - The Fire Department applied for and was awarded a grant in the amount of \$29,225.37 to procure 5 QRAE3 gas exposure monitors for all apparatuses. The devices will allow the department to respond to carbon monoxide events in an expedient manner, with the least amount of apparatus needed.

California Water Service Firefighter Award - The Fire Department applied for and was awarded the California Water Firefighter Grant in the amount of 29,921.45, to fund the equipment purchases for the Unmanned Aerial System (UAS) team. Along with an established UAS program, the funds allowed the department to enhance operational intelligence during a wide range of emergencies.

Staffing for Adequate Fire and Emergency Response (SAFER) - In an effort to expand the fire department's workforce, prepare for the expansion of the city's west area, and meet NFPA standards, the Fire department applied for the SAFER grant. If awarded, the department will receive funding for 9 full-time benefited positions.

Bay Area UASI Grant - The Fire Department is currently utilizing granted funds to update the regional Mobile Command and Communications Vehicle. The upgrades will enhance interoperable communications capabilities between the Monterey County Next Generation Emergency Network (NGEN) and the Bay Area Regional Interoperable Communications System (BARICS). The communications vehicle will be fully upgraded by end of 2023.

2. **Recruitment and Hiring** – The Salinas Fire Department successfully completed an academy of 15 Firefighter Recruits, who subsequently went into the field in September of 2022. This has helped the department's staffing offset the effects of turnover and industrial leave injury cases.

Recruitment Taskforce - Salinas Fire has prioritized recruitment and retention efforts by creating a well-structured recruitment taskforce that targets local candidates. The task force is comprised of personnel of all ranks and has begun engaging the community at multiple events including elementary, middle school, high school and college career fairs, community outreach events, mock interviews for students, visiting local EMT and fire science classes and more.

Explorer Program - Salinas Fire opened its doors to interested Firefighter candidates by kicking off the Explorer Program. Explorer Post 202 will instill interest in the profession to local youth that could lead to an increased number of local Firefighter recruits. Currently, there are 15 youth involved in the program learning fire service-related life skills.

Mission Trails ROP - The Salinas Fire Department continues to expand its partnership with Mission Trails Regional Occupational Program (MTROP) to attract and train local youth for a career of service

FIRE DEPARTMENT

Summary

with the City of Salinas Fire Department. This supports the City Council's strategic goal of local recruitment and diversity in the City's workforce.

3. **Emergency Medical Services** – Salinas firefighters responded to an increased number of emergency medical calls and successfully placed in operation 2 Lukas Devices. The devices will aid Salinas increase opportunities for better patient outcomes when performing CPR.
4. **Promotional Exams** –The Fire Department has completed numerous internal promotional testing to fill vacancies in multiple ranks which include Battalion Chief, Fire Captain, Fire Engineer, and Firefighter.
5. **Fire Prevention Division** – The division is currently recruiting to fill vacancies in part-time and full-time positions with the goal of increasing mandated inspection compliance and business safety inspections. Those improvements will help save lives and community resources. The division continues to pursue the Council approved re-classification/re-organization of inspection personnel to further improve the efficiency and accountability of inspections and help with recruitment and retention of staff.
6. **Facilities** – With the appropriation of ARPA funding to the Fire Department, staff has made progress in the plans for much-needed renovation and deferred maintenance items of Fire Stations 1-6. The department expects to begin renovation work at facilities by the beginning of FY 2024. Additionally, the Council approved improvements to the west wing of City Hall are near completion. The improvements to the west wing will combine the fire administration and prevention offices into one space and allow for efficiencies in supervision of staff, efficiencies in customer service, providing a combined workspace for fire department administrative and prevention personnel. It also provides for training facilities that can also serve as the City's Emergency Operations Center (EOC) in times of crisis. Office spaces vacated in the permit center will allow for expansion of community development programs, services, and staffing.
7. **Expansion of Coverage** – The Department is diligently pursuing the purchase of Fire Station 7 land in the Future Growth Area. Collaterally, the department has engaged a professional services firm to provide the scope and design of Fire Station 7. Should funding be procured, the Salinas Fire Department is prepared to move forward with a needs assessment for Fire Station 7.
8. **Wellness/Safety** – The Department has maintained its' training and resource availability in the areas of mental health and critical incident stress reduction. Several members of the department have received specific training in Critical Incident Stress Management (CISM) and Peer Support as part of a broader national initiative to reduce mental health impacts on public safety personnel. The department continues to strategize bringing additional specialized counseling resources to augment and improve existing programs. The Salinas Fire Department's Peer Support Program is recognized as the premier model amongst fire service agencies on the Central Coast.

City Council Goals, Strategies, and Objectives for FY 2023-24

Economic Development:

1. The Salinas Fire Department will continue to actively participate in the planning of development in the Future Growth Area (FGA) with consideration for the needs of an expanding community and diversity of risks. The Fire Department is proactively taking steps toward the purchase of the land for Fire Station 7 and actively pursuing its development.

FIRE DEPARTMENT

Summary

Housing/Affordable Housing:

1. The Salinas Fire Department will remain an ally in the goal of increasing opportunities in this arena. Supporting expeditious plan review and permitting as well as timely inspections of new projects are ways the department contributes to this goal.

Infrastructure and Environmental Sustainability:

1. The Salinas Fire Department will utilize current and future funding appropriations to prioritize and complete a host of repairs and alterations to fire stations throughout the city to ensure continuity of emergency services. Facilities will be upgraded to emerging “green standards” where feasibly and economically viable to do so.
2. The Salinas Fire Department's training division is seeking ways to improve the delivery of mandated firefighter training and develop centralized facilities while decreasing our carbon footprint. Limiting the movement of apparatus helps to reduce fuel consumption and vehicle wear while increasing the number of available unit hours to respond to emergencies. The division is actively planning for the demolition of the current tower with a new tower being built in the same location, with construction and completion planned for 2024.

Public Safety:

1. Engage neighborhoods:
 - a. Neighborhood fire stations will continue to host education events. Fire Prevention Week activities will return with a focus on educating youth and underrepresented population.
2. Invest in prevention and intervention programs:
 - a. It is a continued goal to increase staffing in the fire prevention division to address a long-standing need to expand fire and life-safety inspections to include business and commercial occupancies. This program will help protect critical investments in the community, economic development, housing, and quality of life.
3. Evaluate staffing levels of public safety personnel:
 - a. Assuring adequate staffing of all apparatus, in compliance with the National Fire Protection Association (NFPA) NFPA-1710 standard is a priority for the Salinas Fire Department. By ensuring that a minimum number of firefighters arrive at the scene of a structural fire within 15 minutes or less, as defined by the NFPA standard as an Effective Response Force (ERF), fire and economic loss is drastically reduced for every minute this force is in place.
 - b. Adequately staffing the department's two aerial apparatus aides in compliance with the NFPA 1710 standard and eliminates the need to commit additional apparatus to every fire incident in order to be in compliance. This allows for fire apparatus to remain available for additional calls for service.
 - c. Increases to suppression staffing will also reduce the City's dependence on mutual-aid resources from neighboring jurisdictions. These jurisdictions have expressed concern

FIRE DEPARTMENT

Summary

over their frequent commitment of resources to Salinas to backfill during periods of high call volume.

4. Hire locally for public safety positions:

- a. The fire department fully appreciates the benefits of a locally sourced workforce that is representative of the community we serve. Recruitment efforts extend to local community colleges, high schools, athletics programs, and a social media campaign highlighting opportunities for a diverse population of potential employees.

5. Maintain effective code enforcement practices:

- a. As the community expands and diversifies, so too will the efforts of the fire department in the realm of effective enforcement. The fire prevention division will strive to assure timely inspection of housing units and continue to partner with the City's code enforcement division to protect the safety of tenants from unsafe housing conditions.
- b. The Salinas Fire Department has expanded the pool of qualified unmanned aerial vehicle (UAV) pilots that will contribute in the augmented Illegal fireworks enforcement efforts in partnership with the Salinas Police Department. Inventive methods of combating the problem of illegal fireworks will continue to be developed with the goal of making the use of illegal fireworks socially unacceptable and subject to stringent consequences for violators.

Youth and Seniors:

1. It is the department's desire to strengthen the path for local youth to learn about the fire service through the Regional Occupational Program. The training division will continue to engage and accessible opportunities for youth to participate in the Fire Department's Explorer Program. With the department's participation in the South Bay Regional Training Academy and new Paramedic training program, Salinas youth could be given the opportunity for scholarships and/or sponsorship into the accredited fire academy. These programs create a straight-line pathway to hiring and promoting local youth.

FIRE DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
4505 Fire Administration	471,653	710,678	904,172	1,375,995
4510 Suppression	22,653,434	23,702,430	24,353,596	24,711,958
4520 Emergency Medical Services	1,267,682	1,350,640	1,677,257	1,589,808
4530 Prevention	834,056	870,036	1,126,237	1,236,539
4540 Training	214,382	437,911	615,419	645,651
4560 Vehicle Maintenance	421,788	380,422	446,694	417,398
4570 Hazardous Material Control	264,966	317,226	394,692	408,017
Total	26,127,962	27,769,343	29,518,066	30,385,366

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	24,420,940	25,910,601	26,450,388	28,304,006
62 - Supplies & Materials	547,422	713,573	1,052,662	962,445
63 - Outside Services	980,669	982,655	1,266,431	670,275
64 - Other Charges	76,515	74,213	190,903	130,550
65 - Debt Service				184,240
66 - Capital Outlays	102,416	88,301	557,681	133,850
Total	26,127,962	27,769,343	29,518,066	30,385,366

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	22,156,917	24,469,474	25,625,841	26,936,267
1100 Measure E	122,788	88,569	44,293	
1200 Measure G	2,424,211	1,892,737	2,330,631	1,907,341
2501 Emergency Medical Service Fund	1,237,557	1,306,043	1,514,801	1,541,758
2508 Contributions & Donations	10,025	12,521	2,500	
3111 SAFER 2013	176,465			
Total	26,127,962	27,769,343	29,518,066	30,385,366

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4505 Fire Administration	2.000	2.000	3.000	4.000
4510 Suppression	89.000	89.000	92.000	92.000
4520 Emergency Medical Services	1.000	1.000	1.000	1.000
4530 Prevention	5.000	5.000	6.000	6.000
4540 Training	1.000	1.000	1.000	1.000
Total	98.000	98.000	103.000	104.000

FIRE DEPARTMENT

4505 Fire Administration Division

Purpose

The Administration Division is responsible for integrating the initiatives, goals, and objectives established by the City Council into the support and delivery Divisions of the Fire Department. The Administrative Division provides for the overall management of the Department by the development of new programs, policies and procedures, the promotion of life safety, environmental protection, and the provision of administrative support for Fire Department personnel, while ensuring Federal, State, local laws, Memoranda of Understanding and contractual agreements are in compliance. The Administration Division is also responsible for continuous self-assessment of Fire Department efficiency and the implementation of life safety programs.

Division Operations

1. Utilize National Fire Incident Reporting System (NFIRS) data to assist with administrative and operational changes to improve department efficiencies and operational priorities.
Improve Fire Department staffing within acceptable levels to minimize overtime costs.
2. Provide cost effective fire and emergency medical services to the community.
3. Pursue grant funding to minimize fiscal impacts to the General Fund.
4. Maintain a safe working environment for firefighters with new apparatus and equipment purchases.
5. Track firefighter injuries and trends. Represent the Fire Department and the City on multiple regional committees to collaborate in providing public safety services throughout the county and the region.
6. Spearhead the Emergency Operations Center and coordinate extra resources during inclement weather events and other community-wide emergencies.
7. Implement data-driven measures for the successful operation of all divisions.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Firefighters Per Capita	0.6		0.7	0.54	0.55
Authorized Staffing	93		105	103	108
Overtime Costs-Reg/Hol/FLSA/HO/Min Staff/EC	\$ 2,112,325	\$ 2,690,696	\$ 1,200,000	\$ 2,491,675	\$ 1,200,000
Dollar Value of Grant Applications	\$ 800,000		\$ 5,000,000	5,300,664	\$ 5,300,000
Dollar Value of Grants Awarded	\$ 310,250		\$ 5,000,000	560,622	\$ 5,500,000

Major Budget Changes

1. None

FIRE DEPARTMENT

4505 Fire Administration Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	411,749	644,808	768,486	1,253,270
62 - Supplies & Materials	5,154	22,115	9,100	28,800
63 - Outside Services	28,164	37,284	104,025	77,025
64 - Other Charges	20,231	6,273	15,370	6,400
66 - Capital Outlays	6,355	198	7,191	10,500
Total	471,653	710,678	904,172	1,375,995

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	442,330	685,734	881,181	1,353,695
1200 Measure G	19,298	12,423	20,491	22,300
2508 Contributions & Donations	10,025	12,521	2,500	
Total	471,653	710,678	904,172	1,375,995

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4505 Fire Administration	2.000	2.000	3.000	4.000
Total	2.000	2.000	3.000	4.000

FIRE DEPARTMENT

4510 Suppression Division

Purpose

The Suppression and Rescue Division is responsible for protecting life, property, and the environment from the hazards of fire, explosions, and hazardous materials incidents and for providing ALS emergency paramedic services. These services are provided 24-hours a day through one (1) Deputy Fire Chief and three (3) Battalion Chiefs who command three (3) platoons of Captains, Engineers, Firefighters, and Firefighter/Paramedics. These personnel are the initial responders to all incidents for emergency service and comprise the majority of funded positions within the organization. These teams responded to over 17,000 incidents last year with a daily minimum staffing of 24 personnel assigned to six (6) fire engines, two (2) ladder trucks, and a hazardous materials incident response unit. Additional emergency response equipment includes a Command Vehicle, Type III (wildland) Engine, Aircraft Rescue Firefighting (ARFF) engine, and numerous command and staff vehicles.

Division Operations

1. Respond, within response time goals, to all emergency and non-emergency requests for service with the appropriate number of personnel for the incident reported.
2. Eliminate the threats to life, property, and the environment following the arrival of fire companies at an emergency or non-emergency incident.
3. Maximize property saved values from fire threat after the arrival of fire companies.
4. Continually update policies, procedures and staffing as new techniques and technologies become available and funding allows.
5. Develop fire personnel through career track development, education, and training.
6. Administer, update, and maintain emergency communications agreements, equipment, and systems to ensure effective and efficient delivery of emergency services to the City of Salinas.
7. Provide management and operational oversight to all divisions of the department.
8. Ensure the timely maintenance, testing, and repair of facilities, tools, equipment, hoses, and appliances.
9. Provide for fire stations supplies and materials.
10. Maintain communication and coordination with mutual aid and automatic aid agencies to ensure efficient resource availability for efficient emergency response.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
4 Minute Response - NFPA Standard	48.60%		90%	33%	90%
4-6 Minute Response - General Plan Service Standard	45.80%		90%	42%	90%
15 Firefighters at structure fires within 8 minutes - NFPA Standard	61.60%	67.00%	90%	79%	90%
Total Structure Fires	182		100	150	100
Total Other Type Fires	714		300	803	300

Major Budget Changes

1. Provides funding for fire academy costs to train newly hired personnel.
2. Provides funding for equipping new personnel.
3. Provides funding for filling current and anticipated vacancies.

FIRE DEPARTMENT

4510 Suppression Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	21,498,680	22,493,949	22,579,800	23,609,868
62 - Supplies & Materials	300,709	368,568	541,112	490,500
63 - Outside Services	784,416	764,337	839,118	306,900
64 - Other Charges	4,963	11,689	35,274	46,000
65 - Debt Service				184,240
66 - Capital Outlays	64,667	63,888	358,291	74,450
Total	22,653,434	23,702,430	24,353,596	24,711,958

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	20,265,078	22,077,447	22,311,467	23,060,263
1200 Measure G	2,211,892	1,624,984	2,042,128	1,651,695
3111 SAFER 2013	176,465			
Total	22,653,434	23,702,430	24,353,596	24,711,958

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4510 Suppression	89.000	89.000	92.000	92.000
Total	89.000	89.000	92.000	92.000

FIRE DEPARTMENT

4520 Emergency Medical Services Division

Purpose

The EMS Division provides 24-hour Advanced Life Support medical care at the paramedic first responder level through oversight provided by one (1) EMS Officer, and three (3) EMS Platoon Training Coordinators positions and one part-time administrative assistant. Advance Life Support care is provided twenty-seven (27) by crossed trained firefighter/paramedics. The mission is to respond to Emergency Medical (EMS) incidents to begin early potentially lifesaving treatment and care to the ill and injured in collaboration with the contracted ambulance transport provider. The EMS Division is an active participant and leader in the Monterey County Emergency Medical Services System. Fire Department paramedics will continue care of major and critical patients during transport to local hospitals.

Division Operations

1. Respond to all 911 request to provide Advanced Life Support and/or Basic Life Support rendering lifesaving critical care to enhance the community's quality of life.
2. Provide training and continuing education that meets or exceeds State of California and Monterey County policies, procedures, and standards to all Fire Department personnel.
3. Provide and train Tactical Paramedics (Tac-Med) for law enforcement SWAT operations.
4. Provide paramedics for City of Salinas sponsored special events.
5. Administer the Critical Incident Stress Management Program for the department.
6. Primary infectious disease control point for the City of Salinas.
7. Ensure that department and all EMS personnel are compliant with Quality Assurance/Quality Improvement policies.
8. Continue to implement an electronic narcotics storage and distribution system integration of multiple formats
9. Work to improve Emergency Medical Dispatch/Priority system to help enhance efficiency of response models.
10. Actively work with Monterey County on the strategic plan for emergency medical services and the development of the request for proposal for ambulance transportation to maximize the benefit to the residents of Salinas.
11. Initiate cost cutting measures to prioritize community safety, patient outcomes, and prevent firefighter injuries.
12. Successfully support four grant funded internal firefighters to attend Paramedic School.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Paramedics	25		31	26	28
EMS Training Hours	1,308		1,488	1,812	1,836
Total EMS Responses	9,452		8,000	11,250	12,000

Major Budget Changes

1. Provides funding for additional personnel support for program administration, State and local compliance with training mandates, and coordination of medical supplies, inventories, and procurement.
2. Provides funding to support the training of two Paramedic Fire fighters.

FIRE DEPARTMENT

4520 Emergency Medical Services Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,142,285	1,173,845	1,212,604	1,383,508
62 - Supplies & Materials	61,425	105,363	202,047	92,000
63 - Outside Services	32,647	48,782	87,706	58,400
64 - Other Charges	30,656	16,746	36,900	38,500
66 - Capital Outlays	669	5,904	138,000	17,400
Total	1,267,682	1,350,640	1,677,257	1,589,808

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	30,125	44,597	162,456	48,050
2501 Emergency Medical Service Fund	1,237,557	1,306,043	1,514,801	1,541,758
Total	1,267,682	1,350,640	1,677,257	1,589,808

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4520 Emergency Medical Services	1.000	1.000	1.000	1.000
Total	1.000	1.000	1.000	1.000

FIRE DEPARTMENT

4530 Prevention Division

Purpose

The Fire Prevention Division is charged with the implementation, administration, and enforcement of the provisions of the California Fire Code (CFC), as authorized by California Code of Regulations, Title 19 and Title 24. The CFC establishes the minimum requirements consistent with nationally recognized practices to safeguard the public health, safety, and general welfare from:

1. The hazard of fire and explosion arising from the storage, handling or use of structures, materials, or devices.
2. Conditions hazardous to life, property, or public welfare in the occupancy of structures or premises.
3. Fire hazards in the structure or on the premises from occupancy or operation.
4. Matters related to the construction, extension, repair, alteration or removal of fire suppression or alarm systems.
5. Matters related to Fire Department access and water supply to State regulated facilities; and
6. Conditions affecting the safety of firefighters and emergency responders during emergency operations.

Division Operations

1. To provide programs and inspections that enhance the safety and welfare of Salinas' residents and businesses.
2. Conduct annual State mandated inspections of multi-family (R-2) dwellings, detention facilities and schools.
3. Conduct annual inspections of high hazard, commercial and assembly occupancies.
4. Conduct inspections for special operational and building permits.
5. Conduct plan review and approval for fire sprinkler systems, fire alarm systems, and other projects requiring permits/approvals from the Agency Having Jurisdiction (AHJ).
6. Conduct joint inspections and follow-up with the Code Enforcement Division and City Attorney's Office in collaborative enforcement efforts related to substandard housing, dangerous and blighted properties.
7. Oversee water purveyors' repair/replacement of damaged fire hydrants.
8. Administer the "safe-n-sane" fireworks lottery process and coordinate illegal fireworks enforcement efforts.
9. Coordinate investigations of major fire incidents.
10. Collaborate with the Monterey County Office of Emergency Services to update local and regional emergency plans.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Fire & Life Safety Education	10	15	20	22	25
Public Safety Demonstrations	7	18	25	26	30
Total Number of Fire Code/State Mandated Inspections	2,115	2,315	2,000	2,100	2,500
Total Number of Commercial/Fire Permit Inspections	980	1,021	1,500	1,200	1,500
Number of Fire Plan Checks	536	355	600	400	500

FIRE DEPARTMENT

4530 Prevention Division

Major Budget Changes

1. Provides funding for additional personnel to support the completion of mandated fire inspections.

FIRE DEPARTMENT

4530 Prevention Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	784,333	795,416	1,020,487	1,083,644
62 - Supplies & Materials	11,512	13,703	44,500	95,645
63 - Outside Services	35,794	49,200	39,600	36,900
64 - Other Charges	2,130	11,220	9,600	7,350
66 - Capital Outlays	288	496	12,050	13,000
Total	834,056	870,036	1,126,237	1,236,539

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	613,337	659,043	957,932	1,131,693
1100 Measure E	122,788	88,569	44,293	
1200 Measure G	97,932	122,424	124,012	104,846
Total	834,056	870,036	1,126,237	1,236,539

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4530 Prevention	5.000	5.000	6.000	6.000
Total	5.000	5.000	6.000	6.000



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FIRE DEPARTMENT

4540 Training Division

Purpose

The Training Division's mission is to provide fire department personnel with the highest standard of professionalism, safety, and expertise by providing organizational planning, self-development, conduct required training, special operations and promotion of safe practices. The division is administered by one (1) Battalion Chief and three fire captain/platoon training coordinators, one assigned to each platoon at Fire Station 3.

Division Operations

1. Provide the training required to meet National Fire Protection Association (NFPA) standards, Federal & State Fire Training mandates, Insurance Services Office (ISO), and local requirements.
2. Ensure firefighter safety through the provision of structured training programs, physical, and mental health, and wellness.
3. Provide all firefighters a minimum of 120 training hours per year under the supervision of qualified trainers in a controlled environment.
4. Acquire and maintain training props and equipment for the safe administration of training programs.
5. Provide tractor drawn (tiller) training to 100% of fire suppression personnel.
6. Coordinate training with mutual aid and automatic aid agencies in accordance with state, regional, and local agreements, and contracts.
7. Manage the Peer Fitness Program to include initial and ongoing evaluation of personnel and the maintenance and replacement of physical fitness equipment.
8. Provide oversight of the department's firefighter recruit academy.
9. Provide oversight and accountability of the probationary firefighters after graduation from the academy.
10. Manage the Department Critical Incident Stress Management (CISM) and Peer Support program to include continuing education for peer support personnel, awareness level classes for all personnel and manage critical incident stress defusing and debriefing.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Total Number of Training Hours (Department)	12,265		22,320		
Mandated Training Compliance (Department) - %	6%		100%		
Number of Firefighters Trained - Class A Burn Trailers	0		20		

Major Budget Changes

None.

FIRE DEPARTMENT

4540 Training Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	150,586	352,720	425,575	480,301
62 - Supplies & Materials	6,332	21,700	49,903	45,500
63 - Outside Services	8,493	35,795	78,982	92,050
64 - Other Charges	18,535	9,882	50,958	9,300
66 - Capital Outlays	30,437	17,814	10,000	18,500
Total	214,382	437,911	615,419	645,651

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	161,063	379,343	548,419	599,151
1200 Measure G	53,319	58,569	67,000	46,500
Total	214,382	437,911	615,419	645,651

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4540 Training	1.000	1.000	1.000	1.000
Total	1.000	1.000	1.000	1.000

FIRE DEPARTMENT

4560 Vehicle Maintenance Division

Purpose

The Vehicle Maintenance Division repairs and maintains all Fire Department vehicle and firefighting apparatus in accordance with National, State, DMV, NFPA and OSHA mandates. This is accomplished through scheduled preventive maintenance and on-demand repairs utilizing cross-trained firefighter mechanics. Repairs beyond the scope of fire mechanics are contracted out to qualified repair facilities. The division is administered by a battalion chief, a senior fire captain/mechanic, and five (5) fire personnel who are cross trained as mechanics.

Division Operations

1. Maintain and support an efficient and safe fleet of emergency response vehicles minimizing on-duty crew down time.
2. Maintain safe and functional auxiliary fire equipment.
3. Maintain fully functional reserve fire apparatus for use as frontline apparatus.
4. Track In-Service time of reserve and front-line apparatus.
5. Ensure all aerial and ground ladders are tested annually per manufacturer's specifications and NFPA standards.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Scheduled Maintenance Compliance - %	100%	100%	100%	100%	100%
Aerial & Ground Ladder Testing Compliance - %	100%	100%	100%	100%	100%

Major Budget Changes

None.

FIRE DEPARTMENT

4560 Vehicle Maintenance Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	171,816	148,473	129,894	143,398
62 - Supplies & Materials	160,085	174,573	189,000	193,000
63 - Outside Services	89,887	45,135	115,000	71,000
64 - Other Charges		12,241	12,800	10,000
Total	421,788	380,422	446,694	417,398

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	380,018	311,415	376,694	342,398
1200 Measure G	41,769	69,007	70,000	75,000
Total	421,788	380,422	446,694	417,398

FIRE DEPARTMENT

4570 Hazardous Material Control Division

Purpose

The Hazardous Material Response Division is responsible for the effective control and initial mitigation of hazardous material emergencies in order to protect life, the environment and property. Eighteen (18) fire suppression personnel are cross-trained and equipped as Hazardous Materials Specialists. The Haz Mat Team also provides technical support, advice and training to Salinas businesses that utilize potentially hazardous materials in processing or manufacturing. Under the Monterey County Hazardous Materials Response Plan, the City's Haz Mat Team provides emergency responses to the Salinas community and the County of Monterey through a contractual partnership consisting of the City of Salinas, City of Seaside and County of Monterey Department of Environmental Health. New developments for this Division include the necessary response to Chemical, Biological, Nuclear, Radiological and Explosive (CBRNE) and Weapons of Mass Destruction (WMD) training, equipment and capabilities. The division also now provides emergency response and training to San Benito County. The division is supervised by one (1) battalion chief (special operations) and six (6) HazMat Team leaders, deployed two per platoon.

Division Operations

1. Ensure the safety of Hazardous Materials Team members through scheduled training.
2. Respond to hazardous material emergencies and minimize impacts to the community.
3. Process Certified Unified Program Agency (CUPA) reimbursements.
4. Provide quarterly training for Hazardous Material Team members.
5. Provide annual mandated training in hazardous material first responder operations (FRO) level.
6. Ensure Hazardous Materials team members receive annual medical assessments.
7. Prepare and submit quarterly CUPA reimbursement reports.
8. Maintain State of California OES standards for Type I emergency operations response.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Total Training Hours	1,060		1,500		
Annual CUPA Reimbursement	\$ 218,012		\$ 170,000		

Major Budget Changes

None.

FIRE DEPARTMENT

4570 Hazardous Material Control Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	261,492	301,390	313,542	350,017
62 - Supplies & Materials	2,205	7,552	17,000	17,000
63 - Outside Services	1,269	2,123	2,000	28,000
64 - Other Charges		6,162	30,000	13,000
66 - Capital Outlays			32,150	
Total	264,966	317,226	394,692	408,017

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	264,966	311,896	387,692	401,017
1200 Measure G		5,331	7,000	7,000
Total	264,966	317,226	394,692	408,017

FIRE DEPARTMENT

Workforce

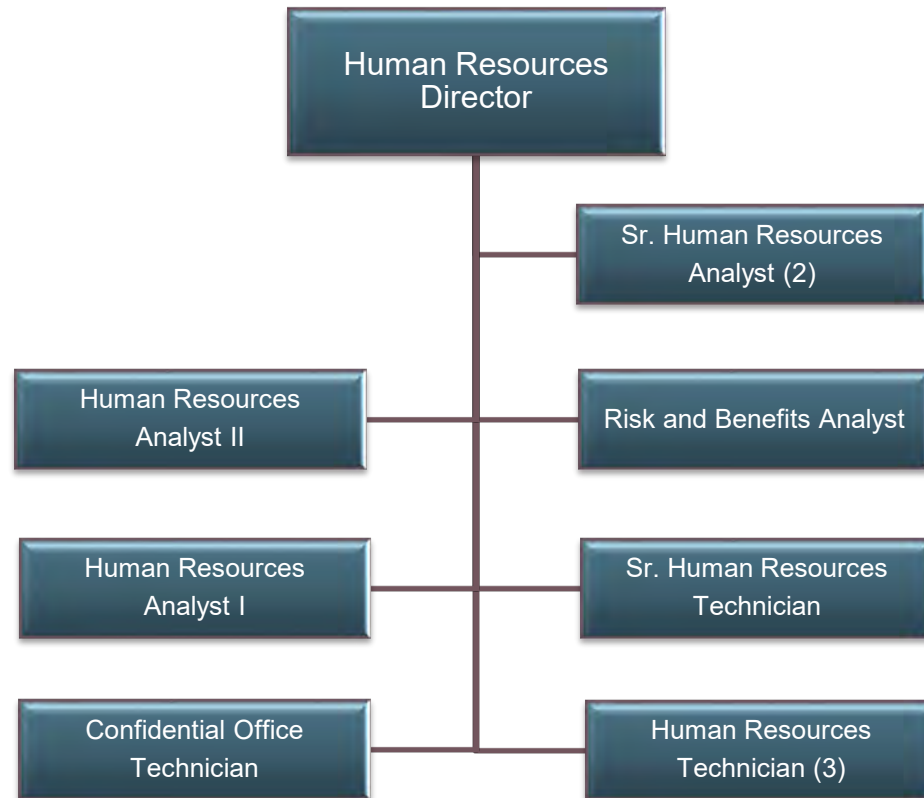
Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4505 Fire Administration				
Fire Chief	1.000	1.000	1.000	1.000
Office Technician			1.000	1.000
Management Analyst	1.000	1.000	1.000	1.000
Administrative Fire Captain				1.000
4505 Fire Administration Total	2.000	2.000	3.000	4.000
4510 Suppression				
Battalion Chief	3.000	3.000	3.000	3.000
Deputy Fire Chief		1.000	1.000	1.000
Fire Captain	24.000	24.000	24.000	24.000
Fire Engineer	24.000	24.000	24.000	24.000
Fire Recruit	2.000	2.000		
Firefighter	35.000	35.000	40.000	40.000
Assistant Fire Chief	1.000			
4510 Suppression Total	89.000	89.000	92.000	92.000
4520 Emergency Medical Services				
Emergency Med Svcs Offcr	1.000	1.000	1.000	1.000
4520 Emergency Medical Services Total	1.000	1.000	1.000	1.000
4530 Prevention				
Administrative Analyst I		1.000	1.000	1.000
Battalion Chief			1.000	1.000
BC/Fire Marshal	1.000	1.000		
Fire Inspector	3.000		3.000	3.000
Office Technician	1.000		1.000	1.000
Fire Inspector II		3.000		
4530 Prevention Total	5.000	5.000	6.000	6.000
4540 Training				
Battalion Chief			1.000	1.000
Battalion Chief EMS/Trng	1.000			
Battalion Chief Trng		1.000		
4540 Training Total	1.000	1.000	1.000	1.000
Total	98.000	98.000	103.000	104.000

HUMAN RESOURCES DEPARTMENT

Organizational Chart by Division



HUMAN RESOURCES DEPARTMENT Organizational Chart by Position





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HUMAN RESOURCES DEPARTMENT

Summary

Purpose

Human Resources provides centralized human resources and employee relations services in support of the delivery of municipal services to Salinas' residents. Specifically, Human Resources staff provides services to all City Departments in managing human resource functions for approximately 550 full-time regular employees and 150 temporary employees. Services provided include: Recruitment and Classification, Employee Benefits, (Medical, Dental, Vision, Life, LTD, Wellness, and Unemployment Insurance, Employee Leaves (Family Medical Leave Act, California Family Rights Act, Pregnancy Disability Leave, and Military Leave), Employee Relations and Employee Development.

City Council Goals, Strategies, and Objectives for FY 2023-24

1. Work collaboratively with Departments to administer the personnel recruitment and in-service training programs for City personnel. *(Strategic Goal: Effective and Culturally Responsive Government)*
2. Administer the City's classification and compensation plans consistent with the Personnel Ordinance and Resolution. *(Strategic Goal: Effective and Culturally Responsive Government)*
3. Continue streamlining hiring and employee onboarding. *(Strategic Goal: Public Safety and Effective and Culturally Responsive Government)*
4. Continue ongoing collaboration with implementation of the Salinas Plan. *(Strategic Goal: Public Safety and Effective and Culturally Responsive Government)*
5. Continue efforts on workplace safety and security and related policies. *(Strategic Goal: Effective and Culturally Responsive Government)*
6. Streamline payroll for public safety - integration into New World ERP. *(Strategic Goal: Effective and Culturally Responsive Government)*
7. Implement online performance evaluation module. *(Strategic Goal: Effective and Culturally Responsive Government)*
8. Oversee the City's employer-employee relations matters with recognized employee organizations on matters within the scope of representation pursuant to Municipal Code. *(Strategic Goal: Effective and Culturally Responsive Government)*

Major Budget Changes

None.

HUMAN RESOURCES DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1140 Human Resources	1,397,234	1,532,676	1,911,126	1,927,090
Total	1,397,234	1,532,676	1,911,126	1,927,090

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,196,474	1,233,622	1,471,229	1,555,040
62 - Supplies & Materials	18,777	48,097	47,971	19,250
63 - Outside Services	146,955	237,855	293,870	232,800
64 - Other Charges	20,849	13,102	45,000	45,000
66 - Capital Outlays	14,180		53,055	75,000
Total	1,397,234	1,532,676	1,911,126	1,927,090

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,231,313	1,356,440	1,733,827	1,742,070
1200 Measure G	165,921	176,235	177,299	185,020
Total	1,397,234	1,532,676	1,911,126	1,927,090

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1140 Human Resources	7.000	7.000	9.000	9.750
Total	7.000	7.000	9.000	9.750

HUMAN RESOURCES DEPARTMENT

1140 Human Resources Division

Purpose

Human Resources provides centralized human resources and employee relations services in support of the delivery of municipal services to Salinas' residents. Specifically, Human Resources staff provides services to all City Departments in managing human resource functions for approximately 550 full-time regular employees and 150 temporary employees. Services provided include: Recruitment and Classification, Employee Benefits, (Medical, Dental, Vision, Life, LTD, Wellness, and Unemployment Insurance, Employee Leaves (Family Medical Leave Act, California Family Rights Act, Pregnancy Disability Leave, and Military Leave), Employee Relations and Employee Development.

Division Operations

1. Provide effective and timely personnel recruitments for all departments.
2. Conduct classification studies and job description updates.
3. Conduct and oversee employee onboarding, new employee intake, new employee orientation, to include live scan services for employment candidates and volunteers.
4. Administer employee health benefits, COBRA and employee leaves, and reporting requirements under the Affordable Care Act.
5. Ensure compliance with Federal and State regulations pertaining to posting, notification, and training requirements and compliance with Federal and State regulations pertaining to DOT, EEOC, Affordable Care Act, Americans with Disabilities Act.
6. Administer grievance and disciplinary process to include contract review and interpretation; discussions and negotiations with bargaining unit representatives; coordination and conducting training for City staff; scheduling all hearings and appeals; providing administrative support to Grievance Board.
7. Support the City's labor relations' activities and collective bargaining process.
8. Develop and coordinate employee training and development initiatives.

Performance Measures

Performance Measure / Goal	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Recruitments	95	60	65	30
Applications Processed/Screened	1,616	1,000	1,800	1,000
New Hire Processing	99	85	85	80
New Employee Orientation	8	6	8	12
Trainings	30	25	20	25
Job Description Development & Review	19	25	15	20
Grievances & Discipline	4	5	3	0
Personnel Action Forms	1000	1,000	1,000	1,000
FMLA	43	60	40	40
COBRA	162	100	140	1,000
Health Enrollments/Changes	122	115	170	140

Major Budget Changes

None.

HUMAN RESOURCES DEPARTMENT

1140 Human Resources Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,196,474	1,233,622	1,471,229	1,555,040
62 - Supplies & Materials	18,777	48,097	47,971	19,250
63 - Outside Services	146,955	237,855	293,870	232,800
64 - Other Charges	20,849	13,102	45,000	45,000
66 - Capital Outlays	14,180		53,055	75,000
Total	1,397,234	1,532,676	1,911,126	1,927,090

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,231,313	1,356,440	1,733,827	1,742,070
1200 Measure G	165,921	176,235	177,299	185,020
Total	1,397,234	1,532,676	1,911,126	1,927,090

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1140 Human Resources	7.000	7.000	9.000	9.750
Total	7.000	7.000	9.000	9.750

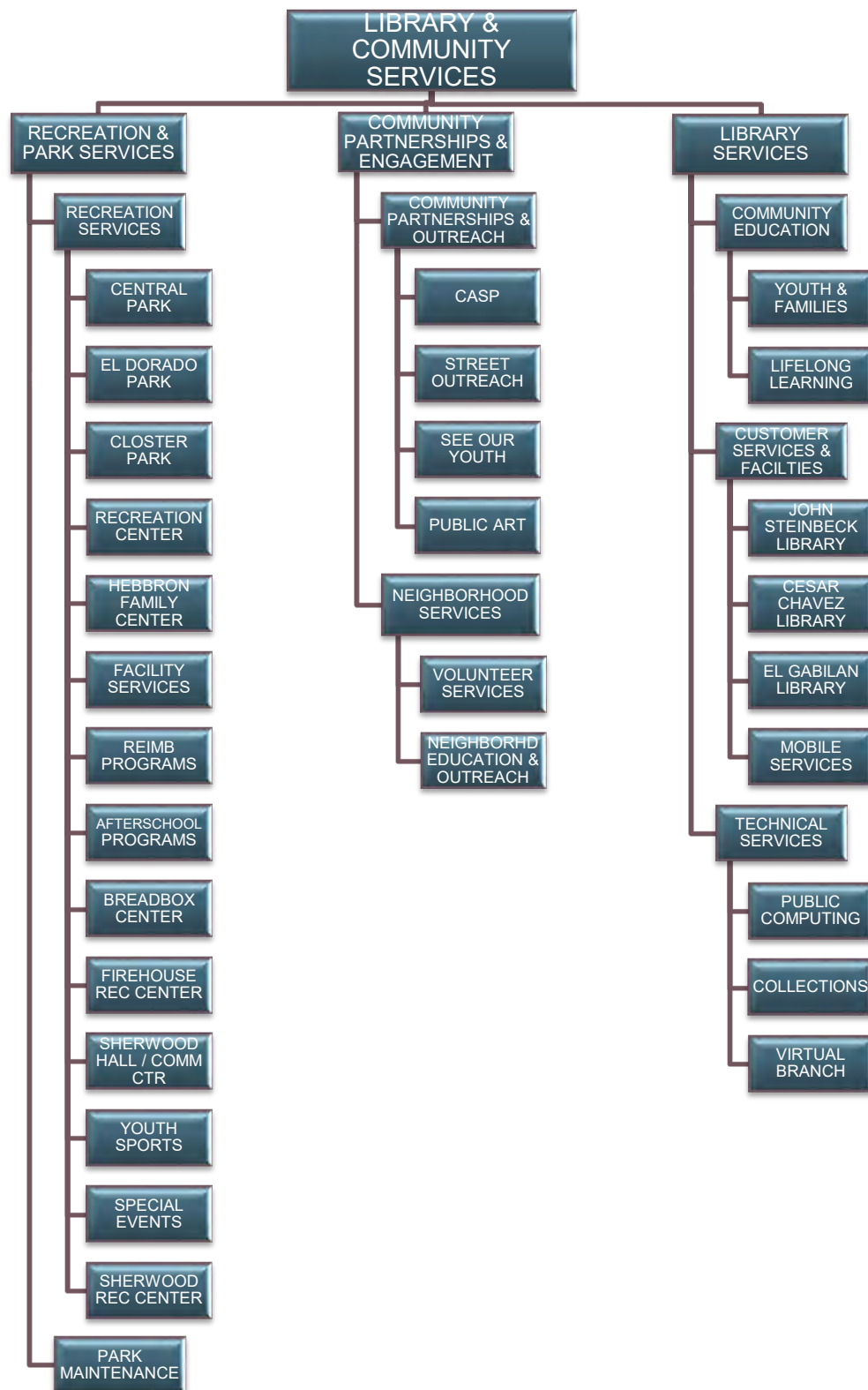
HUMAN RESOURCES DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1140 Human Resources				
Human Resource Analyst I	1.000		1.000	1.000
Human Resource Analyst II		1.000	1.000	1.000
Human Resources Technician	3.000	2.000	2.000	2.500
Human Resources Director	1.000	1.000	1.000	1.000
Confidential Office Technician			1.000	1.000
Sr Human Resource Analyst	2.000	2.000	2.000	2.000
Sr Human Resources Technician		1.000	1.000	1.000
Risk and Benefits Analyst				0.250
1140 Human Resources Total	7.000	7.000	9.000	9.750
Total	7.000	7.000	9.000	9.750

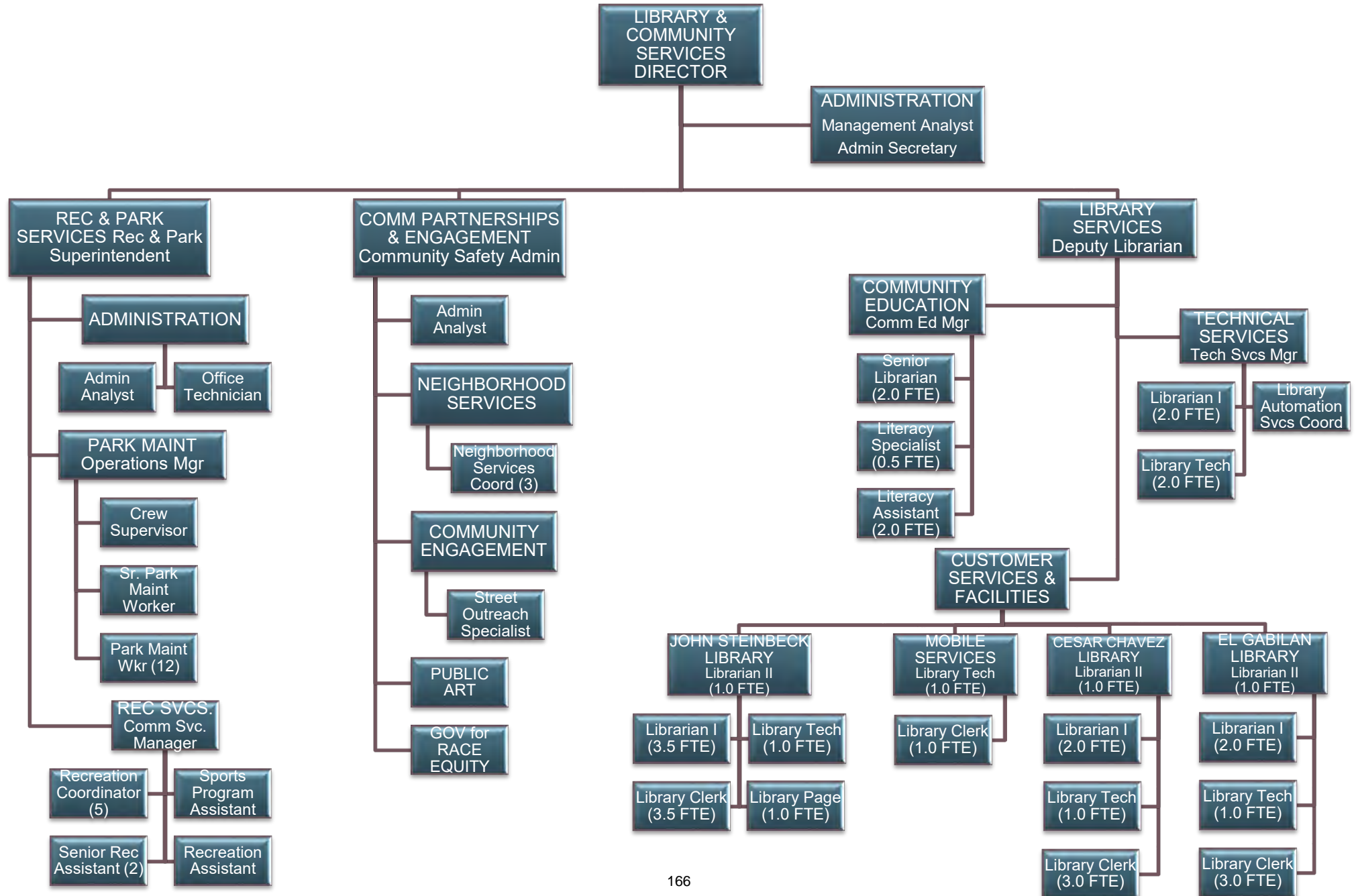
LIBRARY AND COMMUNITY SERVICES DEPARTMENT

Organizational Chart by Division



LIBRARY AND COMMUNITY SERVICES DEPARTMENT

Organizational Chart by Position



LIBRARY AND COMMUNITY SERVICES DEPARTMENT

Summary

Purpose

The Library and Community Services Department provides a wealth of resources and opportunities to enrich the lives of those who live, work, play, and learn in our community. The Department consists of three Divisions: Recreation & Park Services, Community Outreach & Engagement and Library Services with the following goals: 1) To transform lives and contribute to the health and wellness of our community by providing a comprehensive array of recreational, cultural, educational, and neighborhood services for youth, families and seniors; and 2) To improve the quality of life in Salinas through collaborative problem-solving and the provision of information and resources that are relevant, accessible and responsive to the community's needs.

City Council Goals, Strategies and Objectives for FY 2023-24

1. Continue to develop and maintain reopening/ongoing operating standards for our libraries and recreation centers that mitigate the risk posed by the ongoing COVID-19 pandemic. (*Strategic Goal: Youth and Seniors*)
2. Continue to identify opportunities that support implementation of the Parks, Recreation & Libraries Master Plan. (*Strategic Goals: Youth and Seniors, Public Safety, Effective and Culturally Responsive Government, Infrastructure and Environmental Sustainability*)
3. Apply for and leverage multiple funding sources and partnerships to offer better programs and services with improved organizational outcomes. (*Strategic Goals: Youth and Seniors, Public Safety, Effective and Culturally Responsive Government, Infrastructure and Environmental Sustainability*)
4. Identify new collaborations with school districts to increase access to facilities through Joint Use Agreements and student support systems like on-site after school programs. (*Strategic Goal: Youth and Seniors*)
5. Continue to increase city-wide volunteer efforts to beautify and uplift AMOR Salinas Principals. (*Strategic Goal: Youth and Seniors*)
6. Continue to provide popular hybrid recreation and library programs, including take-home kits and virtual program options, while fully re-establishing in-person programs. (*Strategic Goal: Youth and Seniors*)
7. Implement the Community Alliance for Safety and Peace Strategic Plan on Violence Reduction for 2022-2025 and present to the City Council. (*Strategic Goal: Public Safety*)
8. Assess and prioritize maintenance of Department facilities to ensure a safe and welcoming environment that meets the needs of the community. (*Strategic Goals: Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors*)
9. Continue to support prevention and intervention programs and services for at-risk youth and member of other vulnerable populations through grant writing and grant fund management. (*Strategic Goals: Public Safety, Youth and Seniors, Effective and Culturally Responsive Government*)

LIBRARY AND COMMUNITY SERVICES DEPARTMENT

Summary

10. Utilize Crime Prevention Through Environmental Design (CPTED) principles to improve safety in parks and around facilities. *(Strategic Goals: Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors)*
11. Develop a Park Maintenance Standard Manual that will identify standards of work to support a higher standard for upkeep and maintenance of the park system. *(Strategic Goals: Infrastructure and Environmental Sustainability, Effective and Culturally Responsive Government)*
12. Continue to support the Public Arts Commission, implementation of the Public Arts Ordinance and coordination of variety of stakeholders and funders to implement the Public Art Master Plan. *(Strategic Goals: Economic Development, Effective and Culturally Responsive Government)*
13. Leverage existing programs and efforts to develop a mural program to combat graffiti. *(Strategic Goal: Economic Development)*
14. Establish a Race Equity Plan. *(Strategic Goals: Effective and Culturally Responsive Government)*
15. Provide Diversity, Equity and Inclusion (DEI) training for policy-makers and staff. *(Strategic Goal: Effective and Culturally Responsive Government)*
16. Continue to manage the Hebbbron Family Center Revitalization Project. *(Strategic Goals: Economic Development, Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors)*
17. Continue to manage the Closter Park Renovation Project. *(Strategic Goals: Economic Development, Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors)*
18. Continue to manage the El Gabilan Tot-Lot Improvement Project. *(Strategic Goals: Economic Development, Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors)*
19. Develop a Cesar Chavez Park master Plan and continue to manage the improvements and expansion of the trail system at Cesar Chavez Park. *(Strategic Goals: Economic Development, Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors)*
20. Implement recommendations out of the Park System Irrigation Assessment. *(Strategic Goals: Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors)*
21. Continue to assess and upgrade playground structures, benches, and grills. *(Strategic Goals: Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors)*
22. Review the library structure and finalize recommendations for a re-organization to identify a clear structure that improves service delivery. *(Strategic Goal: Effective and Culturally Responsive Government)*
23. Seek and implement new technologies and digital resources to increase the efficiency, convenience, and level of service to the community. *(Strategic Goal: Effective and Culturally Responsive Government)*
24. Identify funding sources or alternative means to continue the hotspot lending program and expand the Library's device lending program to reduce digital divide in the community. *(Strategic Goal: Effective and Culturally Responsive Government)*
25. Continue to provide Adult and Family Literacy services, including English language and basic computer literacy, citizenship exam, and high school equivalency preparation classes. *(Strategic Goal: Youth and Seniors)*
26. Identify funding sources or alternative means to continue providing Read Grow Play playgroup programs. *(Strategic Goals: Youth and Seniors, Effective and Culturally Responsive Government)*

LIBRARY AND COMMUNITY SERVICES DEPARTMENT

Summary

27. Continue to work with various school districts in Salinas to provide Kindermobile service for Salinas' kindergarteners and continue to provide seasonal reading challenges for Salinas youth to encourage love of reading. (*Strategic Goal: Youth and Seniors*)
28. Continue to offer and expand the SMART card program for all school districts in Salinas. (*Strategic Goal: Youth and Seniors*)
29. Fully launch makerspace for public access at El Gabilan Library and improve technology access at all libraries. (*Strategic Goal: Effective and Culturally Responsive Government*)
30. Evaluate and expand the library's digital collection and resources to increase relevancy and diversity of offerings. (*Strategic Goal: Effective and Culturally Responsive Government*)
31. Expand library programs and partnerships for adults and young adults in health and wellness, financial literacy, local history and genealogy, and workforce and business development. (*Strategic Goals: Youth and Seniors, Economic Development*)
32. Identify opportunities to improve library staff training, engagement, and wellness to better retain and grow talents locally. (*Strategic Goal: Effective and Culturally Responsive Government*)
33. Identify funding resources and implement building improvement efforts for John Steinbeck and Cesar Chavez Library. (*Strategic Goal: Effective and Culturally Responsive Government*)
34. Update the special event permit process to improve efficiencies, mitigate risk and create a positive customer service experience for the event organizer. (*Strategic Goals: Effective and Culturally Responsive Government, Economic Development*)

LIBRARY AND COMMUNITY SERVICES DEPARTMENT

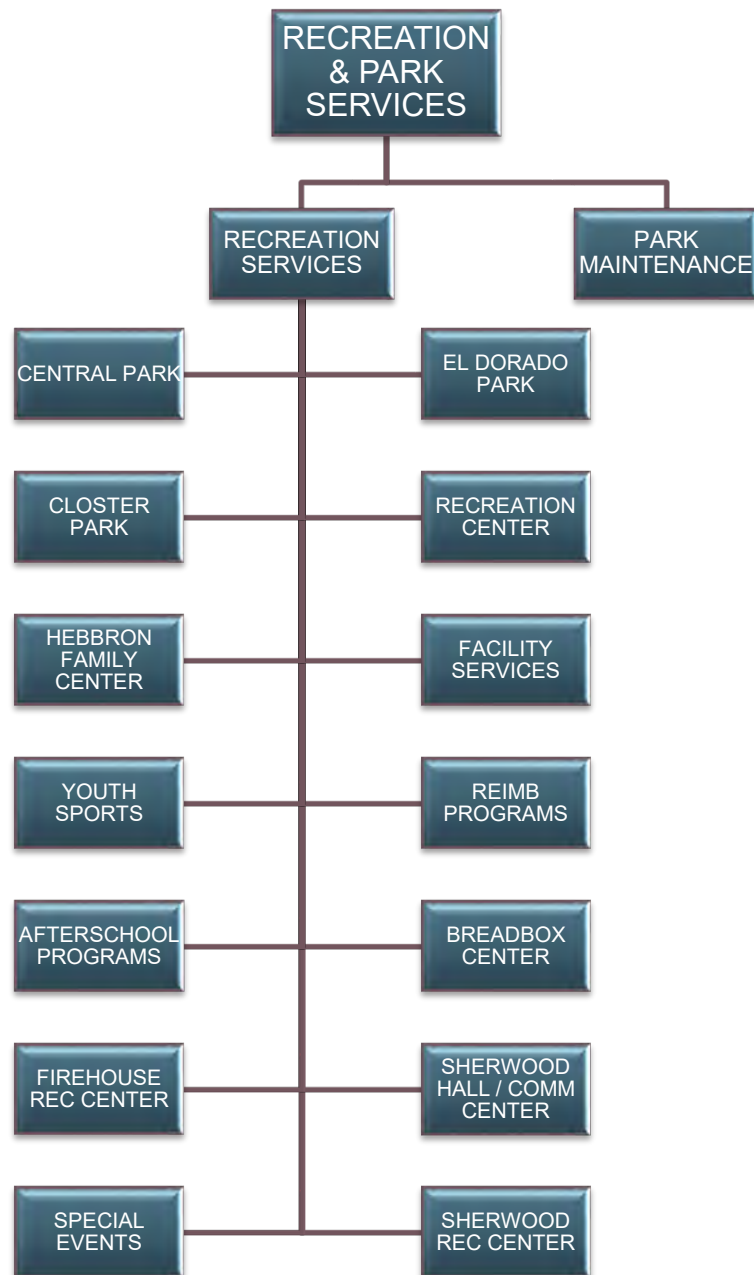
Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
Recreation & Community Services	5,222,813	5,687,258	8,498,245	8,541,568
Library Services	3,926,131	4,165,034	5,653,845	5,944,553
Total	9,148,944	9,852,292	14,152,090	14,486,121

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
Recreation & Community Services	19.000	31.000	33.000	34.000
Library Services	41.500	41.500	41.500	41.500
Total	60.500	72.500	74.500	75.500

RECREATION AND PARK SERVICES

Organizational Chart by Division



RECREATION AND COMMUNITY SERVICES

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
5238 Parks and Community Services	2,566,658	2,571,864	3,160,934	3,497,747
6231 Recreation Admin	570,223	589,344	755,300	832,206
6232 Neighborhood Services	91,250	112,460	190,907	197,416
6233 Closter Park	3,447	34,357	19,528	41,750
6234 El Dorado Park	25,698	68,111	142,242	89,600
6235 Central Park	10,948	31,869	49,930	50,280
6236 Facility Services			8,500	15,300
6237 Reimbursable Rec Activities	1,988	19,357	147,100	184,600
6238 Youth Sports	98,548	141,578	233,706	217,797
6239 Recreation Center	44,275	65,604	139,625	147,700
6240 Firehouse Rec Center	59,489	102,164	180,684	131,360
6241 Hebborn Heights Rec Center	42,882	38,517	89,420	78,270
6242 Afterschool Programs	606,090	690,365	892,870	882,531
6243 Community Center	167,911	228,114	566,686	558,902
6244 Breadbox Rec Center	46,208	97,717	159,689	194,299
6246 Hebborn Family Center	153,784	151,281	159,977	129,336
6247 Sherwood Rec Center	3,154	21,657	29,725	36,525
6248 Youth Services & Comm Engagement	534,214	390,509	1,118,749	989,949
6249 Aquatic Center	196,047	332,393	452,673	258,000
6793 Park Drinking Fountain Replacement				8,000
Total	5,222,813	5,687,258	8,498,245	8,541,568

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	2,807,222	3,270,635	4,263,481	4,816,281
62 - Supplies & Materials	270,984	330,409	501,533	499,360
63 - Outside Services	2,117,787	1,944,370	3,166,582	3,045,127
64 - Other Charges	4,937	8,094	149,055	99,800
66 - Capital Outlays	21,883	133,750	417,594	81,000
Total	5,222,813	5,687,258	8,498,245	8,541,568

RECREATION AND COMMUNITY SERVICES

Summary

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	2,564,837	2,631,017	286,058	279,750
1100 Measure E	1,561,805	2,007,834	2,707,247	2,855,174
1200 Measure G	1,075,468	1,020,285	5,413,239	5,383,744
2505 Recreation Parks	16,735	17,046	22,900	22,900
2508 Contributions & Donations	140	60	28,800	
2509 KDF Los Padres	3,827	11,016	40,000	
Total	5,222,813	5,687,258	8,498,245	8,541,568

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5238 Parks and Community Services		12.000	14.000	15.000
6231 Recreation Admin	5.000	5.000	5.000	5.000
6232 Neighborhood Services	1.000	1.000	1.000	1.000
6238 Youth Sports	1.000	1.000	1.000	1.000
6242 Afterschool Programs	5.670	5.670	5.670	5.670
6244 Breadbox Rec Center	0.330	0.330	0.330	0.330
6246 Hebbbron Family Center	1.000	1.000	1.000	1.000
6248 Youth Services & Comm Engagement	5.000	5.000	5.000	5.000
Total	19.000	31.000	33.000	34.000

RECREATION AND COMMUNITY SERVICES

5238 Parks and Community Services Division

Purpose

Provide quality maintenance service to preserve safety, aesthetics, health, and utility for Salinas' inventory of parks, open spaces, planters, and facility landscapes. The City's parks encompass over 380 acres in 45 sites.

Division Operations

1. Provide services focused on health and safety to City parks.
2. Maintain public landscapes at a level commensurate with available funding.
3. Ensure playgrounds and other park amenities are safe and available for use by the public.
4. Provide support to community-based organizations, neighborhoods, and volunteer groups through a series of volunteer efforts to beautify and maintain City parks.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Cost per Salinas resident to support parks	\$ 15.53	\$ 17.96	\$ 17.38	\$ 17.38	\$ 17.38
Number of Park Acres Maintained per FTE Daily Average	51	39.1	28	28	24.4
Percentage Above Municipal Benchmark (11 Acres/FTE)	562%	355%	254%	254%	222%
Acres of Parks Maintained	409	391	391	391	391
Percentage of Parks Request For Service Responded to Within 48 Hours	100%	90%	90%	90%	90%
Average Number of FTE per Workday (7 Days per Week)	8	10	12	10	12

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

5238 Parks and Community Services Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	849,941	1,108,844	1,426,044	1,739,897
62 - Supplies & Materials	156,405	169,335	217,685	211,750
63 - Outside Services	1,559,912	1,293,486	1,491,105	1,525,200
64 - Other Charges	400	200	5,400	900
66 - Capital Outlays			20,700	20,000
Total	2,566,658	2,571,864	3,160,934	3,497,747

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,793,511	1,637,694	1,812	
1100 Measure E	526,498	755,454	957,061	1,211,723
1200 Measure G	246,649	178,715	2,202,061	2,286,024
Total	2,566,658	2,571,864	3,160,934	3,497,747

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5238 Parks and Community Services	12.000	12.000	14.000	15.000
Total	12.000	12.000	14.000	15.000

RECREATION AND COMMUNITY SERVICES

6231 Recreation Administration Division

Purpose

Provide management, leadership and administration to carry out the work of the division in providing a wide range of programs and services in parks, recreation centers.

Division Operations

1. Provide support and oversight for citywide planning efforts to the Advance and Current Planning Divisions.
2. Provide effective leadership and direction through the use of strategic planning tools and methods.
3. Provide the Library and Community Service Commission with opportunities for input on critical Library, Recreation, Park and Neighborhood and Volunteer services.
4. Provide the Public Art Commission with opportunities for input and direction when appropriate on public art projects.
5. Continue to practice excellent customer service.
6. Coordinate the Capital Improvement Program with the expansion and improvement of recreation and park facilities.
7. Monitor lease/operation & management agreements at Salinas Aquatic Center, Closter Park and Tennis Center.
8. Provide overall budget, project, and program management.
9. Review fees for service programs to increase cost recovery.
10. Monitor and coordinate the community Special Event Permit process.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Attendees at Recreation Centers	1593*	163,031	286,640	244,283	244,000
Number of Special Event Permits Issued	4*	38	74	49	50
Number of Annual Hours Spent in Support of CASP	N/A		NA		
Number of Recreation Newsletter signups	146	110	220	309	320
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6231 Recreation Admin Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	548,269	565,483	653,900	763,006
62 - Supplies & Materials	10,010	5,550	7,400	7,900
63 - Outside Services	4,297	5,511	35,400	34,800
64 - Other Charges	3,147	4,372	58,100	26,500
66 - Capital Outlays	4,500	8,428	500	
Total	570,223	589,344	755,300	832,206

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	106,216	157,531		
1100 Measure E	261,794	240,636	275,203	320,931
1200 Measure G	202,073	191,118	451,297	511,275
2508 Contributions & Donations	140	60	28,800	
Total	570,223	589,344	755,300	832,206

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6231 Recreation Admin	5.000	5.000	5.000	5.000
Total	5.000	5.000	5.000	5.000

RECREATION AND COMMUNITY SERVICES

6232 Neighborhood Services Division

Purpose

Encourage and support volunteerism and neighborhood engagement activities, coordinate the implementation of solutions to neighborhood issues, and assist with the work of the violence prevention collaborative.

Division Operations

1. Support community engagement efforts by providing council district meetings, budget information meetings, town hall meetings and connect residents to City resources.
2. Coordinate a city-wide volunteer services program in collaboration with city departments and community-based organizations by providing a structure for recruiting and training volunteers, recognizing their work and compiling statistics and reports regarding the contributions of volunteers.
3. Support neighborhood efforts by assisting with clean-ups, block parties, and with information on community resources and beautification.
4. Administer the City's Neighborhood Beautification Grant program.
5. Plan and implement the Youth and Government Institute (YAGI).
6. Provide excellent customer service.
7. Collaborate with the Salinas Police Department to build Neighborhood Watch capacity throughout Salinas.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Council District Cleanups	3	7	7	7	7
Community Meetings Supported	24	19	60	75	60
City-wide Volunteer Hours Performed	2,445	3,319	10,000	7,500	10,000

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6232 Neighborhood Services Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	85,215	104,294	115,907	124,916
62 - Supplies & Materials	1,945	5,171	9,900	9,900
63 - Outside Services	4,090	2,995	7,100	6,600
64 - Other Charges			58,000	56,000
Total	91,250	112,460	190,907	197,416

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	7,017	8,847	26,900	24,400
1200 Measure G	84,233	103,613	164,007	173,016
Total	91,250	112,460	190,907	197,416

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6232 Neighborhood Services	1.000	1.000	1.000	1.000
Total	1.000	1.000	1.000	1.000

RECREATION AND COMMUNITY SERVICES

6233 Closter Park Division

Purpose

Provide a wide range of activities for all ages to create wholesome experiences for physical and mental well-being.

Division Operations

1. Practice excellent customer service.
2. Continue to monitor lease with the Salinas Boxing Club.
3. Keep the Park and Recreation Center in good condition.
4. Offer a diverse recreation prevention program for youth of all ages during the summer.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Unavailable. Facility leased to Salinas Boxing Club. In FY14-15 the Summer Recreation Program was restored.	0	214	2,018	585	600

Major Budget Changes

A \$6.8 Million Prop-68 grant award will fund major improvements at Closter Park.

RECREATION AND COMMUNITY SERVICES

6233 Closter Park Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits		2,090	9,500	9,500
62 - Supplies & Materials	893	558	3,575	2,500
63 - Outside Services	2,554	31,709	6,453	29,750
Total	3,447	34,357	19,528	41,750

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	2,197	3,343		
1100 Measure E	988	28,508	5,728	27,950
1200 Measure G	262	2,506	13,800	13,800
Total	3,447	34,357	19,528	41,750

RECREATION AND COMMUNITY SERVICES

6234 El Dorado Park Division

Purpose

Operate a recreation center and manage sports fields allowing for a wide range of activities for all ages to create a wholesome experience for educational, social, physical and mental well-being.

Division Operations

1. Offer diverse recreation prevention program for youth of all ages.
2. Offer fee-based community classes and cultural programs.
3. Continue to practice excellent customer service.
4. Keep the park and Recreation Center in good condition.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Program Attendees	4687*	34338*	84,220	92,945	90,000
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6234 El Dorado Park Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	2,372	34,557	50,000	50,000
62 - Supplies & Materials	4,347	4,408	10,550	8,400
63 - Outside Services	18,979	24,945	34,392	31,200
66 - Capital Outlays		4,200	47,300	
Total	25,698	68,111	142,242	89,600

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	18,408	28,837	47,300	
1100 Measure E	7,289	39,254	71,250	61,700
1200 Measure G		20	23,692	27,900
Total	25,698	68,111	142,242	89,600

RECREATION AND COMMUNITY SERVICES

6235 Central Park Division

Purpose

Operate a recreation center and provide a wide range of activities for all ages to create wholesome experience for educational, social, physical and mental well-being.

Division Operations

1. Offer diverse recreation and prevention programs for youth of all ages.
2. Continue to practice excellent customer service.
3. Keep the park and Recreation Center in good condition.
4. Offer fee-based community classes and cultural programs.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Program Attendees	1,639*	12,665*	17,920	16,659	17,000
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6235 Central Park Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,047	18,302	25,000	25,000
62 - Supplies & Materials	1,636	2,599	10,780	10,780
63 - Outside Services	8,264	10,967	14,150	14,500
Total	10,948	31,869	49,930	50,280

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	3,202	6,298		
1100 Measure E	7,746	25,553	39,480	39,480
1200 Measure G		18	10,450	10,800
Total	10,948	31,869	49,930	50,280

RECREATION AND COMMUNITY SERVICES

6236 Facility Services Division

Purpose

Manage the rental of Park and Recreation facilities to groups and organizations.

Division Operations

1. Manage the rental-reservation process for various athletic fields in accordance with the approved fee schedule.
2. Provide opportunities for renting recreation facilities including the Community Park buildings, Breadbox Recreation Center, Firehouse Recreation Center and Salinas Recreation Center when available at the approved fee schedule.
3. Continue to practice excellent customer service.
4. Collaborate with school districts on shared use opportunities.
5. Continue to administer bounce – house reservations at three park sites.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Revenue Collected	0*	755.5	\$2,756.00	\$791.00	\$870.00
Bounce House Permits Issued	0*	17	16	18	20
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6236 Facility Services Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits			6,800	13,600
62 - Supplies & Materials			500	500
64 - Other Charges			1,200	1,200
Total			8,500	15,300

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund				8,500
1200 Measure G			8,500	6,800
Total			8,500	15,300

RECREATION AND COMMUNITY SERVICES

6237 Reimbursable Recreation Activities Division

Purpose

Manage fee-based programs of specialized recreation activities such as classes, trips, day camps, sports clinics, senior activities/dinners, youth and tot activities where the participant pays for the service rendered.

Division Operations

1. Manage fee-paid recreation and leisure activities, excursions, trips and school vacation camp programs for all age groups at our recreation facilities.
2. Continue to practice excellent customer service.
3. Provide early literacy Tiny Tot programs for ages 3-5 at El Dorado Park.
4. Offer fee-based community classes and cultural programs for ages 5-18 at El Dorado Park, Firehouse Recreation Center and Central Park.
5. Explore new opportunities to expand fee-based programs for all ages in all facilities.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Revenue Collected	0*	2535*	\$58,344.25	\$35,885	\$36,000.00
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6237 Reimbursable Rec Activities Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits		14,042	32,400	64,800
62 - Supplies & Materials	1,638		17,900	17,900
63 - Outside Services		5,334	96,000	101,100
64 - Other Charges	350	(20)	800	800
Total	1,988	19,357	147,100	184,600

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,988	19,357		152,200
1200 Measure G			147,100	32,400
Total	1,988	19,357	147,100	184,600

RECREATION AND COMMUNITY SERVICES

6238 Youth Sports Division

Purpose

Provide youth sports programs to the community in a learning atmosphere, emphasizing participation, sportsmanship and fun. These activities will offset costs for officials, coaches, equipment and supplies through fees paid by the participants.

Division Operations

1. Provide organized sports programs and youth league activities such as flag football, soccer, basketball, volleyball and softball for young people of elementary, junior high, and high school age.
2. Continue to provide workshops and clinics to develop and enhance team and individual skills for play in leagues operated by the City.
3. Continue to work with outside organizations to provide sports clinics or camps.
4. Continue to practice excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Registered Participants	492*	1055*	2,923	2991	3,500
Volunteer Coaches Hours Performed	1,596*	2492*	9,674	10318	10,500
Revenue Collected	\$4,001*	\$46,825*	\$119,217	\$48,407.00	\$90,000
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6238 Youth Sports Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	97,864	126,915	187,756	171,847
62 - Supplies & Materials	475	13,560	36,850	36,850
63 - Outside Services		155	7,700	7,700
64 - Other Charges	208	948	1,400	1,400
Total	98,548	141,578	233,706	217,797

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	98,548	139,688		119,050
1200 Measure G		1,889	233,706	98,747
Total	98,548	141,578	233,706	217,797

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6238 Youth Sports	1.000	1.000	1.000	1.000
Total	1.000	1.000	1.000	1.000

RECREATION AND COMMUNITY SERVICES

6239 Recreation Center Division

Purpose

Provide adult sport programs to the community that will offset costs for officials, equipment and supplies through fees paid by the participants.

Division Operations

1. Explore offering adult sports programs where costs allow and where staff workload allows, with "cost recovery" incorporated in the development.
2. Further expand our usage agreement with the High School District.
3. Continue to practice excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Registrations Taken	492*	1055*	2,923	2,991	3,000
Number of Program Attendees	1,593*	19,031*	4,916	71,339	72,000
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6239 Recreation Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	15	6,662	35,000	35,000
62 - Supplies & Materials	5,429	15,261	16,900	17,900
63 - Outside Services	37,467	40,005	81,125	94,800
64 - Other Charges	30	375	1,500	
66 - Capital Outlays	1,335	3,300	5,100	
Total	44,275	65,604	139,625	147,700

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	31,117	40,451		
1100 Measure E	4,443	17,169	46,600	46,700
1200 Measure G	8,715	7,984	93,025	101,000
Total	44,275	65,604	139,625	147,700

RECREATION AND COMMUNITY SERVICES

6240 Firehouse Recreation Center Division

Purpose

Provide a variety of recreational activities for children, youth, and seniors.

Division Operations

1. Provide a variety of activities for seniors including daily socialization, meals, enrichment opportunities and monthly special events.
2. Offer a year-round after-school program for children and youth.
3. Continue to practice excellent customer service.
4. Explore opportunities for fee-based classes and private party rentals.
5. Continue to offer Saturday Night Teen programs.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Program Attendees	10,368	33529*	24,799	38,415	39,000
Senior Volunteer Hours Performed	0*	0	4,869	0	200
Number of Senior Meals Served	2,081	4535*	4,808	5,052	5,000
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6240 Firehouse Rec Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,708	45,671	63,500	43,000
62 - Supplies & Materials	20,462	17,670	31,452	24,560
63 - Outside Services	37,319	38,823	69,698	63,300
64 - Other Charges			5,500	500
66 - Capital Outlays			10,534	
Total	59,489	102,164	180,684	131,360

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	33,806	36,214		
1100 Measure E	337	10,232	17,000	17,000
1200 Measure G	21,518	44,701	123,684	114,360
2509 KDF Los Padres	3,827	11,016	40,000	
Total	59,489	102,164	180,684	131,360

RECREATION AND COMMUNITY SERVICES

6241 Hebbron Heights Recreation Center Division

Purpose

The Hebbron Family Center is currently closed for rebuilding. Some level of service will remain with aims to create leisure opportunities for people of all ages.

Division Operations

1. Work with school districts and other organizations on co-sponsored recreation sports programs.
2. Continue to develop and deliver programs to youth and children.
3. Continue to practice excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Program Attendees	21,373**	10151*	4,433**	12612	13000
Number of Programs	112**	41*	46**	34	34
Teen Volunteer Hours Performed	0*	0*	0*	128	130
*Facility recovering from COVID-19.					
**Facility is closed due to structural repairs.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6241 Hebbbron Heights Rec Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	3,770	19,832	64,420	64,420
62 - Supplies & Materials	7,082	2,874	4,300	2,500
63 - Outside Services	32,031	15,811	20,700	11,350
Total	42,882	38,517	89,420	78,270

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	26,137	8,593		
1100 Measure E	8,197	19,900	58,000	56,700
1200 Measure G	8,549	10,025	31,420	21,570
Total	42,882	38,517	89,420	78,270

RECREATION AND COMMUNITY SERVICES

6242 Afterschool Programs Division

Purpose

Offer a variety of citywide afterschool programs that provide youth with a safe, healthy and productive environment while providing for continued learning opportunities and enrichment.

Division Operations

1. To provide enrichment programs in the areas of fine arts, sports and various camp activities.
2. Provide programs during school year and vacation periods.
3. Offer diverse prevention programs for ages 5-18 years.
4. Collaborate with the Library on programs and services when appropriate.
5. Provide new experiences for youth through field trips and specialty activities.
6. Administer the free summer lunch/snack program at the Bread Box, Central Park, Closter Park, El Dorado Park, Firehouse, Hebbron Family Center and the Cesar Chavez Library.
7. Continue to practice excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Free Lunches Served (Summer)	3,926	3437*	8,355	4,500	4,000
Number of Youth Field Trip Participants	0*	0*	756	53	106
Number of Summer Camp Participants	0*	1859*	498	600	500
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6242 Afterschool Programs Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	552,346	643,038	733,632	799,731
62 - Supplies & Materials	33,178	23,636	29,300	29,800
63 - Outside Services	6,566	22,877	21,487	41,000
64 - Other Charges		814	10,800	12,000
66 - Capital Outlays	14,000		97,651	
Total	606,090	690,365	892,870	882,531

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	8	33,346	48,587	
1100 Measure E	411,546	442,842	559,432	566,562
1200 Measure G	194,536	214,176	284,851	315,969
Total	606,090	690,365	892,870	882,531

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6242 Afterschool Programs	5.670	5.670	5.670	5.670
Total	5.670	5.670	5.670	5.670

RECREATION AND COMMUNITY SERVICES

6243 Community Center Division

Purpose

Operations of the Sherwood Hall side of the Salinas Community Center Complex: manage the bookings and leases of the Gabilan Rooms, Santa Lucia Room, Fremont Room and office area of the Community Center complex.

Division Operations

1. Operate the Community Center and Sherwood Hall- provide rental opportunities to community groups, outside promoters, general public and City for special functions, programs and events.
2. Continue to practice excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Facility was leased from May 2020 thru October 2020 by the Monterey County as an alternative housing site for patients who needed to isolate/quarantine for COVID-19. Facility was also used to house evacuees who were displaced from the Salinas River Fire.					
Number of uses	0*	20	51	30	32
Number of Facility Attendees	0*	11,551	34,501	14,085	15,000
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6243 Community Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	4,738	29,157	55,000	55,000
62 - Supplies & Materials	6,956	45,276	18,900	18,900
63 - Outside Services	154,817	145,381	436,100	435,002
66 - Capital Outlays	1,400	8,300	56,686	50,000
Total	167,911	228,114	566,686	558,902

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	112,513	107,688	55,686	
1100 Measure E	10,544	61,211	57,000	57,000
1200 Measure G	44,854	59,215	454,000	501,902
Total	167,911	228,114	566,686	558,902

RECREATION AND COMMUNITY SERVICES

6244 Breadbox Recreation Center Division

Purpose

Operate a recreation facility to provide a wide range of activities for all ages, creating wholesome experiences for the community's physical and mental well-being.

Division Operations

1. Continue working with school districts and other organizations on collaborative recreation programs and joint usage of facility.
2. Provide year-round recreation activities.
3. Continue to offer a wide range of recreation programs for all ages with an emphasis on "At Risk" youth.
4. Vigorously and actively market recreation programs to the community.
5. Provide youth with learning opportunities and technologies.
6. Provide community service opportunities for youth participants.
7. Provide opportunities for field trips to places in surrounding counties, such as Great America, nearby college campuses, and others.
8. Continue to offer Saturday Night Teen programs.
9. Continue to coordinate with the Alisal Center for the Fine Arts around use of the facility.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Program Attendees	33,315*	53,317*	28,575	51,106	55,000
*Facility recovering from COVID-19.					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6244 Breadbox Rec Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	9,365	59,682	96,251	105,379
62 - Supplies & Materials	8,569	6,644	25,391	32,920
63 - Outside Services	28,275	31,390	38,047	56,000
Total	46,208	97,717	159,689	194,299

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	25,351	21,608		
1100 Measure E	13,093	48,700	82,864	89,189
1200 Measure G	7,765	27,408	76,825	105,110
Total	46,208	97,717	159,689	194,299

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6244 Breadbox Rec Center	0.330	0.330	0.330	0.330
Total	0.330	0.330	0.330	0.330

RECREATION AND COMMUNITY SERVICES

6246 Hebbron Family Center Division

Purpose

The Hebbron Family Center is currently closed for rebuilding. Some level of service will remain with aims to create leisure opportunities for people of all ages.

Division Operations

1. Work with school districts and other organizations on co-sponsored recreation sports programs.
2. Continue to develop and deliver programs and activities for youth and children.
3. Continue to practice excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of program attendees	21,373**	10151*	4,433*	12,313	13,000
Number of programs	112**	41*	36*	34	34
Teen Volunteer Hours Performed	0*	0*	0*	128	130
<i>**Facility is closed due to structural repairs.</i>					
<i>*Facility recovering from COVID-19.</i>					

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6246 Hebbbron Family Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	151,347	150,600	151,977	121,336
62 - Supplies & Materials	2,437	680	8,000	8,000
Total	153,784	151,281	159,977	129,336

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	2,437	680	8,000	8,000
1200 Measure G	151,347	150,600	151,977	121,336
Total	153,784	151,281	159,977	129,336

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6246 Hebbbron Family Center	1.000	1.000	1.000	1.000
Total	1.000	1.000	1.000	1.000

RECREATION AND COMMUNITY SERVICES

6247 Sherwood Recreation Center Division

Purpose

Operate the Sherwood Recreation Center facility and provide sports activities for all ages to create wholesome experiences for physical and mental well-being.

Division Operations

1. Continue to monitor facility renovations and project expenses.
2. Explore opportunities for partnership with outside organizations to expand program offerings for youth, adults and seniors.
3. Continue to practice excellent customer service.

Major Budget Changes

The Sherwood Recreation Center is still under construction therefore, no temporary salaries are needed this fiscal year.

RECREATION AND COMMUNITY SERVICES

6247 Sherwood Rec Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
62 - Supplies & Materials	1,571	1,735	6,500	11,500
63 - Outside Services	1,583	8,400	23,225	25,025
66 - Capital Outlays		11,522		
Total	3,154	21,657	29,725	36,525

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1200 Measure G	3,154	21,657	29,725	36,525
Total	3,154	21,657	29,725	36,525

RECREATION AND COMMUNITY SERVICES

6249 Aquatic Center Division

Purpose

Offer year-around services at the Salinas Aquatic Center so that residents have the opportunity to learn and participate in all levels of swimming activity.

Division Operations

1. Monitor operation of Aquatic Center, including compliance with lease terms.

Major Budget Changes

An Operations & Management Agreement with the YMCA was approved in September 2018. A First Renewal Term Agreement commencing on January 1, 2020, through December 31, 2023 was approved in August 2019. The budget reflects the annual fee as outlined in the Agreement as well as limited funding for facility repairs and/or improvements

RECREATION AND COMMUNITY SERVICES

6249 Aquatic Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
62 - Supplies & Materials	4,629	4,190	9,450	8,000
63 - Outside Services	191,418	230,203	270,700	250,000
66 - Capital Outlays		98,000	172,523	
Total	196,047	332,393	452,673	258,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	196,047	332,393	132,673	
1200 Measure G			320,000	258,000
Total	196,047	332,393	452,673	258,000

RECREATION AND COMMUNITY SERVICES

6793 Parking Drinking Fountain Replacement

Purpose

On March 7, 2023, City Council authorized the City Manager to direct the transfer of appropriations for operating activities currently in the City's CIP budget to the appropriate operating budgets and designate unspent appropriations for the activities at fiscal year-end as assigned fund balance.

This activity is to replace drinking fountains at various parks.

RECREATION AND COMMUNITY SERVICES

6793 Park Drinking Fountain Replacement

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
66 - Capital Outlays				8,000
Total				8,000

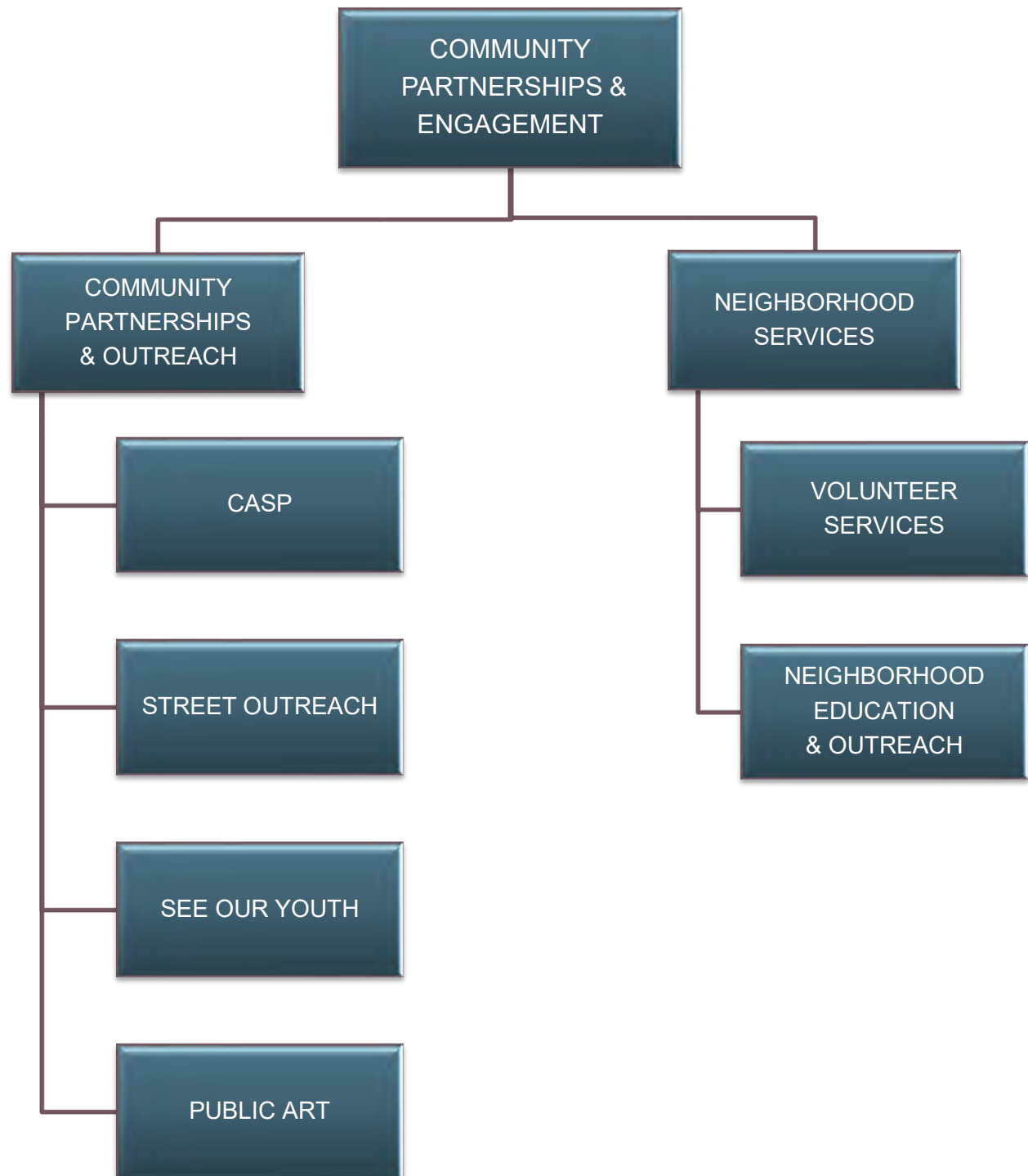
Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1200 Measure G				8,000
Total				8,000



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COMMUNITY PARTNERSHIPS AND ENGAGEMENT

Organizational Chart by Division



RECREATION AND COMMUNITY SERVICES

6248 Youth Services & Comm Engagement Division

Purpose

Implement a community safety initiative focused on prevention, intervention and suppression strategies.

Division Operations

1. Development and implementation of the Strategic Work Plan for the Community Safety Initiative.
2. Continue the Community Alliance for Safety and Peace, a coalition of more than 30 organizations and leaders from Salinas and Monterey County determined to address violence.
3. Conduct community engagement presentations on public safety and support the annual national night events.
4. Conduct 1 adult Community Leadership Academy program resulting in a community impact project.
5. Conduct 1 Youth Academy resulting in at least 20 youth summer internships.
6. Conduct an annual Salinas See Our Youth Summit for to elevate and connect youth leaders across the city
7. Conduct and participate in multiple community engagement events promoting best practices in violence prevention and neighborhood support.
8. Provide Spanish and English language media interviews and articles on the status of violence reduction efforts in Salinas.
9. Continue to represent the City of Salinas on over 510 local initiatives and 2 statewide collaboratives.
10. Continue to apply for grant funding that support the City's / CASP strategic plan on violence.
11. Lead the City's Governing for Race Equity training program and represent the City on the Towards a Racially Equitable Monterey County collaborate.
12. Support community engagement for city wide efforts like the city budget and strategic planning efforts

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Grants: Lead agency and management of State and Federal grants to include record keeping, program review, progress reports and communications with funder and agencies as needed. Includes preparation and submittal of any requested modifications (budget and/or program). Communicate and coordinate funder site visits as requested including but not limited to coordinating with subgrantees. Numbers listed are grants being managed	3	3	3	2	4
Salinas Night Walks: Manage and maintain 3-5 walking routes Prepare, manage and lead bi-monthly meetings. Maintain all volunteer registration forms and waivers. Coordinate all volunteer events and site visit from Faith consultants.	N/A	N/A	N/A	N/A	N/A
CCVPN - California Cities Violence Prevention Network: Participate as an active member of the network in monthly member calls	10	10	12	14	12
CASP General Assembly (Bi-Monthly): Direct and maintain a cross sector network working together to prevent violence in Salinas and Monterey County. Prepare, attend and facilitate meetings, multiple sub-committees and membership.	20	20	20	20	20
School Climate Leadership Team: Prepare for and participate in monthly meetings with cross collaborative county wide group to implement strategy on improving school climate	0	0	4	0	10
Community Leadership Academy Programs: Conduct 2 adult Leadership Academy's every year. One in English one in Spanish. Conduct 1 Youth Academy annually. Each academy can serve up to 25 persons.	0	0	1	1	2
Community Leadership Academy Alumni Committee	2	0	1	0	0
Hire and put 2 street Outreach Specialist to work to reduce and prevent street violence	1	N/A	N/A	N/A	N/A
Street Outreach Program: Enroll and serve at least 15 clients per FTE annually	17	N/A	N/A	N/A	N/A

Major Budget Changes

None.

RECREATION AND COMMUNITY SERVICES

6248 Youth Services & Comm Engagement Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	499,226	341,465	556,394	629,849
62 - Supplies & Materials	3,322	11,260	36,200	38,800
63 - Outside Services	30,215	36,378	513,200	317,800
64 - Other Charges	803	1,405	6,355	500
66 - Capital Outlays	648		6,600	3,000
Total	534,214	390,509	1,118,749	989,949

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	115,788	57,976		
1100 Measure E	299,877	308,848	502,730	327,839
1200 Measure G	101,814	6,638	593,119	639,210
2505 Recreation Parks	16,735	17,046	22,900	22,900
Total	534,214	390,509	1,118,749	989,949

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6248 Youth Services & Comm Engagement	5.000	5.000	5.000	5.000
Total	5.000	5.000	5.000	5.000

RECREATION AND COMMUNITY SERVICES

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5238 Parks and Community Services				
Park Grnds Frstry Ops Mgr				1.000
Park Maint Worker		10.000	12.000	12.000
Park Maintenance Crew Sup		1.000	1.000	1.000
Sr Park Maintenance Worker		1.000	1.000	1.000
5238 Parks and Community Services Total		12.000	14.000	15.000
6231 Recreation Admin				
Administrative Analyst I	1.000	1.000	1.000	1.000
Community Services Manager	1.000	1.000	1.000	1.000
Office Technician	1.000	1.000	1.000	1.000
Recreation Coordinator	1.000	1.000	1.000	1.000
Rec-Parks Superintendent	1.000	1.000	1.000	1.000
6231 Recreation Admin Total	5.000	5.000	5.000	5.000
6232 Neighborhood Services				
Neighborhood Svcs Coord	1.000	1.000	1.000	1.000
6232 Neighborhood Services Total	1.000	1.000	1.000	1.000
6238 Youth Sports				
Sports Program Asst	1.000	1.000	1.000	1.000
6238 Youth Sports Total	1.000	1.000	1.000	1.000
6242 Afterschool Programs				
Recreation Asst	2.000	2.000	1.000	1.000
Recreation Coordinator	2.670	2.670	2.670	2.670
Senior Recreation Assistant	1.000	1.000	2.000	2.000
6242 Afterschool Programs Total	5.670	5.670	5.670	5.670
6244 Breadbox Rec Center				
Recreation Coordinator	0.330	0.330	0.330	0.330
6244 Breadbox Rec Center Total	0.330	0.330	0.330	0.330
6246 Hebbbron Family Center				
Recreation Coordinator	1.000	1.000	1.000	1.000
6246 Hebbbron Family Center Total	1.000	1.000	1.000	1.000
6248 Youth Services & Comm Engagement				
Administrative Analyst I	1.000	1.000	1.000	1.000

RECREATION AND COMMUNITY SERVICES

Workforce

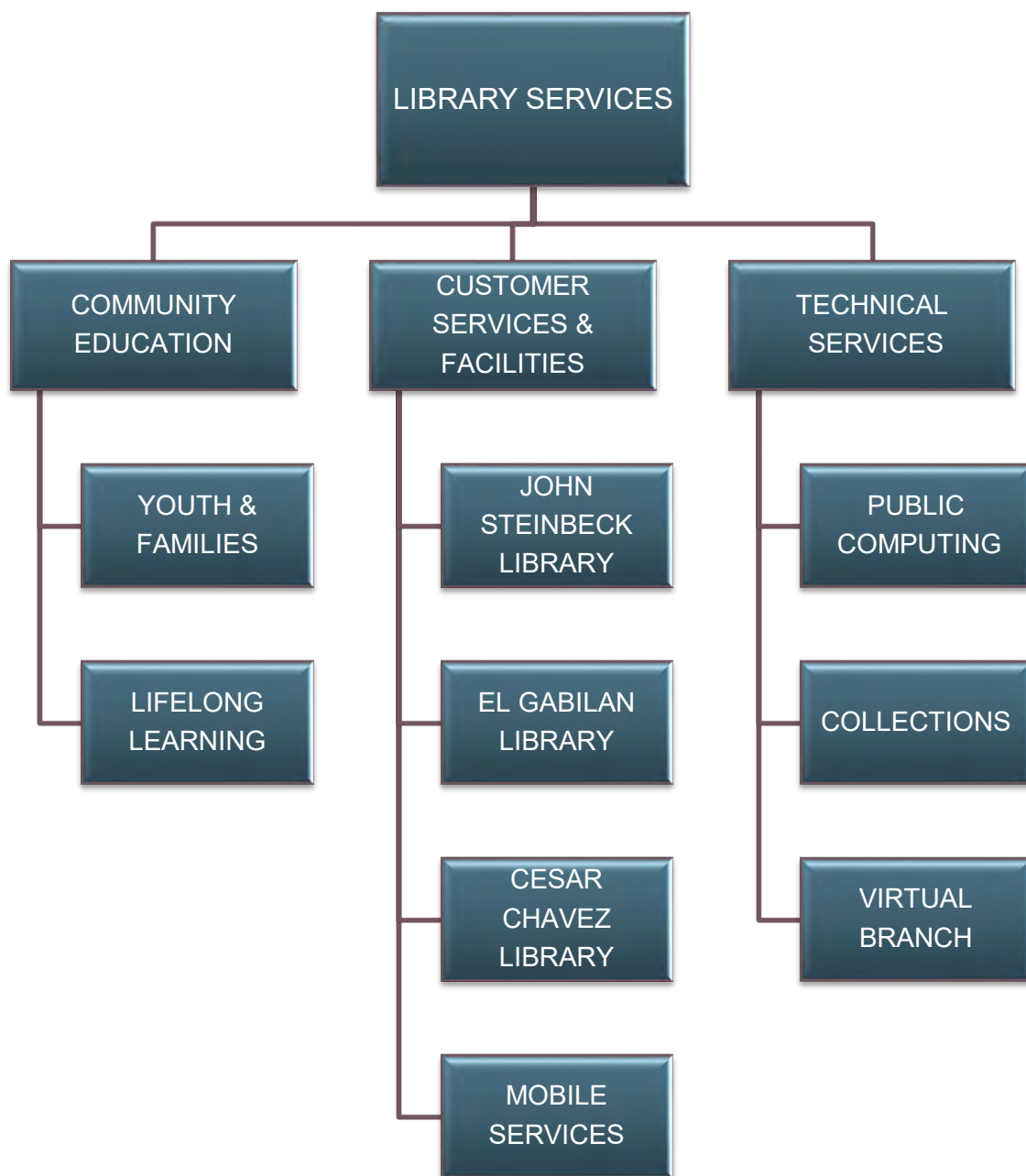
	FY 21	FY 22	FY 23	FY 24
Workforce by Program	Authorized	Authorized	Authorized	Proposed
Community Safety Admin	1.000	1.000	1.000	1.000
Community Safety Program Coord	1.000	1.000		
Neighborhood Svcs Coord			2.000	2.000
Street Outreach Specialist	2.000	2.000	1.000	1.000
6248 Youth Services & Comm Engagement Total	5.000	5.000	5.000	5.000
Total	19.000	31.000	33.000	34.000



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LIBRARY SERVICES

Organizational Chart by Division





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LIBRARY SERVICES

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6005 Library Administration	751,935	738,171	837,321	770,185
6009 Technical Services	842,714	808,450	1,200,520	1,298,561
6011 Steinbeck Library	887,273	858,095	1,309,055	1,404,272
6012 Cesar Chavez Library	807,184	893,841	1,124,871	860,430
6013 El Gabilan Library	120,426	329,233	348,619	677,769
6015 Community Education	516,599	537,245	833,458	933,336
Total	3,926,131	4,165,034	5,653,845	5,944,553

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	3,140,284	3,346,475	4,462,030	4,794,573
62 - Supplies & Materials	210,558	222,593	312,874	276,300
63 - Outside Services	553,148	561,626	726,288	814,180
64 - Other Charges	21,968	14,128	70,550	17,500
66 - Capital Outlays	173	20,211	82,103	42,000
Total	3,926,131	4,165,034	5,653,845	5,944,553

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	3,921,131	4,165,034	5,585,345	5,944,553
2508 Contributions & Donations	5,000		68,500	
Total	3,926,131	4,165,034	5,653,845	5,944,553

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6005 Library Administration	4.500	3.500	4.500	4.500
6009 Technical Services	6.000	6.500	6.000	7.000
6011 Steinbeck Library	12.500	10.500	11.000	10.000
6012 Cesar Chavez Library	10.000	11.000	11.000	7.000
6013 El Gabilan Library	3.500	5.000	4.000	7.000
6015 Community Education	5.000	5.000	5.000	6.000
Total	41.500	41.500	41.500	41.500

LIBRARY

6005 Library Administration Division

Purpose

Provide leadership, management and organization of the John Steinbeck, Cesar Chavez and El Gabilan libraries as well as the Divisions mobile services and community programs. Focus on organizational effectiveness through scheduling of staff, programs, grants and projects. Manage resources effectively and efficiently to optimize services to the public on reading, education for all ages, youth mentoring and leadership programs. Establish partnerships and opportunities in the community and region in order to build capacity and support.

Division Operations

1. Increase usage of services, programs and collections through the use of effective marketing and community engagement methods and processes.
2. Provide leadership and direction through the implementation of strategic planning tools and methods.
3. Work effectively and strategically with City Manager, City departments, the Library and Community Services Commission, Friends of the Salinas Public Library, professional networks, and community groups.
4. Recruit and develop staff with the capacity to communicate and collaborate with populations from diverse cultural and linguistic backgrounds, who are technological savvy and who deliver excellent customer services. Re-align staff duties as needed to maximize effectiveness.
5. Seek out and manage grants for community programs, education and youth development.
6. Increase funding support and advocacy for the Library System.
7. Practice excellent customer service.
8. Provide effective budget, project and program management.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Volunteer Hours Performed	2,019	2,249	2,500	2,700	3,000
Grant funding awarded to LCS Divisions	\$ 536,818.00	\$ 391,734.00	\$ 300,000.00	\$ 420,000.00	\$ 300,000.00
LCS Customer Service Satisfaction Index	90%	90%	95%	90%	90%
Library Visitors per capita	2.46	0.86	1.00	1.00	1.50
Library Circulation per capita	0.24	0.97	1.00	1.00	1.50
Library Materials per capita	1.24	1.14	1.24	1.24	1.25
Registered borrower as a % of service population	35%	29%	35%	35%	40%

Major Budget Changes

None.

LIBRARY

6005 Library Administration Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	710,490	712,688	730,471	742,885
62 - Supplies & Materials	14,315	3,203	29,500	500
63 - Outside Services	7,567	8,182	9,800	10,300
64 - Other Charges	19,563	14,097	67,550	16,500
Total	751,935	738,171	837,321	770,185

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	746,935	738,171	768,821	770,185
2508 Contributions & Donations	5,000		68,500	
Total	751,935	738,171	837,321	770,185

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6005 Library Administration	4.500	3.500	4.500	4.500
Total	4.500	3.500	4.500	4.500

LIBRARY

6009 Technical Services Division

Purpose

To connect people to information and community resources by providing access to innovative technologies, tools and community spaces.

Division Operations

1. Support new programs for youth that effectively incorporate technology to increase knowledge of and proficiency in the STEAM disciplines.
2. Advise staff on most relevant technology applications that support Library work and customer needs.
3. Maintain and update hardware and software in public computing spaces for efficient operations and to allow for intuitive and easy use by library customers.
4. Utilize social media platforms for communications with the public to increase awareness of services, programs and collections.
5. Implement self-service technology to increase the efficiency of operations and to allow staff to provide a higher level of engagement and service to library customers.
6. Maintain a library digital presence that functions as the Library's "virtual branch," providing collections and learning services that can be easily accessed by library customers from outside the library.
7. Select, acquire and process materials in a variety of formats for new and existing library collections.
8. Maintain and update Koha, the integrated library system catalog to allow library staff and customers convenient access to library materials.
9. Expand e-book and other e-resources in order to increase equity of access to library services.
10. Analyze collection usage and expenditures to ensure investment in the library's collection is performed in an effective manner.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Website Hits	79,649	108,416	120,000	130,000	145,000
Public Computer Sessions	474	16,705	20,000	17,000	20,000
Public Computer Sessions per capita	0.003	0.103	0.15	0.10	0.15
# of Public Computers per 1,000 residents	0.80	0.76	0.90	0.80	0.90
LCS Website satisfaction index	90%	90%	95%	90%	90%
Collection turnover rate	0.20	0.85	1.00	0.80	1.00
Collection growth rate	-3%	-8%	5%	3%	5%
Digital material circulation as a % of total circulation	55%	29%	30%	30%	35%

Major Budget Changes

A funding increase of \$73,000 is requested to anticipate increase in temporary pay, utilities, maintain access to additional digital resources, and replacement of aging technology and public computers at John Steinbeck Library and Cesar Chavez Library, to continue providing quality service in the community.

LIBRARY

6009 Technical Services Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	444,333	457,901	689,814	780,461
62 - Supplies & Materials	142,981	129,609	200,300	188,000
63 - Outside Services	252,823	219,957	293,406	313,100
64 - Other Charges	2,405	31	3,000	1,000
66 - Capital Outlays	173	952	14,000	16,000
Total	842,714	808,450	1,200,520	1,298,561

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	842,714	808,450	1,200,520	1,298,561
Total	842,714	808,450	1,200,520	1,298,561

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6009 Technical Services	6.000	6.500	6.000	7.000
Total	6.000	6.500	6.000	7.000

LIBRARY

6011 Steinbeck Library Division

Purpose

Provide enriching cultural, educational and literary experiences, opportunities for self-directed education and assistance with research and information-finding in a safe and accessible location in downtown Salinas.

Division Operations

1. Maintain an up-to-date and relevant collection of materials that responds to the needs of the community.
2. Provide a variety of classes, workshops and seminars for all ages that inform, educate and entertain.
3. Serve the surrounding business community by promoting small business development and workforce readiness.
4. Provide access to public computing, printing and a wireless access network.
5. Meet the needs of Salinas' families by educating parents on early literacy skills and ways to support their child's education.
6. Continue to build a collection of local history that tells the story of Salinas.
7. Provide Digital Arts programming that builds the creative potential of children and adults.
8. Collaborate with school districts to provide services to students at library sites.
9. Identify and support new exhibits in the public area.
10. Provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Circulation of materials	8,179	46,040	80,000	45,000	65,000
Number of Visitors	3,863	48,786	100,000	50,000	70,000
JSL Collection turnover	0.07	0.53	1.00	0.70	1.00
Customer service satisfaction index	90%	90%	95%	90%	90%
Program satisfaction index	90%	90%	95%	90%	90%
Program attendance (JSL)	0	847	600	2,000	2,500

Major Budget Changes

Increasing cost of utilities, building maintenance, security personnel, operational supplies, and replacement furniture are anticipated with the additional \$36,600 funding request that will be necessary to maintain quality of service at this library. Temporary staff salaries will be increased by \$19,900 due to reallocation of temporary staff salaries from 1100.60.6012-61.2000 and 1100.60.6013-61.2000 accounts.

LIBRARY

6011 Steinbeck Library Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	719,399	647,412	1,036,479	1,106,752
62 - Supplies & Materials	6,970	17,911	17,700	17,800
63 - Outside Services	160,904	175,198	219,472	261,720
66 - Capital Outlays		17,573	35,405	18,000
Total	887,273	858,095	1,309,055	1,404,272

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	887,273	858,095	1,309,055	1,404,272
Total	887,273	858,095	1,309,055	1,404,272

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6011 Steinbeck Library	12.500	10.500	11.000	10.000
Total	12.500	10.500	11.000	10.000

LIBRARY

6012 Cesar Chavez Library Division

Purpose

Provide enriching cultural, educational and literary experiences, opportunities for self-directed education and assistance with research and information-finding in a safe and accessible location in East Salinas.

Division Operations

1. Maintain an up-to-date and relevant collection of materials that responds to the needs of the community.
2. Provide a variety of classes, workshops and seminars for all ages that inform, educate and entertain.
3. Maintain the special collections that reflect the history of Salinas and the Alisal community
4. Provide access to public computing, printing and a wireless access network.
5. Meet the needs of Salinas' families by educating parents on early literacy skills and ways to support their child's education.
6. Provide afterschool programming that assists students with homework and offers a safe and enriching environment for children and teens in the afterschool hours.
7. Provide Digital Arts programming that builds the creative potential of children and adults.
8. Collaborate with school districts to provide services to students at library sites.
9. Offer access to community meeting rooms.
10. Provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Circulation of materials	6,151	40,202	60,000	40,000	60,000
Number of Visitors (CCL)	4,268	42,607	100,000	45,000	65,000
CC Collection turnover	0.07	1.00	1.00	1.00	1.00
Customer service satisfaction index	90%	90%	95%	90%	90%
Program satisfaction index	90%	90%	95%	90%	90%
Program attendance (CCL)	0	2,571	1,000	3,500	5,000

Major Budget Changes

Increasing cost of utilities, building maintenance, operational supplies, and replacement furniture are anticipated with the additional \$33,550 funding request that will be necessary to maintain quality of service at this library. Temporary staff salaries will be reduced by \$1880 and centralized to 1100.60.6011-61.2000 account.

LIBRARY

6012 Cesar Chavez Library Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	717,504	782,659	957,339	693,830
62 - Supplies & Materials	5,009	15,127	19,559	17,200
63 - Outside Services	84,672	94,368	117,925	141,400
66 - Capital Outlays		1,686	30,048	8,000
Total	807,184	893,841	1,124,871	860,430

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	807,184	893,841	1,124,871	860,430
Total	807,184	893,841	1,124,871	860,430

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6012 Cesar Chavez Library	10.000	11.000	11.000	7.000
Total	10.000	11.000	11.000	7.000

LIBRARY

6013 El Gabilan Library Division

Purpose

Provide enriching cultural, educational and literary experiences, opportunities for self-directed education and assistance with research and information-finding in a safe and accessible location in North Salinas.

Division Operations

1. Maintain an up-to-date and relevant collection of materials that responds to the needs of the community.
2. Provide a variety of classes, workshops and seminars for all ages that inform, educate and entertain.
3. Provide access to public computing, printing and a wireless access network.
4. Meet the needs of Salinas' families by educating parents on early literacy skills and ways to support their child's education.
5. Provide afterschool programming that assists students with homework and offers a safe and enriching environment for children and teens in the afterschool hours.
6. Provide Digital Arts and Makerspace programming that builds the creative potential of youth and adults.
7. Collaborate with school districts to provide services to students at library sites.
8. Offer access to community meeting room and study rooms.
9. Provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Circulation of Materials (EG)	24,443	71,223	100,000	80,000	10,000
Number of Visitors	9,625	48,009	100,000	50,000	75,000
El Gabilan collection turnover	0.60	1.90	1.25	1.50	1.25
Customer service satisfaction index	90%	90%	95%	95%	95%
Program satisfaction index	90%	90%	95%	95%	95%
Program attendance (EG)	0	1,800	1,000	3,500	5,000

Major Budget Changes

Increasing cost of utilities and operational supplies are anticipated with the additional \$5000 funding request that will be necessary to maintain quality of service at this library. Temporary staff salaries will be reduced by \$10,000 and centralized to 1100.60.6011-61.2000 account.

LIBRARY

6013 El Gabilan Library Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	72,519	259,831	287,369	609,809
62 - Supplies & Materials	4,734	7,814	4,815	5,300
63 - Outside Services	43,173	61,588	53,785	62,660
66 - Capital Outlays			2,650	
Total	120,426	329,233	348,619	677,769

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	120,426	329,233	348,619	677,769
Total	120,426	329,233	348,619	677,769

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6013 El Gabilan Library	3.500	5.000	4.000	7.000
Total	3.500	5.000	4.000	7.000

LIBRARY

6015 Community Education Division

Purpose

Provide an array of educational opportunities and enriching experiences that meet the needs of the Salinas community, focusing especially on programming that builds early literacy skills, ensures that students have the resources to succeed in school and improves workforce readiness and outcomes for adults.

Division Operations

1. Provide opportunities for parents to understand and practice the skills that build literacy in young children.
2. Provide classes and experiences that focus on the enjoyment of reading and writing
3. Offer experiences for youth that improve their knowledge of and proficiency in the STEAM disciplines.
4. Provide classes and services to adults seeking employment by building technology skills as well as soft skills.
5. Enlarge GED and ESL programs through the use of technology, partnerships with other education providers and recruitment of volunteers to expand capacity.
6. Provide cultural programs and experiences that celebrate the diversity and history of Salinas.
7. Seek new grant funding and monitor and report on existing grants.
8. Maintain partnerships with schools to ensure that programming for students is relevant to curriculum goals.
9. Explore and expand partnerships with other education providers, nonprofit organizations and cultural institutions to increase the quality and quantity of programs offered.
10. Continually evaluate the effectiveness of programming and implement methods of improvement.
11. Provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
# of Adult Learners (unduplicated)	295	85	400	200	300
Volunteer Tutor hours	2019	1651	1,500	1,200	1,500
Number of Homework Center Students (unduplicated)	0	19	120	40	80
Number of Homework Center visits	0	102	9,000	50	100
Total Library Program attendance	11,006	8,618	25,000	9,000	15,000
Program attendance per capita	0.07	0.05	0.20	0.10	0.20
Program satisfaction index	95%	95%	92%	95%	95%
% of Salinas youth with a library card	36%	42%	60%	30%	40%
% of Salinas youth participating in Summer Reading Program	3%	3%	5%	3%	5%
Early childhood program attendance (duplicated)	3,323	2,127	7,000	3,500	3,500

Major Budget Changes

An additional \$12,500 is requested to anticipate hiring and salary increase of temporary staff who provide support for onsite and offsite library programs.

LIBRARY

6015 Community Education Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	476,040	485,983	760,558	860,836
62 - Supplies & Materials	36,550	48,929	41,000	47,500
63 - Outside Services	4,009	2,332	31,900	25,000
Total	516,599	537,245	833,458	933,336

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1100 Measure E	516,599	537,245	833,458	933,336
Total	516,599	537,245	833,458	933,336

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6015 Community Education	5.000	5.000	5.000	6.000
Total	5.000	5.000	5.000	6.000

LIBRARY SERVICES

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
6005 Library Administration				
Administrative Secretary	1.000	1.000	1.000	1.000
Deputy Librarian	1.000	1.000	1.000	1.000
Lib/Community Svc Dir	1.000	1.000	1.000	1.000
Marketing & Development Coord	1.000			
Management Analyst			1.000	1.000
Literacy Specialist	0.500	0.500	0.500	0.500
6005 Library Administration Total	4.500	3.500	4.500	4.500
6009 Technical Services				
Lib Automation Svc Coord	1.000	1.000	1.000	1.000
Librarian I	1.000	1.500	1.000	2.000
Library Technician	2.000	2.000	3.000	3.000
Office Technician	1.000	1.000		
Technical Services Manager	1.000	1.000	1.000	1.000
6009 Technical Services Total	6.000	6.500	6.000	7.000
6011 Steinbeck Library				
Librarian I	4.000	4.000	4.500	3.500
Librarian II	2.000	2.000	2.000	2.000
Library Aide	1.000			
Library Clerk	3.500	2.500	3.500	3.500
Library Page	1.000	1.000		
Library Technician			1.000	1.000
Sr Library Technician	1.000	1.000		
6011 Steinbeck Library Total	12.500	10.500	11.000	10.000
6012 Cesar Chavez Library				
Librarian I	4.500	4.000	4.000	2.000
Librarian II	1.000	1.000	1.000	1.000
Library Clerk	2.500	4.000	4.000	2.000
Library Page	1.000	1.000	1.000	1.000
Library Technician	1.000	1.000	1.000	1.000
6012 Cesar Chavez Library Total	10.000	11.000	11.000	7.000
6013 El Gabilan Library				
Librarian I				2.000
Library Clerk	2.500	3.000	3.000	4.000
Library Technician	1.000	1.000	1.000	1.000

LIBRARY SERVICES

Workforce

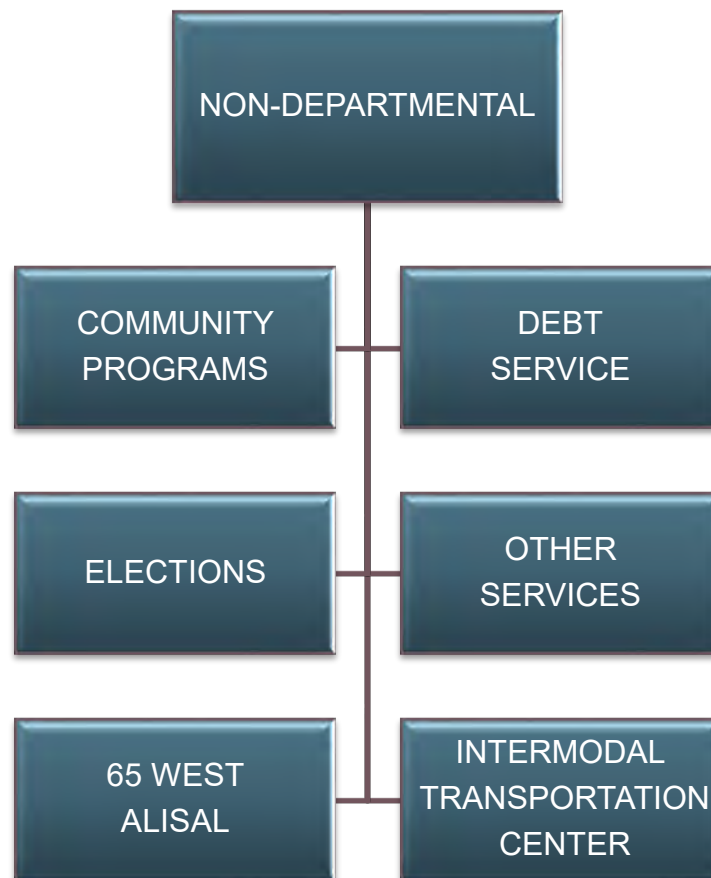
Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
Management Analyst		1.000		
6013 El Gabilan Library Total	3.500	5.000	4.000	7.000
6015 Community Education				
Community Education Manager	1.000	1.000	1.000	1.000
Library Clerk				1.000
Literacy Assistant	2.000	2.000	2.000	2.000
Senior Librarian	2.000	2.000	2.000	2.000
6015 Community Education Total	5.000	5.000	5.000	6.000
Total	41.500	41.500	41.500	41.500



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NON-DEPARTMENTAL

Organizational Chart by Division



NON-DEPARTMENTAL Summary

Purpose

The Non-Departmental budget supports community programs; the City's repayment of outstanding bond issues; the cost of elections; the cost of operating the 65 West Alisal Street facility; and various operating costs that are not directly charged to a specific departmental operating budget.

Top Accomplishments for FY 2022-23

Effective and Culturally Responsive Government

1. Successfully made all debt service payments during the year.
2. Tracked all severance and retirement incentives.

City Council Goals, Strategies, and Objectives for FY 2023-24

Effective and Culturally Responsive Government

1. Continue to make timely debt service payments.
2. Track severance and retirement incentives.
3. Continue to track all non-departmental activity.

Major Budget Changes

None.

NON-DEPARTMENTAL Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
0000 Non-Departmental	79,165	123,888	118,236	100,000
8001 Community Programs	2,419	159,449	1,348,700	222,200
8002 Elections	276,110		499,442	
8003 65 West Alisal	64,427	152,339	187,310	192,210
8004 Debt Service	40,192,061	18,747,872	11,313,900	11,678,800
8005 Other Services	12,716,900	3,465,553	5,683,521	7,740,075
8010 Intermodal Transp Center	104,077	103,464	161,975	171,775
Total	53,435,159	22,752,565	19,313,085	20,105,060

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	868,692	1,287,830	568,332	818,500
62 - Supplies & Materials	9,950	12,371	37,411	20,800
63 - Outside Services	2,502,936	2,392,669	3,871,390	5,834,260
64 - Other Charges	10,786,308	1,008,961	4,681,368	2,930,700
65 - Debt Service	39,102,207	17,708,142	10,005,900	10,053,800
66 - Capital Outlays	154,366	296,691	98,683	90,000
69 - Financial Assistance	10,700	45,900	50,000	357,000
Total	53,435,159	22,752,565	19,313,085	20,105,060

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	12,977,732	3,750,384	6,584,248	7,876,260
1100 Measure E			171,700	250,000
1200 Measure G			1,000,000	
2503 Traffic Safety	79,165	123,888	118,236	
2506 PEG Cable Franchise	186,201	130,420	125,000	200,000
2507 Municipal Art				100,000
4104 2014 COP Consolidation	228,636	230,325	225,900	227,100
4106 2018 Lease-PS Building-Police	5,550,793	12,988,354	5,423,500	5,750,800
4107 Measure X Bonds	2,338,575	2,340,075	2,317,100	2,328,400
4109 2015 Refunding COP 2005 A & B	4,906,576			
4110 2018 Lease-El Gabilan Library	1,066,471	1,024,679	1,149,100	1,145,200
4111 Refund Bond Series 2020A-Energy	20,412,165	1,493,135	1,527,800	1,559,000
4112 Refund Bond Series 2020A-SVSWA	5,688,844	671,305	670,500	668,300
Total	53,435,159	22,752,565	19,313,085	20,105,060

NON-DEPARTMENTAL

8001 Community Programs Division

Purpose

Provide support to the various community and city-wide programs and activities supporting youth, families, prevention and education.

Division Operations

1. Provide City services to ensure the success of local community city-wide events.

Major Budget Changes

None.

NON-DEPARTMENTAL

8001 Community Programs Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	2,419	159,146		
64 - Other Charges		303	1,348,700	222,200
Total	2,419	159,449	1,348,700	222,200

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	2,419	159,449	177,000	222,200
1100 Measure E			171,700	
1200 Measure G			1,000,000	
Total	2,419	159,449	1,348,700	222,200

NON-DEPARTMENTAL

8002 Elections Division

Purpose

Conduct all municipal elections.

Division Operations

1. Cost-share for the consolidation and conduct0 of the general municipal elections.

Major Budget Changes

None.

NON-DEPARTMENTAL

8002 Elections Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
63 - Outside Services	276,110		499,442	
Total	276,110		499,442	

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	276,110		499,442	
Total	276,110		499,442	

NON-DEPARTMENTAL

8003 65 West Alisal Division

Purpose

Maintain City owned facility through preventative maintenance and repairs to ensure a clean, safe and well-operated facility for tenants.

Division Operations

1. Maintain facility in top operating condition.

Major Budget Changes

None.

NON-DEPARTMENTAL

8003 65 West Alisal Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
62 - Supplies & Materials	6,503	9,350	12,000	15,000
63 - Outside Services	57,923	142,989	175,310	177,210
Total	64,427	152,339	187,310	192,210

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	64,427	152,339	187,310	192,210
Total	64,427	152,339	187,310	192,210

NON-DEPARTMENTAL

8004 Debt Service Division

Purpose

Provide a record of the 2014 Certificate of Participation (COP), Police Station Financing, El Gabilan Library Financing, Measure X Bonds, and the 2020 A-1 and A-2 Refunding Bonds.

Division Operations

1. Ensure timely payment to bondholders.

Major Budget Changes

None.

NON-DEPARTMENTAL

8004 Debt Service Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
63 - Outside Services	1,003,191	949,734	1,218,000	1,535,000
65 - Debt Service	39,102,207	17,708,142	10,005,900	10,053,800
66 - Capital Outlays	86,664	89,996	90,000	90,000
Total	40,192,061	18,747,872	11,313,900	11,678,800

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
4104 2014 COP Consolidation	228,636	230,325	225,900	227,100
4107 Measure X Bonds	2,338,575	2,340,075	2,317,100	2,328,400
4106 2018 Lease-PS Building-Police	5,550,793	12,988,354	5,423,500	5,750,800
4109 2015 Refunding COP 2005 A & B	4,906,576			
4110 2018 Lease-El Gabilan Library	1,066,471	1,024,679	1,149,100	1,145,200
4111 Refund Bond Series 2020A-Energy	20,412,165	1,493,135	1,527,800	1,559,000
4112 Refund Bond Series 2020A-SVSWA	5,688,844	671,305	670,500	668,300
Total	40,192,061	18,747,872	11,313,900	11,678,800

NON-DEPARTMENTAL

8005 Other Services Division

Purpose

Provide funds for expenses which cannot be properly charged to specific departments or programs.

Division Operations

1. Provide adequate funding for all non-departmental expenses.

Major Budget Changes

Reduction of operational cost moved to Information Technology division.

NON-DEPARTMENTAL

8005 Other Services Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	866,274	1,128,684	568,332	818,500
62 - Supplies & Materials	2,459		19,611	
63 - Outside Services	1,000,201	1,092,384	1,734,226	3,894,075
64 - Other Charges	10,769,564	991,889	3,302,668	2,670,500
66 - Capital Outlays	67,702	206,695	8,683	
69 - Financial Assistance	10,700	45,900	50,000	357,000
Total	12,716,900	3,465,553	5,683,521	7,740,075

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	12,530,700	3,335,132	5,558,521	7,290,075
1100 Measure E				250,000
2506 PEG Cable Franchise	186,201	130,420	125,000	200,000
Total	12,716,900	3,465,553	5,683,521	7,740,075

NON-DEPARTMENTAL

8010 Intermodal Transportation Center Division

Purpose

The Intermodal Transportation Center (“ITC”) was owned and operated by the former redevelopment agency. The City retained the property in 2012, and the operational expenses have been born by the general fund parking lease revenue. The City has a plan to maintain the ITC as a cost center, using the lease revenues to off-set the cost of operations.

Lease payments will be received from Greyhound and Amtrak. The City also leases the parking lot to the County for juror parking, in exchange for security services.

Division Operations

1. Provide centralized site for Intermodal Transportation in the City.

Major Budget Changes

None.

NON-DEPARTMENTAL

8010 Intermodal Transp Center Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
62 - Supplies & Materials	987	3,021	5,800	5,800
63 - Outside Services	86,345	83,673	126,175	127,975
64 - Other Charges	16,744	16,770	30,000	38,000
Total	104,077	103,464	161,975	171,775

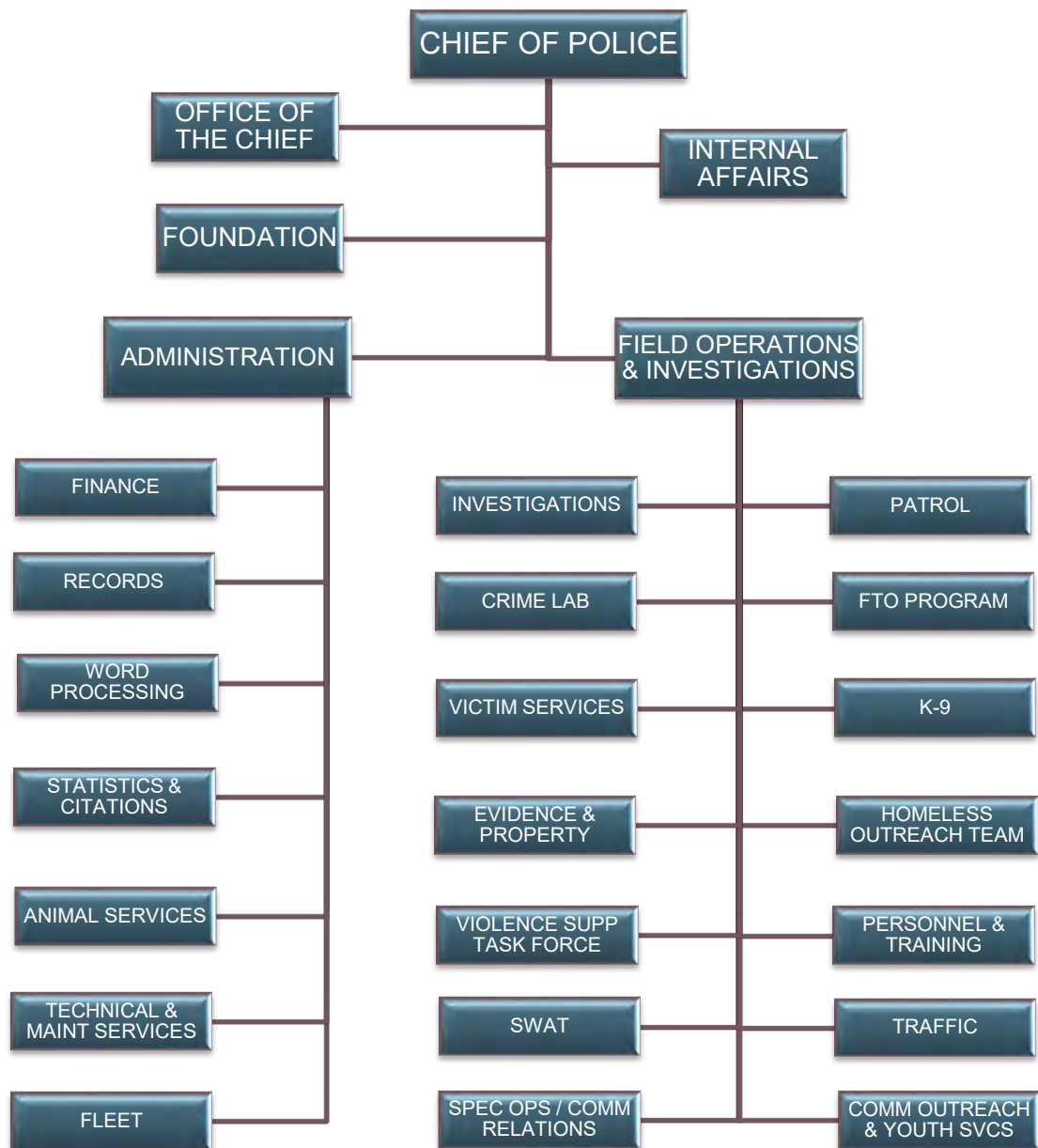
Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	104,077	103,464	161,975	171,775
Total	104,077	103,464	161,975	171,775



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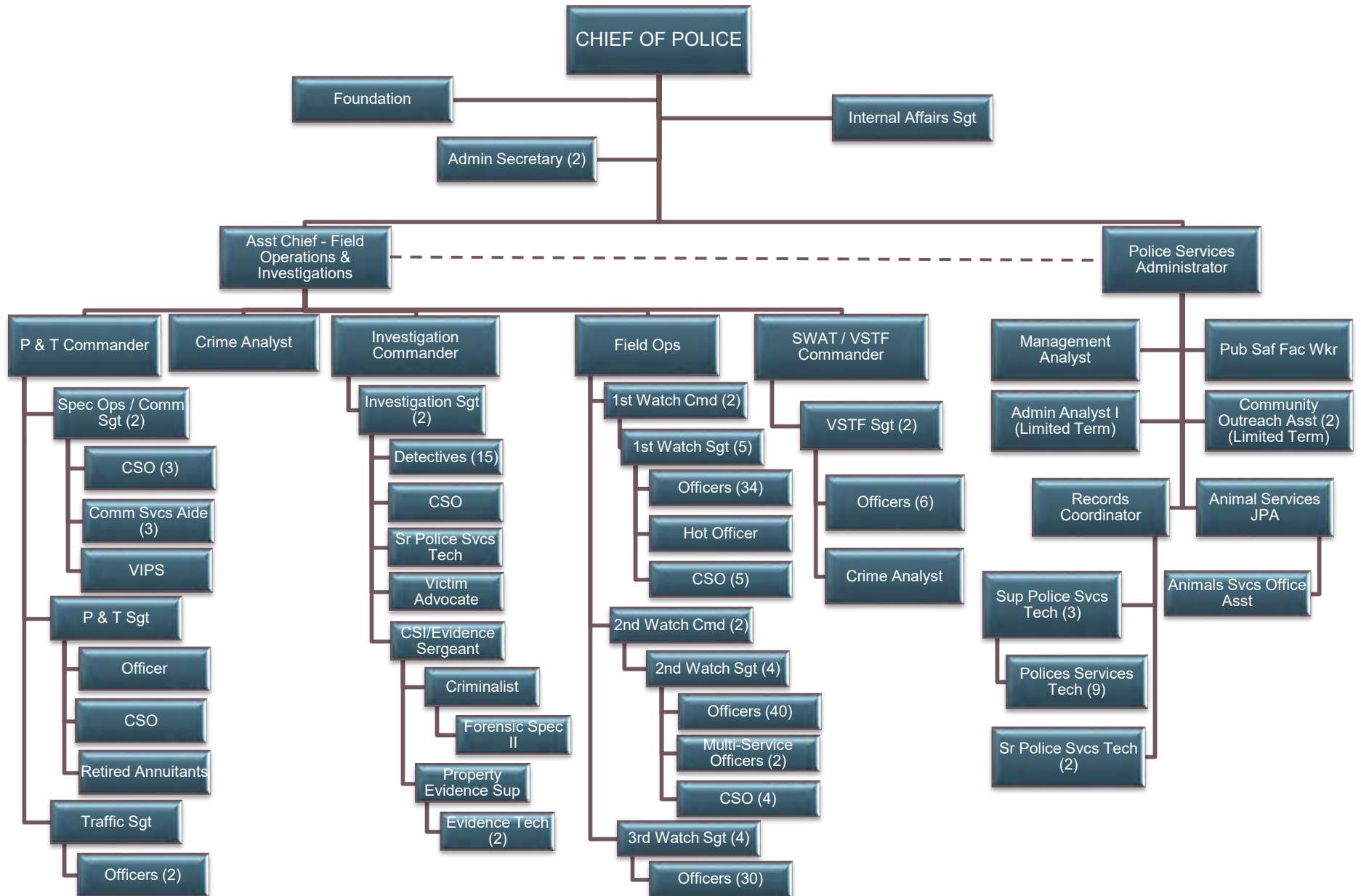
POLICE DEPARTMENT

Organizational Chart by Division



POLICE DEPARTMENT

Organizational Chart by Position



POLICE DEPARTMENT

Summary

Purpose

The Police Department provides public safety and law enforcement services 24-hours a day to everyone within the city limits of Salinas. Our goal is to help build and maintain a safe, peaceful, and prosperous community. Our strategies include participating in various collaborative programs including, the administration of Federal and State grants, the Police Activities League program, Operation Ceasefire, community outreach programs, violence suppression, crime prevention, traffic enforcement, and appropriate response to community crime and violence issues.

City Council Goals, Strategies, and Objectives for FY 2023-24

1. Continue to secure new grants and supplemental funding to support police operations and expand services to the community. *(Strategic Goal: Public Safety & Effective and Culturally Responsive Government)*
2. As recommended in the workload analysis, implement new patrol beat boundaries to greater balance workload. *(Strategic Goal: Public Safety)*
3. Effective utilization of resources and staffing to efficiently provide services to the community. *(Strategic Goal: Public Safety & Effective and Culturally Responsive Government)*
4. Maintain staffing to address quality of life issues such as abandoned vehicles and community engagement. *(Strategic Goal: Public Safety & Effective and Culturally Responsive Government)*
5. Work collaboratively with Code Enforcement and the City Attorney's Office to address quality of life issues. *(Strategic Goal: Public Safety)*
6. Increase community engagement throughout all levels of the department. *(Strategic Goal: Public Safety & Effective and Culturally Responsive Government)*
7. Continue to work on evaluating and implementing the remaining Department of Justice's Collaborative Reform Initiative recommendations, as appropriate. *(Strategic Goal: Public Safety & Effective and Culturally Responsive Government)*
8. Continued to implement and expand the community policing concept to maintain and increase communication and transparency with the community. *(Strategic Goal: Public Safety)*

Major Budget Changes

Multiple positions remain frozen and/or vacant and Sworn staffing at the lowest levels seen in years. The Department continues to focus on effective utilization of technology, resources and staffing to ensure services to the community are maintained.

POLICE DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
4110 Police Administration	1,082,886	1,089,944	1,026,944	1,138,901
4112 Personnel & Training	1,193,786	1,430,198	1,967,284	1,667,405
4116 Special Operations	522,564	668,355	994,613	881,213
4130 Support Services	6,295,305	6,218,937	6,730,846	3,866,686
4131 Technical Services	304,793	393,104	534,309	397,974
4132 Word Processing	588,084	424,245	222,257	
4133 Evidence & Property	342,351	515,318	684,410	745,867
4134 Records	1,294,558	1,375,602	1,428,213	1,544,437
4137 Maintenance Services	129,287	124,215	123,723	136,057
4170 Animal Control Services	1,053,987	1,163,218	1,672,974	2,445,210
4220 Field Operations	34,184,862	34,014,173	34,687,834	38,122,911
4221 Traffic	391,384	515,808	981,778	927,759
4250 Reserves	28,910	16,928		
4340 Investigations	5,925,132	6,253,220	5,692,191	6,284,301
4341 Narcotics	40,937			
4342 School Resource Officers	192,163			
4343 Violence Suppression Task Force	1,477,055	2,282,319	3,319,147	3,459,092
4380 Asset Seizure	6,672	73,429	52,000	62,000
Total	55,054,714	56,559,012	60,118,523	61,679,813

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	47,892,582	48,432,153	50,579,293	52,965,443
62 - Supplies & Materials	1,007,876	1,501,644	2,007,812	1,624,500
63 - Outside Services	5,966,236	5,980,598	6,770,893	6,464,000
64 - Other Charges	172,619	420,129	725,400	390,500
65 - Debt Service				225,370
66 - Capital Outlays	15,402	224,489	35,125	10,000
Total	55,054,714	56,559,012	60,118,523	61,679,813

POLICE DEPARTMENT

Summary

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	40,912,119	40,912,208	48,401,499	49,356,777
1100 Measure E	4,041,614	4,427,206	4,534,816	4,409,331
1200 Measure G	9,039,957	10,133,883	5,554,905	6,319,012
2201 Sales Tax-SB172	600,000	600,000	600,000	600,000
2202 Supplemental Law Enf - AB3229			100,000	743,000
2502 Asset Seizure	6,672	73,429	52,000	62,000
2504 Vehicle Abatement	228,856	219,287	195,102	189,693
2508 Contributions & Donations		63,000	386,700	
2954 Encampment Resolution Fund			160,000	
3163 2014 COPS Hiring SRO	118,063			
3302 Cal ID / RAN Grant	107,434	130,000	133,500	
Total	55,054,714	56,559,012	60,118,523	61,679,813

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4110 Police Administration	5.000	5.000	5.000	5.000
4112 Personnel & Training	3.000	3.000	5.000	4.000
4116 Special Operations	5.500	5.000	6.000	7.000
4130 Support Services	8.000	9.000	9.000	8.000
4131 Technical Services	2.000	2.000	2.000	2.000
4132 Word Processing	6.000	3.000		
4133 Evidence & Property	2.000	3.000	4.000	4.000
4134 Records	14.000	13.000	13.000	13.000
4137 Maintenance Services	2.000	1.000	1.000	1.000
4170 Animal Control Services	4.000	4.000	4.000	1.000
4220 Field Operations	145.000	138.000	129.000	133.000
4221 Traffic	1.000	3.000	3.000	3.000
4340 Investigations	23.000	23.000	21.000	22.000
4342 School Resource Officers	3.000			
4343 Violence Suppression Task Force	4.000	9.000	11.000	10.000
Total	227.500	221.000	213.000	213.000

POLICE DEPARTMENT

4110 Police Administration

Purpose

Police Administration provides direction, coordination, and support for all Police Department Divisions to reach identified objectives. This effort includes matching community needs with available Department resources.

Division Operations

1. Provide information and referrals as requested by internal and external customers to ensure adequate communication and furtherance of the community-oriented policing philosophy. These efforts support building a safe and peaceful community.
2. Manage administrative and finance functions of the Department, including State and Federal Grants.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Travel Authorizations (For Chief Only)	5	5	5	5	7
Internal Investigations Completed	10	7	0	10	0

Major Budget Changes

None.

POLICE DEPARTMENT

4110 Police Administration

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,047,983	1,038,921	972,744	1,101,901
62 - Supplies & Materials	6,814	22,809	8,500	14,000
63 - Outside Services	7,417	1,697	4,500	4,000
64 - Other Charges	5,015	8,306	36,200	19,000
66 - Capital Outlays	15,658	18,210	5,000	
Total	1,082,886	1,089,944	1,026,944	1,138,901

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	818,938	814,078	637,399	730,332
1200 Measure G	263,948	275,866	371,845	408,569
2508 Contributions & Donations			17,700	
Total	1,082,886	1,089,944	1,026,944	1,138,901

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4110 Police Administration	5.000	5.000	5.000	5.000
Total	5.000	5.000	5.000	5.000

POLICE DEPARTMENT

4112 Personnel & Training

Purpose

Ensure the best qualified individuals are recruited and selected for all positions, both sworn and civilian, in the Department. Provide continuing training to employees consistent with service to the community, individual professional growth, and POST guidelines/requirements.

Division Operations

1. Work in partnership with the Commission on Peace Officer Standards and Training (POST) and the South Bay Regional Public Safety Training Consortium to enhance the quality of the Advanced Officer Training program while minimizing costs.
2. Continue to develop innovative, relevant quarterly firearms qualification courses for Department personnel.
3. Continue and enhance recruitment efforts to achieve and maintain full staffing with an emphasis on recruiting from the local population.
4. Emphasize Community Oriented Policing concepts in all aspects of recruitment, hiring and training.
5. Provide specialized assistance with the Public Information Office.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
POST Mandated CPT (hours per officer)	0	10	20	24	24
POST Mandated Perishable Skills Training (hours per officer)	0	24	24	16	16

Major Budget Changes

None.

POLICE DEPARTMENT

4112 Personnel & Training

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	953,140	1,018,618	1,479,284	1,121,405
62 - Supplies & Materials	2,517	2,561	46,000	54,000
63 - Outside Services	76,805	76,918	134,100	130,000
64 - Other Charges	161,324	332,100	307,900	362,000
Total	1,193,786	1,430,198	1,967,284	1,667,405

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,062,862	1,194,316	15,000	(43,915)
1100 Measure E	96,780	106,079	1,952,284	1,711,320
1200 Measure G	34,145	129,803		
Total	1,193,786	1,430,198	1,967,284	1,667,405

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4112 Personnel & Training	3.000	3.000	5.000	4.000
Total	3.000	3.000	5.000	4.000

POLICE DEPARTMENT

4116 Special Operations

Purpose

To work with Salinas residents to address neighborhood crime issues, promote community safety programs to reduce crime, and to increase community engagement. Coordinate all special events in the City, working closely with other City Departments and outside agencies to ensure public safety needs are met. Coordinate deployment of supplemental police personnel for private entities and events as requested. Enforce City and State codes regarding parking laws for the orderly control of public parking areas. Identify and remove abandoned vehicles to enhance neighborhood livability. Enforce City code and other laws relative to long term parking violations and other nuisance complaints.

Division Operations

1. Make recommendations and appropriately staff public events to ensure public order and safety needs, as well as traffic issues are mitigated.
2. Work closely with City Departments on the Special Event Committee to provide excellent communication and customer service to those planning special events.
3. Review and approve, with appropriate recommendations, one-day alcohol licenses and staff supplemental police deployments as requested and approved.
4. Review, evaluate and comment on Conditional Use Permits and Modification Permits for City of Salinas Engineering Department.
5. Remove abandoned vehicles in public areas when appropriate.
6. Provide education to the public and respond to complaints regarding abandoned vehicles, commercial or recreational vehicle parking and long-term parking complaints.
7. Present crime prevention programs through Neighborhood Watch and public presentations/community events.
8. Through the PAL and Explorer program, support, coordinate, and facilitate youth activities and programs.
9. Strengthen communication with Salinas's residents through a variety of traditional and non-traditional public outreach initiatives, including conducting community academies.
10. Continue the COPS philosophy within the organization and community through programs such as the Police Activities League, Police Explorers, and other programs providing linkages between the Department and community.
11. Continue to support the Police Community Advisory Committee in their efforts to build a safe and peaceful community.
12. VIPS Program Management, administration of police volunteers
13. Review first level citation appeals issued by Salinas Police Department staff and adjudicate as necessary.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Special Events Planned and Managed	9	30	50	40	50
Special Events Staffed and Supervised with Police Officers	9	30	50	50	50
Alcohol Permit Review	7	44	200	100	150
Neighborhood Watch Presentations	0	5	20	10	10
Community Presentations	2	10	25	20	20

Major Budget Changes

None.

POLICE DEPARTMENT

4116 Special Operations

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	500,764	643,774	975,446	862,213
62 - Supplies & Materials	21,800	24,581	19,167	19,000
Total	522,564	668,355	994,613	881,213

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	106,312	218,016	667	
1100 Measure E	187,518	231,203	798,844	691,520
1200 Measure G	(122)	(151)		
2504 Vehicle Abatement	228,856	219,287	195,102	189,693
Total	522,564	668,355	994,613	881,213

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4116 Special Operations	5.500	5.000	6.000	7.000
Total	5.500	5.000	6.000	7.000

POLICE DEPARTMENT

4130 Support Services

Purpose

Provide the assistance and tools needed by the Field Operations, Investigations, and other Divisions to accomplish their law enforcement mission. Provide a wide range of evidence collection and processing services; Manage the Crime Scene Investigator program; Assist other city departments and outside agencies with information such as court packets and suspect profiles; Provide direct services to the community, such as filling requests for information in the form of police reports, research, and handouts.

Division Operations

1. Maintain an accurate and efficient information storage and retrieval system.
2. Investigate and reconstruct crime scenes, process photographic, fingerprint, video, vehicle, and firearms evidence.
3. Conduct all functions with the best possible customer service.
4. Enhancement of the Department's report writing system and integration with the records management system to increase the level of information captured.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Investigate/reconstruct major crime scenes	39	33	30	35	30
Latent Print Investigations*	150	175	200	200	200
Firearms Processed (in-house)	292	237	350	350	350
Firearms Processed (outside agency)	130	N/A	n/a	n/a	n/a

*Latents received

Major Budget Changes

None.

POLICE DEPARTMENT

4130 Support Services

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,250,005	1,049,584	1,087,135	1,262,686
62 - Supplies & Materials	78,044	78,495	117,500	118,000
63 - Outside Services	4,965,582	5,011,249	5,495,223	2,475,000
64 - Other Charges	1,928	7,506	4,000	1,000
66 - Capital Outlays	(255)	72,103	26,988	10,000
Total	6,295,305	6,218,937	6,730,846	3,866,686

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	5,777,352	5,648,764	6,597,346	3,839,674
1100 Measure E	14,425	51,738		27,012
1200 Measure G	396,094	388,435		
3302 Cal ID / RAN Grant	107,434	130,000	133,500	
Total	6,295,305	6,218,937	6,730,846	3,866,686

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4130 Support Services	8.000	9.000	9.000	8.000
Total	8.000	9.000	9.000	8.000

POLICE DEPARTMENT

4131 Technical Services

Purpose

Process data and provide accurate and timely information. Prepare the monthly State NIBRS. Process all Department citations. Support the various computer systems which are not integrated into the City network, i.e, California Law Enforcement Telecommunications System (CLETS).

Division Operations

1. Conduct research and provide statistical information.
2. Prepare NIBRS in a timely and accurate manner.
3. Process citations for Monterey County courts and City Attorney in a timely manner.
4. Provide technical support, user training, and manage and maintain computer applications not integrated with the Wintegrate system.
5. Conduct all functions with the best possible customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Complete Uniform Crime Reports	12	7 UCR/5NIBRS	12	12	12
Process Citations for Court	5,948	3,125	7,000	4,500	4,000

Major Budget Changes

None.

POLICE DEPARTMENT

4131 Technical Services

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	246,111	247,379	233,387	286,974
62 - Supplies & Materials	47,904	131,352	248,922	101,000
63 - Outside Services	10,778	14,374	52,000	10,000
Total	304,793	393,104	534,309	397,974

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	293,793	391,089	525,325	397,974
1200 Measure G	11,000	2,016	8,984	
Total	304,793	393,104	534,309	397,974

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4131 Technical Services	2.000	2.000	2.000	2.000
Total	2.000	2.000	2.000	2.000

POLICE DEPARTMENT

4132 Word Processing

Purpose

Provide accurate and timely data entry and word processing services for the Field Operations, Investigations, and Support Services Divisions. This includes the Universe databases such as the Crime Reporting System (CRS), the Master Person File (PRS), the Arrest File (ARS), and the Traffic Accident Reporting System (TARS).

Division Operations

1. Process juvenile reports within 24 hours and adult arrest reports within 48 hours, in support of building a safe and peaceful community.
2. Enter TARS data in a timely manner.
3. Respond immediately to emergency typing requests.
4. Provide feedback regarding errors and corrections in the most mission-supportive and positive manner possible.
5. Conduct all functions with the best possible customer service.
6. Complete the transition to department wide use of digital recorders for report transcription.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Police Reports Completed	11,218	12,034	15,000	13,500	14,500

Major Budget Changes

None.

POLICE DEPARTMENT

4132 Word Processing

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	455,712	325,191	90,000	
62 - Supplies & Materials	47	136	500	
63 - Outside Services	132,324	98,919	131,757	
Total	588,084	424,245	222,257	

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	488,806	327,409	16,757	
1100 Measure E			205,500	
1200 Measure G	99,278	96,836		
Total	588,084	424,245	222,257	

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4132 Word Processing	6.000	3.000		
Total	6.000	3.000		

POLICE DEPARTMENT

4133 Evidence & Property

Purpose

Support the process of successful prosecution by providing security, integrity, and control of property. Facilitate the timely return of property to rightful owners. Ensure internal policies and procedures regarding the safekeeping of evidence are in compliance with all legal requirements.

Division Operations

1. Continue to support the process of successful prosecution by providing security, control and maintenance of evidence.
2. Return property to legal owners in a timely manner to ensure trust and good public relations.
3. Obtain additional storage space and containers, adhere to preservation techniques, prepare and transport evidence and seek alternative disposal sites.
4. Document, transport, and supervise the destruction of narcotics and weapons.
5. Continue training for evidence personnel and sworn personnel; Purge evidence and property; update manuals; update and improve the computer system.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Process evidence into storage	5,895	7,139	12,000	7,500	8,000
Purge evidence	6,035	2,413	6,000	3,000	4,000

* Covid has greatly reduced the number of items taken in, a surge is anticipated due to end of lockdowns etc.

** Tenacity purged numerous items during the last 2 fiscal years which skews the number of items purged to higher than normal levels.

Major Budget Changes

None.

POLICE DEPARTMENT

4133 Evidence & Property

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	337,597	498,577	663,773	720,867
62 - Supplies & Materials	4,353	15,756	16,500	24,000
64 - Other Charges	400	985	1,000	1,000
66 - Capital Outlays			3,137	
Total	342,351	515,318	684,410	745,867

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	342,351	512,800	3,137	
1100 Measure E		2,518	681,273	745,867
Total	342,351	515,318	684,410	745,867

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4133 Evidence & Property	2.000	3.000	4.000	4.000
Total	2.000	3.000	4.000	4.000

POLICE DEPARTMENT

4134 Records

Purpose

Maintain a current and efficient information storage/retrieval system of arrest and incident reports to provide accurate Public Records Act services to the public and other governmental agencies. Provide information to the Investigation Division and Field Operations to accomplish their law enforcement missions.

Division Operations

1. Provide twenty-four-hour immediate response to field officer requests.
2. Prepare court prosecution packets daily.
3. Enter critical information related to missing persons, warrants, stolen vehicles, property, firearms, stolen license plates and criminal protective orders into related databases.
4. Provide excellent customer service to the public, Department personnel, and other agencies.
5. Maintain an efficient information storage/retrieval system by processing police reports and scanning them, and other information, daily onto an optical storage system.
6. Receive and process records subpoenas as received
7. Purge selected police records on an on-going basis.
8. Continually improve and streamline the efficiency and effectiveness of the Records Unit.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Arrest Packets Completed for Court	7,812	2,942	10,000	3,200	3,500
Reports Processed	12,234	23,371	15,000	24,500	25,500

Major Budget Changes

None.

POLICE DEPARTMENT

4134 Records

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,286,786	1,368,329	1,411,283	1,530,937
62 - Supplies & Materials	7,496	7,124	16,630	13,000
64 - Other Charges	275	150	300	500
Total	1,294,558	1,375,602	1,428,213	1,544,437

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,051,939	1,066,507	2,130	
1100 Measure E		1,795		
1200 Measure G	242,618	307,301	1,426,083	1,544,437
Total	1,294,558	1,375,602	1,428,213	1,544,437

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4134 Records	14.000	13.000	13.000	13.000
Total	14.000	13.000	13.000	13.000

POLICE DEPARTMENT

4137 Maintenance Services

Purpose

Oversee and maintain facilities for the Salinas Police Department. With support from Public Works, oversee the maintenance and repair of vehicles in the Police Department's fleet.

Division Operations

1. Manage and maintain all Police Department facilities.
2. With support from Public Works, implements Fleet Replacement Plan and oversee the maintenance and repair of vehicles in the Police Department's fleet.
3. In collaboration with Public Works, administer and maintain the Police Department's portion of the new city-wide fleet management software.
4. Maintain positive relations with internal and external customers in promoting community-oriented philosophy.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Building Maintenance and Repair Work Orders Processed	189	215	100	250	150

Major Budget Changes

None.

POLICE DEPARTMENT

4137 Maintenance Services

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	120,946	119,945	120,223	133,057
62 - Supplies & Materials	8,341	4,270	3,500	3,000
Total	129,287	124,215	123,723	136,057

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	129,287	124,215	123,723	136,057
Total	129,287	124,215	123,723	136,057

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4137 Maintenance Services	2.000	1.000	1.000	1.000
Total	2.000	1.000	1.000	1.000

POLICE DEPARTMENT

4170 Animal Control Services

Purpose

Provide effective animal control, licensing, lost/found and adoption programs for all stray and unwanted animals within the city. Since 2018 services have been provided in partnership with the County of Monterey. Effective July 1, 2023, the City of Salinas and County of Monterey will receive services via the Hitchcock Road Animal Services Agency which was created as the result of a Joint Exercise of Powers Agreement, with the County of Monterey serving as the lead agency.

Division Operations

1. Effective July 1, 2023, services will be provided via the Hitchcock Road Animal Services Agency, a JPA entity. The County of Monterey is the lead agency and the City of Salinas will no longer oversee the operations of Animal Services. Hitchcock Road Animal Services Agency will be governed by the Hitchcock Road Animal Services Agency Board of which the City is a member.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Animals Licensed	7,645	7,578	8,500	7,500	N/A
Animals Returned to Owner	308	372	425	385	N/A

Major Budget Changes

The Joint Exercise of Powers Agreement will be operationalized effective July 1, 2023. Future costs are still to be determined.

POLICE DEPARTMENT

4170 Animal Control Services

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	500,383	482,819	492,461	108,210
62 - Supplies & Materials	24,444	4,933	22,000	10,000
63 - Outside Services	528,910	612,466	789,513	2,327,000
64 - Other Charges	250	63,000	369,000	
Total	1,053,987	1,163,218	1,672,974	2,445,210

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	912,467	969,992	1,303,974	2,445,210
1100 Measure E	131,520	130,226		
1200 Measure G	10,000			
2508 Contributions & Donations		63,000	369,000	
Total	1,053,987	1,163,218	1,672,974	2,445,210

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4170 Animal Control Services	4.000	4.000	4.000	1.000
Total	4.000	4.000	4.000	1.000

POLICE DEPARTMENT

4220 Field Operations

Purpose

Provide uniformed patrol throughout the community to prevent crime and disorder; apprehend criminal violators; conduct objective and professional investigations; provide information on crime prevention and community safety; respond promptly to crimes in progress; and provide high visibility patrol as needed.

Division Operations

1. Continued emphasis on community-oriented approach to service delivery.
2. Provide immediate response to any crime in progress involving violence or threats of violence.
3. Continue to seek alternative methods to provide prompt service to calls for service.
4. Continue to provide up to date training for recruits through the Field Training Officer Program.
5. Continue to provide state of the art support for criminal investigations through the Crime Scene Investigation Program.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Percentage of Calls for Service identified as emergency or immediate response required, with an Officer arrival time of three minutes or less.	81.8%	84.4%	85.0%	85.0%	85.0%
Total Calls for Service identified as emergency or immediate response required.	1,624	1,510	1,500	1,600	1,600

Major Budget Changes

A significant number of positions remain frozen and/or vacant.

POLICE DEPARTMENT

4220 Field Operations

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	33,268,143	32,780,456	33,236,515	35,389,541
62 - Supplies & Materials	773,338	1,145,163	1,367,319	1,110,000
63 - Outside Services	143,381	88,554	84,000	1,398,000
65 - Debt Service				225,370
Total	34,184,862	34,014,173	34,687,834	38,122,911

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	23,053,684	22,224,929	32,895,521	35,546,299
1100 Measure E	2,976,390	3,254,967	896,915	1,233,612
1200 Measure G	7,554,789	7,934,277	35,398	
2201 Sales Tax-SB172	600,000	600,000	600,000	600,000
2202 Supplemental Law Enf - AB3229			100,000	743,000
2954 Encampment Resolution Fund			160,000	
Total	34,184,862	34,014,173	34,687,834	38,122,911

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4220 Field Operations	145.000	138.000	129.000	133.000
Total	145.000	138.000	129.000	133.000

POLICE DEPARTMENT

4221 Traffic

Purpose

Enforce state and city traffic laws and codes to improve highway/roadway safety and to promote compliance through the use of specialized training and enforcement. Investigate traffic accidents for causative factors; relieve patrol personnel for other public safety duties; provide accident analyses to determine means for reducing accident rates.

Division Operations

1. Maintain specialized traffic enforcement in areas of school zones, increasing safety potential for children
2. Reduce the number of injury accidents through an aggressive enforcement program.
3. Provide expertise in the investigation of injury and fatal traffic collisions.
4. Increase public awareness related to traffic safety through demonstrations, public education, and community involvement.
5. Increase school children pedestrian safety through education and parent involvement.
6. Regulate and monitor tow services utilized by the Department.
7. Assist Public Works in identifying traffic and pedestrian safety issues.
8. Provide specialized assistance with the Red-Light Camera Project.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Percent Reduction in Reported Collisions	11.7%	15.4%	100.0%	10.0%	100.0%
Percent Reduction in Fatal Accidents	40%	83%	100.0%	40.0%	100.0%

Major Budget Changes

None.

POLICE DEPARTMENT

4221 Traffic

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	386,569	509,537	969,504	912,259
62 - Supplies & Materials	4,815	6,271	12,274	15,500
Total	391,384	515,808	981,778	927,759

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	391,384	512,133	6,274	20,845
1200 Measure G		3,675	975,504	906,914
Total	391,384	515,808	981,778	927,759

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4221 Traffic	1.000	3.000	3.000	3.000
Total	1.000	3.000	3.000	3.000

POLICE DEPARTMENT

4340 Investigations

Purpose

Conduct investigations in order to identify and apprehend suspects for prosecution purposes. This includes the identification of crime trends through crime analysis for proactive and focused investigation attention. In addition to providing investigative personnel for criminal investigations, the Investigation Division will work closely with the Field Operations and Administration Division to promote strategies which build a safe and peaceful community.

Division Operations

1. Aggressively investigate criminal activity.
2. Maintain the Investigation Division efforts to proactively target criminals that commit gang-related, violent and property crimes, such as murder, assault with a deadly weapon, robbery, burglary, and other thefts.
3. Maintain efforts related to cold case investigations, including utilization of alternate methods of evidence analysis such as retesting evidence for DNA analysis.
4. Continue to provide a timely on-call response on a 24-hour basis for major criminal investigations or other crimes that require in-depth investigative support.
5. Increase efforts to provide informal and formal training to investigators.
6. Continue to assign personnel to monitor and arrest sex registrants who have been found to violate any provisions of Section 290 of the Penal Code in the City of Salinas.
7. Continue to work closely with other agencies to develop and promote collaborative, positive relationships.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Investigations Completed	622	460	375	400	425
Average Clearance Rate/All Cases	55%	73%	75%	75%	85%

Gang WorkUps/Exp* - Detective/Patrol Cases only					
Cases	12	17.00			
Defendants	18	23.00			

Major Budget Changes

None.

POLICE DEPARTMENT

4340 Investigations

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	5,883,915	6,187,906	5,603,391	6,151,301
62 - Supplies & Materials	11,648	15,044	23,000	23,000
63 - Outside Services	26,145	43,185	60,800	105,000
64 - Other Charges	3,424	7,085	5,000	5,000
Total	5,925,132	6,253,220	5,692,191	6,284,301

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	5,157,884	5,114,067	5,662,191	6,284,301
1100 Measure E	339,041	146,826		
1200 Measure G	428,207	992,327	30,000	
Total	5,925,132	6,253,220	5,692,191	6,284,301

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4340 Investigations	23.000	23.000	21.000	22.000
Total	23.000	23.000	21.000	22.000

POLICE DEPARTMENT

4343 Violence Suppression Task Force

Purpose

Collect information on gangs gang members, drug traffickers, and investigate gang/drug-related crimes. Provide gang/drug-related training and other criminal intelligence to law enforcement and members of the community. Identify and suppress gang/drug criminal activity. Conduct short- and long-term gang/drug focused investigations.

Division Operations

1. Continue to expand and improve a comprehensive criminal gang and gang member certification process under the California Penal Code.
2. Continue to aggressively identify violent gang members, drug traffickers and other violent criminals for the arrest and prosecution of a variety of crimes.
3. Continue to work with the Monterey County District Attorney's Office and other allied agencies (local, state, and federal) to ensure vertical prosecution of gang members and drug traffickers for their crimes.
4. Improve our efforts to work closely with parents or other community members for the purpose of providing them with gang/drug intervention.
5. Conduct short- and long-term, complex investigations of criminal gang groups utilizing all available local, state, and federal resources.
6. Coordinate with community partners to provide intervention services for gang members, potential gang members, and drug abusers.

Performance Measures

Performance Measure	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Gang Registrations	33	43	0	0	0
Court Presentations/Expert Testimony	5	3	0	3	0
Weapons Seized	77	76	0	70	0
Gang related investigations	349	364	0	300	0
Gang/Narcotic/Warrant related arrests	264	270	0	250	0
Gang/Narcotic Presentations-Community	0	2	10	2	0
Narcotics (Meth, Heroin, Cocaine) Seized (in pounds)	68*	47	0	40	0
Parole/Probation Searches	126	110	0	0	0
Search Warrants	21	39	0	30	0

Narcotics broken down	68 lbs	47.00			
Methamphetamine	999 oz	43.4 lbs			
Heroin	92 oz	2.5 oz			
Cocaine	8 oz	3.6 lbs			
Pills	25405	67,923.00			

Major Budget Changes

None.

POLICE DEPARTMENT

4343 Violence Suppression Task Force

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,433,455	2,144,191	3,244,147	3,384,092
62 - Supplies & Materials		41,893	56,000	60,000
63 - Outside Services	43,600	33,235	19,000	15,000
66 - Capital Outlays		63,000		
Total	1,477,055	2,282,319	3,319,147	3,459,092

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,181,115	1,776,967	612,056	
1100 Measure E	295,940	501,854		
1200 Measure G		3,498	2,707,091	3,459,092
Total	1,477,055	2,282,319	3,319,147	3,459,092

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4343 Violence Suppression Task Force	4.000	9.000	11.000	10.000
Total	4.000	9.000	11.000	10.000

POLICE DEPARTMENT

4380 Asset Seizure

Purpose

Provides for the identification of assets (visible and hidden) held by local criminal enterprises. Asset seizure provides for lawful forfeiture, utilizing State and Federal Asset Seizure programs to enhance local enforcement efforts.

Division Operations

1. Continue to identify and seize assets used to facilitate illegal drug transactions.
2. Identify and seize assets deemed "proceeds" from illegal drug transactions.
3. Enhance our efforts to detect and suppress criminal enterprises utilizing civil law in conjunction with criminal law.
4. Use assets to supplement local law enforcement's efforts toward illegal drug related enforcement.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Cases Initiated	24	14	0	0	0

Major Budget Changes

None.

POLICE DEPARTMENT

4380 Asset Seizure

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
62 - Supplies & Materials	5,376	1,257	50,000	60,000
63 - Outside Services	1,293			
64 - Other Charges	2	997	2,000	2,000
66 - Capital Outlays		71,175		
Total	6,672	73,429	52,000	62,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2502 Asset Seizure	6,672	73,429	52,000	62,000
Total	6,672	73,429	52,000	62,000

POLICE DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4110 Police Administration				
Administrative Secretary	2.000	2.000	2.000	2.000
Chief of Police	1.000	1.000	1.000	1.000
Police Commander	1.000	1.000		
Police Services Admin			1.000	
Management Analyst	1.000	1.000	1.000	1.000
Police Services Administrator				1.000
4110 Police Administration Total	5.000	5.000	5.000	5.000
4112 Personnel & Training				
Community Service Officer	1.000	1.000	1.000	1.000
Police Commander			1.000	1.000
Police Officer	1.000	1.000	1.000	1.000
Police Sergeant	1.000	1.000	2.000	1.000
4112 Personnel & Training Total	3.000	3.000	5.000	4.000
4116 Special Operations				
Community Service Officer	4.500	4.000	4.000	2.000
Police Sergeant	1.000	1.000	2.000	2.000
Comm Outreach Asst-Limited Term				2.000
Admin Analyst I - Limited Term				1.000
4116 Special Operations Total	5.500	5.000	6.000	7.000
4130 Support Services				
Community Service Officer	3.000	4.000	3.000	1.000
Crime Analyst	1.000	1.000	1.000	1.000
Criminalist	1.000	1.000	1.000	1.000
Police Sergeant	1.000	2.000		1.000
Senior Police Svc Tech	1.000			
Forensic Specialist II	1.000	1.000	1.000	1.000
Community Services Assistant			3.000	
Community Service Aide				3.000
4130 Support Services Total	8.000	9.000	9.000	8.000
4131 Technical Services				
Senior Police Svc Tech	1.000	2.000	2.000	2.000
Technical Services Coordinator	1.000			
4131 Technical Services Total	2.000	2.000	2.000	2.000

POLICE DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4132 Word Processing				
Supvsg Wrđ Proc Operator	1.000			
Word Processing Operator	5.000	3.000		
4132 Word Processing Total	6.000	3.000		
4133 Evidence & Property				
Evidence Technician	1.000	1.000	1.000	
Police Sergeant			1.000	1.000
Sr Evidence Technician	1.000	1.000	1.000	
Property Evidence Supervisor		1.000	1.000	
Property/Evidence Supervisor				1.000
Property/Evidence Technician				2.000
4133 Evidence & Property Total	2.000	3.000	4.000	4.000
4134 Records				
Police Record Coord	1.000	1.000	1.000	1.000
Police Services Tech	10.000	9.000	9.000	9.000
Supvsg Police Serv Tech	3.000	3.000	3.000	3.000
4134 Records Total	14.000	13.000	13.000	13.000
4137 Maintenance Services				
Pub Safety Facilities Wkr	2.000	1.000	1.000	1.000
4137 Maintenance Services Total	2.000	1.000	1.000	1.000
4170 Animal Control Services				
Animal Care Tech	1.000	1.000	1.000	
Animal Control Officer	2.000	2.000	2.000	
Animal Servs Office Asst	1.000	1.000	1.000	1.000
4170 Animal Control Services Total	4.000	4.000	4.000	1.000
4220 Field Operations				
Community Service Officer	6.000	3.000	4.000	9.000
Police Commander	4.000	4.000	4.000	4.000
Police Officer	107.000	107.000	97.000	96.000
Police Recruit	11.000	8.000	8.000	8.000
Police Sergeant	16.000	15.000	13.000	13.000
Assistant Chief of Police	1.000	1.000	1.000	1.000
Multi-Service Officer			2.000	2.000

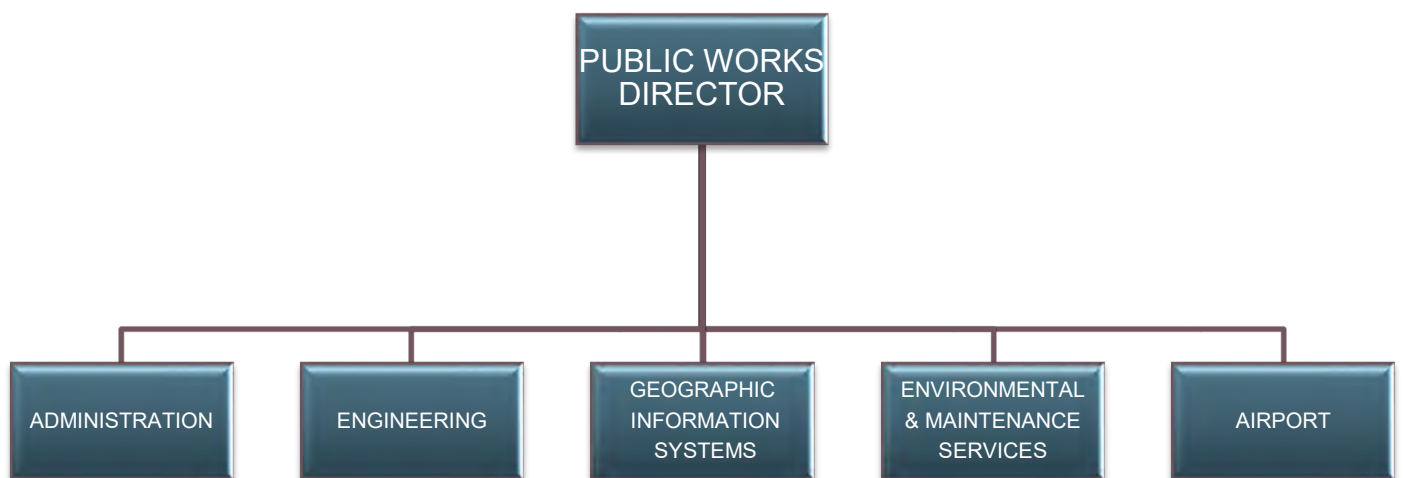
POLICE DEPARTMENT

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
4220 Field Operations Total	145.000	138.000	129.000	133.000
4221 Traffic				
Police Officer		2.000	2.000	2.000
Police Sergeant	1.000	1.000	1.000	1.000
4221 Traffic Total	1.000	3.000	3.000	3.000
4340 Investigations				
Community Service Officer	1.000	1.000	1.000	1.000
Police Commander	1.000	1.000	1.000	1.000
Police Officer	16.000	16.000	15.000	16.000
Police Sergeant	2.000	2.000	2.000	2.000
Senior Police Svc Tech	1.000	1.000	1.000	1.000
Assistant Chief of Police	1.000	1.000		
Victim Advocate	1.000	1.000	1.000	1.000
4340 Investigations Total	23.000	23.000	21.000	22.000
4342 School Resource Officers				
Police Officer	2.000			
Police Sergeant	1.000			
4342 School Resource Officers Total	3.000			
4343 Violence Suppression Task Force				
Community Service Officer		1.000	1.000	
Crime Analyst			1.000	1.000
Police Commander	1.000	1.000	1.000	1.000
Police Officer	2.000	5.000	6.000	6.000
Police Sergeant	1.000	2.000	2.000	2.000
4343 Violence Suppression Task Force Total	4.000	9.000	11.000	10.000
Total	227.500	221.000	213.000	213.000

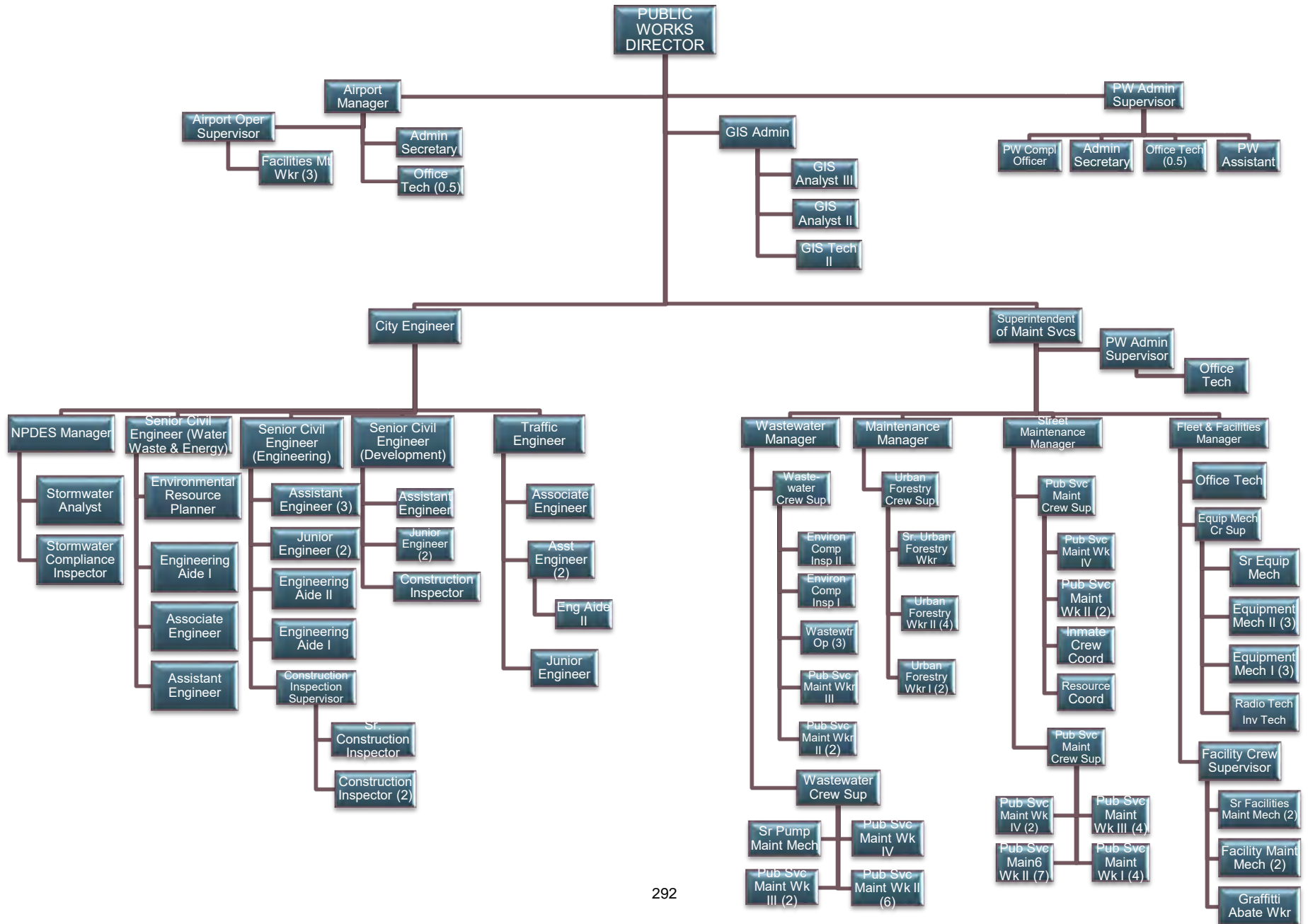
PUBLIC WORKS DEPARTMENT

Organizational Chart by Division



PUBLIC WORKS DEPARTMENT

Organizational Chart by Position



PUBLIC WORKS DEPARTMENT

Summary

Purpose

The Public Works Department consists of the Engineering; Engineering Administration; Development Engineering; Traffic/Transportation; Water, Waste and Energy; Geographical Information Systems; Environmental and Maintenance Services Divisions and the Airport.

The Engineering and Traffic/Transportation Divisions provide management of the City's public infrastructure; plan and implement public capital improvements; examine private development plans and proposals with associated CEQA documents to ensure responsible growth as it relates to traffic issues and public infrastructure; administer programs and enforce governmental regulations.

The GIS Division provides data analysis planning support and develops asset management apps for all City departments.

The Engineering Administration Division manages the City's Labor Compliance Program the federal and state grants, and the annual assessments associated with Landscape Maintenance Districts.

Water, Waste and Energy oversees the City's Solid Waste and Recycling and provides engineering support for Industrial Waste, Sanitary Sewer and Stormwater infrastructure. WWE is also responsible for Greenhouse Gas Emissions, Urban Forestry and Greening, Neighborhood Vibrancy, Solar Energy and Efficiency and special projects with a strong environmental component while protecting the City's interests on a regional level. The Environmental and Maintenance Services Division protects the health of Salinas by providing maintenance services for all City infrastructure, vehicles, and equipment, and ensures NPDES compliance in the field.

Top Accomplishments for FY 2022-23

Investment Strategies/Risk Management

1. Downtown Vibrancy Plan Implementation
 - a. Complete construction of Main Street for 100, 200 and 300 block.
 - b. Complete construction of Downtown Complete streets, on West Alisal from Front Street to Blanco Road.
2. Support development of Salinas Travel Center project, Airport Lease Project, Unikool (John Street) Project, Sywest Project, and the Sobel Project.
3. Complete the Mitigated Negative Declaration for Boronda Road Congestion Relief Project (future growth area).
4. Complete 75% design for Boronda Road and McKinnon roundabout.
5. Submit 90% plans of Williams Road to PG&E for the kickoff of the Utility Undergrounding design project.
6. Technical Support for the West Area and Central Area Specific Plans approval process.
7. Provide engineering and street maintenance support for various City special events.
8. Completed 90% Design for the Williams Road Improvements.
9. Continuing work to develop sustainable parking enterprises which help support the city's economic sectors.
10. Project closeout for the Sanborn/Elvee/HWY 101.
11. Completed the fiberoptic backbone for the Downtown Fiber Optic Network plan.
12. Complete Installation of new metal roof at Fire Station no. 1.
13. Support regional plan to extend commuter rail service to Salinas that will provide access to jobs in the Bay Area and Silicon Valley.

PUBLIC WORKS DEPARTMENT

Summary

14. Development complete streets, multi-modal corridors, and a sustainable transportation to support responsible future growth area and mitigate vehicle miles travelled (VMT).
15. Supported the Airport Lease Project MND and began coordination with Caltrans as part of mitigation program to improve Airport Blvd/US 101 Ramps.
16. Support the Salinas Ag Industrial Center Development Project and continue coordinating with Caltrans and TAMC to improve US 101 access in South Salinas.
17. Completed plans and awarded a bid for the Pedestrian Crossing Enhancements Project.
18. Completed new Franchise Agreement for Solid Waste Services after over a year of negotiations.
19. Completed new agreement with Salinas Valley Solid Waste Authority which requires the relocation of the Sun Street Transfer Station outside the City.
20. Completed Agreement with California Water Board to accept \$8.8M in grant funds for the Industrial Wastewater Treatment Facility.
21. Continued planning and development of the Salinas Municipal Airport Master Plan and Airport Sustainability Plan.

Public Safety

1. Continuing work with Monterey County Health Department, TAMC, and Blue Zones to develop Traffic Safety education programs.
2. Continued homeless encampment cleanups.
3. Begin construction of East Laurel Drive Pedestrian Improvements and Street Lighting.
4. Completed construction of Old Muni Pool phase 1, 2 and 3.
5. Begin construction of the Bardin Road Safe Routes to School Improvements.
6. Completed construction of the Alvin Drive Safe Routes to School Project.
7. Completed construction of three new traffic signals (Alvin Drive/Linwood and the Alvin Drive/El Dorado Intersections; and at North Main/Street/Navajo Drive in support of the El Gabilan Library Extension.
8. Completed Council approved Traffic Calming Projects at Geil Street.
9. Completed sidewalk repairs at District 3, District 4 and District 2 in the amount of \$900K through the Job Order Contract (JOC) Sidewalk Improvement Program.
10. Continued developing the Salinas Safe Routes to School Plan with Ecology Action and TAMC.
11. Completed new sidewalks and eliminated the “missing” pedestrian link on Maryal Drive serving Sherwood Park, Tatum’s Garden, the Rodeo Grounds and Boys and Girls Club.
12. Commenced design for a new vehicle and pedestrian access control system at the Salinas Municipal Airport.

Operational Efficiencies

1. Developing Sustainable Citywide Parking Management Program
 - a. Continued to manage the Parking Enterprise Programs
 - b. Demonstrated successful implementation of Parking Enforcement Enterprise; improving services while continuing to cover costs at the same time supporting the City’s economic and safety objectives. Expanded parking enforcement services to weekends and early evenings.
 - c. Indexed the rates in the Downtown Parking District to reduce dependence of the enterprise on the City General Fund.
 - d. Transitioned to a new parking citation management vendor
 - e. Prepared a facility condition assessment report for both Downtown garages to identify deferred maintenance and probable costs to repair

PUBLIC WORKS DEPARTMENT

Summary

2. Utilized Geographic Information Systems (GIS) for spatial analysis. Spatial analysis lets staff evaluate suitability and capability, estimate, predict, interpret, and understand data. This capability is delivered to all City Departments to provide new perspectives to data driven decision-making.
3. Implemented innovative and emerging technology solutions to increase efficiency and effectiveness of City services.
4. Plan of EV stations transformer for the ITC center.
5. Embarked upon the development of a Community-Based Public/Private Partnership (P3) process to potentially fund green infrastructure projects throughout the City.
6. Developing Proposition 26 fees to fund the costs of NPDES inspection and plan review activities.
7. Continuing Implementation of the City Traffic Fee Ordinance.
8. Completed draft final plans for the Sherwood/Front St Adaptive Traffic Signal System Project.
9. Implemented measures to more closely track revenue and manage the City's Franchise Agreement for Solid Waste Services.

Excellent Infrastructure

1. Completed Mitigated Negative Declaration for Boronda Road Improvements which provides increased capacity to four lanes and 5 new roundabouts at key intersections.
2. Begin construction of 2021 Chip Seal project City Wide.
3. Complete 80% design of San Juan Grade Road rehabilitation.
4. Continuing Development of City's Active Transportation Plan.
5. Continue identifying funding for improvements for implementation of the East Alisal Corridor Plan.
6. Secured grant funding to stretch transportation dollars.
7. Hired consultant to update City Standard Plans and Specifications.
8. Updated Pavement Management System for future road maintenance.
9. Applied for HSIP Grants to fund a part of Williams Road Improvements.
10. Refreshed over 17,000 linear feet of crosswalks.
11. Complete Design of 2021 Slurry Seal Project City Wide.
12. Complete Design of Montebella Subdivision Slurry Seal project.
11. Complete Construction of East Alvin Drive Safe Routes to School Project.
12. Complete construction for North Main/Navajo traffic signal project.
13. Complete Construction of Downtown Complete Street Project.
14. Awarded the bid for the traffic signal at Alisal Street and Murphy Street.
15. Adopted the Vision Zero Plan to reduce severe injuries and fatalities on city streets.
16. Completed sludge removal project at the Industrial Wastewater Treatment Facility.
17. Design pavement rehabilitation for the southside hangars at the Salinas Municipal Airport.

Investment Strategies/Risk Management

1. Traffic Calming Improvements at Geil Street neighborhood.
2. Complete design of restroom remodel at Natividad Creek Park.
3. Complete design of tennis court improvements at Central Park.
4. Begin construction of Tennis courts improvements at Claremont Park.

City Council Goals, Strategies, and Objectives for FY 2023-24

Investment Strategies / Risk Management

1. Develop and implement downtown parking strategy.

PUBLIC WORKS DEPARTMENT

Summary

2. Work with PG&E to design and build the Williams Road Utility Underground District.
3. Support Extension of Caltrain Rail Service to Salinas to help mitigate vehicle miles travelled and support future growth.
4. Pursue control of East Market Street corridor (State Route) to support downtown revitalization.
5. Implementing ADA Transition Plan and Street Sign Management Plan.
6. Continue to develop the City's reforestation program.
7. Complete construction on Bardin Road Safe Routes to School Project to improve safe travel to school.
8. Complete Design for East Salinas Area Street Light installation.
9. Complete Sanitary Sewer priority CCTV survey.
10. Complete Design and begin construction for priority Sanitary Sewer Pipe and Manhole Repairs.
11. Complete construction of East Laurel Drive Pedestrian Improvement Project.
12. Spend \$6.3 M is street maintenance and rehabilitation City Wide.
13. Complete construction of Traffic Signal at Alisal and Murphy Street.
14. Complete West Wing Tenant Improvements for the Fire Department at City Hall.
15. Complete \$600,000 of Sidewalk improvements in Districts 3, 5 and 6.
16. Adopt the ADA transition plan. Complete Boronda Road Congestion Relief project to stimulate development in City future growth areas.
17. Support the General Plan Update EIR, CAP and Circulation Element.
18. Begin construction on the Constitution and Las Casitas Traffic Signal.
19. Begin construction on the Pedestrian Crossing Enhancements Project
20. Complete design on the Sherwood/Front St Adaptive Traffic Control System.
21. Alisal Vibrancy Plan – Develop and adopt East Alisal Street Master Plan.
22. Begin Bus Rapid Transit and Transit Oriented Design Corridor Study with MST.
23. Issue RFP and begin design and construction of new solar PV system for the Public Safety Center.
24. Complete long term source water agreement with Monterey One Water and the Monterey County Water Resources Agency.
25. Complete Airport Master Plan and Airport Sustainability Plan.

New Revenue

1. Traffic Improvement Program and Fee Update.
2. Secure funding to complete the City's Active Transportation Plan (and Multi-modal Plan).
3. Continue work on developing a Sustainable Citywide Parking Management Program.
4. Initiate a Prop 218 process in order to attain sustainable maintenance service levels in the Harden Ranch Maintenance District and North East Area Maintenance District.
5. Pursue HSIP and other grant funds to support road safety improvements.
6. Secure Federal and State grants for Airport Pavement Rehabilitation (Design and Construction) for the southside hangars.

Operational Efficiencies

1. Develop and implement downtown parking strategy.
2. Implement recommendations from the City-wide GIS Needs Assessment, Maintain the Open Data Portal, and develop a Performance Management Portal.
3. Utilize Geographic Information Systems (GIS) for spatial analysis. Spatial analysis lets staff evaluate suitability and capability, estimate, predict, interpret, and understand data. This capability is delivered to all City Departments to provide new perspectives to data driven decision-making.

PUBLIC WORKS DEPARTMENT

Summary

4. Continue to Implement innovative and emerging technology solutions to increase efficiency and effectiveness of City services.
5. Use of Salinas Connect as a tool for better response to public inquires and prioritization of maintenance work.
6. Recommend efficiencies to be born in the delivery of maintenance and repairs following the recommendation of an organizational study.

Public Safety

1. Begin Construction on Boronda/McKinnon roundabout.
2. Complete construction of the Chip Seal project for arterial and collector streets; and Slurry seal for the residential streets.
3. Embark on the most extensive Street repair effort in the City's history with more than \$35 million bonded and budgeted.
4. Implement short term goals on the East Alisal Corridor Plan.
5. Complete and adopt the City Vision Zero Action Plan.
6. Develop the City Complete Streets Policy with Blue Zones Initiative.
7. Continue Development of City Safe Routes to School Plan.
8. Begin construction of San Juan Grade Road and Work Street rehabilitation.
9. Complete construction of Natividad Creek Restroom.
10. Installation of Hebborn Heights and Closter Park Playground equipment.
11. Support smart growth vision for Future Growth Areas infrastructure.
12. Support Blue Zone Policies.
13. Fund and Complete City's Active Transportation Plan and Multi-modal Plan
14. Implement reduced speed limits in school zones.
15. Certify E&TS for valid speed limits for all City Streets.
16. Update signal timing plans for improved safety and operations.
17. Adopt the City-wide Safe Routes to School Plan.
18. Continue coordination with the South of Salinas Interchange Project and frontage road system connecting to south Salinas.
19. Continue to support Salinas PD traffic enforcement efforts.
20. Support Fire Department emergency response through signal pre-emption and computer aided dispatch.
21. Install new airport access control system.

Major Budget Changes

Associate Engineer Position and Engineering Aide in Traffic and Transportation. There is an unmet demand for residential parking programs and a sustainable downtown parking district which has grown into a FTE parking programs manager position, currently provided in limited capacity by the Traffic and Transportation Division.

Pavement Management Program and keeping up with essential traffic control pavement markings.

Associate Engineer in Water Waste and Energy Division dedicated to grant and expansion efforts for Industrial Wastewater Treatment Facility.

Design, permitting, and investigation costs associated with expansion of Industrial Wastewater Treatment Facility.

PUBLIC WORKS DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
Engineering and Transportation	3,131,063	3,353,367	3,994,468	3,817,155
Geographic Information Systems	572,980	534,208	628,826	734,401
Environmental and Maintenance Services	5,478,390	6,221,707	7,932,344	9,161,181
Total	9,182,433	10,109,282	12,555,638	13,712,737

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
Engineering and Transportation	28.930	30.180	30.180	30.180
Geographic Information Systems	5.000	4.000	4.000	4.000
Environmental and Maintenance Services	46.750	33.750	40.750	40.750
Total	80.680	67.930	74.930	74.930

PUBLIC WORKS DEPARTMENT

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
5110 Engineering Administration	745,245	750,328	912,587	883,051
5115 Development Engineering	616,645	721,884	980,573	877,784
5120 Engineering Services	851,978	867,373	501,283	512,124
5122 Dev, Traffic & Transportation	582,182	517,369	1,119,700	1,107,257
5125 Eng Water & Solid Waste Division	335,012	496,412	480,325	436,939
5128 GIS Division	572,980	534,208	628,826	734,401
5230 Maintenance Administration	425,422	415,652	502,633	514,714
5231 Graffiti Abatement	181,676	133,633	228,482	235,086
5232 Facilities Maintenance	795,777	960,270	1,693,298	1,531,923
5234 Street Maintenance	2,055,629	2,148,189	2,644,066	3,228,742
5235 Street Lights	630,283	623,834	607,008	637,609
5236 Traffic Signals	313,878	370,216	470,466	381,600
5237 Environmental Compliance	104,567	99,371	205,366	266,312
5239 Urban Forestry	971,157	1,470,542	1,581,025	2,365,195
Total	9,182,433	10,109,282	12,555,638	13,712,737

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	7,156,236	7,447,215	8,480,470	9,298,820
62 - Supplies & Materials	419,340	496,900	873,086	870,543
63 - Outside Services	1,543,750	2,046,599	2,935,990	3,434,445
64 - Other Charges	25,493	41,589	120,329	74,539
66 - Capital Outlays	37,616	34,479	145,763	34,390
69 - Financial Assistance		42,500		
Total	9,182,433	10,109,282	12,555,638	13,712,737

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	8,117,459	9,000,455	6,902,047	6,776,457
1100 Measure E	252,085	258,133		
1200 Measure G	812,890	850,694	5,648,590	6,936,280
2508 Contributions & Donations			5,000	
Total	9,182,433	10,109,282	12,555,638	13,712,737

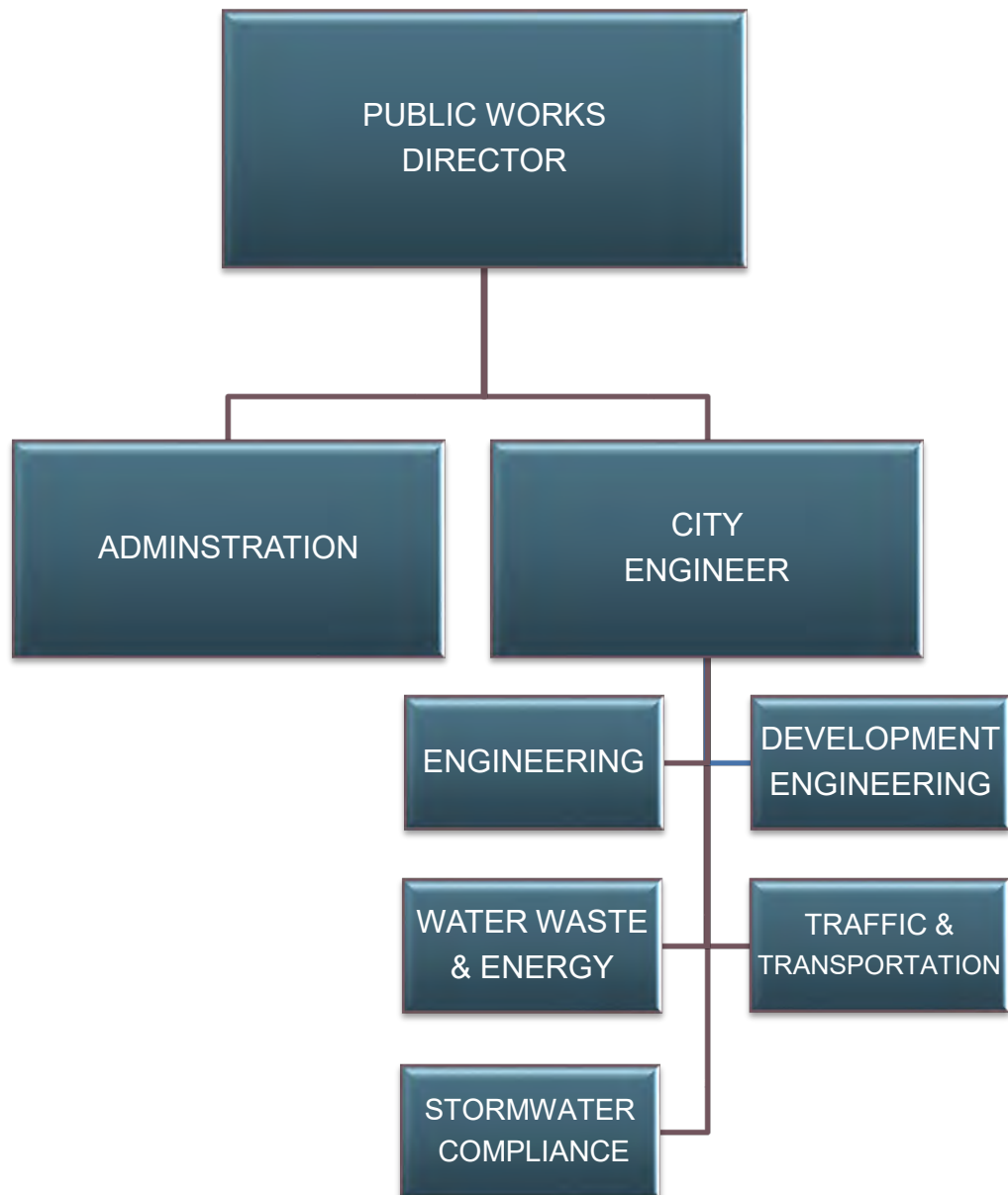
PUBLIC WORKS DEPARTMENT

Summary

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5110 Engineering Administration	5.680	4.930	4.930	4.930
5115 Development Engineering	4.850	4.850	4.850	4.850
5120 Engineering Services	12.850	11.850	11.850	11.850
5122 Dev, Traffic & Transportation	5.000	6.000	6.000	6.000
5125 Eng Water & Solid Waste Division	0.550	2.550	2.550	2.550
5128 GIS Division	5.000	4.000	4.000	4.000
5230 Maintenance Administration	1.500	1.500	1.500	1.500
5231 Graffiti Abatement	1.000	1.000	1.000	1.000
5232 Facilities Maintenance	5.250	4.000	6.000	6.000
5234 Street Maintenance	17.000	17.000	20.000	21.000
5235 Street Lights	1.000	1.000	1.000	1.000
5236 Traffic Signals			1.000	
5237 Environmental Compliance	1.000	1.000	2.000	2.000
5238 Parks and Community Services	12.000			
5239 Urban Forestry	8.000	8.250	8.250	8.250
Total	80.680	67.930	74.930	74.930

ENGINEERING AND TRANSPORTATION

Organizational Chart by Division



ENGINEERING AND TRANSPORTATION

5110 Engineering Administration Division

Purpose

Provide administrative support to the Department of Public Works, supervise and control the Department's operating and project budgets, implement and manage the Capital Improvements Program, administrative oversight of all Landscape Maintenance Assessment Districts , administrative oversight of all Public Works Grants, acquire property as needed for projects, administer programs dealing with energy efficiency, environmental, Labor Compliance Program monitoring and enforcement on Public Works projects, and respond to resident complaints and inquiries.

Division Operations

1. Supervise and manage Department services and resources in an efficient manner.
2. Represent the City in developing major development proposals (Vibrancy plans, Carr Lake).
3. Administer the department's budget within approved authorized amounts.
4. Provide administrative and technical support to the department in the performance of its duties.
5. Maintain records pertaining to City facilities such as deeds, easements abandonments, right-of-ways and the preservation of City owned historical buildings.
6. Manage the annual assessments of the Landscape and Maintenance Districts.
7. Manage all departmental grant application and reporting.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
# and % eligible Construction Contracts completed that					
met/exceeded Local Hire requirements	1/ 100%	1/ 100%	2/ 100%	1/ 100%	3 / 100%
met State Apprenticeship requirements	5 / 83%	4 / 100%	2/ 100%	1/ 100%	3 / 100%
met/exceeded Federal DBE/MBE/WBE requirements	2 / 100%	N/A	3 / 100%	2 / 100%	2 / 100%
Federal / State grants administered	26	22	15	20	25
Construction Contracts Awarded (in dollars)	\$14 mil	\$3.2mil	\$10 mil	\$900K	\$5 mil

Major Budget Changes

None.

ENGINEERING AND TRANSPORTATION

5110 Engineering Administration Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	597,647	632,035	711,871	785,001
62 - Supplies & Materials	15,629	16,617	26,384	29,500
63 - Outside Services	112,147	87,705	126,771	56,950
64 - Other Charges	10,411	10,595	25,061	11,600
66 - Capital Outlays	9,411	3,376	22,500	
Total	745,245	750,328	912,587	883,051

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	713,021	726,057	876,671	883,051
1200 Measure G	32,223	24,271	30,916	
2508 Contributions & Donations			5,000	
Total	745,245	750,328	912,587	883,051

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5110 Engineering Administration	5.680	4.930	4.930	4.930
Total	5.680	4.930	4.930	4.930

ENGINEERING AND TRANSPORTATION

5115 Development Engineering Division

Purpose

Perform plan review and inspections to verify that site work, grading and drainage and stormwater mitigation facilities are built in compliance with applicable codes and laws, including, but not limited to city municipal code, city standards and FEMA; rendering them safe upon completion of construction. This includes coordination with the City Engineer and other City Departments/Divisions and governmental agencies. Verify that public improvements, part of private development, are constructed in compliance with City standards and are safe to use upon completion of construction. Issue encroachment permits and vendor permits for activities in the public right of way. Coordinate with applicants, other city department and agencies to assign site addressing. Provide development-related implementation and enforcement of NPDES stormwater permit requirements.

Division Operations

1. Review of planning site development applications and building permit applications for development related engineering and Public Works requirements.
2. Plan review and inspection of private development projects for compliance with NPDES stormwater permit.
3. Plan review and inspection of private development projects for compliance with FEMA requirements.
4. Review and inspection of private improvements within the City right of way.
5. Provide technical support to planning applications in accordance with the Subdivision Map Act.
6. Calculate development impact fees for development applicants.
7. Coordinate City Street Vendor Program.
8. Provide assistance to City Engineer in implementing floodplain management and CRS program compliance.
9. Manage city addressing of public and private buildings, sidewalk schedule and street naming.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Private Development NPDES Stormwater Permit Compliance (Number of Correction Notices & NOVs/Total Projects Inspected)*	50/32	50/23	N/A	80/27	N/A
Private Development NPDES Stormwater Permit Compliance (Projects Meeting Post Construction Requirements/Total Projects)	99%	98%	100%	99%	100%
Encroachment Permits Issued	819	804	750	775	750
Vendor Permits Issued	77	113	100	82	100
Total On-Time Permit Reviews (Building, Grading, FEMA, Encroachments)	84%	56%	90%	56%	90%
Total On-Time Development Reviews(Use Permits, Site Reviews, Map Checks)	45%	44%	95%	50%	95%
Total Counter Inquiries and Reviews	91	869	N/A	800	N/A

Major Budget Changes

None.

ENGINEERING AND TRANSPORTATION

5115 Development Engineering Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	520,001	624,665	712,341	780,724
62 - Supplies & Materials	8,015	5,145	6,300	7,500
63 - Outside Services	86,089	86,926	247,644	85,000
64 - Other Charges	1,569	4,303	9,688	3,710
66 - Capital Outlays	971	845	4,600	850
Total	616,645	721,884	980,573	877,784

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	616,645	721,884	980,573	877,784
Total	616,645	721,884	980,573	877,784

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5115 Development Engineering	4.850	4.850	4.850	4.850
Total	4.850	4.850	4.850	4.850

ENGINEERING AND TRANSPORTATION

5120 Engineering Services Division

Purpose

To implement the City's Capital Improvement Projects, to provide engineering services for other city departments and the public, and to ensure the compliance of engineering standards necessary for the protection of public health and safety.

Division Operations

1. Expedient design and construction of programmed Capital Improvement Projects (CIPs), within budget.
 - Traffic signals, Striping and Signing
 - Pavement Treatment/Rehabilitation/Reconstruction
 - Storm Water and Sanitary Sewer Rehabilitation/new construction
 - Sidewalk, Curb/gutter, Driveway, Tree Removal, and replanting trees
 - Manage and Coordinate City owned Building Project Remodels/Maintenance
 - Culvert and Detention Basin Rehabilitation and silt removal
 - Inspect new Development projects
2. Assess new infrastructure needs associated with city growth and plan to meet these needs with project planning and revision of the Development Impact Fee.
3. Complete the ADA transition plan; Continue upgrades to city infrastructure to meet the requirements of the Americans with Disabilities Act (ADA).
4. Plan for and develop a funding plan for the Bridge Maintenance Program.
5. Update the current City of Salinas Standard Plans and Specifications.
6. Update the Pavement Management System and prioritize streets for road maintenance.
7. Provide Customer Support through the Engineer of the Month and Q-Alert. Create Partnerships with other agencies to assist with funding CIP projects and programs.
8. Support City Engineer/ADA Coordinator on ADA transition plan and grievance and policy coordination.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Grant applications submitted. Dollars secured vs. dollars applied for			15M		
City C.I.P. projects designed. (annually)	7		15		
City projects constructed on time (annually)	5		14		
City projects constructed within budget (annually)	5		14		
Number of projects inspected	10		20		
City Pavement Condition Index	55		55		
Projects Awarded			18		
Projects Closed Out and Accepted			10		
Active Construction Projects			16		
Project Delivered On Budget and On Time			14		
Number of projects inspected	10		20		
City Pavement Condition Index	55		55		

Major Budget Changes

None.

ENGINEERING AND TRANSPORTATION

5120 Engineering Services Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	798,635	783,391	321,992	372,324
62 - Supplies & Materials	8,761	4,759	14,000	14,000
63 - Outside Services	39,262	75,055	92,384	93,500
64 - Other Charges	4,779	2,134	22,800	18,300
66 - Capital Outlays	541	2,033	50,108	14,000
Total	851,978	867,373	501,283	512,124

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	851,978	867,373	501,283	512,124
Total	851,978	867,373	501,283	512,124

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5120 Engineering Services	12.850	11.850	11.850	11.850
Total	12.850	11.850	11.850	11.850

ENGINEERING AND TRANSPORTATION

5122 Development, Traffic & Transportation Division

Purpose

Oversee and manage the City's transportation system. Support development plans and transportation projects to ensure responsible well-planned growth within the City; Oversee the City's Transportation Impact Fee Program; prepare regular and significant program updates as required by the General Plan Update processes, provide engineering services for the safe and efficient movement of commerce and people; plan for future traffic needs; and promote the use of alternative transportation modes to reduce traffic demand and congestion; Oversee operations of the City's traffic signals and intelligent transportation systems. Help implement transportation policies in the General Plan; implement the City's Capital Improvement Projects and provide traffic engineering services for other city departments; Respond to traffic requests including neighborhood traffic calming, school safety issues, and parking.

Division Operations

1. Manage the design and construction of transportation capital improvement projects
2. Oversee the Traffic Monitoring Program and maintain traffic data.
3. Respond to traffic inquiries and concerns from the public, other departments, and other agencies.
4. Provide responsible review of development plans to ensure commensurate growth in transportation network capacity.
5. Oversee operations and maintenance of traffic signals and improve efficiency. Provide signal modernization and communications in an effort to improve traffic efficiency and reduce maintenance costs.
6. Support Complete Streets principles and Green Streets in the City.
7. Secure funding for transportation related projects.
8. Oversee the City's Transportation Impact Fee Program and coordinate with other agencies to fund future transportation infrastructure needs.
9. Work with TAMC, Caltrans and other agencies to obtain funding for extending rail service from the San Francisco Bay Area and Silicon Valley to Salinas.
10. Work with TAMC, Caltrans, and other agencies to improve capacity on US 101 through Salinas.
11. Coordinate with Monterey-Salinas Transit to plan and operate transit routes.
12. Review and update traffic signal timing systems to improve circulation.
13. Provide the Engineering and Traffic Surveys necessary to establish speed zones and enforce speed limit laws.
14. Develop City's Parking Programs.
15. Manage and annually update the residential parking permit program.
16. Manage and support the City's parking enforcement program.
17. Manage the City's Downtown Parking District.
18. Implement City's Traffic Calming Program.
19. Work with schools on traffic safety issues and implement safe route to school projects.
20. Develop and review traffic control plans for road closures and special event traffic control plans.
21. Provide regular reports to the Traffic and Transportation Commission.
22. Support the Police and Fire Departments on their specific needs related to traffic and transportation.
23. Implement the City's Vision Zero Policy and improve traffic safety to reduce fatalities and severe injuries resulting from traffic collisions.
24. Maintain traffic control devices including signs, signals, flashing beacons, crosswalk, and lane lines.
25. Issue transportation permits for oversee vehicles.

ENGINEERING AND TRANSPORTATION

5122 Development, Traffic & Transportation Division

- 26. Respond to traffic requests including neighborhood traffic calming, school safety issues, and parking analysis.
- 27. Implement Capital Improvement Projects.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Transportation Permits issued (annually)	259	203	150	119	150
Grant applications submitted, Dollars secured (\$ million)	\$1.3M/\$0	\$0	\$4M/\$2M	\$10M	\$2M
Salinas Connect Requests addressed (annually)	191		150		150
Projects Completed (NEW)	5	5	4	5	4
Traffic Commission Reports (NEW)	33	41	50	36	40

Major Budget Changes

The division has had an unfilled associate engineer position for the entirety of 22-23 Fiscal Year. The division also now has an unfilled engineering aide position.

The traffic division operations expand beyond CIP projects and must depend on Gas Tax or General Fund for non-CIP services, including speed limits, traffic monitoring program, signal operations, public requests, traffic analysis, and minor roadway improvements. Gas tax is the closest thing to a road user fee but funds are highly sought after between departments.

The General Plan Updated, currently underway is a major undertaking and a diversion of staff time.

ENGINEERING AND TRANSPORTATION

5122 Dev, Traffic & Transportation Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	559,160	474,649	890,060	982,307
62 - Supplies & Materials	5,055	14,713	41,669	39,050
63 - Outside Services	5,196	21,617	136,271	77,100
64 - Other Charges	1,394	1,010	10,000	7,000
66 - Capital Outlays	11,377	5,381	41,700	1,800
Total	582,182	517,369	1,119,700	1,107,257

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	582,182	514,488	22,936	
1200 Measure G		2,882	1,096,764	1,107,257
Total	582,182	517,369	1,119,700	1,107,257

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5122 Dev, Traffic & Transportation	5.000	6.000	6.000	6.000
Total	5.000	6.000	6.000	6.000



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ENGINEERING AND TRANSPORTATION

5125 Energy, Water & Solid Waste Division

Purpose

Manage and protect the City's interests in the areas of Water, Solid Waste and Energy (WWE) both regionally and locally. This also broadly comprises environmental compliance and issues such as Greenhouse Gas Emissions, Urban Forestry and Greening, Neighborhood Vibrancy, Electric Vehicle Charging and Stream Maintenance. The Division is responsible for special projects that have a strong environmental component, which are ongoing or intermediate to long term in duration and are complex in nature requiring specialized expertise.

Division Operations

1. Manage and provide technical support for water projects. Work in collaboration with City partners such as Monterey One Water (M1W), Salinas Valley Basin Groundwater Sustainability Agency, and Monterey County Water Resources Agency towards regional solutions such as water use funding for critical infrastructure, water security, increased capture and reuse of stormwater and mitigation of seawater intrusion. Exercise care that local water and related financial interests are considered for City residents and industries.
2. Manage and provide technical support for the City's Solid Waste and Recycling programs to provide effective and economical service. Oversee contracted waste hauler activities and monitor compliance with City Franchise Agreement. Coordinate with Salinas Valley Solid Waste Authority on a variety of issues including State mandated organics recycling measures resulting from recent legislation. Promote collaboration with SVSWA, Monterey Regional Waste Management District and the County to share resources and improve regional efficiencies.
3. Track Solar Photovoltaic systems' performance and savings while managing their operations and maintenance. Monitor the City energy efficiency projects' cost savings and performance. Seek and assess new energy related opportunities. Act as a focal point for policy concerning implementation of Electric Vehicle charging. Assist other departments and divisions in energy related activities. Maintain awareness and understand implications of regional energy issues for the City through ongoing relationships with Association of Bay Area Governments and Central Coast Community Energy.
4. Manage the City's streams and stormwater conveyance assets to assure flood protection and the ecological health of riparian zones.
5. Management and oversight of certain City sustainability goals and programs including Urban Forestry and Greening Programs.

ENGINEERING AND TRANSPORTATION

5125 Energy, Water & Solid Waste Division

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected
Fiscally strengthen water programs through increased revenue generation and negotiation of agreements	* Awarded \$6.6M in State grants for infrastructure to increase reuse of stormwater and improve City Industrial Waste Facilities * Completed agreements for right of entry to operate and maintain grant funded infrastructure and operation and maintenance cost recovery of recycled industrial wastewater and stormwater with M1W	* Initiated design of infrastructure improvements at Industrial Wastewater Facilities * Continued dialogue with M1W and MCWRA to better manage recycled industrial wastewater quality	* Complete design and begin grant infrastructure construction at Industrial Wastewater Facilities * Finalize long term agreement for recycling of industrial wastewater and stormwater with M1W and MCWRA	* 90% completion of design for infrastructure improvements at Industrial Wastewater Facilities * Initiate design of grant funded infrastructure * Finalize long term agreement for recycling of industrial wastewater and stormwater with M1W and MCWRA
Track avoided costs and generation from solar and energy retrofit projects	* 17,000 MWh generated from PV * \$3.0M avoided energy cost	* 23,070 MWh generated from PV * \$3.8M avoided energy cost	* 24,000 MWh generated from PV * \$4.2M avoided energy cost	* 26,800 MWh generated from PV * 4.5M avoided energy cost
Seek Energy related opportunities and partnerships	* Engaged with entities and continued to explore opportunities for funding and partnerships for EV charging infrastructure	* Initiated partnerships for EV charging infrastructure	* Secure funding and partnerships for EV charging infrastructure	* Initiated partnerships for EV charging infrastructure
Increase City's responsibility and effectiveness of the Solid Waste program	* Implemented measures to address deficiencies outlined in Republic Services performance review * Explored constructive collaboration with SVSWA, MRWMD and the County to share resources and develop operational efficiencies * Resolved larger long-term issues with SVSWA in continued negotiations	* Complete Franchise Agreement with Republic Services * Completed new agreement with SVSWA * Initiated rollout of SB 1383 Organics recycling through partnerships with SVSWA and Republic Services * Initiated improvements to address deficiencies outlined in Republic Services performance review and add financial monitoring component	* Complete rollout of SB1383 Organics recycling and continue education and outreach in collaboration with SVSWA and Republic Services * Continue to refine and improve measures to monitor and manage Republic Services' performance and financial reporting * Rekindle collaboration with SVSWA, MRWMD and the County on how best to share resources and improve regional efficiencies	* Complete rollout of SB 1383 Organics recycling and continue education and outreach in collaboration with SVSWA and Republic Services * Refined and improve measures to monitor and manage Republic Services' performance and financial reporting
Develop comprehensive plan to significantly increase tree canopy percentage within the City	* Obtained \$250k in CAL Fire grant funding to develop an Urban Forestry Management Plan	* Initiated grant funded Urban Forestry Management	* Complete Urban Forestry Management Plan	* Complete Urban Forestry Management Plan

Major Budget Changes

WWE continues to expand its pipeline of Capital Improvement Projects which include \$40M of Industrial Wastewater Treatment Facility improvements and over \$150M in sanitary sewer projects alone. The hiring of approved staff will help alleviate challenges implementing these CIPs and with the continued and changing regional water and solid waste issues.

The Division was formed in FY 2015-16 with a minimal budget until needs were better determined.

ENGINEERING AND TRANSPORTATION

5125 Eng Water & Solid Waste Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	221,848	337,973	415,357	418,850
62 - Supplies & Materials	944	2,073	5,650	4,150
63 - Outside Services	110,461	107,565	47,513	4,350
64 - Other Charges	810	1,100	8,280	5,429
66 - Capital Outlays	949	5,202	3,525	4,160
69 - Financial Assistance		42,500		
Total	335,012	496,412	480,325	436,939

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	335,012	496,412	480,325	436,939
Total	335,012	496,412	480,325	436,939

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5125 Eng Water & Solid Waste Division	0.550	2.550	2.550	2.550
Total	0.550	2.550	2.550	2.550



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ENGINEERING AND TRANSPORTATION

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5110 Engineering Administration				
Administrative Secretary	1.000	1.000	1.000	1.000
Labor Compliance Officer I	1.000	1.000		
Office Technician	0.250	0.500	0.500	0.500
Project Coordinator	1.000			
Public Works Admin Supervisor	0.750	0.750	0.750	0.750
Public Works Assistant	1.000	1.000	1.000	1.000
Public Works Director	0.430	0.430	0.430	0.430
City Engineer	0.250	0.250	0.250	0.250
Public Work Compliance Officer I			1.000	1.000
5110 Engineering Administration Total	5.680	4.930	4.930	4.930
5115 Development Engineering				
Assistant Engineer	1.000	1.000	1.000	1.000
Construction Inspector	1.000	1.000	1.000	1.000
Junior Engineer	2.000	2.000	2.000	2.000
Public Works Director	0.100	0.100	0.100	0.100
Senior Civil Engineer	0.500	0.500	0.500	0.500
City Engineer	0.250	0.250	0.250	0.250
5115 Development Engineering Total	4.850	4.850	4.850	4.850
5120 Engineering Services				
Assistant Engineer	3.000	3.000	3.000	3.000
Const Inspector Supv	1.000	1.000	1.000	1.000
Construction Inspector	2.000	2.000	2.000	2.000
Engineering Aide I	2.000	1.000		1.000
Engineering Aide II	1.000	1.000	2.000	1.000
Junior Engineer	2.000	2.000	2.000	2.000
Senior Civil Engineer	0.750	0.750	0.750	0.750
Sr Construction Inspector	1.000	1.000	1.000	1.000
City Engineer	0.100	0.100	0.100	0.100
5120 Engineering Services Total	12.850	11.850	11.850	11.850
5122 Dev, Traffic & Transportation				
Assistant Engineer	2.000	2.000	2.000	2.000
Associate Engineer			1.000	1.000
Engineering Aide II	1.000	1.000	1.000	1.000

ENGINEERING AND TRANSPORTATION

Workforce

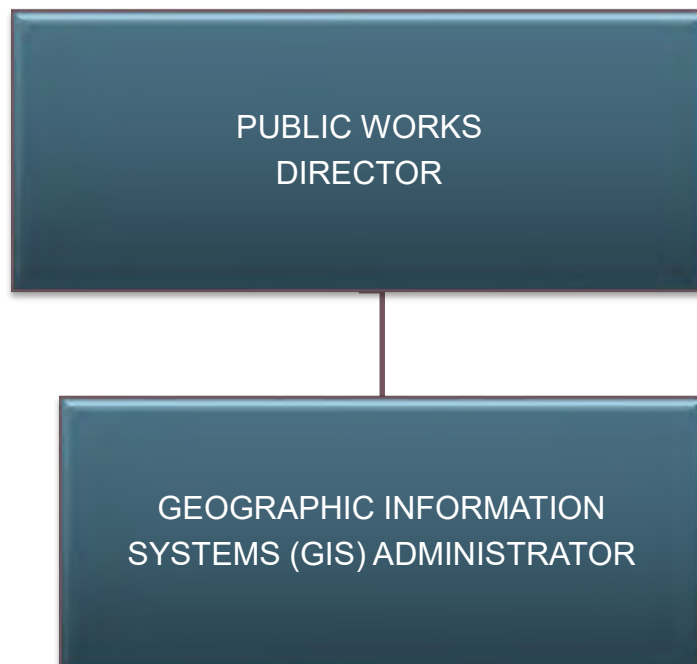
	FY 21	FY 22	FY 23	FY 24
Workforce by Program	Authorized	Authorized	Authorized	Proposed
Junior Engineer		1.000	1.000	1.000
Traffic Engineer	1.000	1.000	1.000	1.000
Transportation Manager	1.000	1.000		
5122 Dev, Traffic & Transportation Total	5.000	6.000	6.000	6.000
5125 Eng Water & Solid Waste Division				
Engineering Aide I		1.000	1.000	1.000
Environ Resource Planner		1.000	1.000	1.000
Public Works Director	0.050	0.050	0.050	0.050
Senior Civil Engineer	0.400	0.400	0.400	0.400
City Engineer	0.100	0.100	0.100	0.100
5125 Eng Water & Solid Waste Division Total	0.550	2.550	2.550	2.550
Total	28.930	30.180	30.180	30.180



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GEOGRAPHIC INFORMATION SYSTEMS (GIS)

Organizational Chart by Division



GEOGRAPHIC INFORMATION SYSTEMS (GIS)

5128 GIS Division

Purpose

The Geographic Information System (GIS) Division's primary function is to provide mapping and data analytical support to city departments. The GIS Division's goal is to make information easily accessible and assist other city departments make informed decisions on city operational, asset management and planning activities.

Secondary goals of the Division are to offer GIS services to other public and private entities at a reasonable cost, provide a platform for Open Data to the public and implement innovative and emerging technologies that will enhance city services.

Division Operations

1. Create, Manage, update, and enhance database layers of geographically located features and associated information.
2. Provide data analytics and create data dashboards for staff, council and the public.
3. Develop internal and public interface for GIS information.
4. Work with Departments in developing data capture processes for relevant information.
5. Assist City departments in the analysis of spatial data to arrive at desired results.
6. Migrate and update existing GIS servers and system.

GIS staff are participating in the Asset Management Implementation, Open Data, Innovation Team, and Smart City Initiatives. Additionally, GIS staff are providing support to the Alisal Vibrancy Plan, China Town Revitalization, Trash Cleanup app development, Pavement Management Plan, Airport GIS, Residential Fee and Billing and PD Property Info mobile apps. GIS is also supporting the QAlert System, Trakit database maintenance, and maintenance of the address and parcel databases. The main task for the fiscal year is to continue to support Salinas Source 2.0, development of public facing apps, Tree Maintenance App upgrade, the creation and maintenance of data dashboards and story maps. for staff, the council and community members.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected		FY 2023-24 Goal
Longest GIS Service Interruptions for the Year	4.0	36.0	<4 hrs	<4 hrs	↑	<4 hrs
Total Number of Salinas Souce 2.0 hits	1.9 M	1.94 M	NA	2.40 M	↑	NA
Update Internal GIS Database	60	377	20	144	↑	20
GIS Training Events per year	2	0	3	0	↓	3
Maintain Online Availability of GIS Services	99.95%	99.59%	99.95%	99.94%	↓	99.95%
Projects Started	126	63	90	37	↓	90
Projects Completed	106	55	76	42	↓	76
Total Number of Salinas Souce 2.0 sessions	4924	4520	4000	4400	↑	4000

GEOGRAPHIC INFORMATION SYSTEMS (GIS)

5128 GIS Division

Major Budget Changes

In FY 2023-24, no major budget changes requested. Staff is still requesting to fill the open GIS Analyst I positions to replace the Technician II positions. Key Performance Indicator Goals have been adjusted to reflect the staffing shortage.

GEOGRAPHIC INFORMATION SYSTEMS

5128 GIS Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	534,535	489,892	550,254	607,215
62 - Supplies & Materials	496	252	1,270	800
63 - Outside Services	32,375	26,154	55,852	108,806
64 - Other Charges	5,286	4,917	18,200	14,100
66 - Capital Outlays	288	12,993	3,250	3,480
Total	572,980	534,208	628,826	734,401

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	572,980	534,208	628,826	734,401
Total	572,980	534,208	628,826	734,401

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5128 GIS Division	5.000	4.000	4.000	4.000
Total	5.000	4.000	4.000	4.000

GEOGRAPHIC INFORMATION SYSTEMS

Work Force

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5128 GIS Division				
GIS Administrator	1.000	1.000	1.000	1.000
GIS Technician	1.000			
GIS Analyst II	1.000	3.000	1.000	1.000
GIS Technician II	2.000		2.000	1.000
GIS Analyst III				1.000
5128 GIS Division Total	5.000	4.000	4.000	4.000
Total	5.000	4.000	4.000	4.000



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ENVIRONMENTAL AND MAINTENANCE SERVICES

Organizational Chart by Division



ENVIRONMENTAL AND MAINTENANCE SERVICES

5230 Maintenance Administration Division

Purpose

The mission of Maintenance Services Administration is to provide administrative direction and support services to the diverse maintenance functions, their operating budgets, and Capital Improvement Projects.

Division Operations

1. To provide administrative and clerical support to the Environmental & Maintenance Services Divisions.
2. To provide effective supervision and control of maintenance services and resources.
3. To provide overall budget, project, and program management.
4. To provide central administrative management to maximize economies of scale and efficiency.
5. To provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of purchase orders issued	694	694	600	600	650
Process Biweekly Payroll Personnel Actions	112	112	100	100	125

Major Budget Changes

To attain effective coverage and workflow, the Maintenance Administration Division would require two additional full-time positions. Firstly, we would need an additional FT Office Technician, giving us a total of two. In most circumstances (except for emergencies), this will allow for our front office to always remain open and our dispatching services to continue. Since the current FT Office Technician handles extra administrative duties while working out-of-class, the workload is sometimes placed upon the two PT Office Technician who only work 3 days a week. By eliminating both PT Office Technicians, we can financially cover the requested second FT Office Technician. Secondly, we would need a FT PW Compliance Officer I. The employee in this new position would assist in planning, organizing, and coordinating analytical, statistical, and financial duties in support of contract monitoring, regulatory compliance and/or program management. We currently rely heavily on other staff in the Environmental & Maintenance Services Division to assist with completion of the necessary tasks for executing contracts and monitoring labor compliance. We also seek advice and assistance from employees within and outside of our department.

ENVIRONMENTAL AND MAINTENANCE SERVICES

5230 Maintenance Administration Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	372,360	334,086	331,178	344,214
62 - Supplies & Materials	7,531	16,377	25,855	23,100
63 - Outside Services	37,815	58,166	124,500	140,700
64 - Other Charges	140	3,625	8,100	3,700
66 - Capital Outlays	7,576	3,397	13,000	3,000
Total	425,422	415,652	502,633	514,714

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	425,422	415,652	502,633	514,714
Total	425,422	415,652	502,633	514,714

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5230 Maintenance Administration	1.500	1.500	1.500	1.500
Total	1.500	1.500	1.500	1.500

ENVIRONMENTAL AND MAINTENANCE SERVICES

5231 Graffiti Abatement Division

Purpose

The mission of the Graffiti Abatement is to beautify our City by providing a graffiti free environment by removing or covering all graffiti on public property within the City of Salinas.

Division Operations

1. To remove graffiti from public properties and streets within 48 hours.
2. Support the removal of graffiti from private property as resources are available.
3. To provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Square Feet of Graffiti Removed Annually	198,962	198,962	200,000	225,000	185,000
Sites Addressed	1,340	1,340	2,500	3,000	3,200

Major Budget Changes

None.

ENVIRONMENTAL AND MAINTENANCE SERVICES

5231 Graffiti Abatement Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	146,851	106,096	152,982	154,086
62 - Supplies & Materials	34,825	27,536	52,000	61,000
63 - Outside Services			21,000	20,000
64 - Other Charges			2,500	
Total	181,676	133,633	228,482	235,086

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	181,676	132,909		
1200 Measure G		724	228,482	235,086
Total	181,676	133,633	228,482	235,086

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5231 Graffiti Abatement	1.000	1.000	1.000	1.000
Total	1.000	1.000	1.000	1.000

ENVIRONMENTAL AND MAINTENANCE SERVICES

5232 Facilities Maintenance Division

Purpose

The Facilities Maintenance Division is responsible for preserving 80 City owned Buildings, and Facilities through preventive maintenance and repairs to ensure clean, safe, sanitary, and well operating facilities for the public.

Division Operations

1. To provide planning and implementation of a maintenance management program for all City buildings and facilities.
2. To provide effective periodic preventive maintenance and inspections to reduce the incidence of unanticipated repair.
3. To provide central facility management to maximize economies of scale and efficiency.
4. To provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Square feet of buildings to maintain per employee	216,000	216,000	92,000	400,000	375,000
Electrical and Plumbing Repairs Performed Annually	750	750	1,200	1,500	950
Painting and Carpentry Maintenance Requests	800	800	1,200	950	1,000

Major Budget Changes

Many of the City's buildings have been subjected to deferred maintenance over the past several years, resulting in costly repairs. Leasing to third parties, then not following through on the tenant's ability to maintain City facilities has also been detrimental. The division is requesting one FT office Technician to cover administrative functions. The position would maintain CityWorks and help with data entry and scheduling of QAlerts. This will relieve the maintenance staff from data entry and free up more time to address the numerous issues that arise with city facilities. With the addition of the requested position, there will be an increase in the operational budget.

ENVIRONMENTAL AND MAINTENANCE SERVICES

5232 Facilities Maintenance Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	374,826	507,927	702,056	762,690
62 - Supplies & Materials	58,838	89,344	279,432	217,178
63 - Outside Services	362,113	352,835	701,730	545,955
64 - Other Charges		10,163	9,000	5,000
66 - Capital Outlays			1,080	1,100
Total	795,777	960,270	1,693,298	1,531,923

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	795,777	960,270	1,693,298	1,531,923
Total	795,777	960,270	1,693,298	1,531,923

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5232 Facilities Maintenance	5.250	4.000	6.000	6.000
Total	5.250	4.000	6.000	6.000

ENVIRONMENTAL AND MAINTENANCE SERVICES

5234 Street Maintenance Division

Purpose

Salinas's 270 miles of streets provide an intricate mechanism for moving people and products smoothly through our City. This mechanism requires continues upkeep to stay in top-notch working order.

The mission of the Street Maintenance Division to maintain the 56 million square feet of asphalt and concrete City street infrastructure and assure they are safe within the City by providing periodic inspection, maintenance, and repair on streets, sidewalks, signs, and traffic control.

Division Operations

1. Assist engineering in establishing work priorities.
2. Maintain sidewalks, curbs and gutters by repair or replacement as resources allow.
3. Devote resources to support the City's 50/50 Sidewalk Repair Program
4. Maintain traffic signs and pavement markings in good repair.
5. Maintain streets through deep plug asphalt patching, crack sealing and pothole patching.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Tons of Asphalt Applied Annually	15,511	8,291	14000	6,196	12000
Yards of Concrete Poured	245.5	172.9	250	358.4	250
Street Sign Installation/Repair/Replacement	1201	1166	850	1535	1400
Work Alternative Crew Cleanup -Tons	76	99.5	100	130	130

Major Budget Changes

Last FY, we requested a division for health & safety cleanups that consisted of One Public Service Maintenance Worker III position and three Public Service Maintenance Worker II positions. We were granted all of said positions for a new concrete crew and not for health & safety cleanup division. Four Public Service maintenance Worker II positions are in the process for hire, two in the Street Division, One in the concrete division, and one in the sign division. We have one request this FY for an Underground Marking Utilities Technician or to be able to contract out for Underground Marking Utilities, whichever is deemed most cost efficient for the city.

ENVIRONMENTAL AND MAINTENANCE SERVICES

5234 Street Maintenance Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,901,390	1,957,583	2,328,269	2,527,313
62 - Supplies & Materials	144,962	185,035	275,132	306,265
63 - Outside Services	3,660	2,182	31,465	386,464
64 - Other Charges	409	2,138	3,200	2,700
66 - Capital Outlays	5,209	1,251	6,000	6,000
Total	2,055,629	2,148,189	2,644,066	3,228,742

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	1,280,227	1,399,976	37	
1200 Measure G	775,402	748,213	2,644,029	3,228,742
Total	2,055,629	2,148,189	2,644,066	3,228,742

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5234 Street Maintenance	17.000	17.000	20.000	21.000
Total	17.000	17.000	20.000	21.000

ENVIRONMENTAL AND MAINTENANCE SERVICES

5235 Street Lights Division

Purpose

Salinas' benefits from over 6,000 streetlights illuminating our streets after dark. Streetlights vary from the 150-watt residential lights, to the 200- watt arterial lamps, and even special period lamps in the Downtown area.

Salinas no longer uses high-pressure sodium lamps and has transitioned to LED lamps on every street and City facility.

Division Operations

1. Maintain all City street lights.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Street Lights Repaired/Replaced	124	346	125	213	200

Major Budget Changes

None.

ENVIRONMENTAL AND MAINTENANCE SERVICES

5235 Street Lights Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	165,595	153,129	161,508	179,539
62 - Supplies & Materials	76,867	58,074	65,000	65,000
63 - Outside Services	386,528	412,631	380,500	393,070
66 - Capital Outlays	1,294			
Total	630,283	623,834	607,008	637,609

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	630,283	623,834	607,008	637,609
Total	630,283	623,834	607,008	637,609

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5235 Street Lights	1.000	1.000	1.000	1.000
Total	1.000	1.000	1.000	1.000

ENVIRONMENTAL AND MAINTENANCE SERVICES

5236 Traffic Signals Division

Purpose

Provide routine maintenance and timely repairs to all traffic signal systems in Salinas.

Division Operations

1. Maintain the traffic signal system in good operational order.
2. Manage Traffic Signal Maintenance Contract.
3. Review and update traffic signal timing systems to improve circulation.
4. Evaluate systems as appropriate to meet traffic needs.
5. Provide signal interconnection in an effort to improve traffic movements and improve intersection operations efficiency.
6. Develop Traffic Operations Center to allow communication and improved signal management functions.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of signalized intersections to maintain	115	115	116	116	117

Major Budget Changes

None.

ENVIRONMENTAL AND MAINTENANCE SERVICES

5236 Traffic Signals Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits			101,866	
63 - Outside Services	313,878	370,216	368,600	381,600
Total	313,878	370,216	470,466	381,600

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	313,878	370,216	373,636	381,600
1200 Measure G			96,830	
Total	313,878	370,216	470,466	381,600

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5236 Traffic Signals			1.000	
Total			1.000	

ENVIRONMENTAL AND MAINTENANCE SERVICES

5237 Environmental Compliance Division

Purpose

Inspect and investigate sources of pollution to protect the public and the environment in compliance with the City's National Pollution Discharge Elimination System (NPDES) Permit and ensure conformance with Federal, State, and local regulations.

Division Operations

1. Protect water quality and environmental resources by developing and implementing programs and best management practices identified within the City's Stormwater Management Plan.
2. Develop and implement an NPDES inspection program of high priority commercial and industrial businesses to ensure compliance with water quality objectives for point source discharges.
3. Promote voluntary compliance.
4. Ensure that environmental requirements and best management practices are being implemented effectively.
5. Oversee the City's street sweeping program.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of businesses inspected	100	217	225	215	200>

Major Budget Changes

None.

ENVIRONMENTAL AND MAINTENANCE SERVICES

5237 Environmental Compliance Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	104,567	99,293	204,366	265,312
62 - Supplies & Materials		78	1,000	1,000
Total	104,567	99,371	205,366	266,312

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	104,567	99,371	205,366	266,312
Total	104,567	99,371	205,366	266,312

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5237 Environmental Compliance	1.000	1.000	2.000	2.000
Total	1.000	1.000	2.000	2.000

ENVIRONMENTAL AND MAINTENANCE SERVICES

5239 Urban Forestry Division

Purpose

The mission of the Salinas Urban Forestry is to maintain Salinas' urban forests, including street, golf course, greenbelt and median trees, and trees within public facility landscapes, by providing professional quality service, utilizing International Society of Arboriculture tree care practices and standards set forth by the American National Standards Institute (ANSI) and the Tree City USA program.

Division Operations

1. Complete safety pruning operations with in-house staff and contract staff.
2. Provide storm related emergency responses for tree issues.
3. Complete a limited number of full-service pruning operations on City trees through contract services with available resources.
4. Plant replacement trees in streetscapes as resources allow.
5. Perform tree maintenance, planting and removal in city parks and greenbelts.

Performance Measure

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Cost per Salinas resident to support Street Trees	\$6.31	\$6.31	\$9.60	\$9.60	\$9.25
Number of Tree Service Requests	15,000	15,000	10,000	10,000	10,000
Number of Storm and Emergency Call Outs	450	450	200	200	200
Number of Street Trees to maintain EService Requests	7,000	7,000	4,000	4,000	4,000

Major Budget Changes

The Urban Forestry Division has been understaffed for many years. For this reason, we are requesting a total of two Urban Forestry Worker IIs and four Urban Forestry Worker Is. This request will not only assist with providing better service but will also provide a safe and better quality of life for our community and its residents. There will be better response time to all requests. Additional staff will allow the Urban Forestry Division to perform regular preventative maintenance throughout the city, especially the areas that have older more mature tree canopies.

ENVIRONMENTAL AND MAINTENANCE SERVICES

5239 Urban Forestry Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	858,820	946,496	896,370	1,119,245
62 - Supplies & Materials	57,418	76,897	79,395	102,000
63 - Outside Services	54,225	445,547	601,761	1,140,950
64 - Other Charges	694	1,603	3,500	3,000
Total	971,157	1,470,542	1,581,025	2,365,195

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	713,808	1,137,804	29,456	
1100 Measure E	252,085	258,133		
1200 Measure G	5,264	74,605	1,551,569	2,365,195
Total	971,157	1,470,542	1,581,025	2,365,195

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5239 Urban Forestry	8.000	8.250	8.250	8.250
Total	8.000	8.250	8.250	8.250

ENVIRONMENTAL AND MAINTENANCE SERVICES

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5230 Maintenance Administration				
Office Technician	0.200	0.200	0.200	0.200
Public Works Admin Supervisor	0.250	0.250	0.250	0.250
Public Works Director	0.050	0.050	0.050	0.050
Superintendent of Maintenance Sv	1.000	1.000	1.000	1.000
5230 Maintenance Administration Total	1.500	1.500	1.500	1.500
5231 Graffiti Abatement				
Graffiti Abatement Worker	1.000			
Pub Works Resource Coordinator		1.000	1.000	1.000
5231 Graffiti Abatement Total	1.000	1.000	1.000	1.000
5232 Facilities Maintenance				
Facilities Maintenance Manager	1.000			
Facility Maint Mech Crew Sup		1.000	1.000	1.000
Facility Maintenance Mechanic	2.000	1.000	2.000	2.000
Graffiti Abatement Worker	1.000	1.000	1.000	1.000
Maintenance Manager	0.250			
Sr Facility Maint Mech	1.000	1.000	2.000	2.000
5232 Facilities Maintenance Total	5.250	4.000	6.000	6.000
5234 Street Maintenance				
Inmate Crew Coordinator	1.000	1.000	1.000	1.000
P.S. Maint Crew Supervisor	1.000	1.000	1.000	1.000
Public Svc Maint Wkr I	3.000	1.000	1.000	
Public Svc Maint Wkr II	5.000	7.000	10.000	6.000
Public Svc Maint Wkr III	3.000	3.000	3.000	4.000
Public Svc Maint Wkr IV	3.000	3.000	3.000	3.000
Street Maintenance Manager	1.000	1.000	1.000	1.000
Public Service Maint Worker I				5.000
5234 Street Maintenance Total	17.000	17.000	20.000	21.000
5235 Street Lights				
P.S. Maint Crew Supervisor				1.000
S/L Traffic Signal Crew Sup	1.000	1.000	1.000	
5235 Street Lights Total	1.000	1.000	1.000	1.000
5236 Traffic Signals				
Public Svc Maint Wkr III			1.000	
5236 Traffic Signals Total			1.000	

ENVIRONMENTAL AND MAINTENANCE SERVICES

Workforce

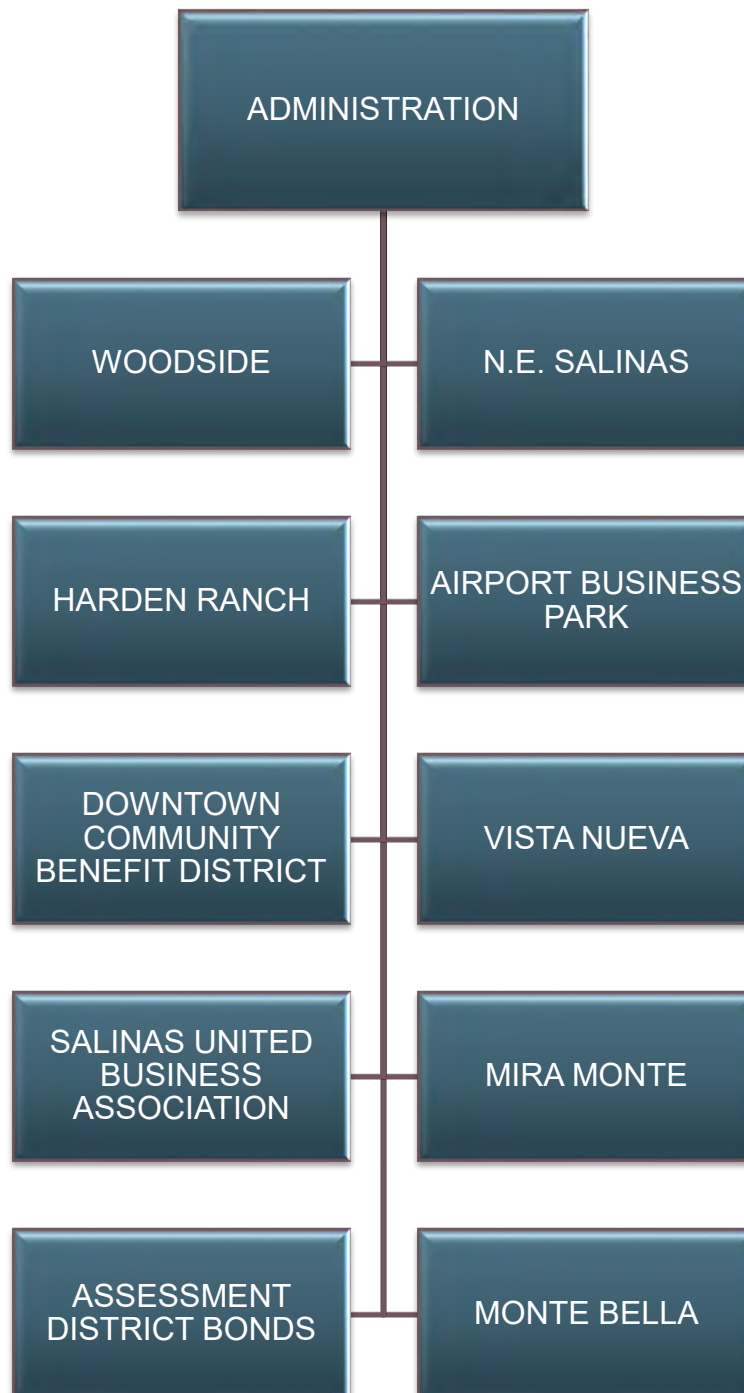
Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5237 Environmental Compliance				
Env Compliance Insp I			1.000	1.000
Env Compliance Insp II	1.000	1.000	1.000	1.000
5237 Environmental Compliance Total	1.000	1.000	2.000	2.000
5238 Parks and Community Services				
Park Grnds Frstry Ops Mgr	1.000			
Park Maint Worker	10.000			
Park Maintenance Crew Sup	1.000			
5238 Parks and Community Services Total	12.000			
5239 Urban Forestry				
Maintenance Manager		0.250	0.250	0.250
Sr Urban Forestry Worker	1.000	1.000	1.000	1.000
Urban Forestry Crew Supervisor	1.000	1.000	1.000	1.000
Urban Forestry Worker I	2.000	2.000	2.000	2.000
Urban Forestry Worker II	4.000	4.000	4.000	4.000
5239 Urban Forestry Total	8.000	8.250	8.250	8.250
Total	46.750	33.750	40.750	40.750



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ASSESSMENT AND MAINTENANCE DISTRICTS

Organizational Chart by Division





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ASSESSMENT AND MAINTENANCE DISTRICTS

Summary

Purpose

Collect, account for, and distribute principal and interest payments to assessment district bondholders and maintain an accurate accounting system for maintenance districts. Utilize maintenance district funds to provide services to residents living within each District for the purpose established thereof.

Top Accomplishments for FY 2022-23

Investment Strategies/Risk Management

1. Responded to citizen inquires and attended property owner meetings.
2. Kept expenses within budget and below the anticipated revenues to insure adequate reserves.

Public Safety

1. Removed overgrowth from creek beds reducing impacts from potential flooding and wildfires.
2. Responded to concerns related to traffic and security as soon as possible.

Operational Efficiencies

1. Managed district budgets with positive fund balances at year-end.
2. Implemented water conservation techniques in compliance with State water reduction mandates.

Excellent Infrastructure

1. Continued street sweeping services for Monte Bella.
2. Painted curbs and replaced signs as needed.

City Council Goals, Strategies, and Objectives for FY 2023-24

Investment Strategies/Risk Management

1. Maintain clear communication channels.
2. Proactively identify service delivery problems.

Public Safety

1. Remove graffiti and respond to vandalism concerns quickly.
2. Continue to implement drought tolerant practices where-ever possible.

Operational Efficiencies

1. Install LED lighting in all districts.
2. Simplify budgeting process with other Departments.
3. Improve Project Management Processes.

Excellent Infrastructure

1. Continue the pro-active infrastructure maintenance plan for each district.

Investment Strategies/Risk Management

1. Work with the members of each district to plan new projects and maintain their budgets.
2. Focus on communication with each community.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2140 Assessment Dist Administration	67,918			
2141 Assessment District Debt Service	1,120,581	1,047,709	955,605	935,400
5560 Woodside Park	26,602	10,649	33,045	44,936
5562 Airport Business Park	12,824	9,911	22,634	16,617
5563 North East	569,207	731,495	885,431	815,339
5564 Harden Ranch	107,941	107,192	192,900	134,355
5565 Vista Nueva	27,887	14,058	39,860	107,660
5566 Mira Monte	136,025	104,919	207,563	151,917
5567 Monte Bella	159,567	162,573	315,886	325,873
Total	2,228,552	2,188,506	2,652,924	2,532,097

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	162,514	120,458	154,462	175,665
62 - Supplies & Materials	3,916	3,668	7,700	7,200
63 - Outside Services	832,574	859,229	1,383,452	1,191,272
64 - Other Charges	151,449	172,642	163,810	220,560
65 - Debt Service	1,065,920	1,032,509	928,500	935,400
66 - Capital Outlays	12,179		15,000	2,000
Total	2,228,552	2,188,506	2,652,924	2,532,097

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1000 General Fund	48,945			
2101 Maintenance Dist Administration	18,973			
2102 Woodside Park Maint District	26,602	10,649	33,045	44,936
2104 Airport Bus Park Maint District	12,824	9,911	22,634	16,617
2105 N E Salinas Landscape Dist	569,207	731,495	885,431	815,339
2106 Harden Ranch Landscape Dist	107,941	107,192	192,900	134,355
2107 Vista Nueva Maint District	27,887	14,058	39,860	107,660
2108 Mira Monte Maint District	136,025	104,919	207,563	151,917
2109 Monte Bella Maint District	159,567	162,573	315,886	325,873
4202 Assessment Districts-Debt Svc	630,415	627,035	454,700	463,600
4204 Spec Tax Bond Monte Bella	216,680	175,469	187,405	166,200
4205 Spec Tax Bond Monte Bella 2	92,450	133,000	142,150	138,400
4206 Spec Tax Bond Monte Bella 3	181,036	112,205	171,350	167,200
Total	2,228,552	2,188,506	2,652,924	2,532,097

ASSESSMENT AND MAINTENANCE DISTRICTS

Summary

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2140 Assessment Dist Administration	1.000			
5560 Woodside Park	0.030	0.030	0.030	0.030
5562 Airport Business Park	0.010	0.010	0.010	0.010
5563 North East	0.290	0.290	0.290	0.290
5564 Harden Ranch	0.010	0.010	0.010	0.010
5566 Mira Monte	0.150	0.150	0.150	0.150
5567 Monte Bella	0.260	0.260	0.260	0.260
Total	1.750	0.750	0.750	0.750

ASSESSMENT AND MAINTENANCE DISTRICTS

2141 Assessment District Debt Service Division

Purpose

Provide a record of levies made against specific properties to defray the cost of specific capital improvements deemed to benefit those properties.

Division Operations

1. Ensure timely payments to bondholders.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

2141 Assessment District Debt Service Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
63 - Outside Services	54,661	15,200	27,105	
65 - Debt Service	1,065,920	1,032,509	928,500	935,400
Total	1,120,581	1,047,709	955,605	935,400

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
4202 Assessment Districts-Debt Svc	630,415	627,035	454,700	463,600
4204 Spec Tax Bond Monte Bella	216,680	175,469	187,405	166,200
4205 Spec Tax Bond Monte Bella 2	92,450	133,000	142,150	138,400
4206 Spec Tax Bond Monte Bella 3	181,036	112,205	171,350	167,200
Total	1,120,581	1,047,709	955,605	935,400

ASSESSMENT AND MAINTENANCE DISTRICTS

5560 Woodside Park Division

Purpose

Provide quality maintenance of the greenbelts through the use of contract services.

Division Operations

1. Provide cost effective, quality, landscape maintenance.
2. Provide excellent customer service to the District residents by resolving customer concerns in a timely manner.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

5560 Woodside Park Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	3,584	4,554	6,095	6,936
63 - Outside Services	19,840	4,449	17,950	30,000
64 - Other Charges	3,178	1,647	9,000	8,000
Total	26,602	10,649	33,045	44,936

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2102 Woodside Park Maint District	26,602	10,649	33,045	44,936
Total	26,602	10,649	33,045	44,936

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5560 Woodside Park	0.030	0.030	0.030	0.030
Total	0.030	0.030	0.030	0.030

ASSESSMENT AND MAINTENANCE DISTRICTS

5562 Airport Business Park Division

Purpose

The purpose of the district is to provide the Airport Business Park Center with limited basic maintenance to include mowing and irrigation. This district is comprised of 64.7 acres, not including acreage owned by governmental agencies. Maintained improvements are all walkways, crosswalks, masonry walls, fences, parkways, embankments, sprinkler systems and landscaping within the right of way of Moffett Street, La Guardia, and Vandenburg Street. Maintenance, servicing and operation is in accordance with NPDES Requirements of the City of Salinas storm water permit.

Division Operations

1. Based on limited resources, to provide mowing services on Moffett Street.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

5562 Airport Business Park Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,275	1,443	1,940	2,205
63 - Outside Services	10,024	7,039	19,094	14,412
64 - Other Charges	1,525	1,428	1,600	
Total	12,824	9,911	22,634	16,617

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2104 Airport Bus Park Maint District	12,824	9,911	22,634	16,617
Total	12,824	9,911	22,634	16,617

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5562 Airport Business Park	0.010	0.010	0.010	0.010
Total	0.010	0.010	0.010	0.010

ASSESSMENT AND MAINTENANCE DISTRICTS

5563 North East Division

Purpose

This district encompasses street landscape improvements throughout North East Salinas from Boronda Road to East Laurel Drive and from Gabilan Creek to Williams Road. The purpose of the district is to provide a source of funding for the on-going maintenance of the improvements that were installed for the benefit of the parcels within the District. The improvements include any and all public landscaping and irrigation improvements on landscaped medians islands within the district, including the 30-foot wide park strips of land between the curb and right-of-way, cul-de-sac median landscaping, jogging paths, planter walls, public lighting and associated improvements as allowed under the Salinas Municipal Code and the Lighting and Landscape Act of 1982 (the "Act"). In addition, the District also funds the maintenance of the channel improvements within Gabilan Creek and Natividad Channel in accordance with NPDES requirements of the City of Salinas stormwater permit, as allowed under the Salinas Municipal Code.

Division Operations

1. Provide responsive customer service.
2. Administer and supervise the maintenance contract for cost effective landscape maintenance.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

5563 North East Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	35,525	44,552	59,431	67,689
62 - Supplies & Materials	1,940	173	2,500	3,200
63 - Outside Services	445,982	578,037	717,000	612,450
64 - Other Charges	85,760	108,732	106,500	132,000
Total	569,207	731,495	885,431	815,339

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2105 N E Salinas Landscape Dist	569,207	731,495	885,431	815,339
Total	569,207	731,495	885,431	815,339

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5563 North East	0.290	0.290	0.290	0.290
Total	0.290	0.290	0.290	0.290

ASSESSMENT AND MAINTENANCE DISTRICTS

5564 Harden Ranch Division

Purpose

This district encompasses street landscape improvements along North Main Street from Cherokee Drive to San Juan Grade Road, El Dorado Drive, McKinnon Drive, Harden Parkway, and storm water detention basins. The purpose of the district is to provide on-going maintenance support for the amenities that were installed for the benefit of the parcels within the District.

Division Operations

1. Provide responsive customer service.
2. Administer and supervise the maintenance contract for cost effective landscape maintenance.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

5564 Harden Ranch Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,275	1,443	1,950	2,215
63 - Outside Services	90,180	89,674	167,900	114,140
64 - Other Charges	16,486	16,075	23,050	18,000
Total	107,941	107,192	192,900	134,355

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2106 Harden Ranch Landscape Dist	107,941	107,192	192,900	134,355
Total	107,941	107,192	192,900	134,355

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5564 Harden Ranch	0.010	0.010	0.010	0.010
Total	0.010	0.010	0.010	0.010

ASSESSMENT AND MAINTENANCE DISTRICTS

5565 Vista Nueva Division

Purpose

This district encompasses 49 parcels most of which are residential between Garner Avenue and Gee Street, uphill from Natividad Creek. The purpose of the district is to provide maintenance servicing and operation of the sanitary sewer pump station, services for streets, sewers, subdivision fence, and streetlights.

Division Operations

1. Provide responsive customer service.
2. Provide the highest level of maintenance with available resources.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

5565 Vista Nueva Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	5,277	5,527	10	10
63 - Outside Services	6,810	6,700	21,850	102,650
64 - Other Charges	3,621	1,831	3,000	3,000
66 - Capital Outlays	12,179		15,000	2,000
Total	27,887	14,058	39,860	107,660

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2107 Vista Nueva Maint District	27,887	14,058	39,860	107,660
Total	27,887	14,058	39,860	107,660

ASSESSMENT AND MAINTENANCE DISTRICTS

5566 Mira Monte Division

Purpose

This district is within the North/East Maintenance District located northwest of Hemingway Drive, and it encompasses the development known as the Cottages of Mira Monte. This development includes approximately 203 medium density family homes, open space, and tot lots within the development. The purpose of the district is to provide maintenance, servicing, and operation of street and open space landscape improvements, tot lot improvements, routine street maintenance, maintenance of the clustered driveways, maintenance of public lighting fixtures on all streets and clustered driveways, and associated appurtenances located within the public rights-of-way and dedicated landscape easements.

Division Operations

1. Provide cost effective and quality landscape maintenance.
2. Provide excellent customer service to the District residents by being available to resolve maintenance issues in a timely manner.
3. Administer and supervise the maintenance contracts for cost effectiveness.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

5566 Mira Monte Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	18,400	22,998	31,700	36,087
62 - Supplies & Materials			2,200	
63 - Outside Services	100,713	67,426	156,403	99,770
64 - Other Charges	16,912	14,496	17,260	16,060
Total	136,025	104,919	207,563	151,917

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2108 Mira Monte Maint District	136,025	104,919	207,563	151,917
Total	136,025	104,919	207,563	151,917

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5566 Mira Monte	0.150	0.150	0.150	0.150
Total	0.150	0.150	0.150	0.150

ASSESSMENT AND MAINTENANCE DISTRICTS

5567 Monte Bella Division

Purpose

This district encompasses approximately 200 acres of planned development known as Monte Bella, which at build-out will ultimately include approximately 853 single family homes, open space, a community park and an elementary school site. The purpose of the district is to provide maintenance, servicing, and operation of street landscape improvements, park landscaping improvements, open space and retention basin landscaping improvements, agricultural run-off ditch, and de-silting basins, local street lighting, routine local street maintenance and associated appurtenances located within the public rights-of-way and dedicated landscape easements.

Division Operations

1. Provide cost effective and quality landscape and park maintenance.
2. Provide excellent customer service to the district residents by being available to resolve landscape issues in a timely manner.
3. Administer and supervise the maintenance contracts for cost effectiveness.
4. Provide a street sweeping program.

Major Budget Changes

None.

ASSESSMENT AND MAINTENANCE DISTRICTS

5567 Monte Bella Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	31,918	39,941	53,336	60,523
62 - Supplies & Materials	1,976	3,495	3,000	4,000
63 - Outside Services	104,364	90,704	256,150	217,850
64 - Other Charges	21,309	28,432	3,400	43,500
Total	159,567	162,573	315,886	325,873

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
2109 Monte Bella Maint District	159,567	162,573	315,886	325,873
Total	159,567	162,573	315,886	325,873

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5567 Monte Bella	0.260	0.260	0.260	0.260
Total	0.260	0.260	0.260	0.260

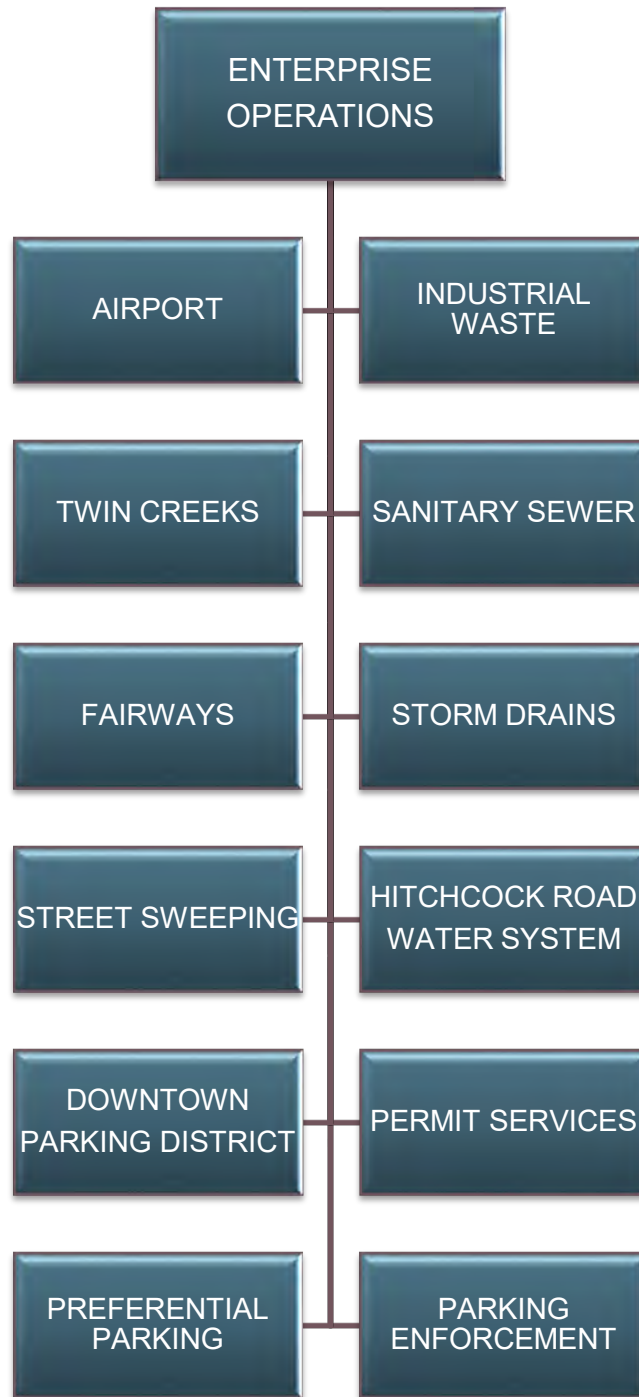
ASSESSMENT AND MAINTENANCE DISTRICTS

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
2140 Assessment Dist Administration				
Sr Accounting Technician	1.000			
2140 Assessment Dist Administration Total	1.000			
5560 Woodside Park				
Maintenance Manager	0.030	0.030	0.030	0.030
5560 Woodside Park Total	0.030	0.030	0.030	0.030
5562 Airport Business Park				
Maintenance Manager	0.010	0.010	0.010	0.010
5562 Airport Business Park Total	0.010	0.010	0.010	0.010
5563 North East				
Maintenance Manager	0.290	0.290	0.290	0.290
5563 North East Total	0.290	0.290	0.290	0.290
5564 Harden Ranch				
Maintenance Manager	0.010	0.010	0.010	0.010
5564 Harden Ranch Total	0.010	0.010	0.010	0.010
5566 Mira Monte				
Maintenance Manager	0.150	0.150	0.150	0.150
5566 Mira Monte Total	0.150	0.150	0.150	0.150
5567 Monte Bella				
Maintenance Manager	0.260	0.260	0.260	0.260
5567 Monte Bella Total	0.260	0.260	0.260	0.260
Total	1.750	0.750	0.750	0.750

ENTERPRISE OPERATIONS

Organizational Chart by Division



ENTERPRISE OPERATIONS

Summary

Purpose

The purpose of the Enterprise Program is to provide self-supporting community services such as the operation of the Airport, Fairways Golf Course, and the various Sewer Waste Collection systems.

Top Accomplishments for FY 2022-23

Investment Strategies/Risk Management

1. Provided economic role and benefit of the airport for the Salinas Economic Development Element.
2. Completed Economic Benefit Study for the Salinas Municipal Airport.
3. Provide parking services in support of the Downtown Vibrancy Plan.
4. Provide parking support for other commercial areas in Salinas.
5. Develop parking strategies in support of encouraging housing development in downtown.
6. Secured \$750,000 grant from FAA to update the Airport Master Plan and develop an Airport Sustainability Plan.

Public Safety

1. Commenced design for a new vehicle and pedestrian access control system at the Salinas Municipal Airport.
2. Provide Parking enforcement support for Code enforcement activities.
3. Provide Parking enforcement support for traffic safety at school locations.

Operational Efficiencies

1. Secured \$69,000 in Coronavirus Aid, Relief, and Economic Security Act Emergency Funding.
2. Continued support of the Airport Commission.
3. Continued development of sustainable City Parking programs.
4. Creation of the Parking Enterprise.
5. Successful development of sustainable Parking enforcement program that provide city services and covers cost.
6. Adjusted rates of Downtown Parking enterprise for next 2 fiscal years with the goal for enterprise to self-sustaining.

Excellent Infrastructure

1. Design pavement rehabilitation for the southside hangars at the Salinas Municipal Airport.
2. Completed preventative maintenance inspection on all City owned Aircraft Hangars.

ENTERPRISE OPERATIONS

Summary

City Council Goals, Strategies, and Objectives for FY 2023-24

Investment Strategies/Risk Management

1. Complete Parking Management Plan with recommendations for future downtown parking infrastructure.
2. Host 2023 California International Airshow.
3. Complete Airport Master Plan and Airport Sustainability Plan.

Operational Efficiency

4. Optimize Parking Enforcement to support City parking programs and neighborhood safety
5. Continued support of the Airport Commission.
6. Commence Airport Master Plan Study.

New Revenue

1. Secure Federal and State grants for Airport Pavement Rehabilitation (Design and Construction) for the southside hangars.
2. Update and maintain adequate Airport Rates and Fee Schedule to encourage a sustainable enterprise system.
3. Continue developing sustainable parking programs.

Public Safety

1. Install new airport access control system.

Major Budget Changes

None.

ENTERPRISE OPERATIONS

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
3350 Permit Services	2,288,845	3,489,820	3,706,285	4,100,686
5126 NPDES Storm Water	1,381,116	1,565,975	2,336,480	2,014,304
5340 Airport	1,399,293	1,579,777	1,608,970	1,772,338
5441 Industrial Waste	1,907,429	2,257,275	2,140,452	2,702,971
5442 Sanitary Sewer	4,406,565	3,257,340	3,898,180	3,638,974
5443 NPDES Storm Drain Sewer	410,035	470,955	664,631	659,313
5444 NPDES Street Sweeping	1,073,851	873,629	814,966	849,988
5445 Hitchcock Road Water	9,687	11,742	15,000	15,000
5446 Downtown Parking	1,395,769	1,567,502	1,723,503	1,654,755
5447 Preferential Parking	7,611	16,881	6,100	22,700
5448 Parking Enforcement	955,876	1,057,769	1,870,205	1,095,659
8006 Twin Creeks Golf Course	3,522,978	443,840	439,700	440,300
8007 Fairways Golf Course	271,272	205,732	208,200	219,000
Total	19,030,328	16,798,239	19,432,670	19,185,988

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	5,503,186	6,023,531	7,041,353	7,846,038
62 - Supplies & Materials	518,420	550,796	715,511	738,270
63 - Outside Services	3,427,879	4,920,994	6,311,605	5,145,666
64 - Other Charges	1,870,734	2,195,668	2,089,003	2,338,314
65 - Debt Service	7,509,472	3,032,224	3,036,500	2,998,900
66 - Capital Outlays	200,637	75,024	238,699	118,800
Total	19,030,328	16,798,239	19,432,670	19,185,988

ENTERPRISE OPERATIONS

Summary

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6100 Municipal Airport	1,399,293	1,579,777	1,608,970	1,772,338
6200 Industrial Waste	1,907,429	2,257,275	2,140,452	2,702,971
6301 Fairways Golf Course	271,272	205,732	208,200	219,000
6302 Twin Creek Golf Course	3,522,978	443,840	439,700	440,300
6400 Sewer	4,406,565	3,296,249	4,515,987	4,293,762
6500 Storm Sewer (NPDES)	2,865,002	2,871,649	3,198,270	2,868,817
6700 Water Utility	9,687	11,742	15,000	15,000
6801 Downtown Parking District	1,395,769	1,567,502	1,723,503	1,654,755
6802 Preferential Parking	7,611	16,881	6,100	22,700
6803 Parking Enforcement	955,876	1,057,769	1,870,205	1,095,659
6900 Permit Services	2,288,845	3,489,820	3,706,285	4,100,686
Total	19,030,328	16,798,239	19,432,670	19,185,988

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3350 Permit Services	11.989	13.500	17.450	18.250
5126 NPDES Storm Water	1.000	1.000	3.000	3.000
5340 Airport	5.600	6.600	6.600	6.600
5441 Industrial Waste	3.800	5.300	5.800	5.800
5442 Sanitary Sewer	12.050	11.550	12.050	12.050
5443 NPDES Storm Drain Sewer	2.200	2.200	2.200	2.200
5444 NPDES Street Sweeping	6.200	4.700	4.700	4.700
5446 Downtown Parking	0.270	0.270	0.270	0.270
5448 Parking Enforcement	0.500	0.250	0.250	0.250
Total	43.609	45.370	52.320	53.120

ENTERPRISE OPERATIONS

3350 Permit Services Division

Purpose

The Permit Services Division ensures the safety of buildings and structures by efficiently reviewing construction plans for both residential and commercial projects and verifying compliance with applicable building codes, city ordinances, and state laws through the inspection process. Permit Services also facilitates building access for disabled persons, educates the public on the building permit process and construction requirements, coordinates approval and inspection of building permits with other City Departments/Sections and governmental agencies, provides timely processing of permits to help stimulate economic development, and assists code enforcement with technical construction requirements.

Division Operations

1. Assist customers in a timely and professional manner.
2. Provide administrative support for Permit Center staff.
3. Accurately process all permits, inspection requests, and calculation of fees.
4. Streamline the plan review process utilizing the new paperless permitting system.
5. Continue to research and implement new technology such as virtual inspections.
6. Lead continuous improvement efforts for the Permit Center with input from customer groups.
7. Accomplish plan review and inspection of building projects in a timely and complete manner.
8. Update educational and informational handout material for public use regarding Permit Center processes, building codes, city ordinances, and state laws.
9. Respond to building safety and work without permit complaints.
10. Track and monitor revenues and expenses to ensure that the Building Division is independently financially sustainable.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Percent of On-Time Building Permit Reviews (Per Applicable Due Date)	79%	97%	90%	90%	95%
Number of Days from Application to Issuance: Building Permits (Goal of 40 Days)	90	29	40	35	40
Virtual Inspections (Goal is 10% of Building Inspections)	0	734	1800 (10%)	1094	1,500
Number of Days from Applied Date to 1st Building Permit Review Comments	12	12	15	13	12
Percent of Simple Permits (City Reports, Electrical, Plumbing, Reroofs) Applied to Issued Date (Goal of 48 Hours)	100% (24 Hours and 2,048 Permits)	100% (48 Hours and 3,243 Permits)	100% (48 Hours)	100% (48 hours)	100 (48 hours)%
Accessory Dwelling Unit (ADU) Approvals through Plan Check	71	137	55	55	75

Major Budget Changes

Over the last few years, permit activity has significantly increased resulting in the addition of new positions. In FY 22/23, three new full-time administrative staff were hired and all vacant inspection positions were filled. As a result, the overall budget expenditure related to salaries and benefits will increase in FY 23/24. Permit Services will also add \$20,000 in temporary salaries to fund continued customer service support at the public counter and \$25,000 in outside services to assist in the development of Permit Center educational materials. All expenditures for Permit Services are paid by the Enterprise Fund through collected permit fees and do not have an impact on the General Fund.

ENTERPRISE OPERATIONS

3350 Permit Services Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,537,142	1,790,604	2,390,220	2,762,266
62 - Supplies & Materials	12,898	30,394	86,520	99,120
63 - Outside Services	330,573	1,085,377	620,000	646,500
64 - Other Charges	364,244	546,205	523,000	541,000
66 - Capital Outlays	43,989	37,240	86,545	51,800
Total	2,288,845	3,489,820	3,706,285	4,100,686

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6900 Permit Services	2,288,845	3,489,820	3,706,285	4,100,686
Total	2,288,845	3,489,820	3,706,285	4,100,686

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3350 Permit Services	11.989	13.500	17.450	18.250
Total	11.989	13.500	17.450	18.250

ENTERPRISE OPERATIONS

5126 NPDES Storm Water Division

Purpose

This Division's purpose is to provide technical support in the management and implementation of the City's NPDES Stormwater Permit. This has been identified as a focus area for regulatory compliance that affects many City departments and other outside agencies. The Division is currently comprised of an NPDES Permit Program Manager who reports to the City Engineer, Stormwater Analyst and Stormwater Compliance Inspector (not yet filled).

Division Operations

1. Oversee and manage the City's NPDES stormwater Permit compliance program and its integration with other City activities.
2. Consolidate the City's stormwater Permit compliance efforts:
 - a. Bring the City's stormwater program into compliance with the City's NPDES Stormwater Permit requirements.
 - b. Streamline City Permit compliance efforts to increase efficiency and cut compliance costs through integration of current technologies, especially in data collection/reporting efforts.
 - c. Ensure data collection and reporting capabilities meet Permit information management and reporting requirements via the 2NForm platform.
 - d. Continue technical support and oversight of City programs for compliance with stormwater regulations and provide the internal structure necessary to ensure the new Permit requirements are met while providing for efficient use of City resources.
3. Reduce the number of Permit violations from EPA and Regional Water Board audits of the City's Stormwater Permit compliance efforts to zero.
4. Collaborate with other public agencies to achieve permit program cost savings and compliance.
5. Obtain grant funding for stormwater water capture/reuse, green infrastructure, and green streets projects.
6. Increase the amount of curb miles swept through implementation of city-wide "No Parking During Street Sweeping Hours" signage program.
7. Provide support in City-wide efforts to develop regulatory fees to support NPDES-required activities.
8. Provide support to successfully obtain a stormwater utility to fund implementation of the City's NPDES permit.
9. Update the Stormwater Master Plan
10. Develop a "Green City" Master Plan to outline locations and types of green infrastructure projects feasible within the City limits.
11. Develop an Asset Management Plan for all City stormwater assets.

ENTERPRISE OPERATIONS

5126 NPDES Storm Water Division

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Compliance with NPDES Stormwater Permit			100%	90%	100%
Offer stormwater training and community workshops to increase stormwater awareness			Continuous update and development of cleanwatersalininas.com website; tabling events for Closter Park Green Streets project; 5 tabling events for stormwater awareness	Developed a robust CleanWaterSalinas website; held 3 tabling events for Closter Parks Green Streets Project; 8 tabling events for education & outreach	Continuous update of CleanWaterSalinas website; 5 tabling events for stormwater awareness; community engagement on "Green City" Master Plan and Closter Park Green Streets PS&Es
Develop a stormwater utility/funding source			---	Funding & Financing Strategy developed to determine methods for application of potential sources of money to support the NPDES program until a utility is obtained	Implement Funding & Financing Strategy to obtain resources for the NPDES program.
Reduction in litter throughout the City (running total)			40%	45%	55%
Green streets/P3 projects implemented in the City			Grant obtained for Closter Park Green Street project	CNRA grant not obtained; submitting for other grants; developing a "Green City" Master Plan	Develop list of 5 green infrastructure projects for potential implementation; obtain grants to supplement implementation costs
Pilot projects in place to increase curb miles swept; street sweeping "No Parking" signage program in place			New high and medium priority routes developed; pilot projects to determine sweeping frequency implemented; signage contractor obtained	Contracted with Routesmart to redesign sweeping routes to allow for No Parking on alternate days and sides of the road. Community outreach has begun.	New street sweeping routes developed; No Parking signage of two routes in place
Asset Management Program in place for SW assets					Completion of an Asset Management Plan; complete attribution of 75% of all SW assets; implement work order system for tracking asset maintenance and upgrade

ENTERPRISE OPERATIONS

5126 NPDES Storm Water Division

Major Budget Changes

This Division was formed to allow consolidation of NPDES permit program funding to prepare for obtaining a new stormwater funding utility and operate as an enterprise fund. Due to increased permit requirements, it is recommended that a full-time Stormwater Technician and Stormwater Inspector be added to the NPDES staff. The Stormwater Inspector would support SW inspections for Development Engineering and CIP Engineering.

ENTERPRISE OPERATIONS

5126 NPDES Storm Water Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	187,458	195,168	356,415	478,374
62 - Supplies & Materials	427	432	8,093	14,850
63 - Outside Services	946,534	1,107,828	1,702,519	1,222,166
64 - Other Charges	246,595	262,547	269,453	294,414
66 - Capital Outlays	102			4,500
Total	1,381,116	1,565,975	2,336,480	2,014,304

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6500 Storm Sewer (NPDES)	1,381,116	1,565,975	2,336,480	2,014,304
Total	1,381,116	1,565,975	2,336,480	2,014,304

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5126 NPDES Storm Water	1.000	1.000	3.000	3.000
Total	1.000	1.000	3.000	3.000

ENTERPRISE OPERATIONS

5340 Airport Division

Purpose

The Airport serves the City as an element of the national transportation system. It is an economic development asset and serves as an employment center with over 25 businesses providing high-skilled high paying jobs. The Airport Division oversees the safe day-to-day operation of the facility and the long-term capital development.

Division Operations

1. Focus on quality customer service.
2. Provide staff support to the Airport Commission.
3. Ensure the continued economic viability of the Airport Enterprise Fund.
4. Support the California International Air show.
5. Acquire funding to complete plans and projects that provide for appropriate airport development.
6. Complete the Airport Master Plan and Airport Sustainability Plan.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Percentage of Work Order Requests received that are completed or coordinated within 48 hours	100%	100%	95%	100%	95%
Percentage of Hangar Preventative Maintenance Inspections Completed	100%	100%	100%	100%	100%
Percentage of hangar rental and lease accounts paid in full within 30 days	95%	95%	95%	90%	95%

Major Budget Changes

None.

ENTERPRISE OPERATIONS

5340 Airport Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	752,574	846,588	841,507	901,838
62 - Supplies & Materials	99,355	117,925	125,698	161,200
63 - Outside Services	256,030	299,142	303,699	343,000
64 - Other Charges	256,062	294,450	273,750	305,800
65 - Debt Service	30,849			
66 - Capital Outlays	4,424	21,672	64,315	60,500
Total	1,399,293	1,579,777	1,608,970	1,772,338

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6100 Municipal Airport	1,399,293	1,579,777	1,608,970	1,772,338
Total	1,399,293	1,579,777	1,608,970	1,772,338

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5340 Airport	5.600	6.600	6.600	6.600
Total	5.600	6.600	6.600	6.600

ENTERPRISE OPERATIONS

5441 Industrial Waste Division

Purpose

Provide the Salinas food industry and other industrial water users with an economical and environmentally acceptable means of treatment and disposal of industrial wastewater.

Division Operations

1. Maintain the Industrial Waste Treatment Facility and Industrial Waste Collection System in a manner consistent with the City's Waste Discharge Requirements (WDR) Permit issued by the Central Coast Regional Water Pollution Control Board, and State and Federal laws and regulations.
2. Operate the facility in a manner that protects the interests of the industrial users and the residents of Salinas.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Millions of Gallons of Industrial Process Water Receiving Treatment & Disposal	997	753	1000	750	750

Major Budget Changes

None.

ENTERPRISE OPERATIONS

5441 Industrial Waste Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	542,056	637,398	678,466	869,471
62 - Supplies & Materials	39,484	58,567	108,619	118,200
63 - Outside Services	469,973	767,661	624,766	876,000
64 - Other Charges	222,738	271,385	214,000	318,500
65 - Debt Service	498,576	506,795	514,600	520,800
66 - Capital Outlays	134,601	15,469		
Total	1,907,429	2,257,275	2,140,452	2,702,971

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6200 Industrial Waste	1,907,429	2,257,275	2,140,452	2,702,971
Total	1,907,429	2,257,275	2,140,452	2,702,971

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5441 Industrial Waste	3.800	5.300	5.800	5.800
Total	3.800	5.300	5.800	5.800

ENTERPRISE OPERATIONS

5442 Sanitary Sewer Division

Purpose

Maintain the sanitary sewer collection system in a safe, reliable, and sanitary condition to satisfy all regulatory and environmental requirements implementing best management practices outlined in the City's waste discharge requirements permit issued by the State Water Board.

Division Operations

1. Maintain the Sanitary Sewer Collection System consistent with the Statewide General WDR (Waste Discharge Requirement) permit for Sanitary Sewer Systems, WQO No. 2006-0003, and the City's Sewer System Management Plan.
2. Clean and repair existing sanitary sewer mains for the health and safety of the residents of Salinas.
3. Minimize Sanitary Sewer overflows to protect the local and regional environment through preventive maintenance.
4. Effectively contain and clean up sewer spills.
5. Replace deteriorated sewer trunk mains.
6. Perform Preventive Maintenance and repairs for ten pump stations.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Miles of Pipeline Cleaned	80	95	125	100	125
Number of Sanitary Sewer Overflows	5	3	<5	<5	<5
Linear Feet of Pipeline Televised (CCTV)	77,579	18,118	100,000	80,000	100,000
(FOG) Fats Oils and Grease Inspections	53	135	100	75	100

Major Budget Changes

We have one request this FY for a Underground Marketing Utilities Technician or to be able to contract out for underground Marking Utilities, whichever is most cost efficient for the city.

ENTERPRISE OPERATIONS

5442 Sanitary Sewer Division

	FY 21	FY 22	FY 23	FY 24
Expenditures by Category	Actual	Actual	Amended	Proposed
61 - Salaries & Benefits	1,463,450	1,614,714	1,721,102	1,748,874
62 - Supplies & Materials	146,119	134,918	273,088	239,000
63 - Outside Services	300,267	265,660	580,551	371,000
64 - Other Charges	359,335	376,865	383,800	412,000
65 - Debt Service	2,119,873	865,183	865,800	868,100
66 - Capital Outlays	17,521		73,838	
Total	4,406,565	3,257,340	3,898,180	3,638,974

	FY 21	FY 22	FY 23	FY 24
Expenditures by Fund	Actual	Actual	Amended	Proposed
6400 Sewer	4,406,565	3,257,340	3,898,180	3,638,974
Total	4,406,565	3,257,340	3,898,180	3,638,974

	FY 21	FY 22	FY 23	FY 24
Workforce by Program	Authorized	Authorized	Authorized	Proposed
5442 Sanitary Sewer	12.050	11.550	12.050	12.050
Total	12.050	11.550	12.050	12.050

ENTERPRISE OPERATIONS

5443 NPDES Storm Drain Sewer Division

Purpose

Maintain the storm drainage system in a safe and sanitary condition by providing regular inspections and periodic maintenance. Comply with local and regional goals through the federally mandated National Pollution Discharge Elimination System (NPDES) requirements and "Best Management Practices" (BMPs) to reduce or eliminate pollution from storm water runoff and illicit discharges from identified sources.

Division Operations

1. Implement the goals and standards outlined in the City's new 5-year NPDES Permit, and the City's Storm Water Management Plan.
2. Inspect, clean and repair the existing storm drain system as required to assure that the City accomplishes water quality objectives as outlined in the City's NPDES Permit and to reduce the risk of localized flooding.
3. Maintain City-owned open drainage channels to provide for free flow of storm runoff throughout the City.
4. Continue to implement the NPDES Water Quality Monitoring Program and Maintenance Program consistent with NPDES requirements established by the Central Coast Regional Water Quality Control Board.
5. Continue the Storm Drain stenciling program consistent with NPDES BMPS.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Storm Drains Inspected and cleaned as needed	958	1,034	1,000	1,000	1,000
Number of Storm Drain Stencils Installed with "No Dumping Flows to Bay" Logo	<10	<10	<10	<10	<10
Number of Commercial/Industrial Businesses Inspected.	100	217	200>	215	200>
Dry Weather Monitoring Inspections	154	158	154	158	158

Major Budget Changes

None.

ENTERPRISE OPERATIONS

5443 NPDES Storm Drain Sewer Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	307,584	338,989	318,031	327,913
62 - Supplies & Materials	23,671	19,345	56,400	57,000
63 - Outside Services	20,861	48,320	171,300	182,800
64 - Other Charges	57,920	64,301	110,900	89,600
66 - Capital Outlays			8,000	2,000
Total	410,035	470,955	664,631	659,313

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6500 Storm Sewer (NPDES)	410,035	470,955	664,631	659,313
Total	410,035	470,955	664,631	659,313

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5443 NPDES Storm Drain Sewer	2.200	2.200	2.200	2.200
Total	2.200	2.200	2.200	2.200

ENTERPRISE OPERATIONS

5444 NPDES Street Sweeping Division

Purpose

Maintain a clean City in accordance with best management practices in the City's National Pollution Discharge Elimination System (NPDES) Permit to eliminate pollution from storm water runoff or illicit discharges from identified sources.

Division Operations

1. Maintain clean streets maximizing street sweeping throughout the City consistent with the City's NPDES Stormwater Permit requirements.
2. Sweep all residential streets consistent with NPDES scheduling requirements.
3. Reduce the amount of refuse in the City's storm sewer effluent consistent with NPDES best management practices.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of Curb Miles Swept Monthly	14,011	13,186	16,000	14,500	16,000
Cubic Yard of Debris Removed Annually	4,902	4,244	5,500	5,000	5,500

Major Budget Changes

None.

ENTERPRISE OPERATIONS

5444 NPDES Street Sweeping Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	626,209	516,779	652,225	680,788
62 - Supplies & Materials	189,843	175,228	36,641	32,500
63 - Outside Services	2,361	8,784	29,700	29,500
64 - Other Charges	137,106	113,420	37,500	107,200
65 - Debt Service	118,332	58,774	58,900	
66 - Capital Outlays		643		
Total	1,073,851	873,629	814,966	849,988

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6400 Sewer		38,909	617,807	654,788
6500 Storm Sewer (NPDES)	1,073,851	834,719	197,159	195,200
Total	1,073,851	873,629	814,966	849,988

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5444 NPDES Street Sweeping	6.200	4.700	4.700	4.700
Total	6.200	4.700	4.700	4.700

ENTERPRISE OPERATIONS

5445 Hitchcock Road Water Division

Purpose

Provide a clean water source to business and operations located at the Hitchcock facility. These include the City's Animal Shelter, the Industrial Waste Administrative Building, the Monterey County Animal Shelter and the Monterey Regional Water Pollution Control Agency's sanitary sewer lift station.

Division Operations

1. Maintain the fresh water well system in a manner consistent with guidelines established by State and Federal Laws and as determined by the Environmental Health Division of the Monterey County Health Department.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Percentage of Compliance with Health Department Water Quality Objectives	100%	100%	100%	100%	100%

Major Budget Changes

None.

ENTERPRISE OPERATIONS

5445 Hitchcock Road Water Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
62 - Supplies & Materials			1,000	1,000
63 - Outside Services	8,415	10,213	12,000	12,000
64 - Other Charges	1,271	1,529	2,000	2,000
Total	9,687	11,742	15,000	15,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6700 Water Utility	9,687	11,742	15,000	15,000
Total	9,687	11,742	15,000	15,000

ENTERPRISE OPERATIONS

5446 Downtown Parking Division

Purpose

The mission of Downtown Parking Enterprise is to provide, operate and maintain an efficient, effective and sustainable downtown parking management to meet the needs of our residents, visitors and the business community. The enterprise needs to cover costs of services and strategically plan to meet the downtown parking demand today and in the near future. The Downtown Parking District enterprise supports the City's downtown economic and revitalization objectives.

Division Operations

1. To develop a sustainable downtown parking program that is able to meet current downtown needs as well as plan for viable parking solutions in the future.
2. To support the vision of the Downtown Vibrancy Plan and help make downtown a destination.
3. To provide effective management of parking services and resources.
4. To provide centralized parking management to maximize economies of scale and efficiency.
5. To develop a parking program that is fiscally able to be a partner with downtown stakeholders.
6. To provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Total Revenue	\$1,215,799	\$492,517	\$1,200,000	\$529,864	
Total Expenses	\$1,417,377	\$1,548,342	\$1,200,000	\$1,705,605	
Net Revenue	-\$201,578	-\$1,055,824	\$0	-\$1,175,741	
Operating Revenue (Pemit Sales/Parking fees)	\$268,207	\$467,475	\$450,000	\$528,934	

Major Budget Changes

Parking fees were approved by City Council for FY 21/22 for the parking garages and parking lots, however the enterprise remains in a deficit position.

Operating costs have decreased slightly due to staff vacancies, however the Monterey Street Garage contract had to be amended which increased outsourced operating costs. Even with increased parking fees, the district will close 22/23 in the red again. The Monterey Street Garage and Salinas Street Garage continue to have deferred maintenance, which are increasing in cost year by year. Surface lots are being sold for re-development which will decrease future revenues. On-street parking remains free, and managed only by a 90 minute time limit. The City and County continue discussing a new parking structure which will only increase future operation and maintenance obligations.

ENTERPRISE OPERATIONS

5446 Downtown Parking Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	37,797	43,355	42,051	38,855
62 - Supplies & Materials	4,433	10,888	19,450	11,400
63 - Outside Services	317,529	444,902	569,202	536,300
64 - Other Charges	88,417	116,457	137,500	117,500
65 - Debt Service	947,593	951,900	949,300	950,700
66 - Capital Outlays			6,000	
Total	1,395,769	1,567,502	1,723,503	1,654,755

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6801 Downtown Parking District	1,395,769	1,567,502	1,723,503	1,654,755
Total	1,395,769	1,567,502	1,723,503	1,654,755

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5446 Downtown Parking	0.270	0.270	0.270	0.270
Total	0.270	0.270	0.270	0.270

ENTERPRISE OPERATIONS

5447 Preferential Parking Division

Purpose

The mission of the Preferential Parking operations is to provide, operate and maintain an efficient and flexible preferential parking system. Currently, there is only one preferential permit parking area, District 3A, for the area surrounding the Salinas Valley Memorial Hospital. This preferential permit parking program is managed by the Public Works Parking Division is to meet the need of the residents, visitors and businesses located within the boundaries of the Preferential Parking Program.

Division Operations

1. Provide effective control of parking services and resources in a residential parking district.
2. Provide parking management to maximize economies of scale and efficiency.
3. Provide effective communications with residents of the parking zone/areas in a parking district.
4. Sustain parking enforcement in designated streets.
5. Provide excellent customer service.

Performance Measures

Performance Measure/Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Permit Sales	\$15,595.00	\$24,582.00	\$15,000.00	\$24,255.00	\$25,000.00
District Expenses (NEW)				\$ 26,934.83	\$25,000.00

Major Budget Changes

A CIP contains funds to respond to requests for additional residential permit parking areas. The City has received 5 petitions requesting new Residential Permit Parking Programs. Due to staff capacity and existing vacancies, the City is unable to respond to new requests at this time.

ENTERPRISE OPERATIONS

5447 Preferential Parking Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits		585	5,000	5,000
62 - Supplies & Materials	2,190	3,075		4,000
63 - Outside Services	4,443	11,016		11,400
64 - Other Charges	978	2,205	1,100	2,300
Total	7,611	16,881	6,100	22,700

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6802 Preferential Parking	7,611	16,881	6,100	22,700
Total	7,611	16,881	6,100	22,700

ENTERPRISE OPERATIONS

5448 Parking Enforcement Division

Purpose

The Citywide Parking Enforcement Program supports other programs of the Parking Enterprise. It is also responsive to Salinas' residents' need for parking enforcement and supports safety enforcement at schools. As an enterprise, the program also has the objective to ensure that costs for desired services are covered.

Division Operations

1. Provide parking management to improve program effectiveness.
2. Provide a sustainable parking enforcement program that supports all parking programs.
3. Respond to residents and business request for parking enforcement.
4. Support traffic safety needs at school locations.
5. Pursue expansion of parking enforcement program expansion to cover evenings and weekends.
6. Provide excellent customer service.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Citations Written	434	5,921	25,000	16,911	20,000
Annual Cost	\$955,876	\$993,267	\$1,000,000	\$680,563	\$1,000,000
Revenue	\$876,303	\$990,074	\$1,250,000	\$633,280	\$1,250,000

Major Budget Changes

Parking enforcement demand continues to be high. In December 2020, another service expansion was approved by the City Council. Available revenue was reinvested to expand parking enforcement services with the addition of two parking officers at a cost of \$165,908 annually. The parking enforcement program will continue to absorb costs for citation processing, the court, and DMV. These costs increase with increase in citation activity. Total costs will be covered by revenues developed with the increase in parking enforcement activity. Another revenue source can be established with the implementation of a scofflaw collection program.

ENTERPRISE OPERATIONS

5448 Parking Enforcement Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	48,916	39,352	36,336	32,659
62 - Supplies & Materials		24		
63 - Outside Services	770,893	872,091	1,697,869	915,000
64 - Other Charges	136,068	146,302	136,000	148,000
Total	955,876	1,057,769	1,870,205	1,095,659

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6803 Parking Enforcement	955,876	1,057,769	1,870,205	1,095,659
Total	955,876	1,057,769	1,870,205	1,095,659

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5448 Parking Enforcement	0.500	0.250	0.250	0.250
Total	0.500	0.250	0.250	0.250

ENTERPRISE OPERATIONS

8006 Twin Creeks Golf Course Division

Purpose

The Golf Course Division of the Recreation Parks Department no longer provides golf course maintenance operations and professional golf services for the 9-hole facility and 30 station lighted practice range. Twin Creeks was transferred to the non-profit organization "First Tee" in November 2004.

Division Operations

1. Work with "First Tee" to provide a well maintained, affordable golf course and practice facility for the community and youth players.

Major Budget Changes

None.

ENTERPRISE OPERATIONS

8006 Twin Creeks Golf Course Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
65 - Debt Service	3,522,978	443,840	439,700	440,300
Total	3,522,978	443,840	439,700	440,300

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6302 Twin Creek Golf Course	3,522,978	443,840	439,700	440,300
Total	3,522,978	443,840	439,700	440,300

ENTERPRISE OPERATIONS

8007 Fairways Golf Course Division

Purpose

The Golf Course Division of the Recreation Park Department no longer provides golf course maintenance operations and professional golf services for the 18-hole golf course and 13-station practice range. The Fairways Golf Course and its day-to-day operation was transferred to the corporation "Sierra Golf" as of August 1, 2008.

Division Operations

1. Work with "Sierra Golf" to provide a well maintained, affordable golf course and practice facility for the community.

Major Budget Changes

None.

ENTERPRISE OPERATIONS

8007 Fairways Golf Course Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
65 - Debt Service	271,272	205,732	208,200	219,000
Total	271,272	205,732	208,200	219,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
6301 Fairways Golf Course	271,272	205,732	208,200	219,000
Total	271,272	205,732	208,200	219,000

ENTERPRISE OPERATIONS

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
3350 Permit Services				
Administrative Aide	0.400			
Administrative Analyst I			1.000	2.000
Bldg Permit Spec	1.000	1.000	1.000	1.000
Comb Bldg Insp I	2.000	1.000	1.000	3.000
Comb Bldg Inspector II		2.000	2.000	1.000
Community Development Dir			0.250	0.250
Junior Engineer	1.000	1.000	1.000	1.000
Permit Center Clerk	3.000			
Permit Ctr Mgr/Bldg Off	1.000			
Plan Checker I				1.000
Revenue Officer	0.589	0.500	0.800	
Senior Plan Check Engineer	1.000	2.000	2.000	2.000
Sr Combo Bldg Insp	1.000		1.000	
Permit Center Coordinator	1.000	1.000	1.000	1.000
Inspection Services Manager		1.000	1.000	1.000
Chief Building Official		1.000	1.000	1.000
Permit Services Technician		3.000	3.000	3.000
Comm Outreach Asst-Limited Term			0.400	
Community Outreach Assistant			1.000	1.000
3350 Permit Services Total	11.989	13.500	17.450	18.250
5126 NPDES Storm Water				
NPDES Permit Manager	1.000	1.000	1.000	1.000
Stormwater Compliance Inspector			1.000	1.000
Stormwater Technician			1.000	
Stormwater Analyst				1.000
5126 NPDES Storm Water Total	1.000	1.000	3.000	3.000
5340 Airport				
Administrative Secretary	1.000	1.000	1.000	1.000
Airport Manager	1.000	1.000	1.000	1.000
Airport Operations Supv	1.000	1.000	1.000	1.000
Facility Maint Worker	2.000	3.000		
Office Technician	0.500	0.500	0.500	0.500
Public Works Director	0.100	0.100	0.100	0.100

ENTERPRISE OPERATIONS

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
Airport Maintenance Worker			3.000	3.000
5340 Airport Total	5.600	6.600	6.600	6.600
5441 Industrial Waste				
Assistant Engineer		0.500	0.500	0.500
Associate Engineer			0.500	0.500
Office Technician	0.200	0.200	0.200	0.200
P.S. Maint Crew Supervisor	0.500			
Public Works Admin Supervisor	0.100	0.100	0.100	0.100
Public Works Director	0.100	0.100	0.100	0.100
Senior Civil Engineer	0.500	0.500	0.500	0.500
Wastewater Manager	0.250	0.250	0.250	0.250
Wastewater Operator	2.000	3.000	3.000	3.000
City Engineer	0.150	0.150	0.150	0.150
Wastewater Crew Sup		0.500	0.500	0.500
5441 Industrial Waste Total	3.800	5.300	5.800	5.800
5442 Sanitary Sewer				
Assistant Engineer		0.500	0.500	0.500
Associate Engineer			0.500	0.500
Office Technician	0.200	0.200	0.200	0.200
P.S. Maint Crew Supervisor	1.000			
Public Svc Maint Wkr II	5.950	4.950	4.950	3.950
Public Svc Maint Wkr III	1.750	1.750	1.750	1.750
Public Svc Maint Wkr IV	0.500	0.500	0.500	0.500
Public Works Admin Supervisor	0.100	0.100	0.100	0.100
Public Works Director	0.100	0.100	0.100	0.100
Pump Maint Mechanic	1.000	1.000	1.000	
Senior Civil Engineer	0.850	0.850	0.850	0.850
Wastewater Manager	0.500	0.500	0.500	0.500
City Engineer	0.100	0.100	0.100	0.100
Wastewater Crew Sup		1.000	1.000	1.000
Public Service Maint Worker I				1.000
Sr Pump Maintenance Mechanic				1.000
5442 Sanitary Sewer Total	12.050	11.550	12.050	12.050

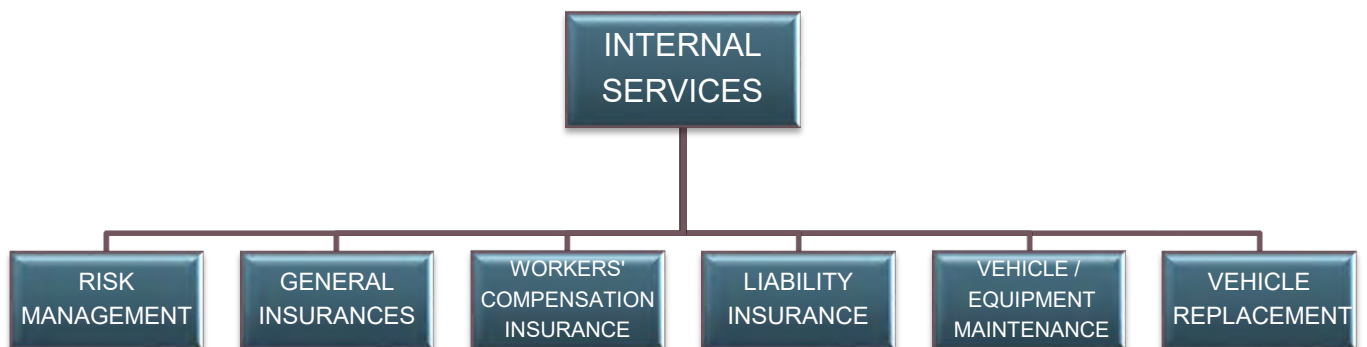
ENTERPRISE OPERATIONS

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5443 NPDES Storm Drain Sewer				
P.S. Maint Crew Supervisor	0.250			
Public Svc Maint Wkr II	1.050	1.050	1.050	1.050
Public Svc Maint Wkr III	0.250	0.250	0.250	0.250
Public Svc Maint Wkr IV	0.250	0.250	0.250	0.250
Public Works Admin Supervisor	0.050	0.050	0.050	0.050
Public Works Director	0.050	0.050	0.050	0.050
Wastewater Manager	0.250	0.250	0.250	0.250
City Engineer	0.050	0.050	0.050	0.050
Wastewater Crew Sup		0.250	0.250	0.250
5443 NPDES Storm Drain Sewer Total	2.200	2.200	2.200	2.200
5444 NPDES Street Sweeping				
Community Service Officer	0.500			
Equipment Mechanic I	1.000			
Motor Sweeper Operator	3.000	3.000	3.000	
Office Technician	0.200	0.200	0.200	0.200
P.S. Maint Crew Supervisor	0.250			
Public Svc Maint Wkr II	1.000	1.000	1.000	1.000
Public Svc Maint Wkr III				3.000
Public Svc Maint Wkr IV	0.250	0.250	0.250	0.250
Wastewater Crew Sup		0.250	0.250	0.250
5444 NPDES Street Sweeping Total	6.200	4.700	4.700	4.700
5446 Downtown Parking				
Public Works Admin Supervisor	0.250	0.250	0.250	0.250
Public Works Director	0.020	0.020	0.020	0.020
5446 Downtown Parking Total	0.270	0.270	0.270	0.270
5448 Parking Enforcement				
Office Technician	0.250			
Public Works Admin Supervisor	0.250	0.250	0.250	0.250
5448 Parking Enforcement Total	0.500	0.250	0.250	0.250
Total	43.609	45.370	52.320	53.120

INTERNAL SERVICES

Organizational Chart by Division



INTERNAL SERVICES

Summary

Purpose

Internal Services supports the provision of employee benefits to include health and welfare benefits, workers compensation, City-wide safety programs, and employee assistance programs. Comprehensive protection of the City's assets through a liability program of risk avoidance, risk reduction and risk transfer is also accomplished through Internal Services.

City Council Goals, Strategies, and Objectives for FY 2023-2024

Investment Strategies/Risk Management; Operational Efficiencies *(Effective and Culturally Responsive Government)*

1. Reduce General Fund costs in management and administration of general liability and Workers Compensation programs.
2. Implement annual audits of Workers' Compensation Third Party Administrators performance in managing claims and liabilities.
3. Assist with coordination of early Return to Work for Industrial and Non-Industrial Injuries.
4. Maintain financial stability of the state property/casualty insurance fund.
5. Evaluate efficacy of claims management software to reduce reliance upon outside services and promote internal management of claims administration.
6. Continue implementing the cost-recovery and board-up protocols.

Major Budget Changes

None.

INTERNAL SERVICES

Summary

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
1245 Risk Management		150	43,000	43,000
1246 General Insurances	994,151	1,797,296	1,598,297	1,606,000
1247 Workers' Compensation Insurance	4,829,298	4,581,491	5,523,433	5,595,053
1248 Liability Insurance	4,723,192	3,879,430	3,957,564	4,663,989
4130 Support Services				1,035,000
4510 Suppression				3,456,600
5233 Vehicle/Equipment Maintenance	1,819,744	2,085,632	2,575,979	2,772,965
5238 Parks and Community Services				80,000
5239 Urban Forestry				183,660
Total	12,366,384	12,343,999	13,698,272	19,436,267

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	1,526,453	1,781,469	2,081,842	2,240,907
62 - Supplies & Materials	691,172	730,022	824,704	796,100
63 - Outside Services	150,447	144,302	272,850	319,100
64 - Other Charges	9,972,810	9,665,657	10,376,042	11,077,700
65 - Debt Service				815,260
66 - Capital Outlays	25,503	22,549	142,835	4,187,200
Total	12,366,384	12,343,999	13,698,272	19,436,267

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
7101 Internal Services Administration		150	43,000	43,000
7102 Internal Services Insurances	994,151	1,797,296	1,598,297	1,606,000
7103 Worker's Comp Self-Insurance	4,829,298	4,581,491	5,523,433	5,595,053
7104 General Liability Self-Insurance	4,723,192	3,879,430	3,957,564	4,663,989
7120 Fleet Maintenance	1,819,744	2,085,632	2,575,979	2,563,965
7121 Vehicle Replacement				4,964,260
Total	12,366,384	12,343,999	13,698,272	19,436,267

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1247 Workers' Compensation Insurance	1.000	1.000	1.000	2.250
1248 Liability Insurance	2.000	2.000	2.000	2.000
5233 Fleet/Equipment Maintenance	10.450	10.450	11.450	12.450
Total	13.450	13.450	14.450	16.700

INTERNAL SERVICES

1245 Risk Management Division

Purpose

Protect the City's "people" and "economic" assets. Risk Management administers employee benefits and the Internal Service Funds for insurances, Workers' Compensation, health, and liability insurance programs.

Division Operations

1. Maintain current benefit information for employees.
2. Coordinate services for occupational injuries and illnesses in order to contain costs.
3. Oversee City-wide Injury and Illness Prevention Program (IIPP).
4. Provide support to all departments to ensure compliance with OSHA regulations.
5. Provide support to all departments to ensure compliance with Federal and State employee leave rights.

Major Budget Changes

None.

INTERNAL SERVICES

1245 Risk Management Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits			40,000	40,000
62 - Supplies & Materials			1,600	1,600
63 - Outside Services			1,000	1,000
64 - Other Charges		150	200	200
66 - Capital Outlays			200	200
Total		150	43,000	43,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
7101 Internal Services Administration		150	43,000	43,000
Total		150	43,000	43,000

INTERNAL SERVICES

1246 General Insurances Division

Purpose

Provide funding for City-wide safety programs, employee assistance program, unemployment claims, biennial physical exams, insurance for property, fine arts, and reimbursable damages.

Division Operations

1. Review/negotiate renewal of insurance and excess insurance contracts annually of property, fine arts, fidelity bonds, liability, and tenant user liability insurance programs.
2. Oversee employee insurance programs.
3. Process employee and DMV physical exams.
4. Monitor unemployment claims.
5. Pre-employment process and physical exams.

Major Budget Changes

None.

INTERNAL SERVICES

1246 General Insurances Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
63 - Outside Services	11,455	19,898	50,000	75,000
64 - Other Charges	982,696	1,777,398	1,548,297	1,521,000
66 - Capital Outlays				10,000
Total	994,151	1,797,296	1,598,297	1,606,000

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
7102 Internal Services Insurances	994,151	1,797,296	1,598,297	1,606,000
Total	994,151	1,797,296	1,598,297	1,606,000

INTERNAL SERVICES

1247 Workers' Compensation Insurance Division

Purpose

Set Workers' Compensation rates at a level that will fund the workers' compensation reserve at the recommended levels. Maintain a Third-Party Administrator that will provide excellent customer service to employees.

Division Operations

1. Provide workers' compensation benefits to City employees consistent with requirements of State law while conserving the City's General Fund.
2. Provide a visible and accurate accounting of the self-insured Workers' Compensation.
3. Set workers compensation rates at a level which will fund the workers' compensation reserve at the recommended level.
4. Establish quarterly file reviews to maintain control over the program with the City's Third-Party Administrator and Occupational/Medical Clinic.
5. Provide On-going training to departments and assist with coordination of early return to work.
6. Implement changes in the workers' compensation law.
7. Reduce General Fund costs in the administration and management of Workers Compensation claims.

Major Budget Changes

None.

INTERNAL SERVICES

1247 Workers' Compensation Insurance Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	158,367	177,764	223,433	355,053
63 - Outside Services		5,000	15,000	40,000
64 - Other Charges	4,670,931	4,398,727	5,285,000	5,200,000
Total	4,829,298	4,581,491	5,523,433	5,595,053

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
7103 Worker's Comp Self-Insurance	4,829,298	4,581,491	5,523,433	5,595,053
Total	4,829,298	4,581,491	5,523,433	5,595,053

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1247 Workers' Compensation Insurance	1.000	1.000	1.000	2.250
Total	1.000	1.000	1.000	2.250

INTERNAL SERVICES

1248 Liability Insurance Division

Purpose

Provide comprehensive protection of the City's assets through a liability program of risk avoidance, risk reduction, and risk transfer, while focusing on customer service for the residents of the community.

Division Operations

1. Physically inspect major City facilities on an annual basis.
2. Reduce General Fund costs in the administration of claims.
3. Work with Departments to reduce the City's liability exposure.
4. Improve risk transfer to 3rd party contractors.

Major Budget Changes

None.

INTERNAL SERVICES

1248 Liability Insurance Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	404,362	409,749	437,564	313,989
64 - Other Charges	4,318,830	3,469,681	3,520,000	4,350,000
Total	4,723,192	3,879,430	3,957,564	4,663,989

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
7104 General Liability Self-Insurance	4,723,192	3,879,430	3,957,564	4,663,989
Total	4,723,192	3,879,430	3,957,564	4,663,989

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1248 Liability Insurance	2.000	2.000	2.000	2.000
Total	2.000	2.000	2.000	2.000

INTERNAL SERVICES

5233 Vehicle/Equipment Maintenance Division

Purpose

Fleet Maintenance is the internal service division responsible for the inspection, maintenance and repair of the City's vehicle and equipment fleet of over 350 units.

The mission of Fleet Maintenance is to provide safe, dependable, and environmentally sound transportation, related support services, and tools for necessary City purposes. The Division's primary responsibility is to conserve vehicle and equipment value and utility through the inspection, periodic preventive maintenance, and repair of this asset.

Division Operations

1. Develop and staff an effective preventive maintenance program to reduce the incidence of unscheduled repairs.
2. Establish market-driven, competitive fleet services by making periodic assessments of the cost competitiveness of fleet service delivery.
3. Provide for a central fleet management function to maximize economies of scale and efficiency of operation.
4. Establish a fleet policy that identifies all fleet costs, allocates these costs equitable and supports fleet operations as an enterprise activity.

Performance Measures

Performance Measure / Goal	FY 2020-21 Actual	FY 2021-22 Actual	FY 2022-23 Goal	FY 2022-23 Projected	FY 2023-24 Goal
Number of vehicles to maintain per employee	44	44	44	44	48
Preventive Maintenance Inspections on Police Vehicles	489	489	500	500	525
Preventive Maintenance Inspections on Fleet Vehicles	1,131	1,131	1,100	1,100	1,200

Major Budget Changes

A full time Inventory Technician position has been requested. The Division currently has a part-time Public Service Maintenance Aide, which they are requesting to switch to full-time position. The Aide would be responsible for ordering & returning parts, entering parts into a database, and maintaining inventories and stock at levels determined by usage. This will help keep Fleet's cost efficient by minimizing over ordering and returning parts.

INTERNAL SERVICES

5233 Vehicle/Equipment Maintenance Division

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
61 - Salaries & Benefits	963,724	1,193,956	1,380,845	1,531,865
62 - Supplies & Materials	691,172	730,022	823,104	794,500
63 - Outside Services	138,992	119,404	206,850	203,100
64 - Other Charges	353	19,701	22,545	6,500
66 - Capital Outlays	25,503	22,549	142,635	28,000
Total	1,819,744	2,085,632	2,575,979	2,563,965

Expenditures by Fund	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
7120 Fleet Maintenance	1,819,744	2,085,632	2,575,979	2,563,965
Total	1,819,744	2,085,632	2,575,979	2,563,965

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
5233 Fleet/Equipment Maintenance	10.450	10.450	11.450	12.450
Total	10.450	10.450	11.450	12.450

INTERNAL SERVICES

7121 Vehicle Replacement Fund

Expenditures by Category	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
65 - Debt Service				815,260
66 - Capital Outlays				4,149,000
Total				4,964,260

Expenditures by Program	FY 21 Actual	FY 22 Actual	FY 23 Amended	FY 24 Proposed
4130 Support Services				1,035,000
4510 Suppression				3,456,600
5233 Vehicle/Equipment Maintenance				209,000
5238 Parks and Community Services				80,000
5239 Urban Forestry				183,660
Total				4,964,260

INTERNAL SERVICES

Workforce

Workforce by Program	FY 21 Authorized	FY 22 Authorized	FY 23 Authorized	FY 24 Proposed
1247 Workers' Compensation Insurance				
Assistant City Attorney	0.500	0.500	0.500	0.500
Human Resources Technician				0.500
Legal Secretary	0.500			
Sr Risk Management Technician		0.500	0.500	0.500
Risk and Benefits Analyst				0.750
1247 Workers' Compensation Insurance Total	1.000	1.000	1.000	2.250
1248 Liability Insurance				
Assistant City Attorney	1.500	1.500	1.500	1.500
Legal Secretary	0.500			
Sr Risk Management Technician		0.500	0.500	0.500
1248 Liability Insurance Total	2.000	2.000	2.000	2.000
5233 Fleet/Equipment Maintenance				
Equipment Mechanic Crew Sup	1.000	1.000	1.000	1.000
Equipment Mechanic I	1.000	3.000	3.000	3.000
Equipment Mechanic II	3.000	3.000	3.000	3.000
Fleet Analyst	1.000			
Fleet Maintenance Manager	1.000	1.000	1.000	1.000
Inventory Technician	1.000			1.000
Office Technician	0.200	1.200	1.200	1.200
Public Works Admin Supervisor	0.250	0.250	0.250	0.250
Sr Vehicle Maint Asst	1.000			
Sr Mechanic	1.000			
Senior Equipment Mechanic		1.000	1.000	1.000
Radio and Upfitting Technician			1.000	1.000
5233 Fleet/Equipment Maintenance Total	10.450	10.450	11.450	12.450
Total	13.450	13.450	14.450	16.700



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BUDGET RESOLUTION

RESOLUTION NO. _____ (N.C.S.)

RESOLUTION NO. _____ (S.A.)

A RESOLUTION ADOPTING THE FISCAL YEAR 2024 ANNUAL OPERATING BUDGET

WHEREAS, on May 23, 2023, the City Manager submitted a preliminary operating budget and preliminary capital improvement budget for fiscal year 2024 and a preliminary capital improvement program for fiscal years 2024-2029 to the City Council; and

WHEREAS, on June 13, 2023, the City Manager submitted the proposed operating budget and proposed capital improvement budget for fiscal year 2024 and the proposed capital improvement program for fiscal years 2024-2029 to the City Council which incorporated adjustments to the preliminary budgets and preliminary capital improvement program as directed by the City Council and the City Manager.

NOW, THEREFORE, BE IT RESOLVED that the operating and capital budgets of the City of Salinas and the Successor Agency of the Salinas Redevelopment Agency for fiscal year 2024, which begins July 1, 2023, with appropriations totaling \$248,437,988 is hereby approved, adopted, and appropriated.

BE IT FURTHER RESOLVED that the amounts by fund outlined in the “Expenditure Total” column of “Exhibit 1” attached hereto and incorporated herein by this reference shall be the maximum expenditures authorized for those funds for fiscal year 2024.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to make budgetary revisions between budget units within an operating fund after the adoption of the fiscal year 2024 budgets.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to transfer monies between funds up to the maximum outlined in the “Transfers Out” column in “Exhibit 2” attached hereto and incorporated herein by this reference.

BE IT FURTHER RESOLVED that the estimated financing sources by fund available to meet the authorized expenditures and transfers are approved and adopted as detailed in the Fiscal Year 2024 Proposed Operating Budget and incorporated herein by this reference.

BE IT FURTHER RESOLVED that the City Manager is authorized to adjust amounts of said financing sources subsequent to budget adoption if any appropriation balances carried forward from prior fiscal years had an associated revenue source at the time the appropriation was established.

BUDGET RESOLUTION

BE IT FURTHER RESOLVED that the City-Wide Workforce Summary and Salary Schedule included in the Fiscal Year 2024 Proposed Operating Budget document be adopted.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

BUDGET RESOLUTION

Expenditure Summary by Category

Exhibit 1

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
General Funds						
1000	General Fund					
Dept	Department Name					
10	City Council	\$330,907	\$68,700	\$0	\$0	\$399,607
12	Administration	3,142,999	2,384,700	0	679,000	6,206,699
14	City Attorney's Office	728,037	152,540	0	40,000	920,577
30	Community Development	3,621,469	2,203,985	0	33,300	5,858,754
20	Finance	2,046,998	737,290	0	62,800	2,847,088
45	Fire	25,330,407	1,348,170	184,240	73,450	26,936,267
16	Human Resources	1,370,020	297,050	0	75,000	1,742,070
40	Police	42,767,407	6,354,000	225,370	10,000	49,356,777
50	Public Works	4,515,869	2,233,998	0	26,590	6,776,457
55	Recreation	112,300	167,450	0	0	279,750
80	Non-Departmental	818,500	7,057,760	0	0	7,876,260
1000	General Fund Total	\$84,784,913	\$23,005,643	\$409,610	\$1,000,140	\$109,200,306
1100	Measure E Fund					
Dept	Department Name					
12	Administration	\$0	\$0	\$0	\$58,000	\$58,000
20	Finance	0	8,000	0	0	8,000
60	Library	4,794,573	1,107,980	0	42,000	5,944,553
40	Police	3,813,331	596,000	0	0	4,409,331
55	Recreation	2,647,234	207,940	0	0	2,855,174
80	Non-Departmental	0	250,000	0	0	250,000
1100	Measure E Fund Total	\$11,255,138	\$2,169,920	\$0	\$100,000	\$13,525,058
1200	Measure G Fund					
Dept	Department Name					
12	Administration	\$681,419	\$0	\$0	\$0	\$681,419
30	Community Development	1,354,100	1,071,500	0	2,000	2,427,600
20	Finance	276,366	1,000	0	0	277,366
45	Fire	1,590,141	274,200	0	43,000	1,907,341

BUDGET RESOLUTION

Expenditure Summary by Category

Exhibit 1

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
16	Human Resources	185,020	0	0	0	185,020
40	Police	6,199,012	120,000	0	0	6,319,012
50	Public Works	4,782,951	2,145,529	0	7,800	6,936,280
55	Recreation	2,036,347	3,266,397	0	81,000	5,383,744
1200	Measure G Fund Total	\$17,105,356	\$6,878,626	\$0	\$133,800	\$24,117,782
General Funds Total		\$113,145,407	\$32,054,189	\$409,610	\$1,233,940	\$146,843,146
Assessment & Maintenance District Funds						
4204	2019 Spec. Tax Bond - Monte Bella Fund	\$0	\$0	\$166,200	\$0	\$166,200
4205	2019 Spec. Tax Bond - Monte Bella 2 Fund	0	0	138,400	0	138,400
4206	2019 Spec. Tax Bond - Monte Bella 3 Fund	0	0	167,200	0	167,200
2104	Airport Bus. Park Maint. Dist. Fund	2,205	14,412	0	0	16,617
4202	Assessment District Debt Svc Fund	0	0	463,600	0	463,600
2106	Harden Ranch Landscape Dist. Fund	2,215	132,140	0	0	134,355
2108	Mira Monte Maint. Dist. Fund	36,087	115,830	0	0	151,917
2109	Monte Bella Maint. Dist. Fund	60,523	265,350	0	0	325,873
2105	NE Salinas Landscape Dist. Fund	67,689	747,650	0	0	815,339
2107	Vista Nueva Maint. Dist. Fund	10	105,650	0	2,000	107,660
2102	Woodside Park Maint. Dist. Fund	6,936	38,000	0	0	44,936
Assessment & Maintenance District Funds Total		\$175,665	\$1,419,032	\$935,400	\$2,000	\$2,532,097
Capital Projects Fund						
5800	Capital Projects Fund	\$312,000	\$7,366,530	\$0	\$18,775,020	\$26,453,550
Capital Projects Fund Total		\$312,000	\$7,366,530	\$0	\$18,775,020	\$26,453,550
Debt Service Funds						
4104	2014 COP Consolidation Fund	\$0	\$0	\$227,100	\$0	\$227,100
4107	2018B Total Road Imprvmt Prgm COP Fund	0	0	2,328,400	0	2,328,400

BUDGET RESOLUTION

Expenditure Summary by Category

Exhibit 1

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
4111	2020A Refunding Bonds - Energy Fund	0	0	1,559,000	0	1,559,000
4112	2020A Refunding Bonds - SVSWA Fund	0	0	668,300	0	668,300
4110	El Gabilan Library 2018 Lease Fund	0	334,200	791,000	20,000	1,145,200
4106	Public Safety Building 2018 Lease Fund	0	1,200,800	4,480,000	70,000	5,750,800
Debt Service Funds Total		\$0	\$1,535,000	\$10,053,800	\$90,000	\$11,678,800

Enterprise Funds

6801	Downtown Parking District Fund	\$38,855	\$665,200	\$950,700	\$0	\$1,654,755
6301	Fairways Golf Course Fund	0	0	219,000	0	219,000
6200	Industrial Waste Fund	869,471	1,312,700	520,800	0	2,702,971
6100	Municipal Airport Fund	901,838	810,000	0	60,500	1,772,338
6803	Parking Enforcement Fund	32,659	1,063,000	0	0	1,095,659
6900	Permit Services Fund	2,762,266	1,286,620	0	51,800	4,100,686
6802	Preferential Parking Fund	5,000	17,700	0	0	22,700
6400	Sewer Fund	2,400,662	1,025,000	868,100	0	4,293,762
6500	Stormwater (NPDES) Fund	835,287	2,027,030	0	6,500	2,868,817
6302	Twin Creeks Golf Course Fund	0	0	440,300	0	440,300
6700	Water Utility Fund	0	15,000	0	0	15,000
Enterprise Funds Total		\$7,846,038	\$8,222,250	\$2,998,900	\$118,800	\$19,185,988

Grant Funds

3282	Board of State & Comm. Corrs Fund	\$313,850	\$0	\$0	\$0	\$313,850
Grant Funds Total		\$313,850	\$0	\$0	\$0	\$313,850

Housing & Urban Development Funds

2911	CDBG - COVID 19 Fund	\$366,006	\$0	\$0	\$0	\$366,006
2910	Community Development Fund	474,028	172,650	0	5,904,000	6,550,678
2941	Emergency Solutions Grant - COC Fund	18,090	0	0	0	18,090
2940	Emergency Solutions Grant - HUD Fund	79,397	68,558	0	0	147,955
2954	Encampment Resolution Fund	480,133	0	0	0	480,133

BUDGET RESOLUTION

Expenditure Summary by Category

Exhibit 1

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
2943	ESG-CV HUD Fund	170,714	0	0	0	170,714
2956	Family Homeless Challenge Fund	157,915	0	0	0	157,915
2930	Home Investment Partnership Fund	189,703	1,950,434	0	3,500	2,143,637
2931	HOME-ARP Fund	77,048	13,000	0	0	90,048
2951	SB 2 Fund	60,078	3,984,435	0	0	4,044,513
Housing & Urban Development Funds Total		\$2,073,112	\$6,189,077	\$0	\$5,907,500	\$14,169,689
Internal Service Funds						
7120	Fleet Maintenance Fund	\$1,531,865	\$1,004,100	\$0	\$28,000	\$2,563,965
7104	General Liability Self-Insurance Fund	313,989	4,350,000	0	0	4,663,989
7102	Internal Services - Insurances Fund	0	1,596,000	0	10,000	1,606,000
7101	Internal Services Administration Fund	40,000	2,800	0	200	43,000
7121	Vehicle Replacement Fund	0	0	815,260	4,149,000	4,964,260
7103	Worker's Comp. Self-Insurance Fund	355,053	5,240,000	0	0	5,595,053
Internal Service Funds Total		\$2,240,907	\$12,192,900	\$815,260	\$4,187,200	\$19,436,267
Trust & Agency Funds						
8914	Redevelopment Obligation Retmt Fund	\$0	\$0	\$1,407,400	\$0	\$1,407,400
8915	Successor Agency Admin. Fund	0	10,000	0	0	10,000
Trust & Agency Funds Total		\$0	\$10,000	\$1,407,400	\$0	\$1,417,400
Other/Miscellaneous Funds						
2502	Asset Forfeiture Fund	\$0	\$62,000	\$0	\$0	\$62,000
2501	Emergency Medical Service Fund	1,383,458	140,900	0	17,400	1,541,758
2513	General Plan Fund	100,770	846,030	0	0	946,800
2602	HSA - Affordable Housing Fund	50	1,000	0	0	1,050
2603	Local Housing Trust Fund	0	2,000,000	0	0	2,000,000
2507	Municipal Art Fund	0	100,000	0	0	100,000
2506	PEG Cable Franchise Fund	0	200,000	0	0	200,000
2201	Proposition 172 Sales Tax Fund	0	600,000	0	0	600,000

BUDGET RESOLUTION

Expenditure Summary by Category

Exhibit 1

Fund	Fund Name	Salaries & Benefits	Maintenance & Operations *	Debt Service	Capital Outlay	Expenditure Total
2505	Recreation Parks Fund	20,400	2,500	0	0	22,900
2202	Supplemental Law Enfnt - AB3229 Fund	0	743,000	0	0	743,000
2504	Vehicle Abatement Fund	185,693	4,000	0	0	189,693
Other/Miscellaneous Funds Total		\$1,690,371	\$4,699,430	\$0	\$17,400	\$6,407,201
Total		\$127,797,350	\$73,688,408	\$16,620,370	\$30,331,860	\$248,437,988

* Maintenance & Operations includes Supplies & Materials, Outside Services, Other Charges, & Financial Assistance

BUDGET RESOLUTION

Fund Transfers

Exhibit 2

	Transfers In	Transfers Out	Net Transfers
	\$	\$	\$
1000 General Fund			
90.2401 Gas Tax - 2107 Fund	1,200,300		
90.2402 Gas Tax - 2106 Fund	230,000		
90.2403 Gas Tax - 2105 Fund	294,700		
90.2503 Traffic Safety Fund	200,000		
90.2513 General Plan Fund	153,200		
90.7101 Internal Services Administration Fund	750,000		
95.2501 Emergency Medical Service Fund		1,600,000	
95.2504 Vehicle Abatement Fund		50,000	
95.2507 Municipal Art Fund		100,000	
95.2513 General Plan Fund		555,430	
95.2603 Local Housing Trust Fund		2,000,000	
95.4104 2014 COP Consolidation Fund		227,100	
95.4111 2020A Refunding Bonds - Energy Fund		1,199,500	
95.4112 2020A Refunding Bonds - SVSWA Fund		668,300	
95.6302 Twin Creeks Golf Course Fund		450,000	
95.6500 Stormwater (NPDES) Fund		2,150,000	
95.6801 Downtown Parking District Fund		393,000	
95.7102 Internal Services - Insurances Fund		600,000	
95.7104 General Liability Self-Insurance Fund		2,800,000	
95.7120 Fleet Maintenance Fund		2,000,000	
95.7121 Vehicle Replacement Fund		876,825	
95.5800 Capital Projects Fund		5,430,000	
Total - General Fund	2,828,200	21,100,155	(18,271,955)
1100 Measure E Fund			
95.4110 El Gabilan Library 2018 Lease Fund		1,145,200	
95.4111 2020A Refunding Bonds - Energy Fund		66,200	
95.7102 Internal Services - Insurances Fund		250,000	
95.7104 General Liability Self-Insurance Fund		420,000	
95.7120 Fleet Maintenance Fund		100,000	
Total - Measure E Fund	-	1,981,400	(1,981,400)
1200 Measure G Fund			
95.4106 Public Safety Building 2018 Lease Fund		5,750,800	
95.4111 2020A Refunding Bonds - Energy Fund		5,200	
95.7102 Internal Services - Insurances Fund		550,000	
95.7104 General Liability Self-Insurance Fund		190,000	
95.7120 Fleet Maintenance Fund		200,000	
95.7121 Vehicle Replacement Fund		463,620	
95.5800 Capital Projects Fund		9,385,000	
Total - Measure G Fund	-	16,544,620	(16,544,620)
2100 Assessment & Maintenance District Funds			
2105 95.5800 Capital Projects Fund		10,000	
2107 95.5800 Capital Projects Fund		150,000	
2109 95.5800 Capital Projects Fund		611,000	
Total - Assessment & Maintenance District Funds	-	771,000	(771,000)
2300 Development Fee Funds			
2301 95.5800 Capital Projects Fund		250,000	
2302 95.5800 Capital Projects Fund		82,500	
Total - Development Fee Funds	-	332,500	(332,500)
2400 Gas Tax Funds			
2401 95.1000 General Fund		1,200,300	
2401 95.6500 Stormwater (NPDES) Fund		15,000	
2402 95.1000 General Fund		230,000	
2403 95.1000 General Fund		294,700	
2403 95.6500 Stormwater (NPDES) Fund		60,000	
2402 95.5800 Capital Projects Fund		20,000	
2403 95.5800 Capital Projects Fund		1,000,000	
2404 95.5800 Capital Projects Fund		983,800	
Total - Gas Tax Funds	-	3,803,800	(3,803,800)

BUDGET RESOLUTION

Fund Transfers

Exhibit 2

	Transfers In	Transfers Out	Net Transfers
	\$	\$	\$
2501 Emergency Medical Services Fund			
90.1000 General Fund	1,600,000		
Total - Emergency Medical Services Fund	1,600,000	-	1,600,000
2503 Traffic Safety Fund			
95.1000 General Fund		200,000	
Total - Traffic Safety Fund	-	200,000	(200,000)
2504 Vehicle Abatement Fund			
90.1000 General Fund	50,000		
Total - Vehicle Abatement Fund	50,000	-	50,000
2507 Municipal Art Fund			
90.1000 General Fund	100,000		
Total - Vehicle Abatement Fund	100,000	-	100,000
2510 Meas. X - Trans. Safety & Invmt Plan Fund			
95.4107 2018B Total Road Imprvmt Prgm COP Fund		2,328,400	
95.5800 Capital Projects Fund		1,895,000	
Total - Meas. X - Trans. Safety & Invmt Plan Fund	-	4,223,400	(4,223,400)
2511 SB1 Road Maint. & Rehab. Fund			
95.5800 Capital Projects Fund		3,575,000	
Total - SB1 Road Maint. & Rehab. Fund	-	3,575,000	(3,575,000)
2513 General Plan Fund			
90.1000 General Fund	555,430		
95.1000 General Fund		153,200	
Total - General Plan Fund	555,430	153,200	402,230
2603 Local Housing Trust Fund			
90.1000 General Fund	2,000,000		
Total - Vehicle Abatement Fund	2,000,000	-	2,000,000
4100 Debt Service Funds			
4104 90.1000 General Fund	227,100		
4106 90.1200 Measure G Fund	5,750,800		
4107 90.2510 Meas. X - Trans. Safety & Invmt Plan Fund	2,328,400		
4110 90.1100 Measure E Fund	1,145,200		
4111 90.1000 General Fund	1,199,500		
4111 90.1100 Measure E Fund	66,200		
4111 90.1200 Measure G Fund	5,200		
4111 90.6100 Municipal Airport Fund	79,900		
4111 90.6200 Industrial Waste Fund	74,800		
4111 90.6400 Sewer Fund	99,700		
4111 90.6801 Downtown Parking District Fund	33,900		
4112 90.1000 General Fund	668,300		
Total - Debt Service Funds	11,679,000	-	11,679,000
5101 Special Aviation - State Fund			
95.5800 Capital Projects Fund		81,000	
Total - Special Aviation - State Fund	-	81,000	(81,000)
5102 Special Aviation - Federal Fund			
95.5800 Capital Projects Fund		1,620,000	
Total - Special Aviation - Federal Fund	-	1,620,000	(1,620,000)
6100 Airport Fund			
95.4111 2020A Refunding Bonds - Energy Fund		79,900	
95.5800 Capital Projects Fund		631,250	
Total - Airport Fund	-	711,150	(711,150)
6200 Industrial Waste Fund			
95.4111 2020A Refunding Bonds - Energy Fund		74,800	
95.5800 Capital Projects Fund		150,000	
Total - Industrial Waste Fund	-	224,800	(224,800)

BUDGET RESOLUTION

Fund Transfers

Exhibit 2

	Transfers In	Transfers Out	Net Transfers
	\$	\$	\$
6302 Twin Creeks Golf Course Fund			
90.1000 General Fund	450,000		
Total - Twin Creeks Golf Course Fund	450,000	-	450,000
6400 Sewer Fund			
95.4111 2020A Refunding Bonds - Energy Fund		99,700	
95.5800 Capital Projects Fund		172,000	
Total - Sewer Fund	-	271,700	(271,700)
6500 Stormwater (NPDES) Fund			
90.1000 General Fund	2,150,000		
90.2401 Gas Tax - 2107 Fund	15,000		
90.2403 Gas Tax - 2105 Fund	60,000		
Total - Stormwater (NPDES) Fund	2,225,000	-	2,225,000
6801 Downtown Parking District Fund			
90.1000 General Fund	393,000		
90.8914 Redevelopment Obligation Retmt Fund	950,700		
95.4111 2020A Refunding Bonds - Energy Fund		33,900	
95.5800 Capital Projects Fund		100,000	
Total - Downtown Parking District Fund	1,343,700	133,900	1,209,800
6900 Permit Services Fund			
95.5800 Capital Projects Fund		307,000	
Total - Permit Services Fund	-	307,000	(307,000)
7100 Internal Service Funds			
7101 95.1000 General Fund		750,000	
7101 95.7104 General Liability Self-Insurance Fund		1,000,000	
7102 90.1000 General Fund	600,000		
7102 90.1100 Measure E Fund	250,000		
7102 90.1200 Measure G Fund	550,000		
7102 95.7104 General Liability Self-Insurance Fund		500,000	
7104 90.1000 General Fund	2,800,000		
7104 90.1100 Measure E Fund	420,000		
7104 90.1200 Measure G Fund	190,000		
7104 90.7101 Internal Services Administration Fund	1,000,000		
7104 90.7102 Internal Services - Insurances Fund	500,000		
7120 90.1000 General Fund	2,000,000		
7120 90.1100 Measure E Fund	100,000		
7120 90.1200 Measure G Fund	200,000		
7121 90.1000 General Fund	876,825		
7121 90.1200 Measure G Fund	463,620		
Total - Internal Service Funds	9,950,445	2,250,000	7,700,445
8914 Redevelopment Obligation Retmt Fund			
95.6801 Downtown Parking District Fund		950,700	
Total - Redevelopment Obligation Retmt Fund	-	950,700	(950,700)
5800 Capital Projects Fund			
90.1000 General Fund	5,430,000		
90.1200 Measure G Fund	9,385,000		
90.2105 NE Salinas Landscape Dist. Fund	10,000		
90.2107 Vista Nueva Maint. Dist. Fund	150,000		
90.2109 Monte Bella Maint. Dist. Fund	611,000		
90.2301 Development Fees - Sewer & Storm Fund	250,000		
90.2302 Development Fees - Parks & Playgrd Fund	82,500		
90.2402 Gas Tax - 2106 Fund	20,000		
90.2403 Gas Tax - 2105 Fund	1,000,000		
90.2404 Gas Tax - Motor Veh. Fuel Tax Fund	983,800		
90.2510 Meas. X - Trans. Safety & Invmt Plan Fund	1,895,000		
90.2511 SB 1 Road Maint. & Rehab. Fund	3,575,000		
90.5101 Special Aviation - State Fund	81,000		
90.5102 Special Aviation - Federal Fund	1,620,000		
90.6100 Municipal Airport Fund	631,250		
90.6200 Industrial Waste Fund	150,000		

BUDGET RESOLUTION

Fund Transfers

Exhibit 2

	Transfers In	Transfers Out	Net Transfers
	\$	\$	\$
90.6400 Sewer Fund	172,000		
90.6801 Downtown Parking District Fund	100,000		
90.6900 Permit Services Fund	307,000		
Total - Capital Projects Fund	26,453,550	-	26,453,550
Total - Interfund Transfers	59,235,325	59,235,325	-



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APPROPRIATIONS LIMIT

RESOLUTION No. _____ (N.C.S.)

A RESOLUTION SETTING THE APPROPRIATIONS LIMIT FOR THE CITY OF SALINAS FOR FISCAL YEAR 2024

WHEREAS, Article XIII B of the California Constitution was amended by the passage of Proposition 111 at the June 5, 1990, Primary Election; and,

WHEREAS, each City must now select its change in the cost-of-living annually by a recorded vote of the City Council; and,

WHEREAS, each City must now select its change in population annually by a recorded vote of the City Council;

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SALINAS that the Appropriations Limit for the City shall be changed based on:

1. The population within the County limits, and
2. The change in California cost of living.

BE IT FURTHER RESOLVED that the Appropriations Limit for the City of Salinas for Fiscal Year 2024 is hereby adopted at \$310,220,680 pursuant to Article XIII B of the California Constitution as amended by Proposition 111. The portion of the City's budget that is subject to the appropriation limit (the proceeds of taxes) totals \$165,429,500 and is well within the appropriations limit.

PASSED AND ADOPTED this 13th day of June 2023, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT:

ABSTAINED:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia Barajas, City Clerk



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WORKFORCE BY POSITION

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Accounting Manager	1.00	1.00	1.00	1.00
Administrative Analyst I - Limited Term	0.00	0.00	0.00	1.00
Administrative Aide	3.00	4.00	4.00	3.00
Administrative Analyst I	3.00	3.00	4.00	7.00
Administrative Clerk I	1.00	1.00	1.00	1.00
Administrative Fire Captain	0.00	0.00	0.00	1.00
Administrative Secretary	5.00	5.00	5.00	5.00
Airport Maintenance Worker	0.00	0.00	3.00	3.00
Airport Manager	1.00	1.00	1.00	1.00
Airport Operations Supervisor	1.00	1.00	1.00	1.00
Animal Care Technician	1.00	1.00	1.00	0.00
Animal Control Officer	2.00	2.00	2.00	0.00
Animal Services Office Assistant	1.00	1.00	1.00	1.00
Application Analyst	0.00	1.00	0.00	0.00
Assistant Chief of Police	2.00	2.00	1.00	1.00
Assistant City Attorney	3.00	3.00	3.00	3.00
Assistant City Clerk	0.00	1.00	1.00	1.00
Assistant City Manager	1.00	1.00	1.00	1.00
Assistant Development Director	0.00	1.00	0.00	0.00
Assistant Director of Information Technology	0.00	0.00	1.00	0.00
Assistant Engineer	6.00	7.00	7.00	7.00
Assistant Director of Finance	1.00	1.00	1.00	1.00
Assistant Fire Chief	1.00	0.00	0.00	0.00
Assistant Planner	2.00	3.00	3.00	3.00
Associate Engineer	0.00	0.00	2.00	2.00
Associate Planner	3.00	3.00	3.00	3.00
Assistant Community Development Director	0.00	0.00	1.00	1.00
Battalion Chief	3.00	3.00	5.00	5.00
Battalion Chief - EMS/Training	1.00	0.00	0.00	0.00
Battalion Chief - Training	0.00	1.00	0.00	0.00
Battalion Chief / Fire Marshal	1.00	1.00	0.00	0.00
Building Permit Specialist	1.00	1.00	1.00	1.00
Business Systems Analyst	0.00	0.00	0.00	2.00
Central Services Technician	1.00	0.00	0.00	0.00
Chief Building Official	0.00	1.00	1.00	1.00

WORKFORCE BY POSITION

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Chief of Police	1.00	1.00	1.00	1.00
City Attorney	1.00	1.00	1.00	1.00
City Clerk	1.00	1.00	1.00	1.00
City Council	6.00	6.00	6.00	6.00
City Engineer	1.00	1.00	1.00	1.00
City Manager	1.00	1.00	1.00	1.00
City Mayor	1.00	1.00	1.00	1.00
Code Enforcement Manager	1.00	1.00	1.00	1.00
Code Enforcement Officer I	3.00	2.00	2.00	5.00
Code Enforcement Officer II	2.00	2.00	3.00	0.00
Combination Building Inspector I	2.00	1.00	1.00	3.00
Combination Building Inspector II	0.00	2.00	2.00	1.00
Community Development Analyst - Limited Term	0.00	3.00	2.00	3.00
Community Development Analyst	2.00	4.00	5.00	4.00
Community Development Director	1.00	1.00	1.00	1.00
Community Education Manager	1.00	1.00	1.00	1.00
Community Improvement Assistant	1.00	0.00	0.00	0.00
Community Outreach Assistant	0.00	0.00	1.00	1.00
Community Outreach Assistant - Limited Term	0.00	0.00	4.00	9.00
Community Relations Manager	0.00	1.00	1.00	1.00
Community Safety Administrator	1.00	1.00	1.00	1.00
Community Safety Program Coordinator	1.00	1.00	0.00	0.00
Community Service Aide	0.00	0.00	0.00	3.00
Community Service Officer	16.00	14.00	14.00	14.00
Community Services Assistant	0.00	0.00	3.00	0.00
Community Services Manager	1.00	1.00	1.00	1.00
Computer Systems Administrator	1.00	1.00	1.00	1.00
Confidential Office Technician	1.00	1.00	4.00	4.00
Construction Inspector Supervisor	1.00	1.00	1.00	1.00
Construction Inspector	3.00	3.00	3.00	3.00
Crime Analyst	1.00	1.00	2.00	2.00
Criminalist	1.00	1.00	1.00	1.00
Cybersecurity Specialist	0.00	0.00	0.00	1.00
Deferred Compensation Technician	1.00	1.00	1.00	1.00
Deputy City Attorney	1.00	0.00	0.00	0.00

WORKFORCE BY POSITION

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Deputy City Clerk	1.00	0.00	0.00	0.00
Deputy Fire Chief	0.00	1.00	1.00	1.00
Deputy Librarian	1.00	1.00	1.00	1.00
Diversity Equity & Inclusion Officer	0.00	0.00	0.00	1.00
Economic Development Analyst	0.00	0.00	1.00	1.00
Economic Development Manager	1.00	0.00	0.00	0.00
Emergency Medical Services Officer	1.00	1.00	1.00	1.00
Engineering Aide I	2.00	2.00	1.00	2.00
Engineering Aide II	2.00	2.00	3.00	2.00
Environmental Compliance Inspector I	0.00	0.00	1.00	1.00
Environmental Compliance Inspector II	1.00	1.00	1.00	1.00
Environmental Resource Planner	0.00	1.00	1.00	1.00
Equipment Mechanic Crew Supervisor	1.00	1.00	1.00	1.00
Equipment Mechanic I	2.00	3.00	3.00	3.00
Equipment Mechanic II	3.00	3.00	3.00	3.00
Evidence Technician	1.00	1.00	1.00	0.00
Executive Assistant	1.00	1.00	2.00	2.00
Facilities Maintenance Manager	1.00	0.00	0.00	0.00
Facility Maintenance Mechanic Crew Supervisor	0.00	1.00	1.00	1.00
Facility Maintenance Worker	2.00	3.00	0.00	0.00
Facility Maintenance Mechanic	2.00	1.00	2.00	2.00
Director of Finance	1.00	1.00	1.00	1.00
Finance Management Analyst	0.00	2.00	2.00	2.00
Fire Captain	24.00	24.00	24.00	24.00
Fire Chief	1.00	1.00	1.00	1.00
Fire Engineer	24.00	24.00	24.00	24.00
Fire Inspector	3.00	0.00	3.00	3.00
Fire Inspector II	0.00	3.00	0.00	0.00
Fire Recruit	2.00	2.00	0.00	0.00
Firefighter	35.00	35.00	40.00	40.00
Fleet Analyst	1.00	0.00	0.00	0.00
Fleet Maintenance Manager	1.00	1.00	1.00	1.00
Forensic Specialist II	1.00	1.00	1.00	1.00
GIS Administrator	1.00	1.00	1.00	1.00
GIS Analyst II	1.00	3.00	1.00	1.00

WORKFORCE BY POSITION

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
GIS Analyst III	0.00	0.00	0.00	1.00
GIS Technician	1.00	0.00	0.00	0.00
GIS Technician II	2.00	0.00	2.00	1.00
Graffiti Abatement Worker	2.00	1.00	1.00	1.00
Homeless Services Manager	0.00	0.00	1.00	1.00
Housing Services Supervisor	1.00	0.00	0.00	0.00
Human Resource Analyst I	1.00	0.00	1.00	1.00
Human Resource Analyst II	0.00	1.00	1.00	1.00
Human Resources Director	1.00	1.00	1.00	1.00
Human Resources Technician	3.00	2.00	2.00	3.00
Information Systems Manager	1.00	1.00	1.00	0.00
Information Technologies Technician I	2.00	2.00	2.00	2.00
Information Technologies Technician II	2.00	2.00	2.00	3.00
Information Technology Analyst	0.00	1.00	1.00	0.00
Inmate Crew Coordinator	1.00	1.00	1.00	1.00
Inspection Services Manager	0.00	1.00	1.00	1.00
Integration/Application Administrator	1.00	0.00	1.00	1.00
Inventory Technician	1.00	0.00	0.00	1.00
Junior Engineer	5.00	6.00	6.00	6.00
Labor Compliance Officer I	1.00	1.00	0.00	0.00
Legal Secretary	2.00	0.00	1.00	0.00
Library Automation Services Coordinator	1.00	1.00	1.00	1.00
Library / Community Services Director	1.00	1.00	1.00	1.00
Librarian I	9.50	9.50	9.50	9.50
Librarian II	3.00	3.00	3.00	3.00
Library Aide	1.00	0.00	0.00	0.00
Library Clerk	8.50	9.50	10.50	10.50
Library Page	2.00	2.00	1.00	1.00
Library Technician	4.00	4.00	6.00	6.00
Literacy Assistant	2.00	2.00	2.00	2.00
Literacy Specialist	0.50	0.50	0.50	0.50
Maintenance Manager	1.00	1.00	1.00	1.00
Management Analyst	3.00	5.00	4.00	6.00
Marketing & Development Coordinator	1.00	0.00	0.00	0.00
Motor Sweeper Operator	3.00	3.00	3.00	0.00

WORKFORCE BY POSITION

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Multi-Service Officer	0.00	0.00	2.00	2.00
Neighborhood Services Coordinator	1.00	1.00	3.00	3.00
Network System Specialist	1.00	1.00	1.00	1.00
Network/System Administrator	1.00	1.00	1.00	1.00
NPDES Permit Manager	1.00	1.00	1.00	1.00
Office Technician	6.00	6.00	7.00	7.00
Park Grounds Forestry Operations Manager	1.00	0.00	0.00	1.00
Park Maintenance Worker	10.00	10.00	12.00	12.00
Park Maintenance Crew Supervisor	1.00	1.00	1.00	1.00
Payroll Supervisor	1.00	1.00	1.00	1.00
Permit Center Clerk	3.00	0.00	0.00	0.00
Permit Center Coordinator	1.00	1.00	1.00	1.00
Permit Center Manager / Building Officer	1.00	0.00	0.00	0.00
Permit Services Technician	0.00	3.00	3.00	3.00
Plan Checker I	0.00	0.00	0.00	1.00
Planning Manager	4.00	3.00	3.00	4.00
Planning Technician	1.00	0.00	0.00	0.00
Police Commander	7.00	7.00	7.00	7.00
Police Officer	128.00	131.00	121.00	121.00
Police Record Coordinator	1.00	1.00	1.00	1.00
Police Recruit	11.00	8.00	8.00	8.00
Police Sergeant	24.00	24.00	23.00	23.00
Police Services Administrator	0.00	0.00	1.00	1.00
Police Services Technician	10.00	9.00	9.00	9.00
Print Shop Technician	0.00	1.00	1.00	1.00
Project Coordinator	2.00	1.00	0.00	1.00
Property Evidence Supervisor	0.00	1.00	1.00	1.00
Property/Evidence Technician	0.00	0.00	0.00	2.00
Public Safety Facilities Worker	2.00	1.00	1.00	1.00
Public Works Resource Coordinator	0.00	1.00	1.00	1.00
Public Service Maintenance Crew Supervisor	3.00	1.00	1.00	2.00
Public Service Maintenance Worker I	3.00	1.00	1.00	6.00
Public Service Maintenance Worker II	13.00	14.00	17.00	12.00
Public Service Maintenance Worker III	5.00	5.00	6.00	9.00
Public Service Maintenance Worker IV	4.00	4.00	4.00	4.00

WORKFORCE BY POSITION

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Public Work Compliance Officer I	0.00	0.00	1.00	1.00
Public Works Administrative Supervisor	2.00	2.00	2.00	2.00
Public Works Assistant	1.00	1.00	1.00	1.00
Public Works Director	1.00	1.00	1.00	1.00
Pump Maintenance Mechanic	1.00	1.00	1.00	0.00
Purchasing Technician	1.00	1.00	1.00	1.00
Radio and Upfitting Technician	0.00	0.00	1.00	1.00
Recreation-Parks Superintendent	1.00	1.00	1.00	1.00
Recreation Assistant	2.00	2.00	1.00	1.00
Recreation Coordinator	5.00	5.00	5.00	5.00
Revenue Officer	1.00	1.00	1.00	0.00
Revenue Technician	1.00	1.00	1.00	1.00
Risk and Benefits Analyst	0.00	0.00	0.00	1.00
Signal/Lighting Traffic Signal Crew Supervisor	1.00	1.00	1.00	0.00
Senior Accountant	3.00	2.00	2.00	2.00
Senior Civil Engineer	3.00	3.00	3.00	3.00
Senior Code Enforcement Officer	0.00	1.00	1.00	1.00
Senior Equipment Mechanic	0.00	1.00	1.00	1.00
Senior Librarian	2.00	2.00	2.00	2.00
Senior Plan Check Engineer	1.00	2.00	2.00	2.00
Senior Planner	2.00	2.00	3.00	3.00
Senior Police Service Technician	3.00	3.00	3.00	3.00
Senior Recreation Assistant	1.00	1.00	2.00	2.00
Sports Program Assistant	1.00	1.00	1.00	1.00
Senior Accounting Clerk	2.00	2.00	2.00	2.00
Senior Accounting Technician	2.00	1.00	1.00	2.00
Senior Combination Building Inspector	1.00	0.00	1.00	0.00
Senior Community Development Analyst	0.00	0.00	1.00	1.00
Senior Construction Inspector	1.00	1.00	1.00	1.00
Senior Economic Development Manager	0.00	1.00	1.00	0.00
Senior Evidence Technician	1.00	1.00	1.00	0.00
Senior Facility Maintenance Mechanic	1.00	1.00	2.00	2.00
Senior Human Resource Analyst	2.00	2.00	2.00	2.00
Senior Human Resources Technician	0.00	1.00	1.00	1.00
Senior Library Technician	1.00	1.00	0.00	0.00

WORKFORCE BY POSITION

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Senior Mechanic	1.00	0.00	0.00	0.00
Senior Park Maintenance Worker	0.00	1.00	1.00	1.00
Senior Pump Maintenance Mechanic	0.00	0.00	0.00	1.00
Senior Purchasing Technician	1.00	1.00	1.00	1.00
Senior Risk Management Technician	0.00	1.00	1.00	1.00
Senior Urban Forestry Worker	1.00	1.00	1.00	1.00
Senior Vehicle Maintenance Assistant	1.00	0.00	0.00	0.00
Senior Information Technology Analyst	0.00	1.00	1.00	0.00
Stormwater Analyst	0.00	0.00	0.00	1.00
Stormwater Compliance Inspector	0.00	0.00	1.00	1.00
Stormwater Technician	0.00	0.00	1.00	0.00
Street Maintenance Manager	1.00	1.00	1.00	1.00
Street Outreach Specialist	2.00	2.00	1.00	1.00
Superintendent of Maintenance Services	1.00	1.00	1.00	1.00
Supervising Police Services Technician	3.00	3.00	3.00	3.00
Supervising Word Processing Operator	1.00	0.00	0.00	0.00
Technical Services Coordinator	1.00	0.00	0.00	0.00
Technical Services Manager	1.00	1.00	1.00	1.00
Technology & Innovation Officer	0.00	0.00	0.00	1.00
Telecom Service Technician	1.00	1.00	1.00	0.00
Traffic Engineer	1.00	1.00	1.00	1.00
Transportation Manager	1.00	1.00	0.00	0.00
Urban Forestry Crew Supervisor	1.00	1.00	1.00	1.00
Urban Forestry Worker I	2.00	2.00	2.00	2.00
Urban Forestry Worker II	4.00	4.00	4.00	4.00
Victim Advocate	1.00	1.00	1.00	1.00
Wastewater Crew Supervisor	0.00	2.00	2.00	2.00
Wastewater Manager	1.00	1.00	1.00	1.00
Wastewater Operator	2.00	3.00	3.00	3.00
Word Processing Operator	5.00	3.00	0.00	0.00
City-Wide Total	<u><u>606.50</u></u>	<u><u>606.50</u></u>	<u><u>633.50</u></u>	<u><u>647.50</u></u>



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WORKFORCE BY DEPARTMENT

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
City Council				
City Council	6.00	6.00	6.00	6.00
City Mayor	1.00	1.00	1.00	1.00
City Council Total	<u>7.00</u>	<u>7.00</u>	<u>7.00</u>	<u>7.00</u>
Administration				
Assistant City Clerk	0.00	1.00	1.00	1.00
Assistant City Manager	1.00	1.00	1.00	1.00
Business Systems Analyst	0.00	0.00	0.00	2.00
City Clerk	1.00	1.00	1.00	1.00
City Manager	1.00	1.00	1.00	1.00
Community Relations Manager	0.00	1.00	1.00	1.00
Computer Systems Administrator	0.00	0.00	0.00	1.00
Confidential Office Technician	0.00	0.00	1.00	1.00
Cybersecurity Specialist	0.00	0.00	0.00	1.00
Deputy City Clerk	1.00	0.00	0.00	0.00
Diversity Equity & Inclusion Officer	0.00	0.00	0.00	1.00
Economic Development Manager	1.00	0.00	0.00	0.00
Executive Assistant	1.00	1.00	2.00	2.00
Information Technologies Technician I	0.00	0.00	0.00	2.00
Information Technologies Technician II	0.00	0.00	0.00	3.00
Integration/Application Administrator	0.00	0.00	0.00	1.00
Management Analyst	0.00	1.00	0.00	1.00
Network System Specialist	0.00	0.00	0.00	1.00
Network/System Administrator	0.00	0.00	0.00	1.00
Print Shop Technician	0.00	0.00	0.00	1.00
Project Coordinator	0.00	0.00	0.00	1.00
Senior Economic Development Manager	0.00	1.00	0.00	0.00
Technology & Innovation Officer	0.00	0.00	0.00	1.00
Administration Total	<u>6.00</u>	<u>8.00</u>	<u>8.00</u>	<u>25.00</u>
City Attorney				
Assistant City Attorney	3.00	3.00	3.00	3.00
City Attorney	1.00	1.00	1.00	1.00
Confidential Office Technician	1.00	1.00	1.00	1.00

WORKFORCE BY DEPARTMENT

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Deputy City Attorney	1.00	0.00	0.00	0.00
Legal Secretary	2.00	0.00	1.00	0.00
Senior Risk Management Technician	0.00	1.00	1.00	1.00
City Attorney Total	<u>8.00</u>	<u>6.00</u>	<u>7.00</u>	<u>6.00</u>
Human Resources				
Confidential Office Technician	0.00	0.00	1.00	1.00
Human Resources Analyst I	1.00	0.00	1.00	1.00
Human Resources Analyst II	0.00	1.00	1.00	1.00
Human Resources Director	1.00	1.00	1.00	1.00
Human Resources Technician	3.00	2.00	2.00	3.00
Risk & Benefits Analyst	0.00	0.00	0.00	1.00
Senior Human Resources Analyst	2.00	2.00	2.00	2.00
Senior Human Resources Technician	0.00	1.00	1.00	1.00
Human Resources Total	<u>7.00</u>	<u>7.00</u>	<u>9.00</u>	<u>11.00</u>
Finance				
Accounting Manager	1.00	1.00	1.00	1.00
Application Analyst	0.00	1.00	0.00	0.00
Assistant Director of Finance	1.00	1.00	1.00	1.00
Assistant Director of Information Technology	0.00	0.00	1.00	0.00
Central Services Technician	1.00	0.00	0.00	0.00
Computer Systems Administrator	1.00	1.00	1.00	0.00
Confidential Office Technician	0.00	0.00	1.00	1.00
Deferred Compensation Technician	1.00	1.00	1.00	1.00
Director of Finance	1.00	1.00	1.00	1.00
Finance Management Analyst	0.00	2.00	2.00	2.00
Information Systems Manager	1.00	1.00	1.00	0.00
Information Technologies Technician I	2.00	2.00	2.00	0.00
Information Technologies Technician II	2.00	2.00	2.00	0.00
Information Technology Analyst	0.00	1.00	1.00	0.00
Integration/Application Administrator	1.00	0.00	1.00	0.00
Network System Specialist	1.00	1.00	1.00	0.00
Network/System Administrator	1.00	1.00	1.00	0.00
Payroll Supervisor	1.00	1.00	1.00	1.00

WORKFORCE BY DEPARTMENT

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Print Shop Technician	0.00	1.00	1.00	0.00
Purchasing Technician	1.00	1.00	1.00	1.00
Revenue Technician	1.00	1.00	1.00	1.00
Senior Accountant	3.00	2.00	2.00	2.00
Senior Accounting Clerk	2.00	2.00	2.00	2.00
Senior Accounting Technician	2.00	1.00	1.00	1.00
Senior Information Technology Analyst	0.00	1.00	1.00	0.00
Senior Purchasing Technician	1.00	1.00	1.00	1.00
Telecommunication Service Technician	1.00	1.00	1.00	0.00
Finance Total	<u>26.00</u>	<u>28.00</u>	<u>30.00</u>	<u>16.00</u>
Community Development				
Administrative Aide	3.00	4.00	4.00	3.00
Administrative Analyst I	1.00	0.00	1.00	4.00
Administrative Clerk I	1.00	1.00	1.00	1.00
Assistant Community Development Director	0.00	0.00	1.00	1.00
Assistant Development Director	0.00	1.00	0.00	0.00
Assistant Planner	2.00	3.00	3.00	3.00
Associate Planner	3.00	3.00	3.00	3.00
Building Permit Specialist	1.00	1.00	1.00	1.00
Chief Building Official	0.00	1.00	1.00	1.00
Code Enforcement Manager	1.00	1.00	1.00	1.00
Code Enforcement Officer I	3.00	2.00	2.00	5.00
Code Enforcement Officer II	2.00	2.00	3.00	0.00
Combination Building Inspector I	2.00	1.00	1.00	3.00
Combination Building Inspector II	0.00	2.00	2.00	1.00
Community Development Analyst	2.00	4.00	5.00	4.00
Community Development Analyst - Limited Term	0.00	3.00	2.00	3.00
Community Development Director	1.00	1.00	1.00	1.00
Community Improvement Assistant	1.00	0.00	0.00	0.00
Community Outreach Assistant	0.00	0.00	1.00	1.00
Community Outreach Assistant - Limited Term	0.00	0.00	4.00	7.00
Community Service Officer	0.00	0.00	0.00	0.00
Economic Development Analyst	0.00	0.00	1.00	1.00
Homeless Services Manager	0.00	0.00	1.00	1.00

WORKFORCE BY DEPARTMENT

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Housing Services Supervisor	1.00	0.00	0.00	0.00
Inspection Services Manager	0.00	1.00	1.00	1.00
Junior Engineer	1.00	1.00	1.00	1.00
Management Analyst	1.00	1.00	1.00	2.00
Office Technician	1.00	1.00	1.00	1.00
Permit Center Clerk	3.00	0.00	0.00	0.00
Permit Center Coordinator	1.00	1.00	1.00	1.00
Permit Center Manager / Building Officer	1.00	0.00	0.00	0.00
Permit Services Technician	0.00	3.00	3.00	3.00
Plan Checker I	0.00	0.00	0.00	1.00
Planning Manager	4.00	3.00	3.00	4.00
Planning Technician	1.00	0.00	0.00	0.00
Project Coordinator	1.00	1.00	0.00	0.00
Revenue Officer	1.00	1.00	1.00	0.00
Senior Accounting Technician	0.00	0.00	0.00	1.00
Senior Code Enforcement Officer	0.00	1.00	1.00	1.00
Senior Combination Building Inspector	1.00	0.00	1.00	0.00
Senior Community Development Analyst	0.00	0.00	1.00	1.00
Senior Economic Development Manager	0.00	0.00	1.00	0.00
Senior Plan Check Engineer	1.00	2.00	2.00	2.00
Senior Planner	2.00	2.00	3.00	3.00
Community Development Total	<u>43.00</u>	<u>48.00</u>	<u>60.00</u>	<u>67.00</u>
Police				
Administrative Analyst I - Limited Term	0.00	0.00	0.00	1.00
Administrative Secretary	2.00	2.00	2.00	2.00
Animal Care Technician	1.00	1.00	1.00	0.00
Animal Control Officer	2.00	2.00	2.00	0.00
Animal Services Office Assistant	1.00	1.00	1.00	1.00
Assistant Chief of Police	2.00	2.00	1.00	1.00
Chief of Police	1.00	1.00	1.00	1.00
Community Outreach Assistant - Limited Term	0.00	0.00	0.00	2.00
Community Service Aide	0.00	0.00	0.00	3.00
Community Service Officer	15.50	14.00	14.00	14.00
Community Services Assistant	0.00	0.00	3.00	0.00

WORKFORCE BY DEPARTMENT

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Crime Analyst	1.00	1.00	2.00	2.00
Criminalist	1.00	1.00	1.00	1.00
Evidence Technician	1.00	1.00	1.00	0.00
Forensic Specialist II	1.00	1.00	1.00	1.00
Management Analyst	1.00	1.00	1.00	1.00
Multi-Service Officer	0.00	0.00	2.00	2.00
Police Commander	7.00	7.00	7.00	7.00
Police Officer	128.00	131.00	121.00	121.00
Police Record Coordinator	1.00	1.00	1.00	1.00
Police Recruit	11.00	8.00	8.00	8.00
Police Sergeant	24.00	24.00	23.00	23.00
Police Services Administrator	0.00	0.00	1.00	1.00
Police Services Technician	10.00	9.00	9.00	9.00
Property/Evidence Supervisor	0.00	1.00	1.00	1.00
Property/Evidence Technician	0.00	0.00	0.00	2.00
Public Safety Facilities Worker	2.00	1.00	1.00	1.00
Senior Evidence Technician	1.00	1.00	1.00	0.00
Senior Police Services Technician	3.00	3.00	3.00	3.00
Supervising Police Services Technician	3.00	3.00	3.00	3.00
Supervising Word Processor Operator	1.00	0.00	0.00	0.00
Technical Services Coordinator	1.00	0.00	0.00	0.00
Victim Advocate	1.00	1.00	1.00	1.00
Word Processing Operator	5.00	3.00	0.00	0.00
Police Total	<u>227.50</u>	<u>221.00</u>	<u>213.00</u>	<u>213.00</u>
Fire				
Administrative Analyst I	0.00	1.00	1.00	1.00
Administrative Fire Captain	0.00	0.00	0.00	1.00
Assistant Fire Chief	1.00	0.00	0.00	0.00
Battalion Chief	3.00	3.00	5.00	5.00
Battalion Chief - EMS/Training	1.00	0.00	0.00	0.00
Battalion Chief - Training	0.00	1.00	0.00	0.00
Battalion Chief / Fire Marshal	1.00	1.00	0.00	0.00
Deputy Fire Chief	0.00	1.00	1.00	1.00
Emergency Medical Services Officer	1.00	1.00	1.00	1.00

WORKFORCE BY DEPARTMENT

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Fire Captain	24.00	24.00	24.00	24.00
Fire Chief	1.00	1.00	1.00	1.00
Fire Engineer	24.00	24.00	24.00	24.00
Fire Inspector	3.00	0.00	3.00	3.00
Fire Inspector II	0.00	3.00	0.00	0.00
Fire Recruit	2.00	2.00	0.00	0.00
Firefighter	35.00	35.00	40.00	40.00
Management Analyst	1.00	1.00	1.00	1.00
Office Technician	1.00	0.00	2.00	2.00
Fire Total	<u>98.00</u>	<u>98.00</u>	<u>103.00</u>	<u>104.00</u>
Public Works				
Administrative Secretary	2.00	2.00	2.00	2.00
Airport Maintenance Worker	0.00	0.00	3.00	3.00
Airport Manager	1.00	1.00	1.00	1.00
Airport Operations Supervisor	1.00	1.00	1.00	1.00
Assistant Engineer	6.00	7.00	7.00	7.00
Associate Engineer	0.00	0.00	2.00	2.00
City Engineer	1.00	1.00	1.00	1.00
Community Service Officer	0.50	0.00	0.00	0.00
Construction Inspector	3.00	3.00	3.00	3.00
Construction Inspector Supervisor	1.00	1.00	1.00	1.00
Engineering Aide I	2.00	2.00	1.00	2.00
Engineering Aide II	2.00	2.00	3.00	2.00
Environmental Compliance Inspector I	0.00	0.00	1.00	1.00
Environmental Compliance Inspector II	1.00	1.00	1.00	1.00
Environmental Resource Planner	0.00	1.00	1.00	1.00
Equipment Mechanic Crew Supervisor	1.00	1.00	1.00	1.00
Equipment Mechanic I	2.00	3.00	3.00	3.00
Equipment Mechanic II	3.00	3.00	3.00	3.00
Facilities Maintenance Manager	1.00	0.00	0.00	0.00
Facility Maintenance Mechanic	2.00	1.00	2.00	2.00
Facility Maintenance Mechanic Crew Supervisor	0.00	1.00	1.00	1.00
Facility Maintenance Worker	2.00	3.00	0.00	0.00
Fleet Analyst	1.00	0.00	0.00	0.00

WORKFORCE BY DEPARTMENT

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Fleet Maintenance Manager	1.00	1.00	1.00	1.00
GIS Administrator	1.00	1.00	1.00	1.00
GIS Analyst II	1.00	3.00	1.00	1.00
GIS Analyst III	0.00	0.00	0.00	1.00
GIS Technician	1.00	0.00	0.00	0.00
GIS Technician II	2.00	0.00	2.00	1.00
Graffiti Abatement Worker	2.00	1.00	1.00	1.00
Inmate Crew Coordinator	1.00	1.00	1.00	1.00
Inventory Technician	1.00	0.00	0.00	1.00
Junior Engineer	4.00	5.00	5.00	5.00
Labor Compliance Officer I	1.00	1.00	0.00	0.00
Maintenance Manager	1.00	1.00	1.00	1.00
Motor Sweeper Operator	3.00	3.00	3.00	0.00
NPDES Permit Manager	1.00	1.00	1.00	1.00
Office Technician	2.00	3.00	3.00	3.00
Park Grounds Forestry Operations Manager	1.00	0.00	0.00	0.00
Park Maintenance Crew Supervisor	1.00	0.00	0.00	0.00
Park Maintenance Worker	10.00	0.00	0.00	0.00
Project Coordinator	1.00	0.00	0.00	0.00
Public Service Maintenance Worker I	3.00	1.00	1.00	6.00
Public Service Maintenance Worker II	13.00	14.00	17.00	12.00
Public Service Maintenance Worker III	5.00	5.00	6.00	9.00
Public Service Maintenance Worker IV	4.00	4.00	4.00	4.00
Public Services Maintenance Crew Supervisor	3.00	1.00	1.00	2.00
Public Works Administrative Supervisor	2.00	2.00	2.00	2.00
Public Works Assistant	1.00	1.00	1.00	1.00
Public Works Compliance Officer I	0.00	0.00	1.00	1.00
Public Works Director	1.00	1.00	1.00	1.00
Public Works Resource Coordinator	0.00	1.00	1.00	1.00
Pump Maintenance Mechanic	1.00	1.00	1.00	0.00
Radio & Upfitting Technician	0.00	0.00	1.00	1.00
Senior Civil Engineer	3.00	3.00	3.00	3.00
Senior Construction Inspector	1.00	1.00	1.00	1.00
Senior Equipment Mechanic	0.00	1.00	1.00	1.00
Senior Facility Maintenance Mechanic	1.00	1.00	2.00	2.00

WORKFORCE BY DEPARTMENT

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Senior Mechanic	1.00	0.00	0.00	0.00
Senior Pump Maintenance Mechanic	0.00	0.00	0.00	1.00
Senior Urban Forestry Worker	1.00	1.00	1.00	1.00
Senior Vehicle Maintenance Assistant	1.00	0.00	0.00	0.00
Signal/Lighting Traffic Signal Crew Supervisor	1.00	1.00	1.00	0.00
Stormwater Analyst	0.00	0.00	0.00	1.00
Stormwater Compliance Inspector	0.00	0.00	1.00	1.00
Stormwater Technician	0.00	0.00	1.00	0.00
Street Maintenance Manager	1.00	1.00	1.00	1.00
Superintendent of Maintenance Services	1.00	1.00	1.00	1.00
Traffic Engineer	1.00	1.00	1.00	1.00
Transportation Manager	1.00	1.00	0.00	0.00
Urban Forestry Crew Supervisor	1.00	1.00	1.00	1.00
Urban Forestry Worker I	2.00	2.00	2.00	2.00
Urban Forestry Worker II	4.00	4.00	4.00	4.00
Wastewater Crew Supervisor	0.00	2.00	2.00	2.00
Wastewater Manager	1.00	1.00	1.00	1.00
Wastewater Operator	2.00	3.00	3.00	3.00
Public Works Total	<u>123.50</u>	<u>111.00</u>	<u>122.00</u>	<u>123.00</u>
Recreation				
Administrative Analyst I	2.00	2.00	2.00	2.00
Community Safety Administrator	1.00	1.00	1.00	1.00
Community Safety Program Coordinator	1.00	1.00	0.00	0.00
Community Services Manager	1.00	1.00	1.00	1.00
Neighborhood Services Coordinator	1.00	1.00	3.00	3.00
Office Technician	1.00	1.00	1.00	1.00
Park Grounds Forestry Operations Manager	0.00	0.00	0.00	1.00
Park Maintenance Crew Supervisor	0.00	1.00	1.00	1.00
Park Maintenance Worker	0.00	10.00	12.00	12.00
Recreation Assistant	2.00	2.00	1.00	1.00
Recreation Coordinator	5.00	5.00	5.00	5.00
Recreation-Parks Superintendent	1.00	1.00	1.00	1.00
Senior Park Maintenance Worker	0.00	1.00	1.00	1.00
Senior Recreation Assistant	1.00	1.00	2.00	2.00

WORKFORCE BY DEPARTMENT

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Sports Program Assistant	1.00	1.00	1.00	1.00
Street Outreach Specialist	2.00	2.00	1.00	1.00
Recreation Total	<u>19.00</u>	<u>31.00</u>	<u>33.00</u>	<u>34.00</u>
Library				
Administrative Secretary	1.00	1.00	1.00	1.00
Community Education Manager	1.00	1.00	1.00	1.00
Deputy Librarian	1.00	1.00	1.00	1.00
Librarian I	9.50	9.50	9.50	9.50
Librarian II	3.00	3.00	3.00	3.00
Library / Community Service Director	1.00	1.00	1.00	1.00
Library Aide	1.00	0.00	0.00	0.00
Library Automation Service Coordinator	1.00	1.00	1.00	1.00
Library Clerk	8.50	9.50	10.50	10.50
Library Page	2.00	2.00	1.00	1.00
Library Technician	4.00	4.00	6.00	6.00
Literacy Assistant	2.00	2.00	2.00	2.00
Literacy Specialist	0.50	0.50	0.50	0.50
Management Analyst	0.00	1.00	1.00	1.00
Marketing & Development Coordinator	1.00	0.00	0.00	0.00
Office Technician	1.00	1.00	0.00	0.00
Senior Librarian	2.00	2.00	2.00	2.00
Senior Library Technician	1.00	1.00	0.00	0.00
Technical Services Manager	1.00	1.00	1.00	1.00
Library Total	<u>41.50</u>	<u>41.50</u>	<u>41.50</u>	<u>41.50</u>
City-Wide Total	<u>606.50</u>	<u>606.50</u>	<u>633.50</u>	<u>647.50</u>



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WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
1000 - General Fund				
Accounting Manager	1.00	1.00	1.00	1.00
Administrative Aide	2.60	4.00	2.00	2.00
Administrative Analyst I	1.00	0.00	0.00	1.00
Administrative Clerk I	1.00	1.00	0.00	0.00
Administrative Fire Captain	0.00	0.00	0.00	1.00
Administrative Secretary	2.00	2.00	1.00	1.00
Animal Care Technician	1.00	1.00	1.00	0.00
Animal Control Officer	1.00	1.00	2.00	0.00
Animal Services Office Assistant	1.00	1.00	1.00	1.00
Application Analyst	0.00	1.00	0.00	0.00
Assistant Chief of Police	2.00	2.00	1.00	1.00
Assistant City Attorney	1.00	1.00	1.00	1.00
Assistant City Clerk	0.00	1.00	1.00	1.00
Assistant City Manager	1.00	1.00	1.00	1.00
Assistant Development Director	0.00	0.88	0.00	0.00
Assistant Director of IT	0.00	0.00	1.00	0.00
Assistant Engineer	6.00	6.00	4.00	4.00
Assistant Finance Director	1.00	1.00	1.00	1.00
Assistant Fire Chief	1.00	0.00	0.00	0.00
Assistant Planner	2.00	3.00	3.00	3.00
Associate Planner	2.87	2.87	2.87	3.00
Asst Community Development Director	0.00	0.00	0.88	1.00
Battalion Chief	3.00	3.00	5.00	5.00
Battalion Chief Ems/Trng	1.00	0.00	0.00	0.00
Battalion Chief Trng	0.00	1.00	0.00	0.00
Battalion Chief/Fire Marshal	0.68	0.68	0.00	0.00
Business Systems Analyst	0.00	0.00	0.00	2.00
Central Services Tech	1.00	0.00	0.00	0.00
Chief of Police	1.00	1.00	1.00	1.00
City Attorney	1.00	1.00	1.00	1.00
City Clerk	1.00	1.00	1.00	1.00
City Council	6.00	6.00	6.00	6.00
City Engineer	0.70	0.70	0.70	0.70
City Manager	1.00	1.00	1.00	1.00

WORKFORCE BY FUND

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
City Mayor	1.00	1.00	1.00	1.00
Community Improvement Assistant	0.20	0.00	0.00	0.00
Comm Outreach Asst-Limited Term	0.00	0.00	0.60	0.00
Community Development Analyst	0.20	0.50	0.56	1.50
Community Development Director	0.85	0.85	0.75	0.75
Community Outreach Assistant-Limited Term	0.00	0.15	0.00	0.00
Community Relations Manager	0.00	1.00	0.00	0.00
Community Service Aide	0.00	0.00	0.00	3.00
Community Service Officer	0.00	1.00	4.00	2.00
Community Services Assistant	0.00	0.00	3.00	0.00
Confidential Office Technician	1.00	1.00	4.00	4.00
Construction Inspector Supervisor	1.00	1.00	1.00	1.00
Construction Inspector	3.00	3.00	3.00	3.00
Crime Analyst	0.00	0.00	2.00	1.00
Criminalist	1.00	1.00	1.00	1.00
Cybersecurity Specialist	0.00	0.00	0.00	1.00
Deferred Compensation Technician	1.00	1.00	1.00	1.00
Deputy City Attorney	1.00	0.00	0.00	0.00
Deputy City Clerk	1.00	0.00	0.00	0.00
Deputy Fire Chief	0.00	1.00	1.00	1.00
Diversity Equity & Inclusion Officer	0.00	0.00	0.00	1.00
Economic Development Analyst	0.00	0.00	1.00	1.00
Economic Development Mgr	1.00	0.00	0.00	0.00
Engineering Aide I	2.00	2.00	1.00	2.00
Engineering Aide II	2.00	2.00	2.00	1.00
Environmental Compliance Inspector I	0.00	0.00	1.00	1.00
Environmental Compliance Inspector II	1.00	1.00	1.00	1.00
Environmental Resource Planner	0.00	1.00	1.00	1.00
Evidence Technician	1.00	1.00	0.00	0.00
Executive Assistant	0.00	0.00	1.00	1.00
Facilities Maintenance Manager	1.00	0.00	0.00	0.00
Facility Maintenance Mechanic Crew Supervisor	0.00	1.00	1.00	1.00
Facility Maintenance Mechanic	2.00	1.00	2.00	2.00
Finance Director	1.00	1.00	1.00	1.00
Finance Management Analyst	0.00	1.00	1.00	1.00

WORKFORCE BY FUND

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Fire Captain	23.25	23.12	23.25	23.12
Fire Chief	1.00	1.00	1.00	1.00
Fire Engineer	23.25	23.13	22.00	20.88
Fire Inspector	3.00	0.00	3.00	3.00
Fire Inspector II	0.00	3.00	0.00	0.00
Fire Recruit	1.00	1.00	0.00	0.00
Firefighter	18.63	24.38	28.50	33.50
GIS Administrator	1.00	1.00	1.00	1.00
GIS Analyst II	1.00	3.00	1.00	1.00
GIS Analyst III	0.00	0.00	0.00	1.00
GIS Technician	1.00	0.00	0.00	0.00
GIS Technician II	2.00	0.00	2.00	1.00
Graffiti Abatement Worker	2.00	1.00	1.00	1.00
Homeless Services Manager	0.00	0.00	1.00	0.00
Housing Services Supv	0.10	0.00	0.00	0.00
Human Resource Analyst I	0.00	0.00	1.00	1.00
Human Resources Director	1.00	1.00	1.00	1.00
Human Resources Technician	3.00	2.00	2.00	2.50
Information Systems Mgr	1.00	1.00	1.00	0.00
Information Technologies Tech I	2.00	2.00	2.00	2.00
Information Technologies Tech II	2.00	2.00	2.00	3.00
Information Technology Analyst	0.00	1.00	1.00	0.00
Integration/Application Administrator	1.00	0.00	1.00	1.00
Junior Engineer	4.00	5.00	4.00	4.00
Labor Compliance Officer I	1.00	1.00	0.00	0.00
Legal Secretary	1.00	0.00	1.00	0.00
Maintenance Manager	0.25	0.25	0.00	0.00
Management Analyst	1.10	3.00	1.75	2.81
Network/System Administrator	1.00	1.00	1.00	1.00
Office Technician	0.45	0.70	2.70	3.70
Park Grounds Forestry Operations Manager	1.00	0.00	0.00	0.00
Park Maintenance Worker	3.00	3.00	0.00	0.00
Payroll Supervisor	1.00	1.00	1.00	1.00
Planning Manager	2.98	1.20	1.98	3.10
Planning Technician	1.00	0.00	0.00	0.00

WORKFORCE BY FUND

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Police Commander	7.00	7.00	5.00	5.00
Police Officer	81.67	84.00	112.00	112.00
Police Record Coord	1.00	1.00	0.00	0.00
Police Recruit	9.00	7.00	8.00	8.00
Police Sergeant	22.00	22.00	15.00	16.00
Police Services Administrator	0.00	0.00	1.00	1.00
Police Services Technician	7.00	6.00	0.00	0.00
Print Shop Technician	0.00	1.00	1.00	1.00
Project Coordinator	2.00	1.00	0.00	1.00
Property Evidence Supervisor	0.00	1.00	0.00	0.00
Public Safety Facilities Worker	2.00	1.00	1.00	1.00
Public Works Resource Coordinator	0.00	1.00	0.00	0.00
Public Service Maintenance Crew Supervisor	1.00	1.00	0.00	1.00
Public Service Maintenance Worker I	2.00	0.00	0.00	0.00
Public Service Maintenance Worker II	3.00	5.00	0.00	0.00
Public Service Maintenance Worker III	1.00	1.00	0.00	0.00
Public Service Maintenance Worker IV	2.00	2.00	0.00	0.00
Public Work Compliance Officer I	0.00	0.00	1.00	1.00
Public Works Administrative Supervisor	1.00	1.00	1.00	1.00
Public Works Assistant	1.00	1.00	1.00	1.00
Public Works Director	0.63	0.63	0.63	0.63
Purchasing Technician	1.00	1.00	1.00	1.00
Recreation-Parks Superintendent	1.00	1.00	0.00	0.00
Revenue Officer	0.25	0.10	0.10	0.00
Revenue Technician	1.00	1.00	1.00	1.00
Risk And Benefits Analyst	0.00	0.00	0.00	0.25
Signal/Lighting Traffic Signal Crew Supervisor	1.00	1.00	1.00	0.00
Senior Accountant	2.00	2.00	2.00	2.00
Senior Civil Engineer	1.65	1.65	1.65	1.65
Senior Planner	2.00	2.00	3.00	3.00
Senior Police Svc Tech	3.00	3.00	3.00	3.00
Sports Program Asst	1.00	1.00	0.00	0.00
Senior Accounting Clerk	1.00	1.00	1.00	1.00
Senior Accounting Technician	1.75	1.00	1.00	1.00
Senior Community Development Analyst	0.00	0.00	0.46	0.00

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Senior Construction Inspector	1.00	1.00	1.00	1.00
Senior Economic Development Manager	0.00	1.00	1.00	0.00
Senior Evidence Technician	1.00	1.00	0.00	0.00
Senior Facility Maint Mech	1.00	1.00	2.00	2.00
Senior Human Resource Analyst	2.00	2.00	2.00	2.00
Senior Human Resources Technician	0.00	1.00	1.00	1.00
Senior Park Maintenance Worker	0.00	1.00	0.00	0.00
Senior Purchasing Tech	1.00	1.00	1.00	1.00
Senior Urban Forestry Worker	1.00	1.00	0.00	0.00
Senior Information Technology Analyst	0.00	1.00	1.00	0.00
Street Maintenance Manager	1.00	1.00	0.00	0.00
Street Outreach Specialist	1.00	2.00	0.00	0.00
Superintendent of Maintenance Services	1.00	1.00	1.00	1.00
Supervising Police Services Technician	3.00	3.00	0.00	0.00
Supervising Word Processing Operator	1.00	0.00	0.00	0.00
Technical Services Coordinator	1.00	0.00	0.00	0.00
Technology & Innovation Officer	0.00	0.00	0.00	1.00
Telecom Service Tech	1.00	1.00	1.00	0.00
Traffic Engineer	1.00	1.00	0.00	0.00
Transportation Manager	1.00	1.00	0.00	0.00
Urban Forestry Crew Supervisor	1.00	1.00	0.00	0.00
Urban Forestry Worker I	2.00	2.00	0.00	0.00
Urban Forestry Worker II	1.00	2.00	0.00	0.00
Victim Advocate	1.00	0.00	0.75	1.00
Word Processing Operator	4.00	2.00	0.00	0.00
1000 - General Fund Total	<u>358.06</u>	<u>362.78</u>	<u>358.13</u>	<u>362.09</u>
1100 - Measure E Fund				
Administrative Analyst I	1.00	1.00	1.00	1.00
Administrative Secretary	1.00	1.00	1.00	1.00
Animal Control Officer	1.00	1.00	0.00	0.00
Battalion Chief/Fire Marshal	0.32	0.33	0.00	0.00
Code Enforcement Manager	1.00	1.00	0.00	0.00
Code Enforcement Officer I	1.00	1.00	0.00	0.00
Code Enforcement Officer II	1.00	1.00	0.00	0.00

WORKFORCE BY FUND

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Community Education Manager	1.00	1.00	1.00	1.00
Community Safety Admin	1.00	1.00	1.00	1.00
Community Service Officer	8.50	7.00	7.00	10.00
Community Services Manager	1.00	1.00	1.00	1.00
Deputy Librarian	1.00	1.00	1.00	1.00
Evidence Technician	0.00	0.00	1.00	0.00
Library Automation Services Coordinator	1.00	1.00	1.00	1.00
Library/Community Services Director	1.00	1.00	1.00	1.00
Librarian I	9.50	9.50	9.50	9.50
Librarian II	3.00	3.00	3.00	3.00
Library Aide	1.00	0.00	0.00	0.00
Library Clerk	8.50	9.50	10.50	10.50
Library Page	2.00	2.00	1.00	1.00
Library Technician	4.00	4.00	6.00	6.00
Literacy Assistant	2.00	2.00	2.00	2.00
Management Analyst	0.00	1.00	1.00	1.00
Marketing & Development Coord	1.00	0.00	0.00	0.00
Multi-Service Officer	0.00	0.00	2.00	2.00
Office Technician	2.00	2.00	1.00	1.00
Park Grnds Frstry Ops Mgr	0.00	0.00	0.00	1.00
Park Maint Worker	6.00	6.00	7.00	7.00
Park Maintenance Crew Supervisor	1.00	1.00	1.00	1.00
Police Commander	0.00	0.00	1.00	1.00
Police Officer	12.00	12.00	1.00	1.00
Police Recruit	0.00	1.00	0.00	0.00
Police Sergeant	1.00	1.00	5.00	4.00
Property Evidence Supervisor	0.00	0.00	1.00	1.00
Property/Evidence Technician	0.00	0.00	0.00	2.00
Recreation Asst	1.00	1.00	1.00	1.00
Recreation Coordinator	3.00	3.00	3.00	3.00
Senior Librarian	2.00	2.00	2.00	2.00
Senior Evidence Technician	0.00	0.00	1.00	0.00
Senior Library Technician	1.00	1.00	0.00	0.00
Senior Park Maintenance Worker	0.00	0.00	1.00	1.00
Technical Services Manager	1.00	1.00	1.00	1.00

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Urban Forestry Worker II	3.00	2.00	0.00	0.00
1100 - Measure E Fund Total	<u>84.82</u>	<u>83.33</u>	<u>77.00</u>	<u>80.00</u>
1200 - Measure G Fund				
Administrative Aide	0.00	0.00	2.00	1.00
Administrative Analyst I	1.00	2.00	2.00	3.00
Administrative Clerk I	0.00	0.00	1.00	1.00
Administrative Secretary	1.00	1.00	2.00	2.00
Assistant Engineer	0.00	0.00	2.00	2.00
Associate Engineer	0.00	0.00	1.00	1.00
Code Enforcement Manager	0.00	0.00	1.00	1.00
Code Enforcement Officer I	2.00	1.00	2.00	5.00
Code Enforcement Officer II	1.00	1.00	3.00	0.00
Community Relations Manager	0.00	0.00	1.00	1.00
Community Safety Program Coord	1.00	1.00	0.00	0.00
Community Service Officer	5.00	4.00	1.00	0.00
Computer Systems Administrator	1.00	1.00	1.00	1.00
Crime Analyst	1.00	1.00	0.00	1.00
Engineering Aide II	0.00	0.00	1.00	1.00
Executive Assistant	1.00	1.00	1.00	1.00
Finance Management Analyst	0.00	1.00	1.00	1.00
Fire Engineer	0.00	0.00	0.87	1.88
Fire Recruit	1.00	1.00	0.00	0.00
Firefighter	12.20	9.50	10.62	5.75
Human Resource Analyst I	1.00	0.00	0.00	0.00
Human Resource Analyst II	0.00	1.00	1.00	1.00
Inmate Crew Coordinator	1.00	1.00	1.00	1.00
Junior Engineer	0.00	0.00	1.00	1.00
Maintenance Manager	0.00	0.00	0.25	0.25
Management Analyst	1.00	1.00	1.00	1.00
Neighborhood Svcs Coord	1.00	1.00	3.00	3.00
Network System Specialist	1.00	1.00	1.00	1.00
Office Technician	2.00	1.00	1.00	0.00
Public Service Maintenance Crew Supervisor	0.00	0.00	1.00	1.00
Park Maint Worker	1.00	1.00	5.00	5.00

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Planning Manager	0.00	0.00	0.12	0.00
Police Commander	0.00	0.00	1.00	1.00
Police Officer	34.00	35.00	8.00	8.00
Police Record Coord	0.00	0.00	1.00	1.00
Police Recruit	2.00	0.00	0.00	0.00
Police Sergeant	1.00	1.00	3.00	3.00
Police Services Tech	3.00	3.00	9.00	9.00
Public Service Maintenance Worker I	1.00	1.00	1.00	5.00
Public Service Maintenance Worker II	2.00	2.00	10.00	6.00
Public Service Maintenance Worker III	2.00	2.00	4.00	4.00
Public Service Maintenance Worker IV	1.00	1.00	3.00	3.00
Public Works Resource Coordinator	0.00	0.00	1.00	1.00
Recreation-Parks Superintendent	0.00	0.00	1.00	1.00
Recreation Asst	1.00	1.00	0.00	0.00
Recreation Coordinator	2.00	2.00	2.00	2.00
Senior Accountant	1.00	0.00	0.00	0.00
Senior Code Enforcement Officer	0.00	1.00	1.00	1.00
Senior Recreation Assistant	1.00	1.00	2.00	2.00
Sports Program Asst	0.00	0.00	1.00	1.00
Senior Accounting Clerk	1.00	1.00	1.00	1.00
Senior Urban Forestry Worker	0.00	0.00	1.00	1.00
Street Maintenance Manager	0.00	0.00	1.00	1.00
Street Outreach Specialist	1.00	0.00	1.00	1.00
Supvsg Police Serv Tech	0.00	0.00	3.00	3.00
Traffic Engineer	0.00	0.00	1.00	1.00
Urban Forestry Crew Supervisor	0.00	0.00	1.00	1.00
Urban Forestry Worker I	0.00	0.00	2.00	2.00
Urban Forestry Worker II	0.00	0.00	4.00	4.00
Word Processing Operator	1.00	1.00	0.00	0.00
1200 - Measure G Fund Total	<u>89.20</u>	<u>83.50</u>	<u>111.87</u>	<u>106.87</u>
2101 - Maintenance District Admin. Fund				
Senior Accounting Technician	<u>0.25</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>
2101 - Maintenance District Admin. Fund Total	<u>0.25</u>	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
2102 - Woodside Park Maint. Dist. Fund				
Maintenance Manager	<u>0.03</u>	<u>0.03</u>	<u>0.03</u>	<u>0.03</u>
2102 - Woodside Park Maint. Dist. Fund Total	<u>0.03</u>	<u>0.03</u>	<u>0.03</u>	<u>0.03</u>
2104 - Airport Bus. Park Maint. Dist. Fund				
Maintenance Manager	<u>0.01</u>	<u>0.01</u>	<u>0.01</u>	<u>0.01</u>
2104 - Airport Bus. Park Maint. Dist. Fund Total	<u>0.01</u>	<u>0.01</u>	<u>0.01</u>	<u>0.01</u>
2105 - NE Salinas Landscape Dist. Fund				
Maintenance Manager	<u>0.29</u>	<u>0.29</u>	<u>0.29</u>	<u>0.29</u>
2105 - NE Salinas Landscape Dist. Fund Total	<u>0.29</u>	<u>0.29</u>	<u>0.29</u>	<u>0.29</u>
2106 - Harden Ranch Landscape Dist. Fund				
Maintenance Manager	<u>0.01</u>	<u>0.01</u>	<u>0.01</u>	<u>0.01</u>
2106 - Harden Ranch Landscape Dist. Fund Total	<u>0.01</u>	<u>0.01</u>	<u>0.01</u>	<u>0.01</u>
2108 - Mira Monte Maint. Dist. Fund				
Maintenance Manager	<u>0.15</u>	<u>0.15</u>	<u>0.15</u>	<u>0.15</u>
2108 - Mira Monte Maint. Dist. Fund Total	<u>0.15</u>	<u>0.15</u>	<u>0.15</u>	<u>0.15</u>
2109 - Monte Bella Maint. Dist. Fund				
Maintenance Manager	<u>0.26</u>	<u>0.26</u>	<u>0.26</u>	<u>0.26</u>
2109 - Monte Bella Maint. Dist. Fund Total	<u>0.26</u>	<u>0.26</u>	<u>0.26</u>	<u>0.26</u>
2501 - Emergency Medical Service Fund				
Emergency Medical Services Officer	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>
Fire Captain	<u>0.75</u>	<u>0.88</u>	<u>0.75</u>	<u>0.88</u>
Fire Engineer	<u>0.75</u>	<u>0.87</u>	<u>1.13</u>	<u>1.25</u>
Firefighter	<u>1.26</u>	<u>1.12</u>	<u>0.88</u>	<u>0.75</u>
2501 - Emergency Medical Service Fund Total	<u>3.76</u>	<u>3.87</u>	<u>3.75</u>	<u>3.88</u>
2504 - Vehicle Abatement Fund				
Community Service Officer	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>
2504 - Vehicle Abatement Fund Total	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
2513 - General Plan Fund				
Community Outreach Assistant-Limited Term	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>1.00</u>
2513 - General Plan Fund Total	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>1.00</u>
2602 - HSA - Affordable Housing Fund				
Revenue Officer	<u>0.02</u>	<u>0.20</u>	<u>0.05</u>	<u>0.00</u>
2602 - HSA - Affordable Housing Fund Total	<u>0.02</u>	<u>0.20</u>	<u>0.05</u>	<u>0.00</u>
2910 - Community Development Fund				
Assistant Development Director	0.00	0.12	0.00	0.00
Associate Planner	0.13	0.13	0.00	0.00
Asst Community Development Director	0.00	0.00	0.12	0.00
Community Improvement Assistant	0.65	0.00	0.00	0.00
Community Development Analyst	1.39	1.79	1.80	0.75
Community Development Director	0.15	0.15	0.00	0.00
Housing Services Supervisor	0.68	0.00	0.00	0.00
Management Analyst	0.64	0.00	0.25	0.65
Planning Manager	0.84	0.67	0.42	0.42
Revenue Officer	0.12	0.00	0.00	0.00
Senior Accounting Technician	0.00	0.00	0.00	0.20
Senior Community Development Analyst	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.65</u>
2910 - Community Development Fund Total	<u>4.60</u>	<u>2.85</u>	<u>2.59</u>	<u>2.67</u>
2911 - CDBG - COVID 19 Fund				
Community Outreach Assistant-Limited Term	0.00	1.60	2.00	2.00
Community Development Analyst	0.00	0.91	0.14	0.00
Management Analyst	0.00	0.00	0.00	0.14
Planning Manager	<u>0.00</u>	<u>0.55</u>	<u>0.30</u>	<u>0.30</u>
2911 - CDBG - COVID 19 Fund Total	<u>0.00</u>	<u>3.06</u>	<u>2.44</u>	<u>2.44</u>
2930 - Home Investment Partnership Fund				
Community Development Analyst	0.31	0.45	0.80	0.30
Housing Services Supv	0.19	0.00	0.00	0.00
Management Analyst	0.14	0.00	0.00	0.20
Planning Manager	0.17	0.17	0.17	0.17

WORKFORCE BY FUND

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Revenue Officer	0.02	0.20	0.05	0.00
Senior Accounting Technician	0.00	0.00	0.00	0.15
Senior Community Development Analyst	0.00	0.00	0.00	0.30
2930 - Home Investment Partnership Fund Total	0.83	0.82	1.02	1.12
2931 - HOME-ARP Fund				
Community Development Analyst			0.40	0.30
Management Analyst				0.05
Senior Accounting Technician				0.15
Senior Community Development Analyst			0.20	0.05
2931 - HOME-ARP Fund Total	0.00	0.00	0.60	0.55
2940 - Emergency Solutions Grant - HUD Fund				
Community Improvement Assistant	0.06	0.00	0.00	0.00
Community Outreach Assistant-Limited Term	0.00	0.00	0.80	0.00
Community Development Analyst	0.01	0.07	0.49	0.49
2940 - Emergency Solutions Grant - HUD Fund Total	0.07	0.07	1.29	0.49
2941 - Emergency Solutions Grant - COC Fund				
Community Improvement Assistant	0.08	0.00	0.00	0.00
Community Outreach Assistant-Limited Term	0.00	0.00	0.20	0.00
Community Development Analyst	0.02	0.02	0.10	0.10
Sr Community Development Analyst	0.00	0.00	0.11	0.00
2941 - Emergency Solutions Grant - COC Fund Total	0.10	0.02	0.41	0.10
2943 - ESG-CV HUD Fund				
Community Development Analyst - Limited Term	0.00	1.25	0.00	0.00
Community Outreach Assistant-Limited Term	0.00	0.00	0.00	1.00
Homeless Services Manager	0.00	0.00	0.00	0.50
Planning Manager	0.00	0.30	0.00	0.00
2943 - ESG-CV HUD Fund Total	0.00	1.55	0.00	1.50
2944 - ESG-CV HCD Fund				
Community Development Analyst	0.00	0.08	0.00	0.00

WORKFORCE BY FUND

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Planning Manager	0.00	0.10	0.00	0.00
2944 - ESG-CV HCD Fund Total	0.00	0.18	0.00	0.00
2951 - SB 2 Fund				
Associate Planner	0.00	0.00	0.13	0.00
Community Improvement Assistant	0.01	0.00	0.00	0.00
Community Development Analyst	0.07	0.19	0.30	0.20
Housing Services Supervisor	0.03	0.00	0.00	0.00
Management Analyst	0.12	0.00	0.00	0.10
Planning Manager	0.01	0.01	0.01	0.01
Senior Accounting Technician	0.00	0.00	0.00	0.10
Senior Community Development Analyst	0.00	0.00	0.12	0.00
2951 - SB 2 Fund Total	0.24	0.20	0.56	0.41
2954 - Encampment Resolution Fund				
Community Outreach Assistant-Limited Term	0.00	0.00	1.00	4.00
Homeless Services Manager	0.00	0.00	0.00	0.50
Senior Accounting Technician	0.00	0.00	0.00	0.10
2954 - Encampment Resolution Fund Total	0.00	0.00	1.00	4.60
2956 - Family Homeless Challenge				
Community Outreach Assistant-Limited Term	0.00	0.00	0.00	1.00
Senior Accounting Technician	0.00	0.00	0.00	0.10
2956 - Family Homeless Challenge Total	0.00	0.00	0.00	1.10
3111 - SAFER Fund				
Firefighter	2.91	0.00	0.00	0.00
3111 - SAFER Fund Total	2.91	0.00	0.00	0.00
3163 - 2014 COPS Hiring SRO Fund				
Police Officer	0.33	0.00	0.00	0.00
3163 - 2014 COPS Hiring SRO Fund Total	0.33	0.00	0.00	0.00

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
3182 - DoJ Office of Justice Program Fund				
Victim Advocate	<u>0.00</u>	<u>1.00</u>	<u>0.25</u>	<u>0.00</u>
3182 - DoJ Office of Justice Program Fund Total	<u>0.00</u>	<u>1.00</u>	<u>0.25</u>	<u>0.00</u>
3186 - United Way Fund				
Community Outreach Assistant - Limited Term	<u>0.00</u>	<u>0.00</u>	<u>1.00</u>	<u>1.00</u>
3186 - United Way Fund Total	<u>0.00</u>	<u>0.00</u>	<u>1.00</u>	<u>1.00</u>
3252 - CLLS - Adult Literacy Fund				
Literacy Specialist	<u>0.50</u>	<u>0.50</u>	<u>0.50</u>	<u>0.50</u>
3252 - CLLS - Adult Literacy Fund Total	<u>0.50</u>	<u>0.50</u>	<u>0.50</u>	<u>0.50</u>
3282 - Board of State & Comm. Corrnrs Fund				
Admin Analyst I - Limited Term	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>1.00</u>
Community Outreach Assistant - Limited Term	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>2.00</u>
3282 - Board of State & Comm. Corrnrs Fund Total	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>3.00</u>
3302 - Cal-ID RAN Grant Fund				
Forensic Specialist II	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>
3302 - Cal-ID RAN Grant Fund Total	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>
3911 - American Rescue Plan Act Fund				
Community Dev Analyst	<u>0.00</u>	<u>0.00</u>	<u>0.41</u>	<u>0.36</u>
Management Analyst	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.05</u>
Senior Accounting Technician	<u>0.00</u>	<u>0.00</u>	<u>0.00</u>	<u>0.20</u>
Senior Community Development Analyst	<u>0.00</u>	<u>0.00</u>	<u>0.11</u>	<u>0.00</u>
3911 - American Rescue Plan Act Fund Total	<u>0.00</u>	<u>0.00</u>	<u>0.52</u>	<u>0.61</u>
6100 - Municipal Airport Fund				
Administrative Secretary	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>
Airport Maintenance Worker	<u>0.00</u>	<u>0.00</u>	<u>3.00</u>	<u>3.00</u>
Airport Manager	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>
Airport Operations Supervisor	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>
Facility Maint Worker	<u>2.00</u>	<u>3.00</u>	<u>0.00</u>	<u>0.00</u>
Office Technician	<u>0.50</u>	<u>0.50</u>	<u>0.50</u>	<u>0.50</u>

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
Public Works Director	0.10	0.10	0.10	0.10
6100 - Municipal Airport Fund Total	<u>5.60</u>	<u>6.60</u>	<u>6.60</u>	<u>6.60</u>
6200 - Industrial Waste Fund				
Assistant Engineer	0.00	0.50	0.50	0.50
Associate Engineer	0.00	0.00	0.50	0.50
City Engineer	0.15	0.15	0.15	0.15
Office Technician	0.20	0.20	0.20	0.20
P.S. Maint Crew Supervisor	0.50	0.00	0.00	0.00
Public Works Admin Supervisor	0.10	0.10	0.10	0.10
Public Works Director	0.10	0.10	0.10	0.10
Senior Civil Engineer	0.50	0.50	0.50	0.50
Wastewater Crew Sup	0.00	0.50	0.50	0.50
Wastewater Manager	0.25	0.25	0.25	0.25
Wastewater Operator	2.00	3.00	3.00	3.00
6200 - Industrial Waste Fund Total	<u>3.80</u>	<u>5.30</u>	<u>5.80</u>	<u>5.80</u>
6400 - Sewer Fund				
Assistant Engineer	0.00	0.50	0.50	0.50
Associate Engineer	0.00	0.00	0.50	0.50
City Engineer	0.10	0.10	0.10	0.10
Motor Sweeper Operator	0.00	0.00	2.95	0.00
Office Technician	0.20	0.20	0.40	0.40
Public Service Maintenance Crew Supervisor	1.00	0.00	0.00	0.00
Public Service Maintenance Worker I	0.00	0.00	0.00	1.00
Public Service Maintenance Worker II	5.95	4.95	5.95	4.95
Public Service Maintenance Worker III	1.75	1.75	1.75	4.75
Public Service Maintenance Worker IV	0.50	0.50	0.75	0.75
Public Works Administrative Supervisor	0.10	0.10	0.10	0.10
Public Works Director	0.10	0.10	0.10	0.10
Pump Maintenance Mechanic	1.00	1.00	1.00	0.00
Senior Civil Engineer	0.85	0.85	0.85	0.85
Senior Pump Maintenance Mechanic	0.00	0.00	0.00	1.00
Wastewater Crew Supervisor	0.00	1.00	1.25	1.25

WORKFORCE BY FUND

	FY 21 Adopted	FY 22 Adopted	FY 23 Adopted	FY 24 Proposed
Wastewater Manager	0.50	0.50	0.50	0.50
6400 - Sewer Fund Total	12.05	11.55	16.70	16.75
6500 - Stormwater (NPDES) Fund				
City Engineer	0.05	0.05	0.05	0.05
Community Service Officer	0.50	0.00	0.00	0.00
Equipment Mechanic I	1.00	0.00	0.00	0.00
Motor Sweeper Operator	3.00	3.00	0.05	0.00
Npdes Permit Manager	1.00	1.00	1.00	1.00
Office Technician	0.20	0.20	0.00	0.00
Public Service Maintenance Crew Supervisor	0.50	0.00	0.00	0.00
Public Service Maintenance Worker II	2.05	2.05	1.05	1.05
Public Service Maintenance Worker III	0.25	0.25	0.25	0.25
Public Service Maintenance Worker IV	0.50	0.50	0.25	0.25
Public Works Administrative Supervisor	0.05	0.05	0.05	0.05
Public Works Director	0.05	0.05	0.05	0.05
Stormwater Analyst	0.00	0.00	0.00	1.00
Stormwater Compliance Inspector	0.00	0.00	1.00	1.00
Stormwater Technician	0.00	0.00	1.00	0.00
Wastewater Crew Supervisor	0.00	0.50	0.25	0.25
Wastewater Manager	0.25	0.25	0.25	0.25
6500 - Stormwater (NPDES) Fund Total	9.40	7.90	5.25	5.20
6801 - Downtown Parking District Fund				
Public Works Admin Supervisor	0.25	0.25	0.25	0.25
Public Works Director	0.02	0.02	0.02	0.02
6801 - Downtown Parking District Fund Total	0.27	0.27	0.27	0.27
6803 - Parking Enforcement Fund				
Office Technician	0.25	0.00	0.00	0.00
Public Works Admin Supervisor	0.25	0.25	0.25	0.25
6803 - Parking Enforcement Fund Total	0.50	0.25	0.25	0.25

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
6900 - Permit Services Fund				
Administrative Aide	0.40	0.00	0.00	0.00
Administrative Analyst I	0.00	0.00	1.00	2.00
Building Permit Specialist	1.00	1.00	1.00	1.00
Chief Building Official	0.00	1.00	1.00	1.00
Combination Building Inspector I	2.00	1.00	1.00	3.00
Combination Building Inspector II	0.00	2.00	2.00	1.00
Community Outreach Assistant-Limited Term	0.00	0.00	0.40	0.00
Community Development Director	0.00	0.00	0.25	0.25
Community Outreach Assistant	0.00	0.00	1.00	1.00
Inspection Services Manager	0.00	1.00	1.00	1.00
Junior Engineer	1.00	1.00	1.00	1.00
Permit Center Clerk	3.00	0.00	0.00	0.00
Permit Center Coordinator	1.00	1.00	1.00	1.00
Permit Center Manager/Building Officer	1.00	0.00	0.00	0.00
Permit Services Technician	0.00	3.00	3.00	3.00
Plan Checker I	0.00	0.00	0.00	1.00
Revenue Officer	0.59	0.50	0.80	0.00
Senior Plan Check Engineer	1.00	2.00	2.00	2.00
Senior Combination Building Inspector	1.00	0.00	1.00	0.00
6900 - Permit Services Fund Total	<u>11.99</u>	<u>13.50</u>	<u>17.45</u>	<u>18.25</u>
7103 - Worker's Comp. Self-Insurance Fund				
Assistant City Attorney	0.50	0.50	0.50	0.50
Human Resources Technician	0.00	0.00	0.00	0.50
Legal Secretary	0.50	0.00	0.00	0.00
Risk And Benefits Analyst	0.00	0.00	0.00	0.75
Sr Risk Management Technician	0.00	0.50	0.50	0.50
7103 - Worker's Comp. Self-Insurance Fund Total	<u>1.00</u>	<u>1.00</u>	<u>1.00</u>	<u>2.25</u>
7104 - General Liability Self-Insurance Fund				
Assistant City Attorney	1.50	1.50	1.50	1.50
Legal Secretary	0.50	0.00	0.00	0.00
Senior Risk Management Technician	0.00	0.50	0.50	0.50
7104 - General Liability Self-Insurance Fund Total	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>	<u>2.00</u>

WORKFORCE BY FUND

	<u>FY 21 Adopted</u>	<u>FY 22 Adopted</u>	<u>FY 23 Adopted</u>	<u>FY 24 Proposed</u>
7120 - Fleet Maintenance Fund				
Equipment Mechanic Crew Sup	1.00	1.00	1.00	1.00
Equipment Mechanic I	1.00	3.00	3.00	3.00
Equipment Mechanic II	3.00	3.00	3.00	3.00
Fleet Analyst	1.00	0.00	0.00	0.00
Fleet Maintenance Manager	1.00	1.00	1.00	1.00
Inventory Technician	1.00	0.00	0.00	1.00
Office Technician	0.20	1.20	1.20	1.20
Public Works Admin Supervisor	0.25	0.25	0.25	0.25
Radio And Upfitting Technician	0.00	0.00	1.00	1.00
Senior Equipment Mechanic	0.00	1.00	1.00	1.00
Senior Mechanic	1.00	0.00	0.00	0.00
Senior Vehicle Maintenance Assistant	1.00	0.00	0.00	0.00
7120 - Fleet Maintenance Fund Total	<u>10.45</u>	<u>10.45</u>	<u>11.45</u>	<u>12.45</u>
City-Wide Total	<u>606.50</u>	<u>606.50</u>	<u>633.50</u>	<u>647.50</u>



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10-YEAR BUDGET FORECAST

(from The Salinas Plan Refresh)

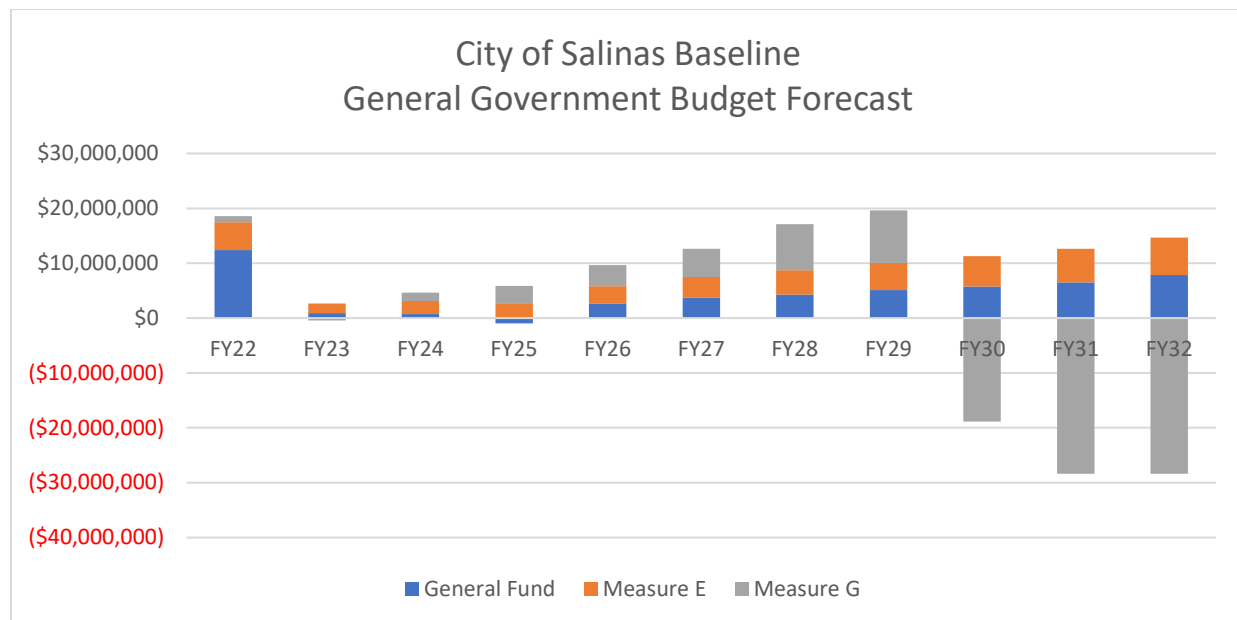
The budget forecast uses the City's recent budget history and current budget as the foundation for forecasting revenues and expenses over the next ten years. Budget forecasts are provided for the General Fund, Measure E Fund, and Measure G Fund. For purposes of this forecast, all General Government funds (General, Measure E, and Measure G) are presented with together. While tracked separately, Measure E and G revenues are General Fund¹ Revenues. Future years are projected based on the following:

- Known factors such as CalPERS normal cost percentage and unfunded actuarial liabilities;
- Specialized outside consultant forecast (HdL for property and sales tax revenues);
- Expected inflation (CPI) for operations/maintenance and medical costs; and,
- Negotiated pay raises in current labor agreements and expected increases over the next several years.

The budget forecast is a "living" document and does not attempt to predict the future, rather the forecast attempts to provide a range of potential budget outcomes that allows staff and the Council to form sound policy responses to future issues in a timely manner.

Results

The results of the Baseline forecast are shown in the graph on the following page. The Baseline forecast attempts to project the revenues and expenses for the City's Governmental Funds² to continue in a manner similar to recent budget history with no major changes in programs, funding sources, or the economy. Alternative forecasts to the Baseline are used to stress-test the Baseline forecast in its major revenue and expense drivers and to help policy makers understand coming risks to budget sustainability.



¹ Measure E and G revenues were approved by the voters as general-purpose revenues. There are no restrictions in use of these sales and transaction taxes. Together, the General Fund, Measure E Fund, and Measure G Fund are referred to as "General Government" funds.

² The general funds include: The General Fund, Measure E Fund, and Measure G Fund. While the City tracks Measure E and Measure G separately, these revenues were adopted as general fund revenues and, therefore, are not restricted revenues.

10-YEAR BUDGET FORECAST

(from The Salinas Plan Refresh)

Based on the current budget and assumptions for future growth, the City should expect positive net revenue^{3,4} through FY 29. The first three years of this net revenue are small and subject to changing revenue and expense conditions.

The big drop in net revenue in FY 30 is based on the sunset of Measure G. The negative net revenue assumes the loss of the revenue does not change the need for the Measure G-funded investments. If Measure G is not extended, the City will have a significant issue funding operations at current levels.

Revenues

The graph at the end of this section provides an overview of growth rate changes in the Baseline forecast. The graph shows the actual growth in major revenue categories from FY 17 to FY 23 and for the FY 24 to FY 32 forecast. For Measure G, the growth rate is shown for FY 24 through FY 29 (pre-sunset) and FY 24 to FY 32 (assuming Measure G sunsets).

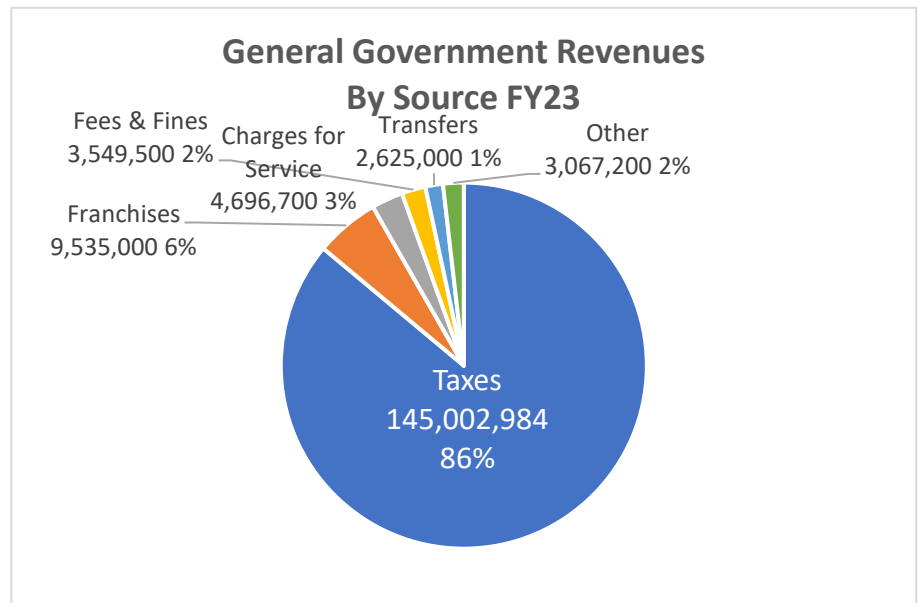
Overall, the forecast assumes the next ten years' revenue growth will slow compared to the last five years. This is due to expected slowing sales tax growth and stabilization of cannabis revenues. If Measure G sunsets, the total revenue growth for the ten-year forecast will be negative.

Areas where revenues show recovery from the pandemic are in transfers and charges for service. Both of these revenue sources were cut back in the last five years but are expected to return to historical growth levels going forward. The baseline budget forecast is based on a set of assumptions that include current revenue trends, expected growth by outside experts (e.g., HdL⁵ for sales and property tax growth), and actual data where known. Most of the City's General Government revenues come from taxes (86%), franchise fees (6%), and charges for service (3%), as shown on the pie chart on the right.

As previously noted, taxes are dominated by sales taxes – including Measures E and G – and subject to volatility. HdL, the City's sales tax consultant, expects a slight reduction in sales

taxes in FY 24 and slow growth thereafter for the next four years. This impacts total revenue growth for the City in the forecast period.

Growth in revenues is shown in the following chart for the six years from FY 17 to FY 23 and for the budget forecast from FY 23 through FY 32. This chart also provides the difference in tax growth from FY 23 through



³ Net Revenue is defined as total revenue less total expenses.

⁴ A major driver of the increasing net revenue is a reduction in General Government transfers to capital improvement projects.

⁵ HdL is a third-party consultant for the City that audits sales and property taxes and provide 5-year forecasts for each of these revenue sources.

10-YEAR BUDGET FORECAST

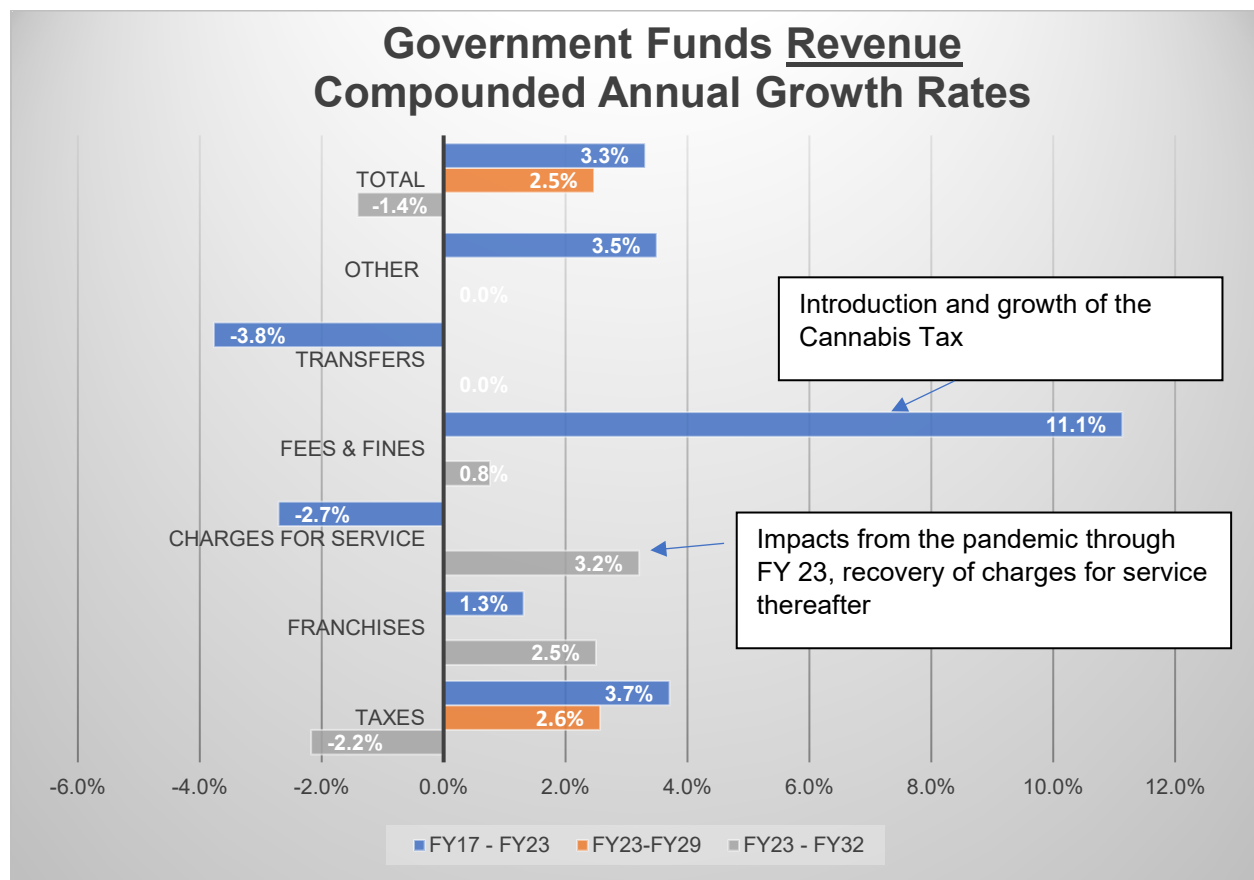
(from The Salinas Plan Refresh)

FY 29 to include Measure G through its last full year of collection. Based on the current Measure G approval, this sales tax will sunset on April 1, 2030. This will result in the loss of a projected \$38 million in revenue starting in FY 30.

The forecast assumes a slowing in the taxes from 3.3 percent per year compound annual growth rate (CAGR) through FY 23 to a 2.5 percent CAGR through FY 29. If Measure G is not extended, total taxes will drop below current tax levels by nearly \$35 million in FY 30.

Additionally, Cannabis Business License fee and tax revenues began in FY 18. This drove growth through FY 23, but these revenues have evened out and will grow with inflation.

Overall, future revenue growth is expected to be 2.6 percent per year – assuming the extension of Measure G – down from the recent 3.7 percent CAGR of the past six years. The forecast is a realistic assessment of future revenues for the City to make current policy decisions. Under this forecast, increases in revenues can be used to pay for long-term unfunded liabilities, while revenue reductions are not likely to result in major impacts to services that could be extended is a rosier future is assumed.



Expenses

While revenue growth is expected to slow, expense growth is as well. Total Governmental Funds expenses are projected at \$165.5 million in FY 23. The major expense is for personnel costs – salaries, overtime, and benefits – at 64 percent of total General Government costs.

10-YEAR BUDGET FORECAST

(from The Salinas Plan Refresh)

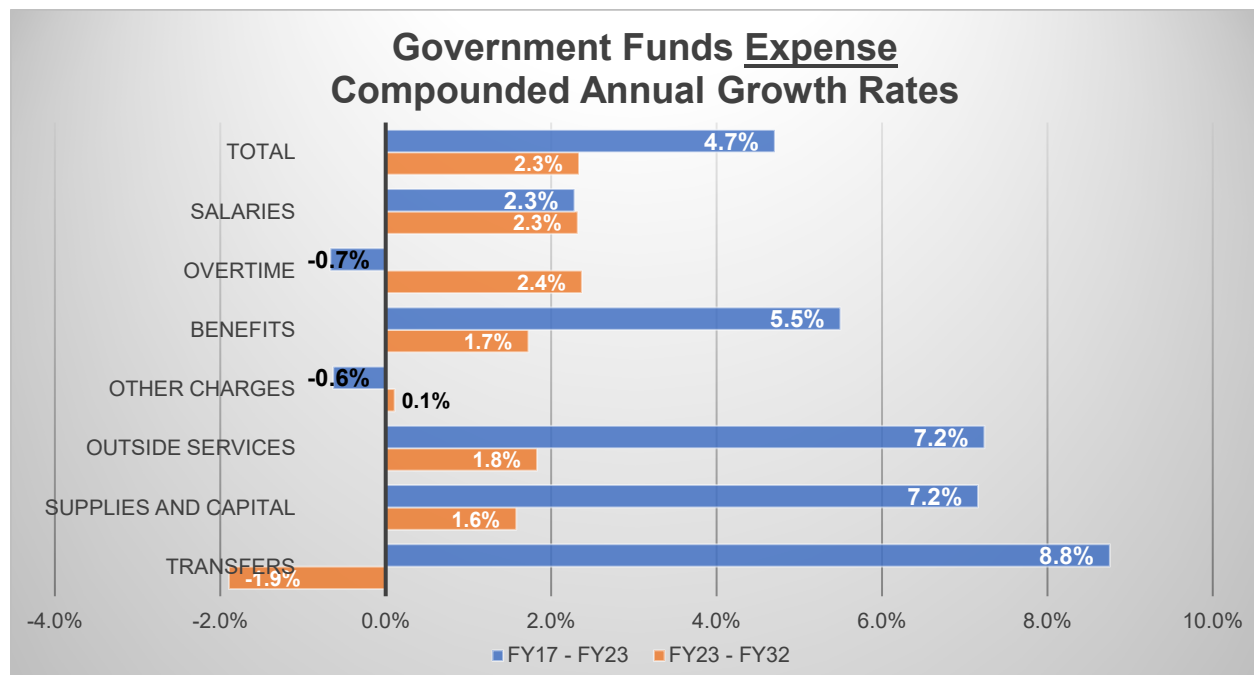
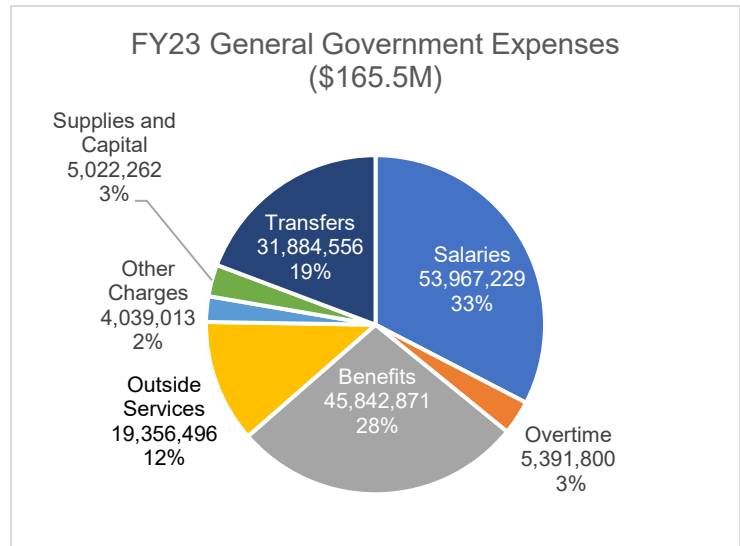
Transfers are the second highest cost category at 19 percent. Transfers are primarily for capital projects, debt repayment, and general liability. Transfers are also used to support the storm drainage system (\$2.6 million) and EMS services (\$1.5 million).

Outside services is the third largest category at 12 percent of total expenses. This category covers several activities, the largest being the 911 system, outside maintenance contracts, and software system contracts.

Combined, these three expense categories comprise 95 percent of the City's General Governmental expenses.

In terms of the model, total expenses are expected to slow to a level that is consistent with long-term inflationary growth. Salaries are expected to grow between 3 to 3.5 percent over the next five years and then fall back to 2.0 percent growth for the last five years of the forecast. Benefits had outsized growth recently due to changes in the CalPERS pension-cost methodology but are moderating as a greater percentage of the workforce is under the PEPR⁶ rules. CalPERS investment losses in the year ending June 2022 will likely increase pension costs by \$1 million per year starting in FY 24.

Outside service increased over the last five years primarily in recreation services, elections, and a variety of other services.



⁶ PEPR^A = Public Employees' Pension Reform Act

10-YEAR BUDGET FORECAST

(from The Salinas Plan Refresh)

Budget Risks

The Baseline forecast is constructed on a moderately conservative set of assumptions – neither optimistic nor pessimistic. It includes recent growth in property and sales taxes; however, it does not assume the same pace of growth as during the pandemic. In any forecast, there are budget risks that cannot be fully captured. The following are among the major areas of identified budget risks still present in the Baseline that could impact the ten-year forecast.

Economically Sensitive Revenues

- The recent pandemic and talk of a “coming recession” have made the economic issues prescient in our day-to-day thinking about the economy. We know that what we have today can change. For the City, the reliance on sales taxes in General Government revenues heightens the City’s exposure to economic changes.

Sunset of Measure G

- The Measure G sales tax measure was approved to be in place for fifteen years and will run through March of 2030. If not extended by the voters, the sunset of the sales tax will have significant impacts on the City’s General Government revenues. Therefore, budget-balancing measures will be necessary to adjust for a loss in this revenue.

Workforce

- Any negotiated wage increases would have a significant impact on the cost of services. Each one-percent increase in wages for all employees would result in additional general fund costs of \$600,000 to \$800,000 per year.
- Healthcare inflation could surpass the projected levels of 5.0 percent cost growth.
- Actual pension investment returns and overall plan experience will impact state mandated required contributions and increase the City’s pension costs beyond the amounts assumed in the Baseline projection.
- Binding arbitration for the Fire union continues to be ultimately controlled by an outside arbitrator rather than the City Council. This makes future cost increases for Fire Department personnel difficult to project. Because this was adopted through an initiative process by the voters of Salinas, binding interest arbitration rights can only be addressed through a new initiative (not initiated by the City).

Other Expenditures

- New service demands and costs could be generated by infrastructure failure and/or unforeseen factors. For example, some City facilities require maintenance and repair, including remediation and safety upgrades.
- Transfers and advances to other proprietary funds (Stormwater, Parking District, and Golf Course Funds) are based on the amount required to balance these funds in the baseline projection. Additional costs to support these efforts will decrease net revenue available for other needs.

10-YEAR BUDGET FORECAST

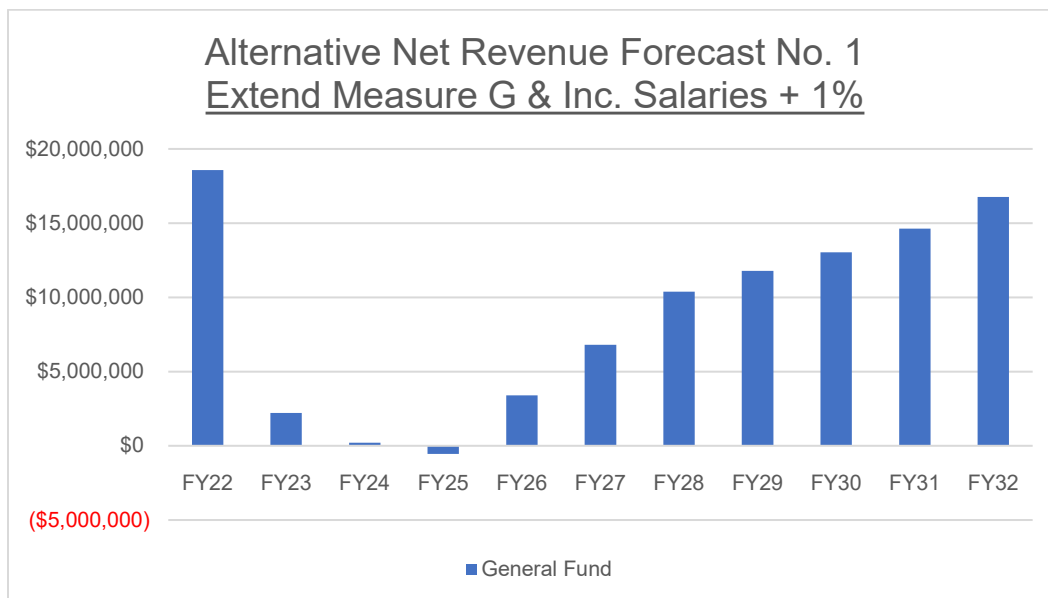
(from The Salinas Plan Refresh)

Alternative Forecasts

As indicated above, the Baseline forecast is one view of the City's fiscal future based on a set of assumptions. However, there are many things that can impact the City's budget future. The following three forecast alternatives provide different views of the budget forecast based on some key changes in assumptions. These forecasts are provided as samples of how the forecast model can be modified and stressed to prepare for different policy choices or economic changes. (Note: the alternatives show total Government Funds with no differentiation between the general funds.)

Alternative Forecast No. 1

Extend Measure G and Carefully Increase Salaries. This alternative assumes Measure G is extended by the voters prior to its 2030 sunset and a one percent per year increase in salaries and related costs (e.g., pensions)⁷. The result of this adjustment in assumptions shows the General Fund would be slightly negative in FY 25 with increasing positive net revenue thereafter.



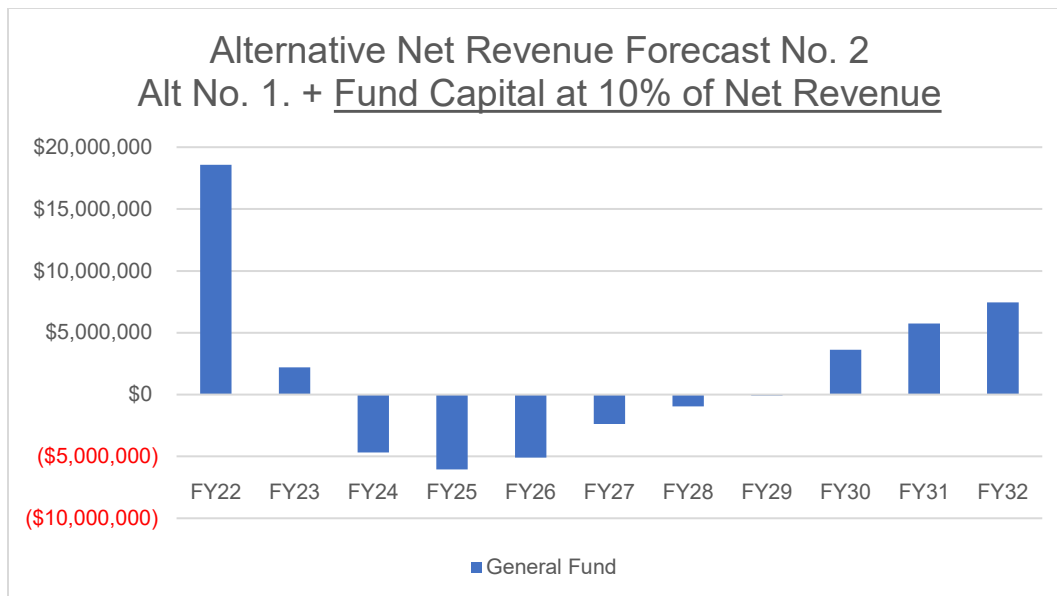
Alternative Forecast No. 2

Extend Measure G, Carefully Increase Salaries, and Fund Capital. The second alternative adds to Alternative Forecast No. 1 by increasing City investment in capital projects to 10 percent of total annual revenues. This is calculated by adding the difference between assumed capital funding in the Baseline forecast and the calculated ten percent revenue. Assuming this increase in funding for capital, the City's total General Government expenses would exceed revenues for the next several years. This indicates that while the City appears to have a sustainable budget in the Baseline forecast, it cannot sustain new investment at low levels compared to demonstrated investment needs under Baseline revenue projections.

⁷ Salaries increase includes both wage increases and increases to total staffing.

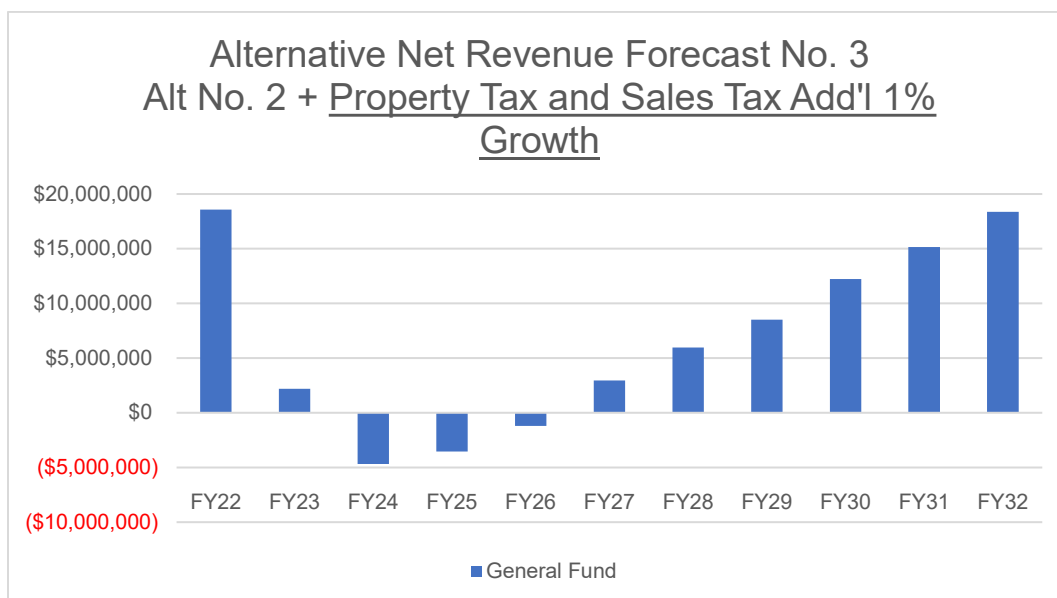
10-YEAR BUDGET FORECAST

(from The Salinas Plan Refresh)



Alternative Forecast No. 3

Measure G, Salaries, Capital Investment, & Tax Increases. The City's budget – especially revenues – is dynamic and subject to both external and internal factors. If sales and property taxes grow one percent per year beyond the Baseline Forecast, the City will grow the capacity to fund the Forecast Alternatives No. 1 and No. 2 assumptions over the next three to four years.



Conclusion

The City needs to continue monitoring its revenue and expense forecast to guide Council on making sound policy decisions on a year-to-year basis. The forecast should provide perspective on the entire range of needs before the City in the coming years.



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AMERICAN RESCUE PLAN ACT

On March 11, 2021, President Biden signed the American Rescue Plan Act, which provided the City with \$51,567,313 in relief funds. The City received the first half of these funds in May 2021 and the second half in June 2022. Per Council approval, staff has allocated the entire funding as shown below:

3911	American Rescue Plan Act (ARPA) Fund	
Public Facilities		
3911.45	Fire	
3911.45.9235	Fire Station Renovations	1,500,000
3911.45.9541	Fire Station Repairs	1,400,000
	Total - Public Works	2,900,000
3911.50	Public Works	
3911.50.8170	Adaptations to City Hall	5,002,313
	Total - Public Works	5,002,313
3911.55	Recreation	
3911.55.9165	Hebbron Family Center	1,500,000
3911.55.9311	Firehouse Rec Center	100,000
3911.55.8171	Playground Structures, Park Benches, Grills	2,000,000
	Total - Recreation	3,600,000
Total - Public Facilities		11,502,313

AMERICAN RESCUE PLAN ACT

Public Infrastructure

3911.50	Public Works	
3911.50.9720	Sidewalk Repairs	6,000,000
3911.50.8180	Street Repair / Traffic Safety	6,000,000
	Total - Public Works	12,000,000

Total - Public Infrastructure	12,000,000
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Water & Sewer

3911.50	Public Works	
3911.50.8190	Sewer System Work	4,620,000
3911.50.9727	Gabilan Creek Silt Removal	500,000
3911.50.9086	Natividad Creek Silt Removal	1,545,000
3911.50.9293	Storm Water Master Plan	800,000
3911.50.8192	Stormwater Green Infrastructure	3,000,000
	Total - Public Works	10,465,000

3911.55	Recreation	
3911.55.8191	Park Irrigation Upgrades	5,000,000
	Total - Recreation	5,000,000

Total - Water & Sewer	15,465,000
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Homelessness/Housing

3911.30	Community Development	
3911.30.8161	Chinatown Navigation Center Operations	1,000,000
3911.30.3220	SHARE Center Operations	1,000,000
3911.30.9181	Downtown Streets Team	600,000
3911.30.8162	Salinas Homeless Motel Program	3,000,000
3911.30.9021	Affordable Housing Production	7,000,000
	Total - Community Development	12,600,000

Total - Homelessness/Housing	12,600,000
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Total - American Rescue Plan Act (ARPA) Fund	51,567,313
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FINANCIAL POLICIES

Adopted by the Salinas City Council on December 10, 1991, Resolution Number 14343 (N.C.S.) and amended on June 21, 1994, Resolution Number 15193 (N.C.S.). The Financial Policies shall be reviewed at least annually and updated as necessary.

The following policies have been established to ensure the City's assets are safeguarded, financial statements are in conformity with generally accepted accounting principles, and finances are managed with responsible stewardship.

I. ACCOUNTING POLICIES

A. Accounting Standards

1. The City's accounting systems and procedures will comply with Generally Accepted Accounting Principles (GAAP) and standards promulgated by the Financial Accounting Standards Board (FASB) and the Governmental Accounting Standards Board (GASB) to the extent necessary to achieve an unqualified audit opinion and adequate internal controls.
2. The City will prepare regular monthly, a mid-year, and an annual financial report to present a summary of financial performance and position.
3. The City will provide full disclosure in the annual financial report and debt representations.
4. The City's budgetary system will be integrated and compatible with the accounting system and the City's budget will be prepared on a basis in conformance with Generally Accepted Accounting Principles (GAAP).
5. For the purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the City of Salinas' California Public employees' Retirement System (CalPERS) plans (Plans) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefits terms. Investments are reported at fair value.

II. RESERVE POLICIES

The purpose of this policy is to ensure the City is able to withstand financial emergencies, such as those which may result from natural disasters, revenue shortfalls, or unanticipated expenditures of a non-recurring nature, and to accumulate funds for large-scale purchases.

The City will endeavor to accumulate and maintain reserves in the categories and at the minimum target levels described below.

For the purposes of this policy, the following definitions shall apply.

- "General funds" in the plural, lower case form shall mean, collectively, the General Fund, Measure E Fund, and Measure G Fund.
- "Operating expenditures and non-capital transfers" shall be defined as all expenditures and transfers to other funds, except those of a capital nature and/or intended to fund those of a capital nature.

- A. **GENERAL FUNDS UNASSIGNED FUND BALANCES:** an amount in each of the general funds equal to twelve percent (12%) of a single year's budgeted operating expenditures and non-capital transfers of the respective funds. The unassigned fund balances of the general funds are determined annually as part of the preparation of the City's financial statements.

FINANCIAL POLICIES

Amounts in excess of the minimum target level may be used to increase or replenish other reserves with priority given to the General Funds Economic Contingency, General Fund Facilities Maintenance, and General Funds Infrastructure Reserves; to set aside resources for specific one-time uses; as a funding source for one-time expenditures included in the annual budget; or for needs that arise subsequent to budget adoption.

- B. **GENERAL FUNDS ECONOMIC CONTINGENCY RESERVES:** an amount in each of the general funds equal to twelve percent (12%) of a single year's budgeted operating expenditures and non-capital transfers of the respective funds. These reserves are intended to be used only in the event of a catastrophic event or significant downturn in the economy that cannot be mitigated with other funding sources. Formal City Council action is required to increase the balances of these reserves or to authorize the use of any portions thereof.
- C. **GENERAL FUND FACILITIES MAINTENANCE RESERVE:** an amount equal to three times the annual amount(s) appropriated in the General Fund for the performance of major maintenance and repairs upon the City's building assets. For the purposes of this policy, "building assets" shall be defined as all permanent or non-permanent structures constructed or installed to provide a workplace for City employees or to house City assets and/or operations. This reserve is to be used for extraordinary emergency maintenance and repair costs that cannot be met with the annual appropriated amount and for which no other funding source is immediately available. Formal City Council action is required to increase the balance of this reserve or to authorize the use of any portion thereof.
- D. **GENERAL FUNDS INFRASTRUCTURE MAINTENANCE RESERVES:** an amount in each of the general funds equal to five times the annual amount(s) appropriated in the respective funds for the performance of major maintenance and repairs upon the City's infrastructure assets. For the purposes of this policy, "infrastructure assets" shall be defined as the basic permanent physical systems of the City necessary for the transportation of people; generation, storage, or transmission of power; or transmission of communications, exclusive of the other assets defined in the Reserve Policies. This reserve is to be used for extraordinary emergency maintenance and repair costs that cannot be met with the annual appropriated amount and for which no other funding source is immediately available. Formal City Council action is required to increase the balances of these reserves or to authorize the use of any portions thereof.
- E. **VEHICLE REPLACEMENT RESERVE:** an amount equal to between the accumulated depreciation and estimated replacement value of the vehicle assets accounted for in the Vehicle Replacement Fund (an internal service fund). For the purposes of this policy, "vehicle" shall be defined as a self-propelled vehicle with propulsion provided by an engine or motor which must be operated by one or more persons to perform the function(s) for which it is designed, or an apparatus specifically designed to be attached to and/or towed by a self-propelled vehicle for transportation.
- F. **WORKERS' COMPENSATION SELF-INSURANCE RESERVE:** assets in the Workers' Compensation Self-Insurance Fund equal to the net present value of estimated outstanding Workers' Compensation Program claim losses at the eighty percent (80%) confidence level of adequacy as calculated by the City's actuary.
- G. **GENERAL LIABILITY SELF-INSURANCE RESERVE:** assets in the General Liability Self-Insurance Fund equal to the net present value of estimated outstanding Liability Program claim losses at the eighty percent (80%) confidence level of adequacy as calculated by the City's actuary.
- H. **IRREVOCABLE SUPPLEMENTAL PENSION TRUST RESERVE:** an amount equal to the total net liability of the City's pension plans. The assets of this reserve shall be held in an irrevocable Section 115 pension trust and may be used only for payment of pension-related costs upon direction of the City Council. The balance of this reserve shall not be subject to the

FINANCIAL POLICIES

“Replenishment of Reserves” guidelines, and formal City Council action is required to increase the balance of this reserve or to authorize the use of any portion thereof.

- I. **OTHER POST-EMPLOYMENT BENEFITS RESERVE:** an amount equal to the total net liability of the City's other post-employment benefits (OPEB) plans. The assets of this reserve may be used only for payment of OPEB-related costs upon direction of the City Council. The balance of this reserve shall not be subject to the “Replenishment of Reserves” guidelines, and formal City Council action is required to increase the balance of this reserve or to authorize the use of any portion thereof.
- J. **DEBT SERVICE RESERVES:** in each fund from which debt service is paid, the greater of an amount equal to the total reserves required by the applicable debt indentures or one year's debt service requirement of all long-term City obligations, excluding inter-fund loans. The balances of these reserves may be augmented by proceeds of debt if permitted by the corresponding debt indentures.
- K. The City will endeavor to maintain reserves in the Enterprise Funds equal to twenty-five percent of the budgets.
 - 1. The City will endeavor to maintain a reserve in the Sewer Enterprise Fund equal to the larger of twenty-five percent of debt service on the 1998 Sewer System Revenue Bonds or twenty-five percent of the sewer operating budget. This reserve will be in addition to the debt service reserve required in the bond documents.
- L. Airport Enterprise Fund Reserves
 - 1. The Airport will endeavor to maintain an Operating Reserve equal to 25% of its operating expenditures.
 - 2. The Airport will endeavor to maintain a Capital Reserve equal to the proceeds from the sale of surplus airport property to a real estate developer, Cabot, Cabot & Forbes (CC&F). It is imperative that the Airport maintains this Working Capital Fund because FAA grants operate on a reimbursement basis. In addition, this fund should only be designated for unbudgeted, unplanned and unforeseen capital improvement related contingencies.
- M. The City will endeavor to maintain reserves in the Maintenance Districts equal to fifty percent of the budgets.
- N. Reserve requirements and balances will be reviewed annually and may be adjusted, as necessary to meet specifically identified future expenditures requiring the accumulation of funds.
- O. Available General Fund, Measure E Fund, and Measure G Fund year-end balances shall be allocated to reserves, as applicable, until all minimum target reserve levels are achieved.

Replenishment of Reserves

If a reserve balance falls below its minimum target level, the City shall strive to restore it to the minimum target level through budgetary or other means. Unless otherwise noted in this policy, the following guidelines will be used to restore a reserve.

- If a reserve is drawn down to 75-99% of its minimum target level, it shall be restored to 100% over a 1- to 3-year period.
- If a reserve is drawn down to 50-74% of its minimum target level, it shall be restored to 100% over a 3- to 5-year period.
- If a reserve is drawn down below 50% of its minimum target level, it shall be restored to 100% over a 5- to 7-year period.

FINANCIAL POLICIES

These guidelines may be suspended, in whole or part, if financial or economic circumstances are determined by the City Manager to prevent meeting any or all of the timelines.

III. ADMINISTRATIVE FEES POLICIES

- A. An administrative fee for the provision of administration and/or policy direction shall be charged by the City to the following activities.
 - 1. Successor Agency
 - 2. All enterprise operations
 - 3. All maintenance districts
 - 4. Community Development Block Grant Program
 - 5. The Six-Year Capital Improvement Program
 - 6. Billings for City Services
- B. The administrative fee charged by the City shall be based on the actual expenditures of the various activities and shall be recorded twice a year (December and June) of each year or during the closeout of each completed Capital Improvement Project.
- C. The administrative fee charged to individual multi-year projects in the Capital Improvement Program shall not exceed \$50,000 annually.
- D. The administrative fee shall be expressed as a percentage. The fee shall be reviewed and adjusted, as appropriate, on an annual basis during the budget approval process.

IV. REVENUE POLICIES

- A. Maintenance of Revenues
 - 1. The City will attempt to maintain a diversified and stable revenue base to shelter it from short-term fluctuations in any one revenue source.
 - 2. The City will promote growth in its revenue base through economic development programs, which maintain and enhance a vigorous local economy.
 - 3. The City will seek to supplement its revenue base, through the identification and application for State and Federal grant funds which will support identified needs.
 - 4. One-time revenues shall be applied to one-time expenditures.
- B. User Fees and Rates
 - 1. The City will recover the costs of services providing a benefit to users through the imposition of user fees and charges.
 - 2. The City will establish all user fees and charges at a level related to the direct and indirect costs of providing services and the degree of public versus private benefit.
 - 3. The City will biennially recalculate the full costs of activities supported by user fees and rates to identify the impact of inflation and other cost increases.
 - 4. The City will set user fees and rates for each enterprise fund (e.g. airport, golf courses, landfill, industrial waste), at a level which fully supports the total direct, indirect, and capital costs of the activity.

FINANCIAL POLICIES

C. Revenue Collection

1. The City will take all cost-effective actions available to collect revenues.
2. The City will grant use fee waivers and/or debt forgiveness only under the following conditions:
 - a. All requests will be approved or disapproved by Council on a case-by-case basis.
 - b. Each request will be individually considered, and Council action will be by resolution.
3. The City will not grant development and permit fee waivers.

D. Interest Earnings

1. The City will assign interest earnings to the General Fund unless specifically prohibited by State or Federal laws or by other regulations, covenants or agreements, with the exception that the City will assign interest earned by enterprise funds to those funds.
1. Investment policies shall be reviewed annually by the City Council.

V. BUDGET POLICIES

A. Budget Format

1. The budget shall provide a complete financial plan of all City funds, agencies and activities for the ensuing fiscal year and shall be in such form as the City Manager deems desirable or that the Council may require.
2. The budget shall begin with a clear general summary of its contents; shall show in detail all estimated revenues of all City funds; all carry-over fund balances and reserves; and all proposed expenditures, including debt service, for the ensuing fiscal year.
3. The total of proposed expenditures shall not exceed the total of estimated revenues plus the unappropriated fund balance, exclusive of reserves, for any fund.
4. The budget will be organized on a program/service level format.
5. The budget development process will include the identification and evaluation of policy options for increasing and decreasing service levels.
6. A two-year budget may be substituted for the required annual budget, in which case the budget shall be prepared and presented in two annual increments.

B. Estimated Revenues

1. The City will annually update its revenue forecast to enhance the budgetary decision-making process.
2. In its budget projections, the City will attempt to match current expense to current revenue. If it becomes apparent that revenue shortfalls will create a deficit, efforts will be made first to reduce the deficiency through budgetary reductions.
3. If appropriate reductions are insufficient, the Council may decide, on an exception basis, to use an appropriate existing reserve, which is in excess of minimum reserve requirements.

C. Appropriations

1. In evaluating the level of appropriations for program enhancements, or reductions, the City will apply the following principles in the priority order given:

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- a. Essential services, which provide for the health and safety of residents, including but not limited to police, fire, street maintenance, and sewer and storm drainage will be funded to maintain current dollar levels.
 - b. An amount or amounts equal to a total of not less than one percent (1%) of General Fund operating revenues will be appropriated in the General Fund annually for the performance of major maintenance and repairs upon the City's building assets, as defined in Section II.C of the Financial Policies. Projects funded by these appropriations will be prioritized using a tiered system with health- and safety-related repairs and/or maintenance assigned the highest priority.
 - c. An amount or amounts equal to a total of not less than one percent (1%) of General Fund, Measure E Fund, and Measure G Fund operating revenues will be appropriated in the General Fund, Measure E Fund, and/or Measure G Fund for the performance of major maintenance and repairs upon the City's infrastructure assets, as defined in Section II.D of these Financial Policies. Projects funded by these appropriations will be prioritized using a tiered system with public health- and safety-related repairs and/or maintenance assigned the highest priority, followed by those determined to be most urgent on the bases of industry indices used, as applicable, for rating the conditions of assets.
 - d. Appropriations for program enhancements or reductions will be evaluated on a case-by-case basis rather than across the board.
 - e. When reductions in personnel are necessary to reduce expenditures, they shall be consistent with the City Council's established service level priorities and, when possible, shall be accomplished through normal attrition.
 - f. Programs, which are self-supported by special revenues or fees, shall be separately evaluated.
2. Prior to the City Council making any supplemental appropriation, the City Manager or Finance Director shall certify that funds in excess of those estimated in the budget are available for appropriation. Any such supplemental appropriations shall be made for the fiscal year by Council action up to the amount of any excess.
3. Appropriations may be reduced any time during the fiscal year by the City Council upon recommendation of the City Manager. When appropriation reductions are recommended, the City Manager shall provide specific recommendations to the Council, indicating the estimated amount of the reduction, any remedial actions taken, and recommendations as to any other steps to be taken.
4. The City Manager may transfer appropriations between departments and Department Directors may transfer appropriations between programs and accounts within their individual departments and divisions, but only the Council by minute-order may appropriate funds from reserves or fund balances.
5. Only the City Manager may authorize the use of departmental salary budget savings.
6. All appropriations, except for Capital Improvement Program appropriations, shall lapse at the end of the fiscal year to the extent that they have not been expended or encumbered. An appropriation in the Capital Improvement Program shall continue in force until expended, revised, or cancelled.
7. The City will endeavor appropriate to a General Fund Non-Departmental operating contingency account an amount equal to one percent (1%) of the total General Fund operating budget to meet changing operational requirements during the fiscal year. The

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City Manager may authorize transfers from the contingency account, subject to purchasing limits.

VI. PURCHASING LIMITS

A. Professional Service Agreements

1. Exempt from competitive bidding.
2. Does not require Council approval if: a) contract cost is budgeted; and b) agreement is routine in nature.
3. Requires Council approval if agreement is over \$50,000 and service is a new initiative (non-routine).
4. Administrative Memo 05-01 delegates authority to Directors to execute professional service agreements under \$50,000 (subject to #2 above).
5. City Manager can execute professional service agreements in any amount (subject to #2 & #3 above).
6. The RFP/RFQ process is recommended if value/qualifications cannot be determined informally.

B. Supplies/Equipment Construction

1. Directors can approve supplies and equipment purchases under \$30,000 and construction projects under \$50,000 if funds are included within the appropriate departmental budget.
2. Equipment purchases over \$30,000 subject to bidding.
3. Construction projects over \$100,000 subject to bidding.
4. Exceptions are emergency equipment purchases using cooperative purchasing with other governmental agencies (i.e. State Bid List).
5. Direct purchases: Council can waive bidding requirements on equipment purchases. Example: equipment is unique, or equipment has been informally researched.

VII. PURCHASING – REQUIREMENTS FOR FEDERAL GRANTS

- A. This section shall apply to the awarding of sub-grants and contracts by the City stemming from federal grants to the City. This section shall have the same application on the awarding of sub-grants and contracts by the City stemming from state, county or other non-federal government entity grants originating as federal grants.
- B. Procurement Standards. (OMB Title 2 CFR, Subtitle A, Part 200, §200.318)
 1. The City shall maintain a contract administration system which ensures contractors perform in accordance with the terms, conditions and specifications of their contracts or purchase orders.
 2. The City shall maintain written standards of conduct covering conflicts of interest and governing the actions of its employees engaged in the selection, award and administration of contracts. No employee, officer or agent of the City shall participate in selection, or in the award or administration of a contract supported by federal funds if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:
 - a. The employee, officer or agent;

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- b. Any member of his or her immediate family;
 - c. His or her partner; or
 - d. An organization which employs, or is about to employ, any of the above, has a financial or other interest in or a tangible personal benefit from a firm considered for award.
3. The City's officers, employees or agents will neither solicit nor accept gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to sub-agreements. Such a conflict will not arise where the financial interest is not substantial, or the gift is an unsolicited item of nominal intrinsic value. The City's standards of conduct provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents of the City.
 4. The City shall not enter into a contract with a non-Federal entity has a parent, affiliate, or subsidiary organization that is not a state, local government or Indian tribe, unless the non-Federal entity maintains written standards of conduct covering organizational conflicts of interest. Organizational conflicts of interest mean due to relationships with a parent company, affiliate, or subsidiary organization, the non-Federal entity is unable or appears to be unable to be impartial in conducting a procurement action involving a related organization.
 5. The City shall avoid acquisition of unnecessary or duplicative items. Consideration will be given to consolidating or breaking out procurements to obtain a more economic purchase. Where appropriate, an analysis will be made of lease versus purchase alternatives, and any other appropriate analysis to determine the most economical approach.
 6. The City shall consider entering into state and local intergovernmental agreements or inter-entity agreements where appropriate for procurement or use of common or shared goods and services.
 7. The City shall consider using Federal excess and surplus property in lieu of purchasing new equipment and property whenever such use is feasible and reduces project costs.
 8. The City shall consider using value engineering clauses in contracts for construction projects of sufficient size to offer reasonable opportunities for cost reductions. Value engineering is a systematic and creative analysis of each contract item or task to ensure its essential function is provided at the overall lower cost.
 9. The City shall make awards only to responsible contractors possessing the ability to perform successfully under the terms and conditions of a proposed procurement. Consideration will be given to such matters as contractor integrity, compliance with public policy, record of past performance and financial and technical resources. Check [sam.gov](https://www.sam.gov) for vendor debarment or suspension.
 10. The City shall maintain records sufficient to detail the history of procurement. These records will include but are not necessarily limited to the following: rationale for the method of procurement, selection of contract type, contractor selection or rejection and the basis for the contract price.
 11. The City shall use time and material type contracts only:
 - a. After a determination is made that no other contract is suitable; and
 - b. If the contract includes a ceiling price the contractor exceeds at their own risk.
 12. The City alone shall be responsible, in accordance with good administrative practice and sound business judgment, for the settlement of all contractual and administrative issues arising out of procurements. These issues include, but are not limited to, source evaluation,

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protests, disputes and claims. These standards do not relieve the City of any contractual responsibilities under its contracts.

C. Competition. (OMB Title 2 CFR, Subtitle A, Part 200, §200.319)

1. The City will conduct procurement transactions in a manner providing full and open competition. To ensure objective contractor performance and eliminate unfair competitive advantage, contractors developing or drafting specifications, requirements, statements of work, or invitations for bids or requests for proposals shall be excluded from competing for such procurements.
2. The City shall conduct procurements in a manner prohibiting the use of statutorily or administratively imposed in-state or local geographical preferences in the evaluation of bids or proposals, except in those cases where applicable Federal statutes expressly mandate or encourage geographic preference. When contracting for architectural and engineering (A/E) services, geographic location may be a selection criteria provided its application leaves an appropriate number of qualified firms, given the nature and size of the project, to compete for the contract.
3. The City shall have written procedures for procurement transactions. These procedures will ensure that all solicitations:
 - a. Incorporate a clear and accurate description of the technical requirements for the material, product or service to be procured. Such description shall not, in competitive procurements, contain features which unduly restrict competition. The description may include a statement of the qualitative nature of the material, product or service to be procured, and when necessary, shall set forth those minimum essential characteristics and standards to which it must conform if it is to satisfy its intended use. Detailed product specifications should be avoided. When it is impractical or uneconomical to make a clear and accurate description of the technical requirements, a brand name or equal description may be used to define the performance or other salient requirements of procurement. The specific features of the named brand which must be met by offerors shall be clearly stated; and
 - b. Identify all requirements which the offerors must fulfill and all other factors to be used in evaluating bids or proposals.
4. The City shall ensure prequalified lists of persons, firms or products that are used in acquiring goods and services are current and include enough qualified sources to ensure maximum open and free competition. The City shall not preclude potential bidders from qualifying during the solicitation period.

D. Methods of Procurement to be Followed. The City shall use one of the following methods of procurement (OMB Title 2 CFR, Subtitle A, Part 200, §200.320):

1. Procurement by Micro-Purchases. Procurement by micro-purchase is the acquisition of supplies or services, the aggregate dollar amount of which does not exceed the micro-purchase threshold as set by the Federal Acquisition Regulation at 48 CFR Subpart 2.1 (Definitions) and adjusted periodically for inflation. As of the date of this ordinance, the micro-purchase threshold is \$3,500.
2. Procurement by Small Purchase Procedures. Small purchase procedures are those relatively simple and informal procurement methods for securing services, supplies or other property that do not cost more than the simplified acquisition threshold as set by the Federal Acquisition Regulation at 48 CFR Subpart 2.1 (Definitions) and in accordance with 41 U.S.C. 1908 and periodically adjusted for inflation. If small purchase procedures are used, price or rate quotations shall be obtained from an adequate number of qualified

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sources. As of the date of this ordinance, the simplified acquisition threshold is \$150,000. For purchases exceeding fifty thousand (\$50,000), City Council approval is required.

3. Procurement by Sealed Bids (Formal Advertising). Bids are publicly solicited and a firm-fixed-price contract (lump sum or unit price) is awarded to the responsible bidder whose bid, conforming to all the material terms and conditions of the invitation for bids, is the lowest in price.
 - a. For sealed bidding to be feasible, the following conditions should be present:
 - (1) A complete, adequate, and realistic specification or purchase description is available;
 - (2) Two or more responsible bidders are willing and able to compete effectively for the business; and
 - (3) The procurement lends itself to a firm-fixed-price contract and the selection of the successful bidder can be made principally based on price.
 - b. If sealed bids are used, the following requirements apply:
 - (1) The invitation for bids will be publicly advertised and bids shall be solicited from an adequate number of known suppliers, providing them sufficient time prior to the date set for opening the bids;
 - (2) The invitation for bids, which will include any specifications and pertinent attachments, shall define the items or services for the bidder to properly respond;
 - (3) All bids will be publicly opened at the time and place prescribed in the invitation for bids;
 - (4) A firm-fixed-price contract award will be made in writing to the lowest responsive and responsible bidder. Where specified in bidding documents, factors such as discounts, transportation cost and life cycle costs shall be considered in determining which bid is lowest. Payment discounts will only be used to determine the low bid when prior experience indicates that such discounts are usually taken advantage of; and
 - (5) If there is a sound documented reason, any or all bids may be rejected.
4. Procurement by Competitive Proposals. The technique of competitive proposals is normally conducted with more than one source submitting an offer, and either a fixed-price or cost-reimbursement type contract is awarded. It is generally used when conditions are not appropriate for the use of sealed bids. If this method is used, the following requirements apply:
 - a. Requests for proposals shall be publicized and identify all evaluation factors including relative importance. Any response to publicized requests for proposals shall be honored to the maximum extent practical;
 - b. Proposals will be solicited from an adequate number of qualified sources;
 - c. The City shall conduct technical evaluations of the proposal received and for selecting awardees;
 - d. Awards will be made to the responsible firm whose proposal is most advantageous to the program, with price and other factors considered; and
 - e. The City may use competitive proposal procedures for qualifications-based procurement of architectural/engineering (A/E) professional services whereby competitors' qualifications are evaluated and the most qualified competitor is selected,

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subject to negotiation of fair and reasonable compensation. The method, where price is not used as a selection factor, can only be used in procurement of A/E professional services. It cannot be used to purchase other types of services though A/E firms are a potential source to perform the proposed effort.

5. Procurement by noncompetitive proposals is procurement through solicitation of a proposal from only one source and may be used only when one or more of the following circumstances applies:
 - a. The item is available only from a single source;
 - b. The public exigency or emergency for the requirement will not permit a delay resulting from competitive solicitation;
 - c. The Federal awarding agency or pass-through entity expressly authorizes noncompetitive proposals in a written request from the City; or
 - d. After solicitation of multiple sources, competition is determined inadequate.
6. Contracting with Small and Minority Businesses, Women's Business Enterprises and Labor Surplus Area Firms. (OMB Title 2 CFR, Subtitle A, Part 200, §200.321)
 - a. The City shall take all necessary affirmative steps to assure that minority businesses, women's business enterprises and labor surplus area firms are used when possible.
 - b. Affirmative steps include:
 - (1) Placing qualified small and minority businesses and women's business enterprises on solicitation lists;
 - (2) Assuring that small and minority businesses and women's business enterprises are solicited whenever they are potential sources;
 - (3) Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses and women's business enterprises;
 - (4) Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority businesses and women's business enterprises;
 - (5) Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce; and
 - (6) Requiring the prime contractor, if subcontracts are to be let, to take the affirmative steps listed in subsections 6.b.(1) through (6) of this section.
7. Contracts Cost and Price. (OMB Title 2 CFR, Subtitle A, Part 200, §200.323)
 - a. The City shall perform a cost or price analysis in every procurement action exceeding the simplified acquisition threshold including contract modifications. The method and degree of analysis will be dependent on the facts surrounding each procurement situation. As a starting point, the City shall make independent estimates before receiving bids or proposals.
 - b. The City shall negotiate profit as a separate element of the price for each contract in which there is no price competition and in all cases where cost analysis is performed. To establish a fair and reasonable profit, consideration shall be given to the complexity of the work to be performed, the risk borne by the contractor, the contractor's investment, the amount of subcontracting, the quality of its record of past performance, and industry profit rates in the surrounding geographical area for similar work.

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- c. Costs or prices based on estimated costs for contracts under the Federal award will be allowable only to the extent that costs incurred or cost estimates included in negotiated prices would be allowable for the City under Subpart E – Cost Principles of Title 2, Subtitle A, Part 200 (Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards).
 - d. The cost plus a percentage of cost and percentage of construction cost methods of contracting shall not be used.
- 8. Federal Awarding Agency or Pass-Through Entity Review. (OMB Title 2 CFR, Subtitle A, Part 200, §200.324)
 - a. The City shall make available, upon request of the Federal awarding agency or pass-through entity, technical specifications on proposed procurements where the Federal awarding agency or pass-through entity believes such review is needed to ensure that the item or service specified is the one being proposed for purchase.
 - b. The City shall make available upon request, for the Federal awarding agency or pass-through entity pre-procurement review, procurement documents, such as requests for proposal or invitations for bids, or independent cost estimates when:
 - (1) The City's procurement procedures or operation fails to comply with the procurement standards of Title 2, Subtitle A, Part 200, Subsection 200.324;
 - (2) The procurement is expected to exceed the simplified acquisition threshold and is to be awarded without competition or only one bid or offer is received in response to a solicitation;
 - (3) The procurement, which is expected to exceed the simplified acquisition threshold, specifies a "brand name" product;
 - (4) The proposed contract is more than the simplified acquisition threshold and is to be awarded to other than the apparent low bidder under a sealed bid procurement; or
 - (5) A proposed modification changes the scope of a contract or increases the contract amount by more than the simplified acquisition threshold.
 - c. The City may be exempted from the pre-procurement review in subsection 8.b. above if the Federal awarding agency or pass-through entity determines that its procurement systems comply with the standards set forth in Title 2, Subtitle A, Part 200, or the City self-certifies compliance with such standards if self-certification is permitted by the Federal awarding agency or pass-through entity.
- 9. Bonding Requirements. (OMB Title 2 CFR, Subtitle A, Part 200, §200.325) For public projects, the City shall require bid guarantees, performance bonds, and payment bonds consistent with Title 2, Part 200, Section 200.325 of the Code of Federal Regulations.
- 10. Contract Provisions. (OMB Title 2 CFR, Subtitle A, Part 200, §200.326) The City's contracts shall contain the provisions in Appendix II to Title 2, Subtitle A, Part 200 – Contract Provisions for non-Federal Entity Contracts Under Federal Awards, as applicable.

VIII. CAPITAL IMPROVEMENT PROGRAM POLICIES

A. Capital Planning Period

- 1. The City will budget all capital improvements in accordance with an adopted Capital Improvement Program.

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2. The City's long-range capital planning period shall be a minimum of six years or longer where appropriate.
 3. The Six-Year Capital Improvement Program will be reviewed and approved annually. It will include balanced budgets for the first year and a listing of all projects for the next five years. Appropriations will be approved annually.
 4. The City's annual Capital Improvement Program will be reviewed and preliminarily approved by Council in advance of reviewing/approving the City's Operating Budget.
 5. The City's Capital Improvement Program will be in conformance with and support the City's major planning documents: the General Plan, Project Specific Plans, and City-wide Master Plans for related infrastructure improvements.
 6. Master plans for major infrastructure and utility improvements will be prepared with a 10- or 20-year planning horizon when appropriate.
- B. Capital Project Priorities
1. The City will evaluate each proposed capital project against the following criteria:
 - a. Linkage with community needs as identified in the City's planning documents.
 - b. A cost/benefit analysis, identifying all economic or financial impacts of the project.
 - c. Identification of available, funding resources.
 2. The City will develop its capital improvement program with funding priorities in the following order:
 - a. Projects which maintain and preserve, existing facilities.
 - b. Projects which replace existing facilities that can no longer be maintained.
 - b. Projects which provide new and expanded services to the community.
- C. Capital Project Management
1. The City will fund and manage its capital projects in a phased approach. The project phases will become a framework for appropriate decision points and reporting. The phasing will consist of:
 - a. Conceptual/schematic proposal
 - b. Preliminary design and cost estimate
 - c. Engineering and final design
 - d. Bid administration
 - e. Acquisition/construction
 - f. Project closeout
 2. Each CIP project will have a project manager who will prepare the project proposal, ensure that required phases are completed on schedule, authorize all project expenditures, ensure that all regulations and laws are observed, periodically report project status and track project expenditures.

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IX. DEBT POLICIES

A. Use

1. This Debt Policy is intended to comply with Government Code Section 8855(i) and (k), effective on January 1, 2017, and shall govern all debt undertaken by the Issuer.

The City hereby recognizes that a fiscally prudent debt policy is required in order to:

- Maintain the Issuer's sound financial position.
- Ensure the Issuer has the flexibility to respond to changes in future service priorities, revenue levels, and operating expenses.
- Protect the City's credit-worthiness.
- Ensure that all debt is structured in order to protect both current and future taxpayers, ratepayers and constituents of the City.
- Ensure that the City's debt is consistent with the Issuer's planning goals and objectives and capital improvement program or budget, as applicable.

2. The issuance of long-term debt will be only for:

(i) Long-Term Debt. Long-term debt may be issued to finance the construction, acquisition, and rehabilitation of capital improvements and facilities, equipment and land to be owned and operated by the Issuer.

(a) Long-term debt financings are appropriate when the following conditions exist:

- When the project to be financed is necessary to provide basic services.
- When the project to be financed will provide benefit to constituents over multiple years.
- When total debt does not constitute an unreasonable burden to the Issuer and its taxpayers and ratepayers.
- When the debt is used to refinance outstanding debt in order to produce debt service savings or to realize the benefits of a debt restructuring.

(b) Long-term debt financings will not generally be considered appropriate for current operating expenses and routine maintenance expenses.

(c) The City may use long-term debt financings subject to the following conditions:

- The project to be financed must be approved by the City Council.
- The weighted average maturity of the debt (or the portion of the debt allocated to the project) will not exceed the average useful life of the project to be financed by more than 20%.
- The City estimates that sufficient revenues will be available to service the debt through its maturity.

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- The City determines that the issuance of the debt will comply with the applicable state and federal law.

(ii) Short-term debt. Short-term debt may be issued to provide financing for the City's operational cash flows in order to maintain a steady and even cash flow balance. Short-term debt may also be used to finance short-lived capital projects; for example, the Issuer may undertake lease-purchase financing for equipment.

(iii) Financings on Behalf of Other Entities. The City may also find it beneficial to issue debt on behalf of other governmental agencies or private third parties in order to further the public purposes of City. In such cases, the City shall take reasonable steps to confirm the financial feasibility of the project to be financed and the financial solvency of any borrower and that the issuance of such debt is consistent with the policies set forth herein.

B. Types of Debt

The following types of debt are allowable under this Debt Policy:

- general obligation bonds
- bond or grant anticipation notes
- lease revenue bonds, certificates of participation and lease-purchase transactions
- other revenue bonds and certificates of participation
- tax and revenue anticipation notes
- land-secured financings, such as special tax revenue bonds issued under the Mello-Roos Community Facilities Act of 1982, as amended, and limited obligation bonds issued under applicable assessment statutes
- tax increment financing to the extent permitted under state law
- conduit financings, such as financings for affordable rental housing and qualified 501c3 organizations

The City may from time to time find that other forms of debt would be beneficial to further its public purposes and may approve such debt without an amendment of this Debt Policy.

Debt shall be issued as fixed rate debt unless the Issuer makes a specific determination as to why a variable rate issue would be beneficial to the Issuer in a specific circumstance

C. Relationship of Debt to Capital Improvement Program and Budget

The City is committed to long-term capital planning. The City intends to issue debt for the purposes stated in this Debt Policy and to implement policy decisions incorporated in the City's capital budget and the capital improvement plan.

The City shall strive to fund the upkeep and maintenance of its infrastructure and facilities due to normal wear and tear through the expenditure of available operating revenues. The City shall seek to avoid the use of debt to fund infrastructure and facilities improvements that are the result of normal wear and tear.

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The City shall integrate its debt issuances with the goals of its capital improvement program by timing the issuance of debt to ensure that projects are available when needed in furtherance of the City's public purposes.

The City shall seek to avoid the use of debt to fund infrastructure and facilities improvements in circumstances when the sole purpose of such debt financing is to reduce annual budgetary expenditures.

The City shall seek to issue debt in a timely manner to avoid having to make unplanned expenditures for capital improvements or equipment from its general fund.

D. Policy Goals Related to Planning Goals and Objectives

The City is committed to long-term financial planning, maintaining appropriate reserves levels and employing prudent practices in governance, management and budget administration. The City intends to issue debt for the purposes stated in this Policy and to implement policy decisions incorporated in the Issuer's annual operations budget.

It is a policy goal of the City to protect taxpayers, ratepayers and constituents by utilizing conservative financing methods and techniques so as to obtain the highest practical credit ratings (if applicable) and the lowest practical borrowing costs.

The City will comply with applicable state and federal law as it pertains to the maximum term of debt and the procedures for levying and imposing any related taxes, assessments, rates and charges.

When refinancing debt, it shall be the policy goal of the City to realize, whenever possible, and subject to any overriding non-financial policy considerations, (i) minimum net present value debt service savings equal to or greater than 3.0% of the refunded principal amount, and (ii) present value debt service savings equal to or greater than 100% of any escrow fund negative arbitrage.

E. Internal Control Procedures

When issuing debt, in addition to complying with the terms of this Debt Policy, the City shall comply with any other applicable policies regarding initial bond disclosure, continuing disclosure, post-issuance compliance, and investment of bond proceeds.

The City will periodically review the requirements of and will remain in compliance with the following:

- any continuing disclosure undertakings under SEC Rule 15c2-12,
- any federal tax compliance requirements, including without limitation arbitrage and rebate compliance, related to any prior bond issues, and
- the City's investment policies as they relate to the investment of bond proceeds.

Whenever reasonably possible, proceeds of debt will be held by a third-party trustee and the City will submit written requisitions for such proceeds. The City will submit a requisition only after obtaining the signature of the City's Finance Director. In those cases where it is not reasonably possible for the proceeds of debt to be held by a third-party trustee, the City's Finance Director shall retain records of all expenditures of proceeds through the final payment date for the debt.

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F. Continuing Disclosure Procedures

In connection with the issuance of publicly sold debt, the City is required to enter into agreements (Continuing Disclosure Agreements) to provide certain information to investors under SEC Rule 15c2-12.

First, the City's Continuing Disclosure Agreements call for the City to provide annual reports that include: (i) updated financial and operating data relating to each debt obligation; and (ii) audited financial statements of the City. The City will work with bond counsel and/or disclosure counsel before the execution of each Continuing Disclosure Agreement to ensure that the annual reporting obligations that are being imposed upon the City in each Continuing Disclosure Agreement can be met by the City in a timely and complete manner.

Second, the Continuing Disclosure Agreements call for the City to provide notice of certain events relating to the debt, as specified in the Continuing Disclosure Agreements.

The City must comply with the specific requirements of each Continuing Disclosure Agreement. The City's policy is to strive to make Continuing Disclosure Agreements for each type of debt as uniform as possible.

The Continuing Disclosure Agreements generally require that the annual reports be filed by each April 1, and event notices are generally required to be filed within 10 business days of their occurrence. Such filings are to be made through the Municipal Securities Rulemaking Board's Electronic Municipal Market Access System, which is accessible on the Internet at <https://emma.msrb.org/> (EMMA).

The Finance Director of the City shall be responsible for making continuing disclosure filings. In addition, the Finance Director may determine to retain third-party consultants with experience assisting public agencies in making continuing disclosure filings in order to ensure timely and complete filings.

Certain notice events require special attention. For instance, the City's Continuing Disclosure Agreements call for the City to notify investors of changes in the ratings on its debt within 10 business days, although the credit rating agencies may not notify the City of changes in such ratings in all cases. The City will undertake to confirm the ratings on its debt on a regular basis.

In addition, the City's Continuing Disclosure Agreements entered into after February 27, 2019 call for the City to notify investors of the incurrence of any "financial obligation," if material, and the City will be obligated to disclose defaults on, acceleration of and certain other information with respect to any "financial obligation" regardless of when the financial obligation was incurred.

Rule 15c2-12 provides a general definition of a "financial obligation." While the impetus for the obligation to disclose information about financial obligations was a perception by the SEC and others that municipal issuers were increasingly entering into bank or other private placement debt, Rule 15c2-12 defines "financial obligation" more broadly to include "a debt obligation, derivative instrumentor a guarantee of either a debt obligation or a derivative instrument."

To date, the SEC has provided limited guidance on the specific application of the definition of "financial obligation." The SEC has suggested that a key concept is that a "financial obligation"

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involves the borrowing of money. In public comments, representatives of the SEC have declined to provide a definition of a “guarantee,” but they did indicate that the SEC will not look to state law definitions of a “guarantee” or “debt.”

As described in detail below, the City will need to monitor agreements or other obligations entered into by the City, the Salinas Facilities Financing Authority or other affiliated City entity (such as community facilities districts), and any modifications to such agreements or other obligations, to determine whether they constitute “financial obligations” under Rule 15c2-12 and, if material, need to be disclosed on to investors.

In addition, if the City, the Salinas Facilities Financing Authority or other affiliated City entity receives a notice of default or an event of default or of an acceleration, termination event, modifications of or other similar event on any agreement or other obligation, the City will need to determine whether such obligation constitutes a “financial obligation” (regardless of when originally incurred) and whether such default or other event reflects financial difficulty (i.e., reduction in overall liquidity, creditworthiness or debt owner’s rights).

Types of agreement or other obligations which are likely to be “financial obligations” under Rule 15c2-12 include:

1. Bank loans or other obligations which are privately placed;
2. Letters of credit, including letters of credit which are provided to third parties to secure the City’s, the Salinas Facilities Financing Authority’s or other affiliated City entity’s obligation to pay or perform;
3. Capital leases for property, facilities or equipment; and
4. Agreements which guarantee the payment or performance obligations of a third party (regardless of whether the agreements constitute guarantees under California law).

Types of agreements which could be a “financial obligation” under Rule 15c2-12 include:

1. Payment agreements which obligate the City, the Salinas Facilities Financing Authority or other affiliated City entity to pay a share of another public agency’s debt service (for example, an agreement with a joint powers agency whereby the City, the Salinas Facilities Financing Authority or other affiliated City entity agrees to pay a share of the joint powers agency’s bonds, notes or other obligations);
2. Service contracts with a public agency or a private party pursuant to which the City, the Salinas Facilities Financing Authority or other affiliated City entity are obligated to pay a share of such public agency’s or private party’s debt service obligation (for example, certain types of public-private partnership arrangements);
3. Agreements pursuant to which the City, the Salinas Facilities Financing Authority or other affiliated City entity is obligated to pay amounts expressly tied to another party’s debt service obligations, regardless of whether service is provided or not;
4. Agreements which include a rate component that expressly passes through debt service or capital obligation of the other party; and

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5. Agreements the payments under which are not characterized as an operation and maintenance expenses for accounting purposes if such agreements could be characterized as the borrowing of money.

The City Attorney and/or Finance Director will notify the City's bond counsel and/or disclosure counsel of the receipt by the City, the Salinas Facilities Financing Authority or other affiliated City entity of any default, event of acceleration, termination event, modification of terms (only if material or reflecting financial difficulties), or other similar events (collectively, Potentially Reportable Events) under any agreement or obligation to which the City, the Salinas Facilities Financing Authority or other affiliated City entity is a party and which may be a "financial obligation" as discussed above. Such notice should be provided by the City Attorney or the Finance Director as soon as the City Attorney or Finance Director receives notice from City staff, consultants or external parties of such event or receives direct written notice of such event so that the City can determine, with the assistance of bond counsel and/or disclosure counsel, whether notice of such Potentially Reportable Event is required to be filed on EMMA pursuant to Rule 15c2-12. If filing on EMMA is required, the filing is due within 10 business days of such Potentially Reportable Event to comply with the applicable Continuing Disclosure Agreement.

The Finance Director will catalog the execution by the City, the Salinas Facilities Financing Authority or other affiliated City entity of any agreement or other obligation which might constitute a "financial obligation" for purposes of Rule 15c2-12 and which is entered into after February 27, 2019. Amendments to existing agreements or financial obligations which relate to covenants, events of default, remedies, priority rights, or other similar terms should be reported to the City's bond counsel and/or disclosure counsel as soon as notice of amendment requests is received by City staff, consultants, or external parties of such event. Such notice is necessary so that the City can determine, with the assistance of bond counsel and/or disclosure counsel, whether such agreement or other obligation constitutes a material "financial obligation" for purposes of Rule 15c2-12. If such agreement or other obligation is determined to be a material "financial obligation" or a material amendment to a "financial obligation" described above, notice thereof would be required to be filed on EMMA within 10 business days of execution or incurrence.

X. ASSESSMENT AND MELLO-ROOS COMMUNITY FACILITIES DISTRICT FINANCING POLICIES

A. Formation

1. Assessment districts (AD's) or Mello-Roos Community Facilities districts (CFD's) financing may be made available by the City for those public improvements within a development or project area that either create extraordinary public benefit, and/or require public improvements that cannot be funded without substantial financial hardship to the property owner.
 - a. The City shall make the determination as to whether a proposed district shall proceed under the provisions of the Mello-Roos Community Facilities Act or other appropriate assessment district laws, and whether the district will be a construction or acquisition district.
2. New development projects must be consistent with the City's General Plan and have secured appropriate land use approvals from the City and all other agencies having jurisdiction to allow all proposed development of the project area.

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3. Unless waived by the City Council, the City will require, for each new development project, a study conducted by an independent, recognized expert in real estate to appraise the property proposed to be included in the assessment district. The appraisal shall take into account the public improvements, which will be financed by the assessment district. The appraisal methodology shall be subject to the approval of the City. This study shall be paid for by the developer but shall be commissioned by the City and shall be done for the City.
4. An absorption study of new development projects may be required for public financing. The absorption study shall be used as a basis for verification that sufficient revenues can be produced to service the debt and to determine whether public financing is appropriate given the timing of development.
5. Where the City provides AD or CFD financing for new development projects, and the City deems it appropriate, the City may enter into a development or similar agreement with the owners of the project.
6. The City Council shall select the assessment engineer, appraiser, bond counsel, underwriter, financial advisor, special tax consultant and other professionals and consultants as it deems appropriate. The City Council's policy is for the developer to pay all of the City's costs associated with the formation and administration of assessment districts.
 - a. An advance deposit is required, in those instances, where a proposed district is initiated by a party or parties other than the City.
7. Any development agreement associated with the use of public financing shall be approved by the City Council prior to the issuance of debt. Any modifications to the development agreement proposed subsequent to the issuance of debt will be considered only if the modification would benefit the City and not impair the outstanding debt obligations. Approval of any modifications requested by the developer shall be at the sole discretion of the City Council.
8. The City allows for the formation of acquisition districts. The City shall make the final determination as to which public improvements and to what extent such improvements are eligible for financing through acquisition. An acquisition agreement between the City and applicant/developer shall be required and approved by the City Council prior to the sale of bonds.

B. Financing

1. The amount of AD or CFD bonds issued for any project shall not be greater than one-third of the appraised value of the improved property as determined by the independent real estate valuation expert, except when credit enhancements are provided and/or when the improvements are of extraordinary public benefit.
2. Unless specifically exempted by the City Council, residential projects using assessment district financing shall be required to pay off the outstanding assessments as part of the first sale escrow of each completed (ready-for occupancy) residential property to the first purchaser of such property.
3. The resolution of intention to form an AD or CFD shall contain a statement that the City will not obligate itself to advance available funds from the City treasury to cure any deficiency which may occur in the bond redemption fund.
4. Each bond issue shall be structured to adequately protect bond-owners and to protect the bonding capacity and credit rating of the City. The structure shall include a foreclosure covenant that permits the City to foreclose any deficiency. The structure may also include some combination of credit enhancement, special reserve funds or deposits.

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5. Unless waived by the City Council the term of the bonds shall not exceed twenty-five (25) years.
 6. The AD or CFD lien shall be fully disclosed in compliance with applicable statutory requirements. For developer-constructed facilities, the developer will prepare and obtain approval from the City of a statement and report notifying any prospective property owners of existing or proposed special assessments or taxes on the property. This disclosure statement shall be issued to and signed by the prospective buyer prior to any commitment by the buyer to purchase the property. The City, in its sole discretion, may require additional property owner notification if the City deems that such notification will help make subsequent property owners aware of future liens.
 7. All statements and materials related to the sale of AD or CFD bonds shall emphasize and state that none of the faith, credit, and taxing power of the City is pledged to the repayment of the bonds. The City is not obligated to replenish the reserve fund from revenue sources other than annual assessments or special taxes, or proceeds from foreclosure proceedings.
 8. A reserve fund will be required in each AD or CFD bond issue. The reserve fund shall be of a size sufficient to provide adequate security against default and in a size that is deemed vital to bond marketing and of such a size as not to violate applicable federal tax law requirements.
 9. The calculation of assessment prepayments and reserve fund credits shall be as follows:
 - a. Each assessment prepayment will be computed and collected by the City of Salinas using part 11.1 of Division 10 (Sections 8766 and following) of the Streets and Highways Code. The computation will include principal outstanding, interest to date of bond call and costs including bond premium, legal, public noticing, administration and paying agent less a credit for the original reserve collected.
 - b. Prepayments must be received at least ninety days prior to applicable bond call dates (July 2, September 2, January 2 or March 2) to be included in the bond call. The current fiscal year assessment, which has been posted to the property tax roll must be paid to the Monterey County Tax Collector.
 - c. Upon receipt of the pay off, the City will cancel future assessment levies and shall cause to be recorded under Section 8687 of the Streets and Highways Code an appropriate amendment or addendum to any recorded notice of Assessment as evidence of the pay off.
 - d. The calculation of prepayments and reserve fund credits for CFD bonds will be made in accordance with the Mello-Roos Community Facilities Act of 1982.
- C. Special Tax Formula
1. Where the district to be formed is a Mello-Roos district, the maximum special tax shall adhere the following:
 - a. The special tax shall include the annual administrative cost of the City to administer the district.
 - b. The City shall retain a special tax consultant to prepare a report, which recommends and evaluates a special tax, which adequately funds identified public improvements, administrative costs and other related expenditures.
 - c. The projected special assessment and/or special tax, when added to the ad valorem property tax and other direct and overlapping debt of the proposed district (including other projected benefit assessments, special taxes levied for authorized but un-issued

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debt, and any other anticipated special assessments, taxes or charges which may be included on a property owner's annual property tax bill), shall not exceed two percent (2.0%) of the projected assessed value of each improved parcel within the district. As it pertains to commercial, industrial, or other parcels within the district, the City reserves the right to exceed the two-percent (2.0%) limit if, in the City's sole discretion, it is fiscally prudent. A backup special tax shall be required to protect against changes in land use that may result in insufficient annual special tax revenues.

D. Administration and Fees

1. The City's administrative costs, before, during, and after the debt is issued, shall be recovered. Costs chargeable to the district may be included in the debt issue. All City administrative costs not chargeable to the district shall be paid by the developer.
2. The City Council hereby affirms that the fees, established for AD's and CFD's is a three percent issuance fee levied on total bonds issued through the assessment district, a two percent construction administration fee and a two percent contract engineering review fee levied on total construction costs of the project. In-house engineering, legal and project inspection shall be charged directly to the project.
3. The City shall require a developer requesting AD or CFD financing to advance the costs for engineering work associated with the district improvements. The City retains the right of being the engineer of work for all improvements financed by AD's or CFD's.
4. The City Council will honor all existing agreements, for projects utilizing public financing that will continue in effect subsequent to the adoption of the policies contained herein. However, any modifications to these existing agreements subsequent to the adoption of these policies will be subject to review in accordance with the adopted policies.

E. Continuing Disclosure

1. The developer will comply with federal requirements concerning secondary market disclosure, as those requirements, are interpreted by the City and its counsel.

F. Refunding

1. AD or CFD bond refunding may be initiated by the City or at the request of property owners. Refunding Bonds shall be issued pursuant to California State law as deemed appropriate by the City.
2. All applicable provisions of these AD and CFD Policies shall apply to refunding except for the City's issuance fee which shall be one and one-half percent of the principal amount of the Refunding Bonds for issues that are exclusively refunding.

XI. LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT POLICIES

The City of Salinas seeks to enhance the quality of residential, commercial and business developments by requiring new developments to form Landscape and Lighting Districts ("Districts") to maintain landscaping improvements required as a condition of development.

A. Formation

1. New development project must install improvements consistent with the City's General Plan.
2. The City Council's policy is that new development pay all of the City's costs associated with the formation and administration of Districts.
 - a. An advance deposit is required, in those instances, where a proposed district is

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initiated by a party or parties other than the City.

3. The initial maintenance costs and reserves will be funded by the developer based on the Engineer's Report in an amount sufficient to maintain the improvements until the first assessment apportionment is received from the County.
4. The City Council shall select the assessment engineer and other professionals and consultants as it deems appropriate.

B. Budget

1. Operating Budget – Ongoing annual operating expenses include, but are not limited to, the direct costs for landscape maintenance, water, electricity, street lighting, graffiti removal, open spaces, appurtenant facilities, tree trimming and pruning and street slurry sealing and overlay.
2. Administrative Expenses – Ongoing annual administrative expenses shall include charges for accounting, printing, publication of legal notices, consultant expense, city and county fees for collecting assessments, Public Works overhead and other City staff general and administrative expenses.
3. Reserves – Reserves may be collected for two primary purposes – cash flow and capital replacement.
 - a. Cash Flow Reserves shall be established at 25% of the annual budget as set forth in the initial engineer's report and adjusted each fiscal year thereafter. These reserves may be drawn down, as needed; during the first half of each fiscal year until the first installment of property tax assessment is collect to replenish the reserves.
 - b. Capital Replacement Reserves shall be established to protect against damage to landscaping and lighting improvements or provide funding for facilities that may not be conveniently raised in one year. Capital Replacement Reserves may be collected over an extended period of time, from five to thirty years. When the Capital Replacement Reserve is established, the City Council shall approve by resolution the improvements, estimated cost, and the number of years they will be collected.
4. Interest Earnings – Interest income for each District shall accrue at the City's interest rate and shall be shown in the budget.
5. Surpluses – Surplus funds within a District on June 30th shall be noted in the budget. Surplus funds are those funds above and beyond those required to cover annual expenses and reserves. Any surplus funds shall be applied as a reduction of future fiscal year's assessment.
6. Deficits – Deficits within a District on June 30th shall be noted in the budget. Deficits shall be considered funding shortfalls required to cover annual expenses. Any deficit balance will be recovered with assessment revenue from future levies.
7. General Fund or other appropriate fund contributions – Contributions from the General Fund or other appropriate fund will be made to cover the Costs determined as general public benefit in the engineer's report. Such contributions may include direct deposits to the District accounts or credits that effectively reduce the assessments.

C. Method of Apportionment

1. The formula used for calculating assessments will reflect the composition of the parcels, and the improvements and services provided, to fairly apportion the costs based on estimated benefit to each parcel.
2. Pursuant to the Constitution Article XIID Section 4 a parcel's assessment may not exceed

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the reasonable cost of the proportional special benefit conferred on the parcel and only special benefits may be assessed.

3. The method of apportionment will also include an assessment range formula and inflationary adjustments. The purpose of establishing an assessment range formula is to provide for reasonable increases and inflationary adjustment to annual assessments without requiring costly noticing and mailing procedures, which could add to the District costs and assessments.

XII. CAPITAL ASSET POLICIES

A. Overview – The Finance department will maintain a capital asset management system that will meet external financial reporting requirements and the needs of the departments in line with these policies. Governmental Accounting Standards Board Statement No. 34 (GASB 34) changed GAAP for capital assets reporting for governmental funds. Beginning in fiscal year ending June 30, 2003, pursuant to GASB 34, the General Fixed Asset Account Group will be eliminated and the City will report these assets by function and activity on the government-wide financial statements. Enterprise Funds capital assets will continue to be recorded within their own fund.

1. Capital assets are recorded as expenditures in governmental funds at the time the assets are received and the liability is incurred. These assets will be capitalized at cost on the government wide financial statements. Enterprise fixed assets are recorded as assets within the fund when purchased and a liability is incurred.
 - i. GASB 34 defines Capital Assets as land, improvements to land, easements, buildings, building improvements, vehicles, machinery, equipment, works of art and historical treasures, infrastructure, and all other tangible or intangible assets that are used in operations and that have initial useful lives extending beyond a single reporting period.
 - ii. GASB 34 defines Infrastructure Assets as long-lived capital assets that normally are stationary in nature and normally can be preserved for a significantly greater number of years than most capital assets. Examples include roads, bridges, tunnels, drainage systems, water and sewer systems, dams and lighting systems. Buildings that are an ancillary part of a network of infrastructure assets are included.

The City uses the most current edition of GOVERNMENTAL ACCOUNTING, AUDITING, AND FINANCIAL REPORTING (GAAFR) published by the Government Finance Officers Association (GFOA) as its authoritative guide in setting policy and establishing accounting procedures regarding capital assets.

B. Capitalization – Generally all capital assets with an original cost of \$10,000 or more will be capitalized (recorded as an asset on the balance sheet versus expensing the item). Infrastructure Assets with an original cost of \$150,000 or more will be capitalized. This capitalization policy addresses financial reporting, not control. The City follows the GFOA recommended practices for establishing capitalization thresholds. Specific capitalization requirements are described as follows:

1. The asset must cost \$10,000 or more.
2. The asset must have a useful life of five (5) or more years.
3. The capitalization threshold is applied to individual units of capital assets rather than groups. For example, ten desks purchased for \$1,500 each will not be capitalized even though the total (\$15,000) exceeds the threshold of \$10,000.
4. For purposes of capitalization, the threshold will generally not be applied to components of

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capital assets. For example a keyboard, monitor and central processing unit purchased as components of a computer system will not be evaluated individually against the capitalization threshold. The entire computer system will be treated as a single asset. The capitalization threshold will be applied to a network if all component parts are required to make the asset functional.

5. Repairs to existing capital assets will generally not be subject to capitalization unless the repair extends the useful life of the asset. In this case the repair represents an improvement and is subject to the requirements described number 6 below.
6. Improvements to existing capital assets will be presumed by definition to extend the useful life of the related capital asset and therefore will be subject to capitalization if the cost exceeds \$10,000.
7. Work of arts, animals (i.e. police dogs) and historical treasures are not capitalized, but will be recorded as tracked property.

As a result of the above capitalization policies the following infrastructure items will not be capitalized:

- Handheld radios
 - Personal computers
 - Software
 - Street trees
 - Street signs
 - Weapons
8. Capital projects will be capitalized as “construction in progress” until completed.

C. Leased Assets

1. Operating leased assets are usually short term and cancelable at anytime. The recording of an operating lease as a fixed asset is not required because the item is not purchased.
2. Capital leases will be capitalized if one or more of the following criteria are met and the chance of cancellation is low:
 - a. Ownership is transferred by the end of the lease term
 - b. The lease contains a bargain purchase option
 - c. The lease term is greater than or equal to 75 percent of the asset's service life
 - d. The present value of the minimum lease payment is greater than or equal to ninety percent (90%) of the fair market value of the asset at the inception of the lease.

Capital lease items are capitalized at the beginning of the lease period, regardless of when the title transfers. Capital leases are recorded at net present value of lease payments.

- D. Capital Asset Recording - It is the responsibility of the Finance Department to record, monitor and inventory all fixed assets. Each department will assign appropriate staff members to respond to verification, inventories, and filling out the necessary forms for recording transfers, dispositions, donations or retired fixed assets.
- E. Acquisition of Capital Assets - Fixed assets may be acquired through direct purchase, lease-purchase or capital lease, construction, eminent domain, tax foreclosures, donations, and gifts.

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When a capital asset is acquired the funding source will be identified as either a governmental fund, proprietary fund or component unit. Additionally the fund type will be identified as well as the specific fund.

If funds are provided by a specific funding source, a record will be made of that specific source such as:

Bond Proceeds

Federal Grants

State Grants

Local Grants

- F. Measuring the Cost and/or Value - Capital assets are recorded at their "historical cost", which is the original cost of the assets. Donations accepted by the City will be valued at the fair market value at the time of donation. Costs include purchase price (less discounts) and any other reasonable and necessary costs incurred to place the asset in its intended location and prepare it for service. Costs could include the following:

Sales Tax

Freight charges

Legal and title fees

Closing costs

Appraisal and negotiation fees

Surveying fees

Land-preparation costs

Demolition costs

Relocation costs

Architect and accounting fees

Insurance premiums and interest costs during construction

- G. Establishing Cost in the Absence of Historical Records - According to the GASB 34, an estimate of the original cost is allowable. Standard costing is one method of estimating historical cost using a known average installed cost for a like unit at the estimated date of acquisition. Another recognized method is normal costing wherein an estimate of historical cost is based on current cost of reproduction new indexed by a reciprocal factor of the price increase of a specific item or classification from the appraisal date to the estimated date acquired. When necessary, the City will use whichever method gives the most reasonable amount based on available information.
- H. Recording Costs Incurred After Acquisition - Expenditures/expenses for replacing a component part of an asset are not capitalized. However, expenditures/expenses that either enhance a capital asset's functionality (effectiveness or efficiency), or that extend a capital asset's expected useful life are capitalized. For example, periodically slurry sealing a street would be treated as a repair (the cost would not be capitalized), while an overlay or reconstruction would be capitalized. Adding a new lane constitutes an addition and would therefore also be capitalized.
- I. Disposition or Retirement of Fixed Assets - It is the City's policy that departments wishing to dispose of surplus, damaged or inoperative equipment must notify the Finance Department.

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The City will conduct public auctions, as necessary, for the purpose of disposing of surplus property. Auction's will be conducted by the Finance Department through its Purchasing Division. All proceeds from the sale of surplus property will be allocated to the City's General Fund unless the property was originally purchased with monies from a Proprietary or a Grant Fund, in which case, the proceeds will be returned to any of those specific funds. The original cost less depreciation will then be removed from the City's capital asset management system.

Disposition of assets acquired using grant funds should follow the asset disposition guidelines established by the grantor.

- J. Transfer of Assets – The transfer of fixed assets between departments requires notification to the Finance Department.
- K. Depreciation – It has long been the City's policy to record depreciation for Enterprise funds. In accordance with GASB Statement No. 34, effective with the fiscal year ending June 30, 2003 the City will record depreciation expense on all capital assets, except for inexhaustible assets.

The City will use straight-line depreciation method. Depreciation will be calculated starting the month following the date the asset was placed in service. Depreciation will be applied over the estimated useful life of the asset.

- L. Recommended Lives - The City follows GFOA Recommended Practices when establishing recommended lives for assets to be capitalized. In accordance with GASB 34 the City will rely on "general guidelines obtained from professional or industry organizations." In particular, the City will rely on estimated useful lives published by GFOA. If the life of a particular asset is estimated to be different than these guidelines, it may be changed. Following is a summary of the estimated useful lives:

<u>Asset Class</u>	<u>Useful Life</u>
Buildings and Improvements	240 to 600 months
Improvements Other Than Buildings	180 to 540 months
Infrastructure	240 to 600 months
Machinery and Equipment	60 to 120 months

- M. Control of Assets – In accordance with GFOA Recommended Practice the City will exercise control over the non-capitalized tangible capital-type items by establishing and maintaining adequate control procedures at the department level. The City's capitalization threshold of \$10,000 meets financial reporting needs and is not designed for nor particularly suited to maintain control over lower cost capital assets. It is the responsibility of each department to maintain inventories of lower-cost capital assets to ensure adequate control and safekeeping of these assets.
- N. Maintenance Schedules - The City shall develop and implement maintenance and replacement schedules with a goal of maximizing the useful life of all assets. The schedules shall include estimates of annual maintenance and/or replacement funding required for each asset.
- O. Maintenance Funding - The City shall identify specific sources of funds for the annual maintenance or replacement of each asset. Whenever possible, the maintenance or replacement funding shall be identified from a source other than the City General Fund. The City shall maximize the use of maintenance assessment districts and dedicated special revenue (e.g. gas tax). The City shall endeavor to set aside, on an annual basis, one and one-half percent (1½%) of its General Fund Operating Budget to provide for on-going maintenance and required replacement of assets that cannot be reasonably funded from other sources.

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P. Works of Art and Historical Treasures – GASB 34 encourages but does not require the capitalization of art collections that meet all of the following conditions:

- Held for public exhibition, education, or research in furtherance of public service, rather than financial gain
- Protected, kept unencumbered, cared for, and preserved
- Subject to an organizational policy that requires the proceeds from sales of collection items to be used to acquire other items for collections

It is the City's Policy that proceeds from the sale of art collections be used to acquire other works of art. That being the case the City's works of art and historical treasures will not be capitalized.

Q. Intangibles – Intangible assets are now included in the GASB 34 definition of capital assets. Prior to GASB 34 the City did not capitalize intangibles. GFOA recommends that governmental entities follow the guidance of AICPA Statement of Position 98-1 Accounting for Costs of Computer Software Developed or Obtained for Internal Use.

R. Inventory – A physical inventory of capitalized assets will be performed annually. Capitalized assets are maintained in the City's fixed asset system that include the acquisition date, a description of the property, a serial number or other identification number, the source of funding, the cost of the asset, percentage of Federal participation for the Federal award under which the property was acquired and the location of the capitalized asset.

S. Disposition – City Council declares City assets surplus and authorize the disposal in accordance to Chapter 12, Article 2, Section 12-15 of the Municipal Code regarding Disposition of Property. Disposition of capitalized asset acquired under a Federal award shall follow the disposition instructions from the grant awarding agency.

XIII. RISK MANAGEMENT POLICIES

- A. The City shall maintain a risk management program for liability, workers' compensation, health insurance, and loss of property exposures which emphasizes avoidance of risk, whenever possible, funding for losses which cannot be avoided, and transfer or risk to third parties whenever appropriate.
- B. The risk management process will include the systematic and continuous identification of loss perils and exposures, the analysis of these perils and exposures in terms of frequency and severity probabilities, the application of sound risk control procedures and the financing of risk consistent with the City's financial resources.
- C. If the loss potential in dollars for a particular risk is substantial and cannot be absorbed within the City's annual operating budget and reserves, the City will develop and maintain a program of purchased insurance or funded self-insurance.
- D. The City will endeavor to promptly settle justified claims but will vigorously defend claims which are doubtful, frivolous, or unsupported.
- E. The City will maintain separate self-insurance funds to identify and segregate the financial resources necessary to cover insurance premiums and self-insurance retentions

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1. Revenues into the insurance funds will be generated by charges to operating departments and programs.
2. Resources will be established at the end of each year to fully fund liability for open claims, incurred but not reported (IBNR) claims, and a catastrophic loss reserve as periodically recommended by the City's Risk Management Advisor.
3. The City will endeavor to maintain reserves equal to three-times the self-insured retention for both the liability and worker's compensation self-insurance internal service funds.

XIV. INTERFUND LOANS

- A. Purpose - This policy documents requirements and responsibilities to be followed regarding interfund borrowing between funds of the City of Salinas.
- B. Scope - Often local governments will loan resources from one fund to another fund that is experiencing a temporary cash shortage. Under generally accepted accounting principles (GAAP), funds that account for reserved or dedicated monies may make temporary loans to other funds. This policy addressed the approval, terms and accounting requirements for interfund loans.
- C. Definition - Interfund loans are amounts provide between funds with a requirement for repayment. Interfund loans will be reported according to GAAP, as interfund receivables in lender funds and interfund payables in borrower funds. If repayment is not expected within a reasonable time, the interfund balances should be reduced and the amount that is not expected to be repaid should be reported as a transfer from the fund that made the loan to the fund that received the loan.
- D. Policy
 1. Interfund loans-Types:
 - a. Internal loans that are necessary part of normal business operations:
 - To maintain cash flow and provide working capital, in anticipation of future tax receipts or other revenue, the General Fund may require cash advances from other funds during the course of a fiscal year. Other funds eligible to make cash advances include: Measure V; Measure G, Special Revenue, Capital Projects, and Internal Services. Cash advances shall be treated as short-term loans. Interest shall be paid on these loans at a rate determined according to the procedure established in section B.2 of this policy.
 - Cash advances to provide working capital to the General Fund or other funds must be approved by the City Manager. Such approval must be in writing and should specify maximum allowable amounts.
 - b. Internal loans that provide for advance spending for a capital project prior to securing project financing. Such loans must be approved by the City Council with the adoption of the annual Capital Improvement Project budget or by separate action by the City Council. Approval is not required for advance spending from the \$2 million Capital Projects Revolving Fund established by prior City Council action.
 2. Interfund Loans-Terms:
 - a. Repayment of an interfund loan shall be with the same fiscal year. Exceptions to this rule require approval by the City Council.

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- b. When required by the lending fund's restrictions or regulations, interest will be paid by the borrowing fund to the lending fund, during the time the loan is outstanding, at the State Local Agency Investment Fund (LAIF) rate. The LAIF rate is approximately what the City earns on its investments.
- c. Upon receipt of the anticipated revenue, the borrowing fund shall repay the lending fund with 30 calendar days.
- d. Interfund loans shall not hinder the accomplishment of any function or project for which the lending fund was established.

XV. LONG-TERM FISCAL AND SUSTAINABILITY IMPACT

- A. Purpose - This policy documents requirements and responsibilities for considering the long-term impact of current decisions.
- B. Annual Budgets - As part of the annual budget, the document will include a minimum five-year budget forecast that shows how the current budget being considered by the City Council for approval helps maintain fiscal sustainability over a longer-term horizon.
- C. Staff Reports - On each staff report to City Council, the report should include a section on fiscal and sustainability impact. For impacts greater than \$100,000 for one fiscal year and that continue for more than 3 years, a table showing the impact over a 10-year period should be added to the staff report in the fiscal impact and sustainability section of the staff report.

XVI. SPECIAL EVENTS FUNDING AND OPERATIONS POLICY

- A. Purpose - This policy documents requirements for funding/sponsoring and controlling costs associated with special events through In-Kind Matching contributions such as the Rodeo and the California Air Show.
- B. Scope – The City Council may sponsor community events by providing in-kind services.
- C. Policy
 - 1. The City Council will fund community events through the annual budget process.
 - 2. The funding amount will be in the form of an in-kind contribution of services for the day of the event, such as Fire, Police, Public Works, or other City services.
 - 3. The organization coordinating the event must apply for the event through the normal special events process.
 - 4. An estimate of the City services will be itemized by each department during the special events planning process and each department will make every effort to control costs or minimize the level of service needed.
 - 5. A copy of the estimate should be routed to the Department Head and the Finance Director or their designee for review and approval.
 - 6. The coordinating agency of the even should provide a total budget for the event.
 - 7. They City's contribution value of in-kind contribution should not be more than 10% of the total cost of the event.
 - 8. An estimate of the economic benefit to the City should be calculated, such as the TOT revenue.
 - 9. The City Council will fund community events through the annual budget process.

FINANCIAL POLICIES

10. The funding amount will be in the form of an in-kind contribution of services for the day of the event, such as Fire, Police, Public Works, or other City services.
11. The organization coordinating the event must apply for the event through the normal special events process.
12. An estimate of the City services will be itemized by each department during the special events planning process and each department will make every effort to control costs or minimize the level of service needed.
13. A copy of the estimate should be routed to the Department Head and the Finance Director or their designee for review and approval.
14. The coordinating agency of the even should provide a total budget for the event.
15. They City's contribution value of in-kind contribution should not be more than 10% of the total cost of the event.
16. An estimate of the economic benefit to the City should be calculated, such as the TOT revenue.
17. At the conclusion of the special event, each department will calculate and document the detail of all costs incurred, including staff hours through the payroll time keeping process and other costs, and summarize and total those itemized costs and send the itemized costs list to the Finance Department accounts receivable staff to compile one consolidated invoice for the special event. This information should be submitted during the one-week period immediately following the event.
18. The invoice for the special event will itemize the costs for each department, include a sub-total for each department, include a credit for the in-kind contributions, and the amount due.
19. The Finance billing staff should prepare and mail out the invoice to the coordinating event agency within 30 days following the event.
20. The invoice should be paid within 30 days of receipt by the coordinating agency
21. If the coordinating agency fails to pay the balance due, the City will not sponsor the event the next time the event is held but may choose to sponsor the event again the next time if the estimated cost of the services are paid in-advance of the event or within 5 days following the even if there is a cash flow issue.



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CHART OF ACCOUNTS – FUND

Fund	Description
	General Fund
1000	General Fund
1100	Measure E
1200	Measure G
	Lighting Landscape & Maint Dist
2101	Maintenance Dist Administration
2102	Woodside Park Maint District
2103	Downtown Mall Maint District
2104	Airport Bus Park Maint District
2105	N E Salinas Landscape Dist
2106	Harden Ranch Landscape Dist
2107	Vista Nueva Maint District
2108	Mira Monte Maint District
2109	Monte Bella Maint District
	Local Public Safety
2201	Sales Tax-SB172
2202	Supplemental Law Enf - AB3229
	Development Impact Fees
2301	Development Fees-Sewer & Storm
2302	Development Fees-Parks & Playgr
2303	Development Fees-Library
2304	Development Fees-Street Trees
2305	Development Fees-Annexations
2306	Development Fees-Arterial
2307	Development Fees-Fire
2308	Dev Fees Fund-Police
2309	Development Fees - WASP Parks
2310	Development Fees - CASP Parks
	Gas Tax
2401	Gas Tax - 2107
2402	Gas Tax - 2106
2403	Gas Tax - 2105
2404	Gas Tax - Motor Vehicle Fuel Tax
	Other Special Revenue
2501	Emergency Medical Service Fund
2502	Asset Seizure
2503	Traffic Safety
2504	Vehicle Abatement
2505	Recreation Parks
2506	PEG Cable Franchise
2507	Municipal Art Fund
2508	Contributions & Donations
2509	KDF Los Padres Dev Social Svcs
2510	MX-Transport Safety & Inv Plan
2511	SB1 Road Maintenance & Rehab
2512	SB1 Traffic Congestion Relief
2601	SRA Public Improvements

CHART OF ACCOUNTS – FUND

Fund	Description
2602	HSA - Affordable Housing Housing & Urban Development
2910	Community Development
2911	CDBG - Covid 19
2920	Rental Rehab
2930	Home Investment Partnership
2931	HOME American Rescue Plan (ARP)
2935	ADDI American Dream Downpayment
2940	Emergency Solutions Grant-HUD
2941	Emergency Solutions Grant-COC
2942	CA Emergency Solutions & Housing
2943	ESG-CV HUD
2944	ESG-CV HCD
2945	Housing - Other Agency Match
2947	Project Room Key Motel Program
2950	Begin State Home Funds
2951	SB2
2952	Local Early Action Planning
2953	Regional Early Action Planning
2954	Encampment Resolution Fund (ERF)
2955	Neighborhood Stabilization Prog
2956	Family Homeless Challenge
2957	Inclusionary Housing Trust Fund Grants
3103	Bureau of Justice Assist - JAG11
3104	COPS Hiring 2011
3106	Homeland Security
3107	Bureau of Justice Assist - JAG12
3108	Local JAG 2013
3109	Police Reimbursable Costs
3110	Alcoholic Beverage Control
3111	SAFER
3112	BJA-Nat'l Forum on Youth
3113	Project Safety Neighborhood
3114	Community Interlink (OVW)
3115	Assistance to Firefighters
3116	NGEN Public Safety Radio System
3117	Fire Grants
3156	Pedestrian & Bike Safety Program
3157	Selective Traffic Enforcement
3158	DUI Avoid Campaign 2015
3159	Selective Traffic Enforcement
3160	Avoid DUI Campaign
3161	Local JAG
3163	2014 COPS Hiring SRO
3181	STRYVE Grant
3182	DOJ Office of Justice Program

CHART OF ACCOUNTS – FUND

Fund	Description
3183	Cal OES
3184	CARES Act
3185	United Way EFSP
3186	United Way
3187	Community Challenge Grant
3188	Dept of Conservation (SALC) Prog
3205	CalGRIP 6
3216	Public Works Awards & Contrib-St
3251	CA Beverage Container Recycling
3252	CLLS -Adult Literacy
3254	State of California Library
3255	California Endowment
3256	First Five Monterey County
3257	Emergency Connectivity Program
3281	CalGrip 821-14 & 15
3282	BSCC-Board of St&Comm Correction
3283	BSCC-Board of St&Comm Correction
3302	Cal ID / RAN Grant
3310	Animal Shelter Grants
3315	Public Works Awards & Contrib
3401	Community Foundation Grant
3453	Comm Foundation - D & L Packard
3454	Library Awards and Contributions
3455	Claire Giannini Grant
3462	Police Body Cameras
3480	Library - Other Contributions
3681	Community Safety Grants
3910	CARES Act
3911	American Rescue Plan Act (ARPA)
	Debt Service
4101	1997 COPs
4102	1999 COPs
4103	Steinbeck COP
4104	2014 COP Consolidation
4105	Long Term Debt (Moved to 9899)
4106	2018 Lease-PS Building-Police
4107	COP 2018B T.R.I.P. Total Rd Impv
4108	Energy Improvement
4109	2015 Refunding COP 2005 A & B
4110	2018 Lease-El Gabilan Library
4111	Refunding Bonds Series 2020A-1
4112	Refunding Bonds Series 2020A-2
	Special Assessments
4201	Assessment District Admin
4202	Assessment Districts-Debt Svc
4203	Assessment District Reserve
4204	2019 Spec Tax Bond Monte Bella

CHART OF ACCOUNTS – FUND

Fund	Description
4205	2019 Spec Tax Bond Monte Bella 2
4206	2019 Spec Tax Bond Monte Bella 3
5300	Assessment District - Projects
5301	2019 Spec Tax Bond Monte Bella
5302	2019 Spec Tax Bond Monte Bella 2
5303	2019 Spec Tax Bond Monte Bella 3
	Special Aviation
5101	Special Aviation Fund - State
5102	Special Aviation Fund - Federal
	Special Construction Assistance
5201	Special Const Assist - Fed & St
5202	Special Const Assist-MX Bonds
5203	Special Const Assist - Others
5204	Special Const Assist - TDA
	Capital Projects
5800	Capital Projects
	Enterprise
6100	Municipal Airport
6200	Industrial Waste
6300	Municipal Golf Courses
6301	Fairways Golf Course
6302	Twin Creek Golf Course
6400	Sewer
6500	Storm Sewer (NPDES)
6600	Crazy Horse Landfill
6700	Water Utility
6800	Parking District
6801	Downtown Parking District
6802	Preferential Parking
6803	Parking Enforcement
6900	Permit Services
	Internal Service
7101	Internal Services Administration
7102	Internal Services Insurances
7103	Worker's Comp Self-Insurance
7104	General Liability Self-Insurance
7120	Internal Services-Fleet Maint
7121	Internal Services-Vehicle Replac
	Agency
8102	SUBA Business Improvement Dist
8104	Economic Development
8106	Flexible Spending
8107	Cafeteria Benefit
8108	Downtown Comm Benefit District
	Pension Trust
8701	Deferred Compensation-Trust Deed
8702	Deferred Comp - Separations

CHART OF ACCOUNTS – FUND

<u>Fund</u>	<u>Description</u>
8703	Deferred Compensation Admin
8704	Deferred Compensation-CCFCU
8711	New York Life Pension Trust
	Trust
8801	Trust Deposits
8802	Community Center Deposits
8803	Sherwood Hall Deposits
8804	Other Agency Fees
8805	MAS Municipal Auditing Services
8806	Sales Tax
8807	Payroll Deposits Fund
8808	KDF Los Padres
8809	Regional Dev Traffic Impact Fees
8810	Evidence Room Safe Trust
8811	DSA/ADA State Fee fr Business Li
8812	Mtry Co. Conv & Visitors Bureau
8813	SVTVB TID - Welcoming Center
	RORF-RedevObligationRetirement
8914	RORF-Redev Obligation Retirement
8915	Successor Agency Administration
	Transaction
9999	Pooled Cash and Investment Fund

CHART OF ACCOUNTS – DEPARTMENT

<u>Department</u>	<u>Description</u>
00	Non Dept/Transfers
10	City Council
12	Administration
14	Legal
16	Human Resources
20	Finance
30	Community Development
40	Police
45	Fire
50	Public Works
55	Recreation
60	Library
70	Grant
80	Non Departmental
81	Trust Accounts

CHART OF ACCOUNTS – DIVISION

<u>Division</u>	<u>Description</u>
0000	Non-Departmental
1000	City Council
1111	City Manager's Office
1113	Community Safety
1120	City Clerk
1140	Human Resources
1245	Risk Management
1246	General Insurances
1247	Workers' Compensation Insurance
1248	Liability Insurance
1355	Economic Development
1356	Salinas Valley Enterprise Zone
1400	City Attorney's Office
2030	Finance Administration
2031	Accounting
2032	Purchasing
2033	Information Technology
2034	Revenue & Licensing
2140	Assessment Dist Administration
2141	Assessment District Debt Service
2502	RORF
2505	Succesor Agency Admin
3111	Advanced Planning & Project Imp
3112	Public Services
3113	Relocation and Contingencies
3114	PPI Activity Delivery
3115	PPI ED Technical Assistance
3220	Housing & Community Development
3221	Rehabilitation
3222	NSP
3225	First Time Home Buyers
3230	Inclusionary Housing
3240	Special Programs
3241	City of Salinas Fair Housing
3242	Salinas Outreach & Response
3245	County ARPA
3310	County of Monterey
3350	Permit Services
3353	Code Enforcement
3461	Advanced Planning
3462	Current Planning
4110	Police Administration
4111	Community Relations
4112	Personnel & Training
4116	Special Operations
4130	Support Services
4131	Technical Services

CHART OF ACCOUNTS – DIVISION

<u>Division</u>	<u>Description</u>
4132	Word Processing
4133	Evidence & Property
4134	Records
4137	Maintenance Services
4170	Animal Control Services
4171	Animal Control Svc -Agencies
4220	Field Operations
4221	Traffic
4242	Abandoned Vehicle Abatement
4250	Retired Annuitants
4340	Investigations
4341	Narcotics
4342	School Resource Officers
4343	Violence Suppression Task Force
4380	Asset Seizure
4390	Joint Gang Task Force
4505	Fire Administration
4510	Suppression
4511	Youth Explorer Program
4520	Emergency Medical Services
4530	Prevention
4540	Training
4560	Vehicle Maintenance
4570	Hazardous Material Control
4571	Hazardous Material-County
5110	Engineering Administration
5115	Development Engineering
5120	Engineering Services
5122	Dev, Traffic & Transportation
5125	Eng Water & Solid Waste Division
5126	NPDES Storm Water
5128	GIS Division
5230	Maintenance Administration
5231	Graffiti Abatement
5232	Facilities Maintenance
5233	Fleet/Equipment Maintenance
5234	Street Maintenance
5235	Street Lights
5236	Traffic Signals
5237	Environmental Compliance
5238	Parks and Community Services
5239	Urban Forestry
5340	Airport
5441	Industrial Waste
5442	Sanitary Sewer
5443	NPDES Storm Drain Sewer
5444	NPDES Street Sweeping

CHART OF ACCOUNTS – DIVISION

<u>Division</u>	<u>Description</u>
5445	Hitchcock Road Water
5446	Downtown Parking
5447	Preferential Parking
5448	Parking Enforcement
5560	Woodside Park
5561	Downtown Mall
5562	Airport Business Park
5563	North East
5564	Harden Ranch
5565	Vista Nueva
5566	Mira Monte
5567	Monte Bella
6005	Library Administration
6009	Technical Services
6010	Support Services
6011	Steinbeck Library
6012	Cesar Chavez Library
6013	El Gabilan Library
6015	Community Education
6231	Recreation Admin
6232	Neighborhood Services
6233	Closter Park
6234	El Dorado Park
6235	Central Park
6236	Facility Services
6237	Reimbursable Rec Activities
6238	Youth Sports
6239	Recreation Center
6240	Firehouse Rec Center
6241	Hebbron Heights Rec Center
6242	Afterschool Programs
6243	Community Center
6244	Breadbox Rec Center
6245	Firehouse After School
6246	Hebbron Family Center
6247	Sherwood Rec Center
6248	Youth Services & Comm Engagement
6249	Aquatic Center
6250	Budget Engagement
7101	Police Grants and Reimbursements
7102	Community Safety
7103	Project Safe Neighborhoods
7104	Federal Reimbursements
7105	ASPCA-Community Cat
7106	Other Reimbursements
7107	Monterey County Reimbursement
7109	Monterey County Reimbursement

CHART OF ACCOUNTS – DIVISION

Division	Description
7110	Selective Traffic Enf Program
7111	2020 ABC - OTS Grant
7112	ABC - OTS Grant
7120	Avoid DUI Campaign 2016
7221	Homeland Security-Planning
7222	Homeland Security-Equipment
7223	Office for Victims of Crime
7330	Learning Center
7331	Summer Reading Program
7332	Tanimura Family Foundation
7333	Raising A Reader Program
7334	Innovation & Technology
7335	CA Endowment-Youth Leadership
7336	F5MC-Packard Playgroup Expansion
7337	Nat'l Center For Family Literacy
7338	Listos Para Empezar? Digital Lit
7339	Women`s Fund of Monterey County
7340	Library Literacy
7341	Cesar Chavez Park: Planning
7342	Pacific Library Partnership
7343	Library Donations
7344	Library Literacy- Contributions
7345	F5MC-Read, Grow, Play Program
7346	Student Success Initiative
7347	Paletero Program
7348	Integrated Service Collaborative
7349	Kinder Boot Camp
7350	Family Literacy
7351	ZIP Books
7352	Thriving Youth Strategy
7353	Wheels on the Bus
7354	GARE
7355	FINRA Foundation
7356	Meeting the Digital Divide
7357	Parks Pass
7358	Emergency Connectivity
7380	Sunlight Giving
7399	Library Awards and Contributions
7401	Electric Vehicle Replacement
7402	BJA-SSP 2015 (Smart Supervision)
7406	STRYVE
7407	PW Awards & Contributions
7408	Law Enforcement Grant
7409	Violence Prevention Effort
7410	CalVIP
7411	CalVIP 821-20
7412	Cal VIP 821-22

CHART OF ACCOUNTS – DIVISION

<u>Division</u>	<u>Description</u>
7413	Officer Wellness & Mental Health
7415	Phase 37
7416	Phase CARES
7417	ERAP Emergency Rental Assistance
7418	ERAP2 - Emergency Rental Assist.
8001	Community Programs
8002	Elections
8003	65 West Alisal
8004	Debt Service
8005	Other Services
8006	Twin Creeks Golf Course
8007	Fairways Golf Course
8008	Oldtown Salinas Association
8009	Salinas United Business Assoc
8010	Intermodal Transp Center
8011	Downtown Comm Benefit District
8101	Sunrise House-Administration
8102	Counseling
8103	Crisis Intervent
8104	Prevention
8105	SUHSD Grant
8106	CDBG
8107	Harden Grant
8108	MPF Grant
8109	Monterey Co Friday Night Live
8110	MCOE Youth Center
8111	Behavioral Health - Prevention
8112	Community Foundation
8113	Nancy Buck Ransom
8114	Receivership Case
8120	Building-Seismic Fees
8121	Building Standards Admin Fund
8122	Love`s Stores Planning
8123	Weed Abatement
8124	Prepaid Building Fees
8125	Deposits-Permit Center
8126	Deposits-Planning
8127	Payroll Tax
8128	Icma/HL/Taxes W/H
8129	COBRA-Insurance Premium
8130	EDD Childcare Building Maint
8131	Misc Trust Deposits
8132	Sales Tax
8133	Beverage Container Recycling
8134	MAS Municipal Auditing Services
8135	KDF Pointe Apartments
8136	Deferred Compensation

CHART OF ACCOUNTS – DIVISION

Division	Description
8137	AFLAC Section 125
8138	Cafeteria Benefit Insurances
8139	ADA State Fee Business License
8140	MO. CO. Tourism Impvt Dist
8141	TID - Welcome Center
8142	Community Center Deposits
8143	Friends of the Library
8144	Sherwood Hall Deposits
8145	Adult Literacy Donations
8146	Library Donations
8147	Library Misc Oper
8148	Fire Training
8149	Animal Shelter Donations
8150	Spay/Neuter Voucher Program
8151	PD-Fingerprint Fees
8152	Spayed/Neutered Fees
8153	SPD-Asset Forfeiture
8154	Evidence Room Safe Trust
8155	Day Care Center - MAOF
8156	Graffiti Removal Reimbursement
8157	TAMC Regional Dev Impact Fee
8158	MRWPCA Fees
8159	Mobilehome Rent Mediation
8160	Deposits-Public Works
8161	Chinatown Navigation Center Op
8162	Salinas Homeless Motel Program
8170	Adaptations to City Hall
8171	Playgrnd Struct, Park Bench, Gr
8180	Street Repair / Traffic Safety
8190	Sewer System Work
8191	Park Irrigation Updates
8192	Stormwater Green Infrastructure
8300	Pension Trust

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
50	Taxes
50.1010	Taxes - Property Taxes-Secured CY
50.1020	Taxes - Property Taxes-Unsecured CY
50.1030	Taxes - Property Taxes-Supp Assessment
50.1040	Taxes - Property Taxes - Interest
50.1050	Taxes - Property Taxes-Secured PY
50.1060	Taxes - Property Taxes-Unsecured PY
50.1070	Taxes - Property Taxes-HOPTR
50.1080	Taxes - Property Taxes-Transfer
50.1090	Taxes - Property Taxes-Tax Increments
50.1120	Taxes - Property Taxes-Veh Lic In-Lieu
50.1129	Taxes - ROPS Pass Through Payments
50.1130	Taxes - Property Taxes-Residual Prop Tax
50.1140	Taxes - Property Taxes-Assessment Dist
50.2010	Taxes - Sales Tax
50.2020	Taxes - Sales Tax In-Lieu
50.2030	Taxes - Transactions and Use Tax-MV
50.2040	Taxes - Transactions and Use Tax-MG
50.2045	Taxes - Excise Tax - Cannabis
50.2050	Taxes - City of Salinas-SB 172
50.2060	Taxes - Utility Users
50.2070	Taxes - Transient Occupancy
50.2080	Taxes - Business License
50.2081	Taxes - Cannabis Business License
50.2090	Taxes - Business Lic Surcharge
51	Franchise Fees
51.2160	Franchise Fees - AT&T
51.2170	Franchise Fees - Cable TV
51.2180	Franchise Fees - Electric
51.2190	Franchise Fees - Garbage
51.2200	Franchise Fees - Gas
51.2210	Franchise Fees - Recycling Shares
51.2220	Franchise Fees - Towing
52	Licenses & Permits
52.1205	Licenses & Permits - Cannabis Permit-New Application
52.1206	Licenses & Permits - Cannabis Permit-Amendment Major
52.1207	Licenses & Permits - Cannabis Permit-Amendment Minor
52.1208	Licenses & Permits - Cannabis Permit-Amendment Admin
52.1209	Licenses & Permits - Cannabis Permit-Renewal
52.1210	Licenses & Permits - Cannabis Permit-Appeal
52.3010	Licenses & Permits - Mechanical Permits
52.3020	Licenses & Permits - Building Permits
52.3030	Licenses & Permits - Plumbing Permits
52.3040	Licenses & Permits - Electrical Permits
52.3050	Licenses & Permits - Encroachment Permits
52.3060	Licenses & Permits - Re-Roofing Permits
52.3070	Licenses & Permits - Building Demolition Permit

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
52.3080	Licenses & Permits - Building Permit Surcharge
52.4010	Licenses & Permits - Animal Licenses
52.4020	Licenses & Permits - Bicycle Licenses
52.4030	Licenses & Permits - Pawn Broker/False Alarm Permits
52.5010	Licenses & Permits - Parking Lot Permits
52.5020	Licenses & Permits - Salinas St Garage Permits
52.5030	Licenses & Permits - Garage Sale Permits
52.5040	Licenses & Permits - Monterey St Garage Permits
52.5050	Licenses & Permits - Transportation Permits
52.5060	Licenses & Permits - Preferential Permits
52.5070	Licenses & Permits - Monterey St Garage - Hourly
52.5075	Licenses & Permits - Parking Validation
52.5275	Licenses & Permits - Error
52.8010	Licenses & Permits - Other Licenses & Permits
52.8015	Licenses & Permits - Cannabis Business Admin Permit
53	Fines and Forfeits
53.3010	Fines and Forfeits - Code Enforcement Violations
53.3011	Fines and Forfeits - Building Enforcement
53.3012	Fines and Forfeits - NPDES Citations
53.3405	Fines and Forfeits - C & D Penalty
53.4010	Fines and Forfeits - Vehicle Code Fines
53.4011	Fines and Forfeits - Vehicle Code Fines-Red Light Cam
53.4020	Fines and Forfeits - Parking Fines
53.8010	Fines and Forfeits - General Code Fines
54	Use of money and property
54.5010	Use of money and property - Hangar Rent
54.5020	Use of money and property - Aircraft Parking
54.5030	Use of money and property - Building Rental
54.5040	Use of money and property - Ground Leases
54.5050	Use of money and property - Fuel Fees
54.5060	Use of money and property - Use Permits
54.5070	Use of money and property - Flight Fees
54.5080	Use of money and property - Refuse Fees
54.5085	Use of money and property - Hangar Rent Non - Aeronautical
54.5090	Use of money and property - Hangar Rent Non - Airworthy
54.8010	Use of money and property - Investment Earnings
54.8020	Use of money and property - Gain on Sale of Invest
54.8030	Use of money and property - Possessory Interest
54.8050	Use of money and property - Rental Income
54.8051	Use of money and property - ITC Lease
54.8060	Use of money and property - Building Lease
54.8070	Use of money and property - First Tee Lease
54.8080	Use of money and property - Sierra Lease
55	Intergovernmental
55.2013	Intergovernmental - Inter Agency Transfers
55.3013	Intergovernmental - TRAKIT-Permit System Charges
55.3023	Intergovernmental - Developers Contributions-Haciend

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
55.3024	Intergovernmental - Traffic Fair Share Contributions
55.4003	Intergovernmental - Fire Mitigation Fees
55.4013	Intergovernmental - County CSA 74-Safety Equipment
55.4023	Intergovernmental - HAZMAT Reimbursement
55.4033	Intergovernmental - Monterey County RAN
55.4043	Intergovernmental - Monterey Co. Animal Shelter
55.4053	Intergovernmental - City Animal Shelter
55.4063	Intergovernmental - City of Marina(Animal Shelter)
55.4073	Intergovernmental - Measure X - TAMC
55.4083	Intergovernmental - Emergency Radio Mitigation Fee
55.4202	Intergovernmental - State Fire Reimbursement
55.4212	Intergovernmental - State Office of Emergency Svs
55.4222	Intergovernmental - Post Training Reimbursement
55.4232	Intergovernmental - State Seizure Reimbursement
55.4242	Intergovernmental - Abandoned Vehicle Abatement
55.4252	Intergovernmental - Supp Law Enforcement (AB 3229)
55.4292	Intergovernmental - SB1 Loan Repayment
55.4501	Intergovernmental - Federal Reimbursements
55.4510	Intergovernmental - Federal CARES Act
55.4520	Intergovernmental - FEMA
55.4530	Intergovernmental - American Rescue Plan Act
55.4540	Intergovernmental - ERAP2 Emergency Rent Assistance
55.5013	Intergovernmental - Air District
55.5023	Intergovernmental - MRWPCA
55.5033	Intergovernmental - City Industrial Waste Facility
55.5043	Intergovernmental - Alisal Steinbeck Park Maint.
55.5053	Intergovernmental - Developers Contributions
55.5062	Intergovernmental - Ag-Industrial Specific Plan
55.5063	Intergovernmental - Construction Assistance Others
55.5073	Intergovernmental - Monterey County
55.5074	Intergovernmental - Other Agencies
55.5080	Intergovernmental - Developers-Annexation Fees
55.5082	Intergovernmental - Developers-FGA Ferrasci
55.5083	Intergovernmental - Developers-FGA West
55.5093	Intergovernmental - Developers-FGA Central
55.5103	Intergovernmental - Developers-FGA East
55.5104	Intergovernmental - Developers-Cloverfield
55.5202	Intergovernmental - State Gas Tax - 2106
55.5212	Intergovernmental - State Gas Tax - 2107
55.5222	Intergovernmental - State Gas Tax - 2107.5
55.5232	Intergovernmental - Other State Grant & Reimb
55.5242	Intergovernmental - Rebates/Refunds & Reimb
55.5252	Intergovernmental - State Gas Tax - 2105 (P-111)
55.5262	Intergovernmental - State Gas Tax - 2103 (TCR)
55.5272	Intergovernmental - Regional Surface Transp Program
55.5274	Intergovernmental - State Air Resources Board
55.5282	Intergovernmental - State Highway Maintenance

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
55.5292	Intergovernmental - SB1 Road Maintenance & Rehab
55.5501	Intergovernmental - Federal Aid - Airport
55.5511	Intergovernmental - Other Federal Grant
55.5521	Intergovernmental - Federal TEA
55.6202	Intergovernmental - CLSB Direct Loan Fund
55.6212	Intergovernmental - Public Library Fund
55.6222	Intergovernmental - State CLSA Literacy Grant
55.7013	Intergovernmental - Packard Foundation
55.7202	Intergovernmental - State Aid - Airport
55.7212	Intergovernmental - State Traffic Grant (Federal)
55.7222	Intergovernmental - BSCC Grant
55.7232	Intergovernmental - Cal EMA
55.7501	Intergovernmental - Block Grant
55.7511	Intergovernmental - SAFER-FEMA Grant Reimb
55.7521	Intergovernmental - HOME Inv Partnership (HUD)
55.7531	Intergovernmental - Emergency Solutions Grant
55.7532	Intergovernmental - Emergency Solutions & Housing
55.7541	Intergovernmental - Federal BJA
55.7542	Intergovernmental - SB2
55.7545	Intergovernmental - Federal Homeland Security
55.7551	Intergovernmental - Economic Development Grant
55.7561	Intergovernmental - COPS Grant Reimbursement
55.8013	Intergovernmental - County Housing In-Lieu
55.8014	Intergovernmental - Local Agency Reimbursement
55.8023	Intergovernmental - Library Contributions
55.8033	Intergovernmental - Mo Co Superintendent of School
55.8202	Intergovernmental - Motor Vehicle In-Lieu
55.8212	Intergovernmental - State Mandated Costs
55.8222	Intergovernmental - CA Endowment
55.8223	Intergovernmental - Disaster Reimbursements
56	Charges for Services
56.1010	Charges for Services - Minute/Agenda Sales Fee
56.1020	Charges for Services - Candidate Filing Fees
56.1140	Charges for Services - Legal Services
56.1141	Charges for Services - Cannabis Work Permit Fee
56.2010	Charges for Services - Bus License Applic Review Fees
56.2020	Charges for Services - Returned Check Charges
56.2030	Charges for Services - Credit Card Convenience Fee
56.3010	Charges for Services - Tentative Map Review Fees
56.3020	Charges for Services - Minor Subdivision Review Fees
56.3030	Charges for Services - Development Agreement
56.3040	Charges for Services - General Plan Amendment Fees
56.3050	Charges for Services - General Plan/Zoning Fees
56.3060	Charges for Services - Rezoning/Prezoning Fees
56.3070	Charges for Services - Planning Decision Appeal
56.3080	Charges for Services - Conditional Use Permit Fee
56.3090	Charges for Services - Prelim Project Review Fee

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
56.3100	Charges for Services - Planned Unit Development Fee
56.3110	Charges for Services - Freeway Sign Plan Amend Fees
56.3120	Charges for Services - Architectural Review Charges
56.3130	Charges for Services - Environment Assessment Fee
56.3140	Charges for Services - Environment Impact Report Fee
56.3150	Charges for Services - Annexation Review Fee
56.3160	Charges for Services - Temporary Use of Land Review
56.3170	Charges for Services - Sign Review & Permits
56.3180	Charges for Services - Technical Assistance Fees
56.3190	Charges for Services - Variance Fees
56.3200	Charges for Services - Advance Planning Fees
56.3210	Charges for Services - Site Plan Review
56.3220	Charges for Services - Planning Inspection Fee
56.3230	Charges for Services - EIR Review Fee
56.3240	Charges for Services - Building Permit Review
56.3250	Charges for Services - Time Extension of Permits
56.3260	Charges for Services - Precise & Specific Plan Review
56.3270	Charges for Services - Home Occupation Permits
56.3280	Charges for Services - Fire Plan Check Fee-Permit Ctr
56.3290	Charges for Services - Other Planning Fees
56.3400	Charges for Services - Building Plan Check Fees
56.3410	Charges for Services - Special Building Inspection
56.3420	Charges for Services - Reinspection Service
56.3430	Charges for Services - Residential Report
56.3440	Charges for Services - Microfilm Fee
56.3450	Charges for Services - Special Code Inspection
56.3460	Charges for Services - Other Building Fees
56.4010	Charges for Services - Bingo License Application Fee
56.4020	Charges for Services - Special Police Service Fees
56.4030	Charges for Services - Police Report Fees
56.4040	Charges for Services - Police False Alarm Fees
56.4050	Charges for Services - Vehicle Fix-it-ticket Sign Off
56.4060	Charges for Services - Fingerprint Fees
56.4070	Charges for Services - Card Room Fees
56.4080	Charges for Services - Police Photo Charges
56.4090	Charges for Services - Animal Shelter Fees
56.4100	Charges for Services - Noise Regulation Fees
56.4110	Charges for Services - Special Event - Police
56.4120	Charges for Services - Police Record Review Charges
56.4130	Charges for Services - Vehicle ID Number Check
56.4140	Charges for Services - Abandon Vehicle Abatement Fee
56.4150	Charges for Services - Firearm Dealers
56.4160	Charges for Services - Booking Fees Charges
56.4161	Charges for Services - Tobacco Retailer Lic Fee Mo. Co.
56.4170	Charges for Services - Vehicle Release Fees (Towing)
56.4180	Charges for Services - Vehicle Impound Fee (Towing)
56.4190	Charges for Services - Animal Shelter Citation Fees

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
56.4410	Charges for Services - Rural Fire Service
56.4420	Charges for Services - Emergency Medical Service
56.4430	Charges for Services - Fire Code Mandated Insp Fee
56.4440	Charges for Services - State Mandated Inspection Fees
56.4450	Charges for Services - Fire Plan Check Fee-Fire Dept
56.4460	Charges for Services - Special Fire Permits
56.4470	Charges for Services - Structural Fire Report Fees
56.4480	Charges for Services - Fireworks Fees
56.4490	Charges for Services - Fireworks Surcharge
56.4500	Charges for Services - Fire Hazard Inspection Fees
56.4505	Charges for Services - Fire Hazard Response Fee
56.4510	Charges for Services - Fire False Alarm Fees
56.4515	Charges for Services - Fire Emergency Stand By Time
56.4520	Charges for Services - Special Event - Fire
56.4530	Charges for Services - Admin Fire Citations
56.4540	Charges for Services - Fire Dept Service Charge
56.4550	Charges for Services - Outside Fire Plan Review
56.4560	Charges for Services - Fire Apparatus Fee
56.4570	Charges for Services - Other Fire Fees & Training
56.4580	Charges for Services - ALS Cost Recovery Fee
56.4590	Charges for Services - VAC Cost Recovery Fee
56.5010	Charges for Services - Subdivision Map Check Fees
56.5020	Charges for Services - Subdivision Imp Plan Check Fee
56.5030	Charges for Services - Subdivision Imp Inspection Fee
56.5040	Charges for Services - Industrial Waste Fees
56.5050	Charges for Services - Sanitary Sewer Surcharge Fees
56.5060	Charges for Services - Special Traffic Marking Reques
56.5065	Charges for Services - USA Service Fee
56.5070	Charges for Services - Routing/Escorting/Overload
56.5075	Charges for Services - FEMA
56.5080	Charges for Services - Review and Inspection Fees
56.5090	Charges for Services - Street Tree Pruning
56.5100	Charges for Services - Special Public Works Fees
56.5110	Charges for Services - Street Tree Fee
56.5120	Charges for Services - Sanitary Sewer Impact Fee
56.5130	Charges for Services - Storm Sewer Impact Fee
56.5140	Charges for Services - Neighborhood Park Impact Fee
56.5141	Charges for Services - WASP Park Impact Fee
56.5142	Charges for Services - CASP Park Impact Fee
56.5150	Charges for Services - Street/Traffic Impact Fees
56.5160	Charges for Services - Facilities Impact Fees
56.5170	Charges for Services - Annexation Impact Fees
56.5180	Charges for Services - Library Impact Fee
56.5190	Charges for Services - Fire Protection Service Fee
56.5200	Charges for Services - AutoCAD
56.6010	Charges for Services - Concessions
56.6020	Charges for Services - Sherwood Tennis Use Fees

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
56.6030	Charges for Services - Reserved Picnic Area Use Fee
56.6040	Charges for Services - Ball Field Use Fee
56.6050	Charges for Services - Youth Sports League Fees
56.6060	Charges for Services - Reimbursable Fee Activities
56.6070	Charges for Services - Community Center Rental Fees
56.6071	Charges for Services - Community Center Service Fees
56.6080	Charges for Services - Other Rec Bldg Rental Fee
56.6081	Charges for Services - Box Office Charges
56.6090	Charges for Services - Neighborhood Center Rental Fee
56.6100	Charges for Services - Recreation Facility Use Fees
56.6300	Charges for Services - Other Library Fees
56.6310	Charges for Services - Library Copying Fees
56.6320	Charges for Services - Overdue Library Fines
56.6330	Charges for Services - Lost/Damaged Material Fees
56.6340	Charges for Services - Library - Donations
56.6350	Charges for Services - Library Facility Use Fees
56.7010	Charges for Services - Vehicle Replacement Charge
56.7020	Charges for Services - Vehicle Lease Charge
56.8010	Charges for Services - Financial Assessment
56.8013	Charges for Services - Public Art Charge
56.8020	Charges for Services - Administrative Service Revenue
56.8030	Charges for Services - Sale of Printed Material
56.8035	Charges for Services - Cannabis Monitoring Fee
56.8037	Charges for Services - Monitoring Fees
56.8040	Charges for Services - Cost of Issuance/Monitoring Fees
56.8050	Charges for Services - Research Fees
56.8060	Charges for Services - Copying Fees
56.8070	Charges for Services - Holiday Parade of Lights
56.8080	Charges for Services - Airshow Charges
56.8090	Charges for Services - Parade Permit Fees
56.8100	Charges for Services - Map Sales
56.8110	Charges for Services - Rental Income
56.8120	Charges for Services - Special Events Fee
56.8130	Charges for Services - Other General Government Fees
57	Other Revenue
57.1010	Other Revenue - Workers Comp Premiums
57.1020	Other Revenue - Workers Comp Reimb
57.1030	Other Revenue - CalPERS Ind Disability Reimb
57.1040	Other Revenue - Liability Insurance
57.1050	Other Revenue - Unreimbursed Medical Contrib
57.1060	Other Revenue - Miscellaneous Insurances
57.1070	Other Revenue - Other Sources
57.1410	Other Revenue - Legal Code Enforcement Recovery
57.2010	Other Revenue - Deferred Compensation
57.2011	Other Revenue - Deferred Compensation - PY
57.2012	Other Revenue - NYL Pension Trust - Prior Year
57.2020	Other Revenue - Separations - Trust Deeds

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
57.2030	Other Revenue - Trust Deed Fee
57.2040	Other Revenue - Bond Calls
57.2041	Other Revenue - Bond Reserves
57.3010	Other Revenue - Other Loans
57.3020	Other Revenue - Housing Revolving Loans
57.3030	Other Revenue - Micro Loan Program
57.4010	Other Revenue - Donated Assets
57.5010	Other Revenue - Woodside Park Maint Assessment
57.5020	Other Revenue - Downtown Mall Maint Assessment
57.5030	Other Revenue - Airport Bus Park Maint Assess
57.5040	Other Revenue - N/E Landscape Maint Assessment
57.5050	Other Revenue - Harden Ranch Maint Assessment
57.5060	Other Revenue - Vista Nueva
57.5070	Other Revenue - Mira Monte
57.5080	Other Revenue - Monte Bella
57.5090	Other Revenue - Graffiti Removal Reimbursement
57.6010	Other Revenue - Literacy Other Contributions
57.8010	Other Revenue - Unclaimed Property Sales
57.8015	Other Revenue - PD Unclaimed Property
57.8020	Other Revenue - Surplus Property
57.8030	Other Revenue - Land & Building Sale
57.8031	Other Revenue - Land Sale
57.8040	Other Revenue - Loss/Damage Reimb
57.8050	Other Revenue - Miscellaneous Receipts
57.8060	Other Revenue - Business Impvt Dist Assess
57.8070	Other Revenue - Grants & Contributions
57.8080	Other Revenue - Miscellaneous Deposits
57.8090	Other Revenue - Spayed/Neutered Fees
57.8100	Other Revenue - Insurance Reimb
57.8110	Other Revenue - Weed Abatement Fees
57.8120	Other Revenue - Seismic Safety Fees
57.8130	Other Revenue - Fingerprint Fees-State
57.8140	Other Revenue - Subpoena-Civil
57.8150	Other Revenue - Community Center Deposits
57.8160	Other Revenue - Day Care Reimbursements
57.8170	Other Revenue - MAS - Business License Fee
57.8180	Other Revenue - Friends of the Library
57.8190	Other Revenue - Love's Stores Deposits
57.8200	Other Revenue - JPA - Grants & Contributions
57.8210	Other Revenue - County Probation Grant
57.8220	Other Revenue - SUHSD Grant
57.8230	Other Revenue - Sales Tax
57.8240	Other Revenue - SPD Asset Forfeitures
57.8250	Other Revenue - Payroll Tax
57.8260	Other Revenue - Mobilehome Registration Fees
57.8270	Other Revenue - Police Evidence Room Safe
57.8280	Other Revenue - Sherwood Hall Deposits

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
57.8285	Other Revenue - Contributions & Donations
57.8290	Other Revenue - Library Donations
57.8300	Other Revenue - Literacy Donations
57.8310	Other Revenue - Library Misc Oper
57.8320	Other Revenue - California Endowment
57.8330	Other Revenue - Youth Alternative to Violence
57.8340	Other Revenue - Assistance to Firefighter AFG
57.8350	Other Revenue - SRA Contribution
57.8360	Other Revenue - Monterey One Water (MRWPCA) Fees
57.8370	Other Revenue - Prepaid Buidling Fees
57.8380	Other Revenue - Monterey County Friday Night
57.8390	Other Revenue - CLSA Families for Literacy
57.8400	Other Revenue - Mo Co Behavioral Health - Prev
57.8410	Other Revenue - City Contribution
57.8415	Other Revenue - Other Agency Contribution
57.8420	Other Revenue - Airport Contribution
57.8430	Other Revenue - Harden Foundation Grant
57.8440	Other Revenue - Icma/MM/Taxes W/H
57.8450	Other Revenue - NGEN Receipts
57.8460	Other Revenue - Inclusionary Housing
57.8470	Other Revenue - Building Standards Admin Fees
57.8480	Other Revenue - Cal Ema PSN
57.8490	Other Revenue - Animal Shelter Donations
57.8500	Other Revenue - Spay/Neuter Voucher Prog
57.8510	Other Revenue - KDF Tenant Services
57.8520	Other Revenue - Fire Training
57.8530	Other Revenue - Body Worn Cameras (MPF)
57.8540	Other Revenue - Public Agency Dues
57.8550	Other Revenue - EZ Voucher Fees
57.8560	Other Revenue - Airport Cardlock Deposits
57.8570	Other Revenue - Deposits-Permit Center
57.8575	Other Revenue - Deposits-Public Works
57.8580	Other Revenue - Deposits-Planning
57.8590	Other Revenue - Dependent Care Contributions
57.8600	Other Revenue - Health Ins
57.8605	Other Revenue - PERS Retirement Cost Share
57.8610	Other Revenue - Dental Ins
57.8620	Other Revenue - Vision Ins
57.8630	Other Revenue - TID - Welcome Center
57.8640	Other Revenue - Regional Dev Impact Fee
57.8650	Other Revenue - Mo.Co.Tourism Hotel Impvt Dist
57.8660	Other Revenue - County Drug Grant
58	Other Financing Sources
58.8010	Other Financing Sources - Loans/Lease Proceeds
58.8011	Other Financing Sources - Loan Proceeds
58.8013	Other Financing Sources - Bond Proceeds
58.8020	Other Financing Sources - Bond Premium

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
90	Transfers In
90.1000	Transfers In - General Fund
90.1100	Transfers In - Measure E
90.1200	Transfers In - Measure G
90.1300	Transfers In - Measure X
90.2032	Transfers In - Dev Fees - Park & Playgrounds
90.2104	Transfers In - Airport Bus Park Maint Dist
90.2105	Transfers In - N.E. Landscape MD
90.2106	Transfers In - Harden ranch M.D.
90.2107	Transfers In - Vista Nueva M.D.
90.2108	Transfers In - Miramonte Landscape M.D.
90.2109	Transfers In - Monte Bella Maint District
90.2202	Transfers In - Supp Law Enforcement
90.2301	Transfers In - Dev Fees - Storm & Sewer
90.2302	Transfers In - Dev Fees - Park & Playgrounds
90.2303	Transfers In - Dev Fees - Library
90.2305	Transfers In - Dev Fee - Annexations
90.2306	Transfers In - Dev Fees - Arterial
90.2307	Transfers In - Development Fees - Fire
90.2401	Transfers In - Gas Tax - 2107
90.2402	Transfers In - Gas Tax - 2106
90.2403	Transfers In - Gas Tax - 2105
90.2404	Transfers In - Gas Tax - Motor Vehicle Fuel Tax
90.2501	Transfers In - Emergency Medical Services
90.2502	Transfers In - Asset Seizure
90.2503	Transfers In - Traffic Safety
90.2505	Transfers In - Rec Park Fund
90.2506	Transfers In - PEG
90.2508	Transfers In - Contributions & Donations
90.2510	Transfers In - Measure X - TAMC
90.2511	Transfers In - SB1 Road Maintenance & Rehab
90.2602	Transfers In - HAS - Affordable Housing
90.2910	Transfers In - CDBG
90.2911	Transfers In - CDBG - Covid 19
90.2940	Transfers In - Emergency Solutions Grant HUD
90.2941	Transfers In - Emergency Solutions Grant-COC
90.2942	Transfers In - CA Emergency Solutions & Housing
90.2943	Transfers In - ESG-CV HUD
90.3106	Transfers In - Homeland Security
90.3111	Transfers In - SAFER
90.3113	Transfers In - Relocation and Contingencies
90.3115	Transfers In - Asst to Firefighters Grant
90.3116	Transfers In - COPS NGEN Grant
90.3182	Transfers In - DOJ Office of Justice Program
90.3256	Transfers In - First Five Monterey Co
90.3282	Transfers In - BSCC-Board of St&Comm Correction
90.3910	Transfers In - CARES Act

CHART OF ACCOUNTS – REVENUE BY OBJECT

Account Number	Description
90.4101	Transfers In - 1997 COPs
90.4103	Transfers In - Steinbeck COP
90.4104	Transfers In - 2014 COP Consolidated
90.4108	Transfers In - Energy Improvement
90.4109	Transfers In - 2015 Refunding COP 2005 A & B
90.4203	Transfers In - Assessment District Reserve
90.5102	Transfers In - Federal Aid - Airport
90.5201	Transfers In - Spec Const Assist - Fed, State
90.5202	Transfers In - from Special Const Assist-Bond
90.5203	Transfers In - Spec Const Assist - Other
90.5300	Transfers In - Assessment District - Projects
90.5301	Transfers In - 2019 Spec Tax Bond Monte Bella
90.5302	Transfers In - 2019 Spec Tax Bond Monte Bella 2
90.5303	Transfers In - 2019 Spec Tax Monte Bella 3
90.5800	Transfers In - to Capital Projects
90.6100	Transfers In - Airport Fund
90.6200	Transfers In - Industrial Waste
90.6301	Transfers In - Fairways Golf Course
90.6302	Transfers In - Twin Creek Golf Course
90.6400	Transfers In - Sewer Fund
90.6500	Transfers In - Storm Sewer (NPDES)
90.6600	Transfers In - Crazy Horse Landfill
90.6801	Transfers In - Downtown Parking
90.6803	Transfers In - Parking Enforcement
90.6900	Transfers In - Permit Services
90.8104	Transfers In - Economic Development
90.8106	Transfers In - Flexible Spending
90.8107	Transfers In - Cafeteria Benefits
90.8701	Transfers In - Deferred Comp - Trust Deeds
90.8702	Transfers In - Deferred Comp - Separations
90.8801	Transfers In - Trust Deposits
90.8802	Transfers In - Community Center Deposits
90.8803	Transfers In - Sherwood Hall Deposits
90.8806	Transfers In - Sales Tax
90.8807	Transfers In - Payroll Deposits Fund
90.8808	Transfers In - KDF Los Padres
90.8914	Transfers In - RORF-Redev Obligation Retirement
90.8915	Transfers In - Successor Agency

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
61	Salaries & Benefits
61.1100	Salaries & Benefits - Regular Pay
61.1104	Salaries & Benefits - Regular Pay - Cost Recovery
61.1140	Salaries & Benefits - Regular Pay-Special Events
61.1200	Salaries & Benefits - Annual Leave
61.1210	Salaries & Benefits - Annual Leave Accrued
61.1220	Salaries & Benefits - Annual Leave Buy Back
61.1300	Salaries & Benefits - Sick
61.1310	Salaries & Benefits - Workers Compensation
61.1400	Salaries & Benefits - Holiday
61.1410	Salaries & Benefits - Holiday-Floating
61.1500	Salaries & Benefits - Paid Time Leave Used
61.1510	Salaries & Benefits - Paid Time Leave Earned
61.2000	Salaries & Benefits - Temporary Pay
61.2140	Salaries & Benefits - Temporary Pay - Special Events
61.3000	Salaries & Benefits - Overtime - Regular
61.3010	Salaries & Benefits - Overtime - Court
61.3020	Salaries & Benefits - Overtime -Call Back
61.3030	Salaries & Benefits - Overtime Payroll-Temp
61.3040	Salaries & Benefits - Overtime - Holiday
61.3050	Salaries & Benefits - Overtime - Mtg/Trng
61.3060	Salaries & Benefits - Overtime - Explorers
61.3070	Salaries & Benefits - Overtime-FLSA
61.3080	Salaries & Benefits - Overtime Payroll
61.3090	Salaries & Benefits - Overtime Payroll
61.3091	Salaries & Benefits - OT Motorcycle Safety - Sat
61.3092	Salaries & Benefits - OT Motorcycle Safety - Operating
61.3100	Salaries & Benefits - Overtime Payroll
61.3110	Salaries & Benefits - Overtime Payroll
61.3120	Salaries & Benefits - OT Spec Events - Other
61.3130	Salaries & Benefits - OT - Violence/Crime Response
61.3140	Salaries & Benefits - OT - Spec Events
61.3144	Salaries & Benefits - O/T - Cost Recovery
61.3150	Salaries & Benefits - Background Investigations
61.3160	Salaries & Benefits - Rangemaster
61.3190	Salaries & Benefits - Overtime Call Back CSI
61.3200	Salaries & Benefits - Overtime Call Back Lab
61.3220	Salaries & Benefits - Overtime-Hold Over
61.3230	Salaries & Benefits - Overtime - Traffic Enforcement
61.3240	Salaries & Benefits - Overtime - Distracted Driving
61.3250	Salaries & Benefits - Overtime - Other
61.3260	Salaries & Benefits - Overtime Tac/Med
61.3270	Salaries & Benefits - Overtime Tac/Med Training
61.3280	Salaries & Benefits - Homeless
61.3285	Salaries & Benefits - Special Investigations
61.3290	Salaries & Benefits - Fire Incident Ext Past 0800
61.3300	Salaries & Benefits - OES Training

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
61.3320	Salaries & Benefits - OT - Out of County
61.3330	Salaries & Benefits - OT - Minimum Staffing
61.3350	Salaries & Benefits - OT - Emergency Callback
61.3360	Salaries & Benefits - OT - HazMat
61.3370	Salaries & Benefits - OT - Fire
61.3440	Salaries & Benefits - Overtime - DO NOT USE Ciclovía
61.4000	Salaries & Benefits - Reimbursable Payroll Costs
61.4010	Salaries & Benefits - Health Club/Fitness Bonus
61.4020	Salaries & Benefits - Termination Payroll Costs
61.4030	Salaries & Benefits - Merit Bonus
61.4040	Salaries & Benefits - Termination-Vacation
61.4050	Salaries & Benefits - Termination-Other
61.4060	Salaries & Benefits - Other Payroll Costs
61.4061	Salaries & Benefits - Grant Match Payroll & Benefits
61.4062	Salaries & Benefits - Police Recruiting Incentive
61.4063	Salaries & Benefits - MOU Bonus
61.4064	Salaries & Benefits - Recruiting Incentive (Other)
61.4065	Salaries & Benefits - Essential Worker Premium Pay
61.7000	Salaries & Benefits - Flexible Leave
61.7010	Salaries & Benefits - Administrative Leave
61.7020	Salaries & Benefits - Cafeteria Plan
61.7030	Salaries & Benefits - Management Leave
61.7040	Salaries & Benefits - Deferred Comp - Directors
61.7050	Salaries & Benefits - Residential/Conf Stipends
61.7060	Salaries & Benefits - Other Compensation
61.7070	Salaries & Benefits - Health Savings Acct-RHS
61.8010	Salaries & Benefits - Uniform Allowance
61.8020	Salaries & Benefits - Auto Allowance
61.8210	Salaries & Benefits - OASDI
61.8220	Salaries & Benefits - PERS-Normal Cost
61.8221	Salaries & Benefits - PERS-UAL
61.8230	Salaries & Benefits - New York Life
61.8240	Salaries & Benefits - ICMA
61.8250	Salaries & Benefits - Medicare
61.8300	Salaries & Benefits - Health Insurance-City
61.8310	Salaries & Benefits - Health,Dental,Vis - Firefighters
61.8320	Salaries & Benefits - Health Ins - PS Retirees
61.8330	Salaries & Benefits - Health Ins-PERS
61.8340	Salaries & Benefits - Health Insurance - Cobra
61.8341	Salaries & Benefits - EAP Concern
61.8350	Salaries & Benefits - Dental Insurance
61.8360	Salaries & Benefits - Vision Insurance
61.8400	Salaries & Benefits - Health Insurance - Admin Fee
61.8410	Salaries & Benefits - Health Ins - Severance Benefit
61.8420	Salaries & Benefits - Post Employment Health Benefit
61.8430	Salaries & Benefits - PERS Retirees PEMHCA MinER Contr
61.8431	Salaries & Benefits - NonPERS Retirees PEMHCA Min Cont

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

Account Number	Description
61.8440	Salaries & Benefits - Health Ins- IAFF Concession
61.8500	Salaries & Benefits - Life Insurance
61.8510	Salaries & Benefits - Life Insurance-Firefighters
61.8600	Salaries & Benefits - Long-Term Disability
61.8610	Salaries & Benefits - Long Term Dis - Firefighters
61.8620	Salaries & Benefits - Long Term Dis - Police Officers
61.8630	Salaries & Benefits - Workers Compensation Premiums
61.8635	Salaries & Benefits - Refund PERS Member Contribution
61.8700	Salaries & Benefits - Overtime Meals
61.8710	Salaries & Benefits - Unemployment
61.8720	Salaries & Benefits - Employee Concessions
61.8800	Salaries & Benefits - Deferred Comp - Withdrawals
61.8900	Salaries & Benefits - NYL Pension Trust - Withdrawals
61.9960	Salaries & Benefits - Vacancy Factor
61.9970	Salaries & Benefits - Frozen - Vacant
61.9980	Salaries & Benefits - Furlough Pay
61.9990	Salaries & Benefits - CIP/Program Reg Salary Deduct
61.9991	Salaries & Benefits - Deduct Recruiting Incentive
61.9992	Salaries & Benefits - Regular Pay-CIP Budget Only
62	Supplies & Materials
62.1000	Supplies & Materials - Office Supplies
62.1010	Supplies & Materials - Toners
62.1200	Supplies & Materials - Printing Costs
62.1500	Supplies & Materials - Other Office Supplies
62.2000	Supplies & Materials - Building Maintenance Supplies
62.2010	Supplies & Materials - Vehicle Maintenance Supplies
62.2020	Supplies & Materials - Equipment Maintenance Supplies
62.2030	Supplies & Materials - Parks Materials
62.2100	Supplies & Materials - Janitorial-Supplies
62.2110	Supplies & Materials - Health & Safety Supplies
62.2120	Supplies & Materials - Medical Supplies
62.2200	Supplies & Materials - Lights-Supplies
62.2300	Supplies & Materials - Rolling Stock-Supplies
62.2310	Supplies & Materials - Rolling Stock-Supplies
62.2320	Supplies & Materials - Rolling Stock-Supplies
62.2400	Supplies & Materials - Fixed Equipment-Supplies
62.2500	Supplies & Materials - Other R & M Supplies
62.3100	Supplies & Materials - Fuel - Diesel
62.3200	Supplies & Materials - Fuel - Unleaded
62.3300	Supplies & Materials - Fuel - Unleaded Plus
62.3400	Supplies & Materials - Oils And Lubricants
62.4000	Supplies & Materials - Small Tools & Equipment
62.4100	Supplies & Materials - Power Equip
62.4200	Supplies & Materials - Hand Tools
62.4300	Supplies & Materials - Other Tools & Equip
62.5100	Supplies & Materials - Safety Clothing
62.5110	Supplies & Materials - Laundry Service

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
62.5120	Supplies & Materials - Other clothing & Equip
62.5130	Supplies & Materials - Other clothing & equip-SWAT
62.5200	Supplies & Materials - Safety Equipment
62.5210	Supplies & Materials - Fire Hose & Nozzle Replacement
62.6000	Supplies & Materials - Street Materials
62.6100	Supplies & Materials - Asphalt & Paving
62.6300	Supplies & Materials - Sand & Gravel
62.6400	Supplies & Materials - Traffic & Safety Supplies
62.6500	Supplies & Materials - Other Street Materials
62.6600	Supplies & Materials - Pesticides
62.6700	Supplies & Materials - Other Chemicals
62.7000	Supplies & Materials - Books and Publications
62.7100	Supplies & Materials - Books
62.7120	Supplies & Materials - Bilingual Books
62.7130	Supplies & Materials - Leased Books
62.7190	Supplies & Materials - Friends of the Library-Misc
62.7200	Supplies & Materials - Periodicals
62.7210	Supplies & Materials - Publications & Trade Journals
62.7220	Supplies & Materials - A - V Materials
62.8000	Supplies & Materials - Special Dept Supplies
62.8004	Supplies & Materials - Library Programming Supplies
62.8005	Supplies & Materials - Fireworks Surcharge
62.8010	Supplies & Materials - E-Resources
62.8350	Supplies & Materials - Crime Lab Spec Dept Supplies
62.8510	Supplies & Materials - IT Communications Hardware
62.8520	Supplies & Materials - Computer Supplies & Hardware
62.8530	Supplies & Materials - Computer Aided Design
62.8540	Supplies & Materials - Mobile Data
62.8550	Supplies & Materials - Mobile Data Software
62.8990	Supplies & Materials - Special Dept Supplies-Deduct
63	Outside Services
63.1000	Outside Services - Communications
63.1020	Outside Services - NGEN Operation & Maintenance
63.1030	Outside Services - 911 System
63.1040	Outside Services - ACJIS
63.1050	Outside Services - Internet/Cable
63.1060	Outside Services - False Alarm Outsource Charges
63.1070	Outside Services - Tel/Siemens ABN-AMRO
63.1080	Outside Services - 911/MDT Maintenance & Support
63.1081	Outside Services - MRWPCA Wash Water
63.1100	Outside Services - Telephone-Basic Rental
63.1110	Outside Services - City Wide Technology Maint
63.1120	Outside Services - IT Communications
63.1150	Outside Services - Leased Lines
63.1160	Outside Services - Cell Phones
63.1180	Outside Services - Pagers
63.1200	Outside Services - Telephone

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
63.1210	Outside Services - Mobile Data Connections
63.1300	Outside Services - Telegram-Telex-Teletype
63.1350	Outside Services - Communications
63.1400	Outside Services - Postage
63.2010	Outside Services - Water
63.2020	Outside Services - Gas
63.2030	Outside Services - Electricity
63.2060	Outside Services - Electricity -Street Lights
63.2070	Outside Services - Electricity - Traffic Signal
63.2100	Outside Services - Sewerage - MRWPCA
63.2110	Outside Services - Refuse
63.2200	Outside Services - Other Utilities
63.3010	Outside Services - Rents
63.3012	Outside Services - Facility Expense
63.3040	Outside Services - Capital Leases
63.3050	Outside Services - Leases
63.3100	Outside Services - Rent - Land
63.3200	Outside Services - Rent - Building
63.3220	Outside Services - Rent-Expo Site
63.3300	Outside Services - Rent - Equipment
63.3310	Outside Services - Rent - Copier
63.4010	Outside Services - Maint & Repairs Aquatic Center
63.4100	Outside Services - Maint & Repairs - Bldg & Grounds
63.4200	Outside Services - Maint & Repairs- Furn & Fixtures
63.4300	Outside Services - Maint & Repairs - Equipment
63.4400	Outside Services - Maint & Repairs - Auto & Truck
63.4500	Outside Services - Maintenance - Janitorial
63.4600	Outside Services - Maintenance - Radios
63.4700	Outside Services - Maint & Repairs - Traffic Signal
63.4900	Outside Services - Maintenance & Repairs- Others
63.4980	Outside Services - Maintenance - Software
63.5010	Outside Services - Professional Services
63.5030	Outside Services - Grant Writing/Service Fees
63.5040	Outside Services - Events
63.5050	Outside Services - PD/Q Prog-Business Attraction
63.5060	Outside Services - Custodian Fees on Investments
63.5100	Outside Services - Legal Services
63.5105	Outside Services - Legal Svcs Code Enforcement
63.5200	Outside Services - Audit Services
63.5210	Outside Services - Muni Services B/L & UUT Audits
63.5220	Outside Services - Cannabis Monitoring
63.5260	Outside Services - DCI
63.5270	Outside Services - Contract Out Senior Planner
63.5280	Outside Services - P-Bid Study and Formation
63.5300	Outside Services - Architectural Services
63.5380	Outside Services - Interpreting Services
63.5390	Outside Services - Labor Relations

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
63.5400	Outside Services - Engineering Services
63.5460	Outside Services - Inspection Services
63.5500	Outside Services - Appraisal Services
63.5540	Outside Services - Storm Water Monitoring Service
63.5600	Outside Services - Medical Exams
63.5650	Outside Services - Recruitment
63.5700	Outside Services - Plan Checks
63.5710	Outside Services - Contract Inspection
63.5720	Outside Services - Rehab Loan Initial Charges
63.5730	Outside Services - Real Estate/Title/Escrow Servs
63.5810	Outside Services - Community Center Programs
63.5820	Outside Services - Rec Centers & Playgrounds
63.5830	Outside Services - Sports & Aquatics Programs
63.5831	Outside Services - Aquatic Center Security
63.5840	Outside Services - Prevention Programs
63.5900	Outside Services - Other Professional Services
63.5901	Outside Services - GASB Actuarial
63.5905	Outside Services - Boots Road
63.5906	Outside Services - Granicus
63.5910	Outside Services - E-Resources Services
63.6010	Outside Services - Other Outside Services
63.6020	Outside Services - Sponsorships
63.6030	Outside Services - Weed Abatement Services
63.6060	Outside Services - Polygraph Services
63.6070	Outside Services - Consulting Services
63.6080	Outside Services - Bank Charges
63.6100	Outside Services - Outside Printing
63.6200	Outside Services - Fundraising Events
64	Other Charges
64.1000	Other Charges - Administrative Overhead
64.1005	Other Charges - Public Art Charge
64.1010	Other Charges - Advertising
64.1020	Other Charges - Marketing
64.1030	Other Charges - Due to Monterey County
64.1100	Other Charges - Legal Publications
64.1200	Other Charges - Advertising - Recruitment
64.1900	Other Charges - Advertising - Other
64.2000	Other Charges - Travel, Conferences, Meetings
64.2010	Other Charges - Travel
64.2100	Other Charges - Travel-Mayor
64.2110	Other Charges - Travel-Council District 1
64.2120	Other Charges - Travel-Council District 2
64.2130	Other Charges - Travel-Council District 3
64.2140	Other Charges - Travel-Council District 4
64.2150	Other Charges - Travel-Council District 5
64.2160	Other Charges - Travel-Council District 6
64.2500	Other Charges - Training

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
64.2550	Other Charges - Tuition Reimbursement
64.2560	Other Charges - Kauffman Training Assistance
64.4040	Other Charges - New York Life Pension ER Contrib
64.4045	Other Charges - New York Life Pension Misc
64.4050	Other Charges - Insurance
64.4200	Other Charges - Liability Claims/Legal Defense
64.4210	Other Charges - Liability Claims Admin
64.4220	Other Charges - Excess Liability Insurance
64.4400	Other Charges - Unemployment Claims
64.4490	Other Charges - Other Insurance
64.4530	Other Charges - Biennial Physicals
64.4540	Other Charges - COBRA Administration
64.4550	Other Charges - Employee Physicals
64.4560	Other Charges - DMV & Immunizations
64.4570	Other Charges - DOT Testing
64.4580	Other Charges - Employee Assistance Program
64.4600	Other Charges - Workers Comp Claims
64.4610	Other Charges - Workers Comp Admin
64.4620	Other Charges - Excess Workers Comp Insurance
64.4630	Other Charges - Relocation-Moving Expenses
64.4640	Other Charges - CalPERS Ind Disability Advance
64.4650	Other Charges - Health Insurance Excess
64.4700	Other Charges - Unreimbursed Medical Expenses
64.4710	Other Charges - Dependent Care Expenses
64.5120	Other Charges - Tax Administration
64.5300	Other Charges - Contribution to SUBA
64.5310	Other Charges - Contribution to Oldtown
64.5320	Other Charges - Contributions to Other Agencies
64.5325	Other Charges - Deferred City Fees
64.5330	Other Charges - TOT Tax Sharing
64.5360	Other Charges - Sales Tax Incentive Program
64.5370	Other Charges - Contribution to Acosta Plaza
64.5400	Other Charges - Refunds & Reimbursements
64.5405	Other Charges - Employee Cost Reimbursements
64.5410	Other Charges - Agency Reimbursement
64.5412	Other Charges - Agency Fees
64.5415	Other Charges - Miscellaneous Expenditures
64.5420	Other Charges - Asset Forfeiture Refunds
64.5500	Other Charges - Membership & Dues
64.5510	Other Charges - Waste Discharge Fee
64.5520	Other Charges - Permit Fees
64.5530	Other Charges - Licenses
64.5540	Other Charges - Taxes
64.5550	Other Charges - Sales Tax
64.5560	Other Charges - Field Trips/Other Activities
64.5800	Other Charges - Rounding
64.5810	Other Charges - Relocation & Contingency

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
64.5820	Other Charges - Contingencies
64.5830	Other Charges - Cost Recovery
64.6000	Other Charges - El Grito Festival
64.6010	Other Charges - Rodeo
64.6020	Other Charges - Carnival
64.6021	Other Charges - Fourth of July Fireworks
64.6030	Other Charges - Kiddie Kapers
64.6040	Other Charges - California Air Show
64.6050	Other Charges - Ciclovía
64.6060	Other Charges - Parade of Lights
64.6070	Other Charges - CARR Lake
64.6080	Other Charges - Salinas Valley Promise
64.7000	Other Charges - FORA
64.7001	Other Charges - Ground Water Sustainability JPA
64.7002	Other Charges - Monterey Bay Housing Trust
64.7010	Other Charges - National League of Cities
64.7020	Other Charges - Association Memberships
64.7030	Other Charges - League Of Calif Cities
64.7040	Other Charges - Chamber of Commerce
64.7045	Other Charges - Sister City Association
64.7050	Other Charges - Economic Development Corp.
64.7051	Other Charges - Other Econ Development Incentive
64.7060	Other Charges - Legislative Advocacy
64.7070	Other Charges - AMBAG
64.7080	Other Charges - LAFCO
64.7090	Other Charges - PERS Coalition
64.7100	Other Charges - Air District
64.7110	Other Charges - Cable TV Taping (MCOE)
64.7120	Other Charges - Convention & Visitors Bureau
64.7130	Other Charges - California Welcome Center
64.7140	Other Charges - Girls Inc of the Central Coast
64.7150	Other Charges - Mo. Co. Cities Association
64.7160	Other Charges - Special Comm Events-City Sponsor
64.7161	Other Charges - Food & Wine Festival
64.7162	Other Charges - Veterans Day Parade
64.7163	Other Charges - Founder's Day Event
64.7170	Other Charges - Neighborhoods
64.7180	Other Charges - Recognition
64.7190	Other Charges - Youth Commision
64.7200	Other Charges - Mayor's Recognitions
64.7210	Other Charges - Community Circles
64.7220	Other Charges - Sun Street Center
64.7230	Other Charges - Reimb Cost of Repair Damaged Str
64.9999	Other Charges - Special Events - City Contrib
65	Debt Service
65.1000	Debt Service - Bond-Principal
65.1030	Debt Service - Principal on Loans/Leases

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

Account Number	Description
65.2000	Debt Service - Bond-Interest
65.2030	Debt Service - Interest on Loans/Leases
65.3000	Debt Service - Paying Agent Fees
65.3010	Debt Service - Cost of Issuance
65.3030	Debt Service - Refunding Debt
65.3040	Debt Service - Refunding Debt - Future Interest
66	Capital Outlays
66.1000	Capital Outlays - Land
66.2000	Capital Outlays - Buildings
66.3000	Capital Outlays - Building Improvements
66.3010	Capital Outlays - Remodeling & Alteration
66.3500	Capital Outlays - Acquisition/Predevelopment
66.3600	Capital Outlays - Contribution - Bldg Construction
66.3601	Capital Outlays - Contribution - Fixed Assets
66.4000	Capital Outlays - Improvements
66.5000	Capital Outlays - Other Equipment
66.5010	Capital Outlays - Mach, Furniture & Equip
66.5100	Capital Outlays - Machinery
66.5200	Capital Outlays - Furniture
66.5300	Capital Outlays - Office Equipment
66.5400	Capital Outlays - Equipment
66.5410	Capital Outlays - Audio/Digital/Video Equipment
66.5420	Capital Outlays - Digital Equipment
66.5430	Capital Outlays - Telephone Equipment
66.5440	Capital Outlays - Radio Equipment
66.5445	Capital Outlays - Capital Outlay Equip Insurance
66.5500	Capital Outlays - Vehicles
66.5510	Capital Outlays - Lease Vehicle Charges
66.5540	Capital Outlays - Police Vehicles (Insurance)
66.5550	Capital Outlays - Police Equipment
66.5560	Capital Outlays - Body Worn Cameras
66.5570	Capital Outlays - SCBA's
66.5580	Capital Outlays - EMS PPE
66.5600	Capital Outlays - Radio Equipment-Other Agencies
66.5610	Capital Outlays - Radio Equipment-City
66.5720	Capital Outlays - Infrastructure-City
66.5730	Capital Outlays - Infrastructure-County
66.5800	Capital Outlays - Computer Software
66.5810	Capital Outlays - Computer Equipment
67	Stores Sales
67.0000	Stores Sales - Stores Sales
67.1000	Stores Sales - Stores Purchases
68	Deferred Comp
68.1010	Deferred Comp - Def Comp TD Costs/Losses On Inv
68.1020	Deferred Comp - Def Comp - Trust Deed Mgmt Fee
68.1030	Deferred Comp - Deferred Comp Refunds
68.1040	Deferred Comp - Def Comp Interagency Transfer

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
68.1050	Deferred Comp - T/D Separation
69	Financial Assistance
69.1010	Financial Assistance - Housing Rehab-Direct Loans
69.1020	Financial Assistance - Housing Rehab-Deferred Loans
69.1030	Financial Assistance - Housing Rehab-HAA Grants
69.1040	Financial Assistance - FTHB-Down Pymt Assist
69.1050	Financial Assistance - Downtown Outdoor Dining Forgivab
69.1060	Financial Assistance - AVP Commercial Façade Impvt Prog
69.1070	Financial Assistance - Business Marketing & Tech Grants
69.1100	Financial Assistance - Housing Rehab-Lead Base
69.1110	Financial Assistance - Contrib/Reimb to Other Agencies
69.1120	Financial Assistance - Legal Services for Seniors
69.1130	Financial Assistance - City Grant Cost Share
69.1200	Financial Assistance - Alliance on Aging
69.1210	Financial Assistance - AmeriCorps Vista
69.1220	Financial Assistance - Boys and Girls Clubs
69.1221	Financial Assistance - Girls Inc of the Central Coast
69.1230	Financial Assistance - CA Partnership for Safe Comm
69.1240	Financial Assistance - CASP
69.1250	Financial Assistance - Central Coast Ctr. Independent
69.1260	Financial Assistance - Central Coast HIV/(John XXIII)
69.1262	Financial Assistance - Community Homeless Solutions
69.1263	Financial Assistance - Coalition of Homeless Service
69.1264	Financial Assistance - Step Up on Second Street
69.1265	Financial Assistance - Bay Area Community Services
69.1270	Financial Assistance - Comm Human Services Project
69.1280	Financial Assistance - CSUMB
69.1290	Financial Assistance - First Mayor's House
69.1300	Financial Assistance - Food Bank
69.1310	Financial Assistance - Franciscan Workers
69.1320	Financial Assistance - Gateway Apartments
69.1330	Financial Assistance - Girl Scouts of Monterey Bay
69.1340	Financial Assistance - Green Vehicles
69.1350	Financial Assistance - Grid Alternatives
69.1351	Financial Assistance - Multi Family Housing
69.1360	Financial Assistance - Grow Salinas
69.1361	Financial Assistance - Eden Council Hope & Opportunity
69.1370	Financial Assistance - Housing Resource Center
69.1380	Financial Assistance - Housing Resource Ctr of MoCo
69.1385	Financial Assistance - Catholic Charities
69.1390	Financial Assistance - Interim-Mental Health Wellness
69.1400	Financial Assistance - Lagunas Haciendas
69.1402	Financial Assistance - Lagunas Haciendas Phase 3
69.1410	Financial Assistance - Legal Services for Seniors
69.1420	Financial Assistance - Meals on Wheels
69.1421	Financial Assistance - Methodist Church
69.1430	Financial Assistance - Monterey Co-Sheriff's Office

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
69.1440	Financial Assistance - Monterey County
69.1450	Financial Assistance - Monterey County Dist Atty
69.1460	Financial Assistance - Monterey County Probation Dept
69.1461	Financial Assistance - Monterey Co Office of Education
69.1470	Financial Assistance - NCCD
69.1480	Financial Assistance - Ombudsman (Alliance on Aging)
69.1490	Financial Assistance - Partners for Peace
69.1500	Financial Assistance - Peacock Acres Inc.
69.1510	Financial Assistance - Project Sentinel
69.1511	Financial Assistance - Rancho Cielo
69.1512	Financial Assistance - CA Youth Outreach
69.1520	Financial Assistance - Rebuilding Together
69.1530	Financial Assistance - Salinas Police Activity League
69.1531	Financial Assistance - Salvation Army
69.1532	Financial Assistance - Salinas Regional Board Authority
69.1533	Financial Assistance - San Benito County
69.1534	Financial Assistance - YWCA Monterey County
69.1535	Financial Assistance - Natividad Medical Foundation
69.1536	Financial Assistance - Downtown Street Team
69.1540	Financial Assistance - Second Chance Youth Program
69.1550	Financial Assistance - Shelter Outreach Plus (ESG)
69.1560	Financial Assistance - Steinbeck Cluster
69.1570	Financial Assistance - Suicide Prev. & Crisis Center
69.1580	Financial Assistance - Sunrise House JPA
69.1582	Financial Assistance - Sun Street Center
69.1590	Financial Assistance - United Farm Workers Foundation
69.1600	Financial Assistance - Vista De La Terraza
69.1610	Financial Assistance - Vista de la Terraza (Carr Ave)
69.1620	Financial Assistance - Wesley Oaks Subdivision
69.1630	Financial Assistance - YWCA of Monterey County
69.1640	Financial Assistance - Monterey College of Law
69.1650	Financial Assistance - Rental Assistance
69.1660	Financial Assistance - Utility Assistance
69.7140	Financial Assistance - Girls Inc of Central Coast
95	Transfers Out
95.1000	Transfers Out - General Fund
95.1100	Transfers Out - Measure E
95.2306	Transfers Out - Dev Fees - Arterial
95.2404	Transfers Out - Gas Tax - Motor Vehicle Fuel Tax
95.2501	Transfers Out - Emergency Medical Service Fund
95.2503	Transfers Out - Traffic Safety
95.2504	Transfers Out - Vehicle Abatement
95.2508	Transfers Out - Contributions & Donations
95.2509	Transfers Out - KDF Los Padres Dev Social Svcs
95.2602	Transfers Out - HSA - Affordable Housing
95.2910	Transfers Out - Community Development
95.2930	Transfers Out - Home Investment Partnership

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
95.2941	Transfers Out - Emergency Solutions Grant-COC
95.2943	Transfers Out - ESG-CV HUD
95.3106	Transfers Out - Homeland Security
95.3109	Transfers Out - Police Reimbursable Costs
95.3115	Transfers Out - Assistance to Firefighters
95.3156	Transfers Out - Pedestrian & Bike Safety Program
95.3256	Transfers Out - First Five Monterey County
95.3281	Transfers Out - CalGRIP 821-14 &15
95.3282	Transfers Out - BSCC-Board of St&Comm Correction
95.3315	Transfers Out - Public Works Awards & Contrib
95.4101	Transfers Out - 1997 COPs
95.4102	Transfers Out - 1999 COPs
95.4103	Transfers Out - Steinbeck Ctr Debt Service
95.4104	Transfers Out - 2014 COP Consolidation
95.4106	Transfers Out - 2018 Lease - Public Safety Bldg
95.4107	Transfers Out - Measure X Bonds
95.4108	Transfers Out - Energy Efficient Debt Svc
95.4109	Transfers Out - 2015 Refunding COP 2005 A & B
95.4110	Transfers Out - 2018 Lease-El Gabilan Library
95.4111	Transfers Out - Lease Rev Ref 2020A - Energy
95.4112	Transfers Out - Lease Rev Ref 2020A - SVSWA
95.4202	Transfers Out - Assessment District Debt Svc
95.4204	Transfers Out - 2019 Spec Tax Bond Monte Bella
95.4205	Transfers Out - 2019 Spec Tax Monte Bella No. 2
95.4206	Transfers Out - 2019 Spec Tax Monte Bella No. 3
95.5201	Transfers Out - Special Const Assist - Fed,State
95.5202	Transfers Out - Special Const Assist - Bonds
95.5203	Transfers Out - Special Const Assist - Others
95.5800	Transfers Out - to Capital Projects
95.6100	Transfers Out - Municipal Airport
95.6200	Transfers Out - Industrial Waste
95.6302	Transfers Out - Twin Creek Golf Course
95.6500	Transfers Out - Storm Sewer (NPDES)
95.6801	Transfers Out - Downtown Parking District
95.6803	Transfers Out - Parking Enforcement
95.6900	Transfers Out - Permit Services
95.7101	Transfers Out - Int Serv - Administration
95.7102	Transfers Out - Int Serv - Insurances
95.7103	Transfers Out - Int Serv - Workers Comp
95.7104	Transfers Out - Int Serv - General Liability
95.7120	Transfers Out - Int Serv - Fleet Maint
95.7121	Transfers Out - Vehicle Replacement
95.8702	Transfers Out - Deferred Comp Separations
95.8704	Transfers Out - Deferred Comp - CCFCU
95.8801	Transfers Out - Trust Deposits
95.8802	Transfers Out - Community Center Deposits
95.8806	Transfers Out - Sales Tax

CHART OF ACCOUNTS – EXPENDITURE BY OBJECT

<u>Account Number</u>	<u>Description</u>
95.8914	Transfers Out - RORF-Redev Obligation Retirement
95.8915	Transfers Out - Successor Agency

FUND TYPE MATRIX

Fund Type by Department

Department	General Fund (Major)	Special Revenue	Capital Projects	Debt Service	Enterprise	Internal Service
Administration	✓					✓
City Attorney's Office	✓	✓				✓
City Council	✓					
Community Development	✓	✓	✓		✓	
Finance	✓	✓	✓	✓		
Fire	✓	✓	✓	✓		
Human Resources	✓	✓				✓
Library	✓	✓	✓			
Non-Departmental	✓	✓	✓	✓	✓	✓
Police	✓	✓	✓	✓		✓
Public Works	✓	✓	✓	✓	✓	✓
Recreation	✓	✓	✓	✓	✓	



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SALARY SCHEDULE

City of Salinas
Classification - Salary Schedule
As of July 1, 2023

Benefit Group

14	Executive Group
15	AMPS
16	Confidential Management
17	Confidential Management 2
18	Fire Supervisors
19	IAFF
20	Police Management
21	POA
22	POA-Recruit
23	Crew Sups
24	Crew Sups 2
25	SEIU
26	SMEA
27	Confidential Miscellaneous
29	Temporary

11.1000	City Mayor	369.2300	Bi-weekly Pay
11.1001	City Council	276.9200	Bi-weekly Pay
12.1005	City Manager	118.6298	Hourly
13.1010	City Attorney	110.5769	Hourly

Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Executive Group							
14.1014	Assistant Chief of Police	85.2211	89.4848	93.9622	98.6536	103.5913	108.7709
14.1013	Chief of Police	87.2492	91.6140	96.1923	101.0040	106.0552	111.3580
14.1022	Community Development Director	72.2152	75.8286	79.6140	83.5991	87.7769	92.1657
14.1031	Deputy PW Dir/City Engr	63.5854	66.7670	70.1105	73.6161	77.2964	81.1612
14.1025	Finance Director	70.8137	74.3537	78.0665	81.9720	86.0699	90.3734
14.1016	Fire Chief	86.4950	90.8254	95.3683	100.1371	105.1449	110.4021
14.1027	Human Resources Director	69.4390	72.9126	76.5588	80.3913	84.4093	88.6298
14.1028	Lib/Community Svc Dir	69.4390	72.9126	76.5588	80.3913	84.4093	88.6298
14.1019	Public Works Director	72.2152	75.8286	79.6140	83.5991	87.7769	92.1657

SALARY SCHEDULE

City of Salinas
Classification - Salary Schedule
As of July 1, 2023

Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
AMPS								
15.1121	Airport Manager	48.5062	50.9288	53.4760	56.1476	58.9578	61.9134	
15.4032	Animal Services Administrator	53.7182	56.4056	59.2283	62.1861	65.2990	68.5673	
15.2117	Assistant Director of IT	52.4378	55.0612	57.8158	60.7090	63.7408	66.9314	
15.5001	Assistant Public Works Director	55.0612	57.8158	60.7090	63.7408	66.9314	70.2815	
15.5021	Associate Engineer	44.4225	46.6444	48.9768	51.4272	53.9951	56.6946	
15.3021	Associate Planner	38.7399	40.6781	42.7130	44.8516	47.0944	49.4476	
15.1717	Asst Community Development Dir	61.2891	64.3571	67.5784	70.9591	74.5064	78.2269	
15.5002	Asst PW Director/City Engineer	61.2891	64.3571	67.5784	70.9591	74.5064	78.2269	
15.3107	Chief Building Official	55.0612	57.8158	60.7090	63.7408	66.9314	70.2815	
15.5003	City Engineer	61.2891	64.3571	67.5784	70.9591	74.5064	78.2269	
15.5007	City Traffic Engineer	61.2891	64.3571	67.5784	70.9591	74.5064	78.2269	
15.3104	Code Enforcement Manager	45.0733	47.3295	49.6967	52.1817	54.7842	57.5251	
15.3031	Community Dev Analyst	37.4457	39.3214	41.2871	43.3567	45.5232	47.8002	
15.6007	Community Education Mgr	37.8124	39.7090	41.6955	43.7789	45.9730	48.2711	
15.1146	Community Safety Admin	41.4948	43.5643	45.7515	48.0356	50.4374	52.9569	
15.6101	Community Services Manager	39.3214	41.2871	43.3567	45.5232	47.8002	50.1883	
15.2108	Computer Systems Administrator	51.1781	53.7390	56.4246	59.2418	62.2111	65.3189	
15.5026	Const Inspector Supv	39.1277	41.0863	43.1421	45.3016	47.5649	49.9391	
15.4028	Crime Analyst	40.0964	42.1040	44.2081	46.4231	48.7416	51.1781	
15.4017	Criminalist	49.0585	51.5146	54.0861	56.7937	59.6392	62.6163	
15.5441	Deputy Dir of Envir/Maint	53.7182	56.4056	59.2283	62.1861	65.2990	68.5673	
15.6001	Deputy Librarian	41.4948	43.5643	45.7515	48.0356	50.4374	52.9569	
15.5421	Environ Resource Planner	44.6371	46.8729	49.2124	51.6694	54.2581	56.9644	
15.5382	Facilities Maintenance Manager	45.0733	47.3295	49.6967	52.1817	54.7842	57.5251	
15.5336	Fleet Maintenance Manager	45.0733	47.3295	49.6967	52.1817	54.7842	57.5251	
15.5016	GIS Administrator	44.6371	46.8729	49.2124	51.6694	54.2581	56.9644	
15.3027	Homeless Services Manager	48.0121	50.4092	52.9347	55.5750	58.3572	61.2811	
15.3026	Housing Services Supv	38.7399	40.6781	42.7130	44.8516	47.0944	49.4476	
15.2101	Information Systems Mgr	52.4378	55.0612	57.8158	60.7090	63.7408	66.9314	
15.3017	Inspection Services Manager	51.6694	54.2581	56.9644	59.8162	62.8132	65.9486	
15.2111	Integration/Appl Admin	51.1781	53.7390	56.4246	59.2418	62.2111	65.3189	
15.6016	Literacy Program Mgr	36.7147	38.5515	40.4827	42.5018	44.6356	46.8640	
15.5384	Maintenance Manager	45.0733	47.3295	49.6967	52.1817	54.7842	57.5251	
15.4030	Management Analyst	40.4842	42.5054	44.6371	46.8729	49.2124	51.6694	
15.6017	Marketing & Development Coord	37.6325	39.5153	41.4948	43.5643	45.7515	48.0356	
15.2106	Network/Sys Administrator	51.1781	53.7390	56.4246	59.2418	62.2111	65.3189	
15.5423	NPDES Permit Manager	44.6371	46.8729	49.2124	51.6694	54.2581	56.9644	
15.5301	Park Grnds Frstry Ops Mgr	45.0733	47.3295	49.6967	52.1817	54.7842	57.5251	
15.3105	Permit Center Coordinator	36.7120	38.5530	40.4843	42.5055	44.6371	46.8729	
15.3101	Permit Ctr Mgr/Bldg Off	55.0612	57.8158	60.7090	63.7408	66.9314	70.2815	
15.3001	Planning Manager	51.6694	54.2581	56.9644	59.8162	62.8132	65.9486	
15.1171	Police Records Coord	36.7120	38.5530	40.4843	42.5055	44.6371	46.8729	
15.1111	Police Services Adminisrator	48.0121	50.4092	52.9347	55.5750	58.3572	61.2811	
15.6021	Princ Library Technician	29.4689	30.9410	32.4875	34.1146	35.8165	37.6127	
15.3006	Principal Planner	48.0121	50.4092	52.9347	55.5750	58.3572	61.2811	
15.1127	Public Information Officer	48.0121	50.4092	52.9347	55.5750	58.3572	61.2811	
15.1136	Public Works Admin Manager	45.0733	47.3295	49.6967	52.1817	54.7842	57.5251	
15.1151	Public Works Admin Supervisor	40.4843	42.5055	44.6371	46.8729	49.2124	51.6694	
15.6100	Rec/Com Svcs Superintendent	49.6822	52.1712	54.7734	57.5155	60.3973	63.4122	
15.6105	Recreation-Parks Superintendent	49.4476	51.9186	54.5141	57.2412	60.1068	63.1108	
15.2011	Revenue Officer	36.1859	37.9993	39.9028	41.8960	43.9935	46.1945	
15.2016	Senior Accountant	36.1859	37.9993	39.9028	41.8960	43.9935	46.1945	
15.2021	Senior Buyer	36.1859	37.9993	39.9028	41.8960	43.9935	46.1945	

SALARY SCHEDULE

City of Salinas
Classification - Salary Schedule
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Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
15.5011	Senior Civil Engineer	51.4272	53.9951	56.6946	59.5322	62.5085	65.6372	
15.6011	Senior Librarian	37.6325	39.5153	41.4948	43.5643	45.7515	48.0356	
15.3103	Senior Plan Check Engineer	51.4272	53.9951	56.6946	59.5322	62.5085	65.6372	
15.3011	Senior Planner	44.6371	46.8729	49.2124	51.6694	54.2581	56.9644	
15.3111	Sr Code Enforcement Officer	39.1277	41.0863	43.1421	45.3016	47.5649	49.9391	
15.3106	Sr Combo Bldg Insp	39.1277	41.0863	43.1421	45.3016	47.5649	49.9391	
15.3013	Sr Community Development Analyst	40.4843	42.5055	44.6371	46.8729	49.2124	51.6694	
15.2116	Sr Programmer/Analyst	44.4129	46.6344	48.9642	51.4154	53.9815	56.6825	
15.3077	Stormwater Compliance Inspector	36.1859	37.9993	39.9028	41.8960	43.9935	46.1945	
15.5451	Street Maintenance Mgr	45.0733	47.3295	49.6967	52.1817	54.7842	57.5251	
15.5446	Supt of Maintenance Serv	49.4476	51.9186	54.5141	57.2412	60.1068	63.1108	
15.1156	Technical Serv Coord	40.0964	42.1040	44.2081	46.4231	48.7416	51.1781	
15.6006	Technical Services Mgr	37.8124	39.7090	41.6955	43.7789	45.9730	48.2711	
15.5008	Traffic Engineer	51.4272	53.9951	56.6946	59.5322	62.5085	65.6372	
15.5006	Transportation Manager	51.6694	54.2581	56.9644	59.8162	62.8132	65.9486	
15.5416	Wastewater Manager	45.0733	47.3295	49.6967	52.1817	54.7842	57.5251	
Confidential Management								
17.2006	Accounting Manager	45.2140	47.4841	49.8545	52.3475	54.9622	57.7136	
16.1101	Assistant City Attorney	66.1545	69.4661	72.9430	76.5923	80.4212	84.4371	
16.1037	Assistant City Manager	92.1737	96.7857	101.6274	106.7061	112.0438		
17.2001	Asst Finance Director	55.7624	58.5521	61.4814	64.5580	67.7820	71.1749	
16.1131	City Clerk	48.4109	50.8316	53.3747	56.0398	58.8415	61.7865	
16.1150	Community Relations Manager	42.6350	44.7646	47.0031	49.3507	51.8202	54.4051	
16.1146	Deputy City Attorney	42.8134	44.9567	47.2052	49.5656	52.0374	54.6410	
16.1141	Deputy City Attorney II	44.9803	47.2300	49.5918	52.0728	54.6730	57.4063	
16.7717	Economic Development Analyst	43.0509	45.2003	47.4671	49.8446	52.3325	54.9453	
17.2007	Finance Management Analyst	43.0509	45.2003	47.4671	49.8446	52.3325	54.9453	
16.1166	Human Resource Analyst I	38.6697	40.6093	42.6422	44.7758	47.0172	49.3662	
16.1161	Human Resource Analyst II	40.6093	42.6422	44.7758	47.0172	49.3661	51.8302	
17.1106	Human Resources Officer	60.2997	63.3169	66.4850	69.8108	73.3023	76.9659	
16.7017	Risk and Benefits Analyst	40.6093	42.6422	44.7758	47.0172	49.3661	51.8302	
16.1116	Sr Deputy City Attorney	53.3747	56.0398	58.8415	61.7865	64.8757	68.1228	
16.1137	Sr Economic Development Manager	57.0658	59.9138	62.9122	66.0551	69.3610	72.8301	
16.1160	Sr Human Resource Analyst	46.7402	49.0750	51.5315	54.1037	56.8169	59.6519	
FSA								
18.4521	Battalion Chief EMS/Trng-40 Hour	67.5511	70.9287	74.4751	78.1988	82.1088	86.2142	
18.4526	Battalion Chief EMS/Trng-56 Hour	48.2509	50.6635	53.1966	55.8564	58.6492	61.5817	
18.4506	Battalion Chief-40 Hours	67.5511	70.9287	74.4751	78.1988	82.1088	86.2142	
18.4511	Battalion Chief-56 Hours	48.2509	50.6635	53.1966	55.8564	58.6492	61.5817	
18.4516	BC/Fire Marshal	67.5511	70.9287	74.4751	78.1988	82.1088	86.2142	
18.4517	BC/Fire Marshal-56 Hours	48.2509	50.6635	53.1966	55.8564	58.6492	61.5817	
18.4501	Deputy Fire Chief	76.0546	79.8573	83.8502	88.0428	92.4449	97.0672	
18.4503	Deputy Fire Chief-56 Hour	54.3247	57.0409	59.8930	62.8877	66.0321	67.6193	
18.4531	Emergency Med Svcs Offcr	57.7694	60.6579	63.6907	66.8753	70.2191	73.7301	
IAFF								
19.4576	FF Hired Post 9/2013-40 Hours	40.4123	42.4329	44.5545	46.7822	49.1213	51.5773	
19.4556	FF Hired Pre 9/2013-40 Hours	42.3743	44.4930	46.7176	49.0535	51.5061	54.0815	
19.4586	FF/Prmdc Hire Post 9/2013-40Hour	40.4123	42.4329	44.5545	46.7822	49.1213	51.5773	
19.4591	FF/Prmdc Hire Post 9/2013-56Hour	28.8658	30.3091	31.8246	33.4158	35.0866	36.8410	
19.4566	FF/Prmdc Hire Pre 9/2013-40 Hour	42.3743	44.4930	46.7176	49.0535	51.5061	54.0815	
19.4571	FF/Prmdc Hired Pre 9/2013-56Hour	30.2673	31.7807	33.3698	35.0382	36.7901	38.6297	
19.4581	FF-Hired Post 9/2013-56 Hours	28.8658	30.3091	31.8246	33.4158	35.0866	36.8410	
19.4561	FF-Hired Pre 9/2013-56 Hours	30.2673	31.7807	33.3698	35.0382	36.7901	38.6297	
19.4536	Fire Captain-40 Hours	52.7533	55.3909	58.1604	61.0685	64.1219	67.3280	

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Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
19.4541	Fire Captain-56 Hours	38	40	42	44	46	48	
19.4546	Fire Engineer-40 Hours	46.6032	48.9334	51.3801	53.9491	56.6465	59.4788	
19.4551	Fire Engineer-56 Hours	33.2880	34.9524	36.7000	38.5350	40.4617	42.4848	
19.4601	Fire Fighter Recruit-56 Hours	27.6568	29.0397	30.4917	32.0162	33.6170	35.2978	
19.4596	Firefighter Recruit-40 Hours	38.7194	40.6554	42.6882	44.8225	47.0636	49.4168	
PMA								
20.4001	Deputy Chief of Police	79.1956	83.1545	87.3176	91.6851	96.2698	101.0843	
20.4006	Police Commander	73.5758	77.2566	81.1229	85.1746	89.4325	93.9097	
20.4011	Police Sergeant	62.3204	65.4313	68.7070	72.1405	75.7527	79.5433	
POA/POA Recruit								
21.4016	Criminalist	50.1623	52.6756	55.3030	58.0716	60.9811	64.0252	
21.4021	Police Officer	43.5436	45.7208	48.0055	50.4042	52.9242	55.5716	
21.4026	Police Officer-New Hire	41.4671	43.5436	45.7208	48.0055	50.4042	52.9242	55.5716
22.4036	Police Recruit	30.9375	31.5369	33.1156	34.7727	36.5146	38.3413	
CREW Sups								
23.5341	Equipment Mech Crew Sup	37.0772	38.9300	40.8826	42.9278	45.0728	47.3318	
24.5381	Facility Maint Mech Crew Sup	37.0772	38.9300	40.8826	42.9278	45.0728	47.3318	
23.5456	P.S. Maint Crew Supv	37.0772	38.9300	40.8826	42.9278	45.0728	47.3318	
24.5311	Park Maint Crew Supvsr	37.0772	38.9300	40.8826	42.9278	45.0728	47.3318	
23.5306	Urban Forestry Crew Supv	37.0772	38.9300	40.8826	42.9278	45.0728	47.3318	
24.5711	Wastewater Crew Sup	37.0772	38.9300	40.8826	42.9278	45.0728	47.3318	
SEIU								
25.5317	Airport Maintenance Worker	22.2113	23.3256	24.4953	25.7205	27.0078	28.3507	
25.5376	Airport Operations Supv	36.0129	37.8124	39.7090	41.6955	43.7789	45.9730	
25.5411	Comm Facilities Svr Wkr	20.4462	21.4706	22.5365	23.6649	24.8553	26.0942	
25.5361	Equipment Inventory Tech	25.5960	26.8764	28.2123	29.6243	31.1125	32.6628	
25.5366	Equipment Mechanic I	24.1424	25.3466	26.6136	27.9424	29.3404	30.8080	
25.5356	Equipment Mechanic II	26.6136	27.9424	29.3404	30.8080	32.3445	33.9641	
25.5396	Facility Maint Mechanic	23.6649	24.8553	26.0942	27.3955	28.7661	30.2056	
25.5401	Facility Maint Worker	22.2113	23.3256	24.4953	25.7205	27.0078	28.3507	
25.5398	Graffiti Abatement Worker	21.8929	22.9865	24.1424	25.3466	26.6136	27.9424	
25.5466	Inmate Crew Coordinator	27.8039	29.1951	30.6557	32.1852	33.7911	35.4870	
25.5481	Motor Sweeper Operator	25.2222	26.4818	27.8039	29.1951	30.6557	32.1852	
25.5499	Neighborhood Svcs Worker	20.5431	21.5676	22.6474	23.7824	24.9729	26.2189	
25.5331	Park Maint Worker	22.2113	23.3256	24.4953	25.7205	27.0078	28.3507	
25.4081	Pub Safety Facilities Wkr	20.4462	21.4706	22.5365	23.6649	24.8553	26.0942	
25.5477	Pub Works Resource Coordinator	27.8039	29.1951	30.6557	32.1852	33.7911	35.4870	
25.5496	Public Service Maint Worker I	20.5431	21.5676	22.6474	23.7824	24.9729	26.2189	
25.5491	Public Service Maint Worker II	22.6474	23.7824	24.9729	26.2189	27.5273	28.9044	
25.5486	Public Service Maint Worker III	25.2222	26.4818	27.8039	29.1951	30.6557	32.1852	
25.5471	Public Service Maint Worker IV	27.8039	29.1951	30.6557	32.1852	33.7911	35.4870	
25.5351	Pump Maint Mechanic	26.6136	27.9424	29.3404	30.8080	32.3445	33.9641	
25.5391	Senior Airport Technician	26.6136	27.9424	29.3404	30.8080	32.3445	33.9641	
25.5476	SL/Traffic Signal Tech	25.2222	26.4818	27.8039	29.1951	30.6557	32.1852	
25.5406	Sr Comm Facilities Svc Wk	21.8929	22.9865	24.1424	25.3466	26.6136	27.9424	
25.5479	Sr Equipment Mechanic	30.6721	32.2036	33.8148	35.5062	37.2770	39.1436	
25.5386	Sr Facility Maint Mech	26.6136	27.9424	29.3404	30.8080	32.3445	33.9641	
25.5377	Sr Park Maintenance Worker	26.8764	28.2123	29.6243	31.1125	32.6628	34.2964	
25.5357	Sr Pump Maintenance Mechanic	30.6721	32.2036	33.8148	35.5062	37.2770	39.1436	
25.5316	Sr Urban Forestry Worker	26.8764	28.2123	29.6243	31.1125	32.6628	34.2964	
25.4076	Sr Vehicle Maint Asst	22.1075	23.2149	24.3778	25.5960	26.8764	28.2123	
25.5326	Urban Forestry Worker I	22.9865	24.1424	25.3466	26.6136	27.9424	29.3404	
25.5321	Urban Forestry Worker II	24.3778	25.5960	26.8764	28.2123	29.6243	31.1125	
25.5436	Wastewater Operator	25.9696	27.2709	28.6275	30.0603	31.5623	33.1405	

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Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
SMEA								
26.7046	Administrative Aide	24.5984	25.8260	27.1183	28.4752	29.8968	31.3892	
26.7001	Administrative Analyst I	29.6059	31.0856	32.6426	34.2710	35.9897	37.7926	
26.7091	Administrative Clerk I	16.1728	16.9805	17.8269	18.7251	19.6554	20.6382	
26.7086	Administrative Clerk II	16.9805	17.8269	18.7251	19.6554	20.6382	21.6701	
26.7041	Administrative Secretary	24.5984	25.8260	27.1183	28.4752	29.8968	31.3892	
26.4071	Animal Care Tech	21.2450	22.3109	23.4289	24.5984	25.8260	27.1183	
26.4056	Animal Control Officer	22.5372	23.6614	24.8441	26.0845	27.3896	28.7596	
26.4046	Animal Services Supv	26.0845	27.3896	28.7596	30.1939	31.7059	33.2888	
26.4086	Animal Servs Office Asst	18.9963	19.9462	20.9413	21.9881	23.0865	24.2429	
26.5031	Assistant Engineer	34.6134	36.3451	38.1606	40.0733	42.0764	44.1826	
26.3041	Assistant Planner	32.3261	33.9479	35.6473	37.4304	39.3045	41.2687	
26.3036	Asst Redev Project Mgr	34.6134	36.3451	38.1606	40.0733	42.0764	44.1826	
26.3126	Bldg Permit Spec	31.8609	33.4568	35.1303	36.8879	38.7358	40.6677	
26.2123	Business Systems Analyst	32.5731	34.1943	35.9020	37.6962	39.5885	41.5731	
26.3151	Code Enforcement Officer I	28.9016	30.3425	31.8609	33.4568	35.1303	36.8879	
26.3136	Code Enforcement Officer II	31.7059	33.2888	34.9559	36.7070	38.5419	40.4739	
26.3131	Comb Bldg Inspector II	31.7059	33.2888	34.9559	36.7070	38.5419	40.4739	
26.3141	Combo Bldg Insp I	28.9016	30.3425	31.8609	33.4568	35.1303	36.8879	
26.3051	Comm Improve Asst	25.3348	26.5948	27.9259	29.3216	30.7883	32.3261	
26.3017	Community Outreach Assistant	25.3348	26.5948	27.9259	29.3216	30.7883	32.3261	
26.7003	Community Safety Program Coord	29.6059	31.0856	32.6426	34.2710	35.9897	37.7926	
26.4017	Community Service Aide	18.9963	19.9462	20.9413	21.9881	23.0865	24.2429	
26.4066	Community Service Officer	22.5372	23.6614	24.8441	26.0845	27.3896	28.7596	
26.2126	Computer Operator	28.1973	29.6059	31.0856	32.6426	34.2710	35.9897	
26.5051	Construction Inspector	28.9016	30.3425	31.8609	33.4568	35.1303	36.8879	
26.5071	Engineering Aide I	22.4210	23.5452	24.7211	25.9553	27.2539	28.6174	
26.5066	Engineering Aide II	24.7211	25.9553	27.2539	28.6174	30.0452	31.5443	
26.5056	Engineering Technician	27.2539	28.6174	30.0452	31.5443	33.1275	34.7814	
26.5431	Env Compliance Insp I	28.9016	30.3425	31.8609	33.4568	35.1303	36.8879	
26.5426	Env Compliance Insp II	31.7059	33.2888	34.9559	36.7070	38.5419	40.4739	
26.4606	Fire Inspector	30.1939	31.7059	33.2888	34.9559	36.7070	38.5419	
26.4030	Forensic Specialist II	31.7059	33.2888	34.9559	36.7070	38.5419	40.4739	
26.5058	GIS Analyst I	29.6059	31.0856	32.6426	34.2710	35.9897	37.7926	
26.5057	GIS Analyst II	32.5673	34.1942	35.9019	37.6961	39.5884	41.5731	
26.5047	GIS Analyst III	35.9020	37.6962	39.5885	41.5731	43.6518	45.8344	
26.5064	GIS Technician I	22.2520	23.3597	24.5423	25.7539	27.0404	28.3904	
26.5063	GIS Technician II	24.7211	25.9553	27.2539	28.6174	30.0452	31.5443	
26.3046	Housing Rehab Specialist	30.1939	31.7059	33.2888	34.9559	36.7070	38.5419	
26.2130	Information Technologies Tech I	25.3776	26.6453	27.9770	29.3782	30.8438	32.3907	
26.2128	Information Technologies Tech II	28.1973	29.6059	31.0856	32.6426	34.2710	35.9897	
26.5036	Junior Engineer	31.3892	32.9595	34.6134	36.3451	38.1606	40.0733	
26.5059	Labor Compliance Officer I	25.5740	26.8534	28.1973	29.6059	31.0856	32.6426	
26.6024	Lib Automation Svc Coord	29.0325	30.4868	32.0086	33.6222	35.2952	37.0595	
26.6031	Librarian I	24.2429	25.4577	26.7241	28.0616	29.4638	30.9370	
26.6026	Librarian II	26.0845	27.3896	28.7596	30.1939	31.7059	33.2888	
26.6066	Library Aide	16.6579	17.4908	18.3654	19.2836	20.2478	21.2602	
26.6056	Library Clerk	17.8269	18.7251	19.6554	20.6376	21.6714	22.7550	
26.6071	Library Page	15.7831	16.5722	17.4008	18.2708	19.1843	20.1435	
26.6051	Library Technician	19.2742	20.2370	21.2450	22.3109	23.4289	24.5984	
26.6046	Literacy Asst	19.2742	20.2370	21.2450	22.3109	23.4289	24.5984	
26.6061	Literacy Clerk	16.9805	17.8269	18.7251	19.6554	20.6376	21.6714	
26.6041	Literacy Specialist	21.2450	22.3109	23.4289	24.5984	25.8260	27.1183	
26.6106	Neighborhood Svcs Coord	29.6059	31.0856	32.6426	34.2710	35.9897	37.7926	

SALARY SCHEDULE

City of Salinas
Classification - Salary Schedule
As of July 1, 2023

Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
26.2124	Network/System Specialist	29.8899	31.3872	32.9528	34.6055	36.3389	38.1531	
26.7081	Office Assistant	18.9963	19.9462	20.9413	21.9881	23.0865	24.2429	
26.7061	Office Technician	22.5372	23.6614	24.8441	26.0845	27.3896	28.7596	
26.5346	Parking Operation Officer	28.9016	30.3425	31.8609	33.4568	35.1303	36.8879	
26.3156	Permit Center Clerk	20.0430	21.0381	22.0914	23.2027	24.3592	25.5740	
26.7067	Permit Services Technician	25.3348	26.5948	27.9259	29.3216	30.7883	32.3261	
26.3121	Plan Checker I	32.9595	34.6134	36.3451	38.1606	40.0733	42.0764	
26.3116	Plan Checker II	35.2983	37.0688	38.9232	40.8681	42.9163	45.0615	
26.3146	Plumbing Inspector I	28.9016	30.3425	31.8609	33.4568	35.1303	36.8879	
26.7076	Police Services Tech	19.4712	20.4449	21.4648	22.5378	23.6637	24.8490	
26.7085	Print Shop Technician	22.4210	23.5452	24.7211	25.9553	27.2539	28.6174	
26.3037	Project Coordinator	34.6134	36.3451	38.1606	40.0733	42.0764	44.1826	
26.4068	Property/Evidence Supervisor	27.3578	28.7250	30.3115	31.8289	33.4211	35.0943	
26.4061	Property/Evidence Technician	22.5372	23.6614	24.8441	26.0845	27.3896	28.7596	
26.7026	Public Works Assistant	25.3348	26.5948	27.9259	29.3216	30.7883	32.3261	
26.2051	Purchasing Technician	22.5372	23.6614	24.8441	26.0845	27.3896	28.7596	
26.5061	PW Compliance Officer I	25.5740	26.8534	28.1973	29.6059	31.0856	32.6426	
26.5046	PW Compliance Officer II	28.9016	30.3425	31.8609	33.4568	35.1303	36.8879	
26.6121	Recreation Asst	19.6541	20.6368	21.6686	22.7520	23.8896	25.0841	
26.6111	Recreation Coordinator	29.6059	31.0856	32.6426	34.2710	35.9897	37.7926	
26.2048	Revenue Technician	23.7422	24.9240	26.1666	27.4699	28.8397	30.2823	
26.7071	Secretary	18.9963	19.9462	20.9413	21.9881	23.0865	24.2429	
26.7056	Senior Police Svc Tech	22.5372	23.6614	24.8441	26.0845	27.3896	28.7596	
26.6114	Senior Recreation Assistant	21.9906	23.0901	24.2446	25.4568	26.7296	28.0661	
26.6116	Sports Program Asst	21.9906	23.0901	24.2446	25.4568	26.7296	28.0661	
26.2056	Sr Accounting Clerk	21.5616	22.6469	23.7777	24.9666	26.2138	27.5254	
26.2041	Sr Accounting Technician	25.9553	27.2539	28.6174	30.0452	31.5443	33.1275	
26.5041	Sr Construction Inspector	30.9370	32.4812	34.1094	35.8153	37.6117	39.4917	
26.6036	Sr Librarian Technician	21.2450	22.3109	23.4289	24.5984	25.8260	27.1183	
26.4051	Sr Property/Evidence Technician	24.5984	25.8260	27.1183	28.4752	29.8968	31.3892	
26.2046	Sr Purchasing Technician	25.9553	27.2539	28.6174	30.0452	31.5443	33.1275	
26.3117	Stormwater Analyst	29.6059	31.0856	32.6426	34.2710	35.9897	37.7926	
26.7005	Street Outreach Specialist	18.9963	19.9462	20.9413	21.9881	23.0865	24.2429	
26.7036	Supvsg Police Serv Tech	25.2134	26.4717	27.7963	29.1871	30.6442	32.1739	
26.7031	Supvsg Wrk Proc Operator	24.5984	25.8260	27.1183	28.4752	29.8968	31.3892	
26.2121	Telecom Svc Tech	31.7059	33.2888	34.9559	36.7070	38.5419	40.4739	
26.4021	Victim Advocate	22.7569	23.8941	25.0894	26.3365	27.6546	29.0439	
26.7066	Word Processing Operator	18.9963	19.9462	20.9413	21.9881	23.0865	24.2429	
Confidential Miscellaneous								
27.7027	Assistant City Clerk	32.2823	33.9020	35.5891	37.3683	39.2395	41.2088	
27.7016	Community Safety Assist	28.7132	30.1499	31.6584	33.2390	34.8982	36.6441	
27.7061	Confidential Office Technician	25.0567	26.3066	27.6215	29.0005	30.4515	31.9747	
27.2036	Deferred Comp Technician	29.9990	31.5005	33.0737	34.7258	36.4642	38.2890	
27.7021	Deputy City Clerk	28.7132	30.1499	31.6584	33.2390	34.8982	36.6441	
27.7006	Executive Assistant	30.7460	32.2908	33.8997	35.5951	37.3767	39.2444	
27.7051	Human Resources Technician	25.7966	27.0823	28.4330	29.8554	31.3494	32.9155	
27.2026	Payroll Supervisor	36.4642	38.2890	40.2070	42.2185	44.3304	46.5502	
27.2031	Payroll Technician	29.9990	31.5005	33.0737	34.7258	36.4642	38.2890	
27.7017	Sr Human Resources Technician	29.9990	31.5005	33.0737	34.7258	36.4642	38.2890	
27.7077	Sr Risk Management Technician	29.9990	31.5005	33.0737	34.7258	36.4642	38.2890	
Temporary								
29.9003	Accountant	25.4250	26.6943	28.0269	29.4289	30.9058		
29.9006	Administrative Aide	21.1269	22.1828	23.2904	24.4558	25.6789		
29.9008	Administrative Analyst I	25.4177	26.6881	28.0248	29.4228	30.8984		

SALARY SCHEDULE

City of Salinas
Classification - Salary Schedule
As of July 1, 2023

Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
29.9011	Administrative Clerk I	16.0752	16.8789	17.7228	18.6089	19.5393		
29.9021	Administrative Secretary	21.1269	22.1828	23.2904	24.4558	25.6789		
29.9026	Animal Care Technician	18.9693	19.9211	20.9193	21.9635	23.0596		
29.9031	Animal Care Worker	16.1584	16.9663	17.8146	18.7053	18.7053		
29.9036	Animal Control Officer	19.3500	20.3193	21.3346	22.4019	23.5154		
29.9041	Animal Services Aide	16.1584	16.9663	17.8146	18.7053	19.6406		
29.9042	Animal Services Mgr	32.1346	33.7443	35.4289	37.2058	39.0693		
29.9046	Associate Planner	31.0558	32.6135	34.2461	35.9596	37.7596		
29.9056	City Clerk	36.6693	38.5039	40.4308	42.4500	44.5731		
29.9061	Clerical Aide	16.1584	16.9663	17.8146	18.7053	19.6406		
29.9066	Code Enforcement Officer I	24.8135	26.0596	27.3578	28.7250	30.1615		
29.9063	Code Enforcement Officer II	28.3096	29.7231	31.2115	32.7750	34.4135		
29.9071	Community Improvement Assistant	21.7500	22.8346	23.9769	25.1769	26.4346		
29.9078	Community Outreach Assistant	21.7500	22.8346	23.9769	25.1769	26.4346		
29.9081	Community Service Officer	19.3500	20.3193	21.3346	22.4019	23.5154		
29.9091	Community Services Assistant	18.1558	19.0673	20.0193	21.0231	22.0731		
29.9096	Community Services Mgr	31.5173	33.0981	34.7539	36.4904	38.3193		
29.9106	Confidential Secretary	17.1231	17.9769	18.8769	19.8231	20.8154		
29.9111	Crime Analyst	32.1346	33.7443	35.4289	37.2058	39.0693		
29.9126	Deputy Fire Chief	60.6058	63.6404	66.8250	70.1654	73.6731		
29.9131	Deputy Fire Marshall	43.4943	45.6635	47.9481	50.3481	52.8693		
29.9141	Engineering Aide I	19.2519	20.2211	21.2308	22.2923	23.4058		
29.9146	Engineering Aide II	21.2308	22.2923	23.4058	24.5769	25.8058		
29.9151	Engineering Technician	23.4058	24.5769	25.8058	27.0923	28.4481		
29.9152	Environmental Resource Planner	35.7808	37.5693	39.4500	41.4231	43.4943		
29.9155	Evidence Technician	19.3500	20.3193	21.3346	22.4019	23.5154		
29.9156	Executive Assistant	23.7461	24.9346	26.1808	27.4904	28.8635		
29.9161	Facility Maintenance Wkr	17.8096	18.6981	19.6328	20.6135	21.6461		
29.9166	Finance Director	61.5115	64.5865	67.8115	71.2039	74.7635		
29.9171	Fire Inspector	25.9328	27.2250	28.5865	30.0173	31.5173		
29.9176	Fire Plan Checker	27.7558	29.1461	30.6000	32.1346	33.7443		
29.9178	Fire Prevention Aide	21.1269	22.1828	23.2904	24.4558	25.6789		
29.9181	Firearms Examiner	29.8731	31.3673	32.9365	34.5865	36.3115		
29.9186	GIS Administrator	35.7808	37.5693	39.4500	41.4231	43.4943		
29.9191	GIS Technician	21.2308	22.2923	23.4058	24.5769	25.8058		
29.9196	Homework Center Assistant	15.9183	16.7142	17.5499	18.4274	19.3488		
29.9201	Human Resource Analyst II	31.3673	32.9365	34.5865	36.3115	38.1346		
29.9206	Human Resources Analyst I	29.8731	31.3673	32.9365	34.5865	36.3115		
29.9211	Human Resources Technician	19.9212	20.9193	21.9635	23.0596	24.2135		
29.9216	Industrial Waster Crew Suprv	23.7461	24.9346	26.1808	27.4904	28.8635		
29.9217	Information Technologies Tech I	21.7922	22.8825	24.0249	25.2243	26.4861		
29.9101	Information Technologies Tech II	24.2135	25.4250	26.6943	28.0269	29.4289		
29.9218	Interim Assist Chief of Police	75.8769	79.6731	83.6596	87.8365	92.2328		
29.9221	Junior Engineer	26.9596	28.3096	29.7231	31.2115	32.7750		
29.9231	Legal Secretary	22.1828	23.2904	24.4558	25.6789	26.9596		
29.9236	Librarian I	20.8154	21.8539	22.9443	24.0923	25.2981		
29.9241	Librarian II	22.4019	23.5154	24.6923	25.9328	27.2250		
29.9246	Library Clerk	16.8767	17.7205	18.6065	19.5368	20.5136		
29.9251	Library Page	15.5362	16.3130	17.1286	17.9850	18.8843		
29.9256	Library Technician	17.3828	18.2481	19.1596	20.1231	21.1293		
29.9261	Literacy Assistant	17.3828	18.2481	19.1596	20.1231	21.1293		
29.9266	Literacy Clerk	16.8767	17.7205	18.6065	19.5368	20.5136		
29.9271	Literacy Specialist	19.1605	20.1185	21.1244	22.1806	23.2896		
29.9276	Management Analyst	34.0132	35.7112	37.5022	39.3806	41.3462		

SALARY SCHEDULE

City of Salinas
Classification - Salary Schedule
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Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
29.9281	Neighborhood Svcs Worker	16.4711	17.2961	18.1558	19.0673	20.0193		
29.9286	Network/Sys Administrator	41.0193	43.0673	45.2250	47.4808	49.8578		
29.9291	Office Assistant	16.3096	17.1231	17.9769	18.8769	19.8231		
29.9296	Office Technician	19.3500	20.3193	21.3346	22.4019	23.5154		
29.9301	Park Maintenance Aide	16.1757	16.8945	17.7392	18.6262	19.5575		
29.9305	Payroll Supervisor	31.8062	33.3965	35.0663	36.8196	38.6606		
29.9306	PC Services Coordinator	30.3115	31.8289	33.4211	35.0943	36.8481		
29.9311	PD Personnel/Trng Spec	24.6923	25.9328	27.2250	28.5865	30.0173		
29.9313	Peer Outreach Worker	18.1558	19.0673	20.0193	21.0231	22.0731		
29.9316	Planning Manager	41.4231	43.4943	45.6635	47.9481	50.3481		
29.9326	Police Commander	58.8693	61.8115	64.9039	68.1519	71.5558		
29.9331	Police Officer	35.6019	37.3846	39.2539	41.2154	43.2750		
29.9333	Police Records Coord	30.6000	32.1346	33.7443	35.4289	37.2058		
29.9336	Police Reserve	26.8269	28.1654	29.5789	31.0558	32.6135		
29.9341	Police Sergeant	49.8578	52.3558	54.9693	57.7211	60.6058		
29.9346	Police Services Technician	16.3096	17.1231	17.9769	18.8769	19.8231		
29.9356	Public Service Maint Worker I	16.4711	17.2961	18.1558	19.0673	20.0193		
29.9351	Public Service Maint Worker II	18.1558	19.0673	20.0193	21.0231	22.0731		
29.9354	Public Service Maintenance Aide	16.0731	16.8808	17.7238	18.6100	19.5405		
29.9366	Recreation Aide	15.5362	16.3130	17.1286	17.9850	18.8843		
29.9371	Recreation Assistant	18.6065	19.5368	20.5136	21.5392	22.6162		
29.9376	Recreation Coordinator	25.4250	26.6943	28.0269	29.4289	30.9058		
29.9381	Recreation Leader I	16.8000	17.6400	18.5220	19.4481	20.4205		
29.9391	Recreation Program Specialist	18.6140	19.5447	20.5219	21.5480	22.6254		
29.9396	Redev Project Manager	37.3846	39.2539	41.2154	43.2750	45.4385		
29.9618	Ret Annuit Asst Finance Director	48.1433	50.5481	53.0784	55.7278	58.5225		
29.9660	Ret Annuit Pub Works Admin Supv	40.4843	42.5055	44.6371	46.8729	49.2418		
29.9643	Ret Annuitant Integr/Appl Admi	51.1781	53.7390	56.4246	59.2418	62.2111		
29.9620	Retired Annuit Comb Bldg Ins II	31.7059	33.2888	34.9559	36.7070	38.5419		
29.9625	Retired Annuit Comb Bldg Insp I	28.9016	30.3425	31.8609	33.4568	35.1303		
29.9610	Retired Annuitant Accounting Mgr	43.4750	45.6578	47.9370	50.3341	52.8483		
29.9615	Retired Annuitant Animal Srv Mgr	37.2493	39.1153	41.0681	43.1276	45.2878		
29.9630	Retired Annuitant Computer Oper	28.1973	29.6059	31.0856	32.6426	34.2710		
29.9635	Retired Annuitant Evidence Tech	22.5372	23.6614	24.8441	26.0845	27.3896		
29.9640	Retired Annuitant Fire Inspector	30.1939	31.7059	33.2888	34.9559	36.7070		
29.9650	Retired Annuitant Office Tech	22.5372	23.6614	24.8441	26.0845	27.3896		
29.9655	Retired Annuitant Police Officer	43.5436	45.7208	48.0055	50.4042	52.9242		
29.9401	Revenue Technician	20.4173	21.4385	22.5115	23.6308	24.8135		
29.9421	Scorekeeper I	15.9999	16.7998	17.6397	18.5217	19.4478		
29.9416	Scorekeeper II	16.9632	17.8113	18.7018	19.6369	20.6187		
29.9423	Senior Fire Inspector	29.8731	31.3673	32.9365	34.5865	36.3115		
29.9426	Senior Librarian	30.1615	31.6731	33.2596	34.9211	36.6693		
29.9431	Senior Planner	35.7808	37.5693	39.4500	41.4231	43.4943		
29.9436	Senior Police Services Tech	19.3500	20.3193	21.3346	22.4019	23.5154		
29.9516	Sports Official I	15.9999	16.7998	17.6397	18.5217	19.4478		
29.9461	Sports Official II	17.0399	17.8918	18.7863	19.7256	20.7119		
29.9526	Sports Program Asst	19.8220	20.8131	21.8537	22.9463	24.0936		
29.9531	Sr Accounting Clerk	19.2519	20.2211	21.2308	22.2923	23.4058		
29.9536	Sr Accounting Technician	22.2923	23.4058	24.5769	25.8058	27.0923		
29.9538	Sr Facilities Maint Mechanic	21.8628	22.9544	24.1028	25.3084	26.5706		
29.9541	Sr Library Technician	18.2481	19.1596	20.1231	21.1269	22.1828		
29.9543	Sr Programmer.Anakyst	37.9443	38.8423	41.8328	43.9269	46.1193		
29.9546	Sr Recreation Asst	19.8220	20.8131	21.8537	22.9463	24.0936		
29.9547	Stormwater Technician	21.2308	22.2923	23.4058	24.5769	25.8058		

SALARY SCHEDULE

City of Salinas
Classification - Salary Schedule
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Grade	Position	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
29.9548	Street Outreach Specialist	16.9615	17.8096	18.6981	19.6328	20.6135		
29.9551	Student Intern	15.9999	16.7998	17.6397	18.5217	19.4478		
29.9561	Technical Serv Coord	32.1346	33.7443	35.4289	37.2058	39.0693		
29.9566	Vehicle Maint Assistant	16.2289	17.0423	17.8961	18.7846	19.7238		
29.9571	Vouchering Technician	20.0193	21.0231	22.0731	23.1750	24.3346		
29.9576	Wastewater Operator	20.8154	21.8539	22.9443	24.0923	25.2981		
29.9581	Webmaster/Sys Analyst	31.3673	32.9365	34.5865	36.3115	38.1346		
29.9583	Word Processing Operator	16.3096	17.1231	17.9769	18.8769	19.8231		
29.9596	Youth Program Assistant	15.7719	16.5604	17.3884	18.2578	19.1707		
29.9601	Youth Program Leader	16.8767	17.7205	18.6065	19.5368	20.5136		



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PROPOSED
CAPITAL IMPROVEMENT
BUDGET
FISCAL YEAR 2024

PROPOSED
CAPITAL IMPROVEMENT
PROGRAM
FISCAL YEARS 2025-2029

CITY OF SALINAS,
CALIFORNIA



City of Salinas, California
Proposed Capital Improvement Budget and Program
Fiscal Year 2024 – 2029

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City of Salinas

FINANCE DEPARTMENT • 200 Lincoln Ave • Salinas, California 93901

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DATE: June 13, 2023

TO: Mayor and City Council

FROM: Steven S. Carrigan, City Manager

SUBJECT: Recommended Capital Improvement Budget (Fiscal Year 2024) & Capital Improvement Program (Fiscal Years 2025-29)

I am pleased to present this year's recommended Capital Improvement Budget for fiscal year 2024 and Capital Improvement Program (CIP) for fiscal years 2025-29 for the City of Salinas. The program details the capital investments required by the community to maintain and enhance our residents' quality of life. Given the significant costs associated with capital investments, the CIP is a multi-year document, updated annually. Comprehensive revisions to the CIP were made this year for fiscal years 2024 through 2029 and include significant investment in the community. The total investment planned for fiscal year 2024 is \$31.4 million. Some of the larger investments include streets and sidewalks totaling \$12.5 million, \$1.0 million for the Alisal Vibrancy Plan, and \$930,000 for the permanent homeless shelter. Funding of \$5.0 million to replace aging fleet is also planned.

Guided by the City Council Strategic Plan with Goals and Objectives for 2022-2025, community outreach, and General Plan, this CIP continues targeted investments to maintain, rehabilitate, and rejuvenate a wide array of public infrastructure to improve system reliability, enhance recreational experiences, advance public safety, and, in general, ensure Salinas remains well positioned for economic growth and opportunity.

The City of Salinas defines a capital asset as having: 1) a capital asset with a desired minimum dollar amount of \$10,000; and 2) an estimated useful life of five years or more. Capital assets include land, buildings, land and building improvements, equipment, and infrastructure assets (e.g., streets, sidewalks, traffic signals, and similar items). The proposed CIP includes equipment leases, building leases, and costs associated with the maintenance of capital assets that extends the useful life of those assets. Although staff attempts to adhere to the definition of a capital asset, some items do not meet the definition but have been included, due to their uniqueness, such as special funding, timing, and multi-year nature.

The proposed CIP budget addresses many immediate needs during fiscal year 2024 by using \$9.4 million of resources from Measure G, the City's voter-approved transactions and use tax, and \$15.6 million for the remaining planned five years. In order to meet the City's needs, it is imperative the City continue to develop strategies to allocate limited financial resources for capital projects. The Capital Improvement Program should not be confused with the Capital Improvement Budget. The Capital Improvement Budget represents the first year of the CIP and is adopted annually by the City Council to authorize and appropriate funding for specific projects. Projects and financing

sources listed in the CIP for years 2-6 (commonly called the “out years”) are not authorized until the annual budget for those years is adopted by the City Council. The “out years” serve only as a guide for future planning and are subject to further review and modification in subsequent years by the Council.

Annually, the City council adopts a six-year CIP to provide a standard by which to:

- prioritize the needs of the City based on the Strategic Plan;
- match, as appropriate, available funding to various needs;
- plan to meet the City’s capital needs over an extended period, as funding becomes available; and
- establish a strategy to secure funding for priority projects.

The CIP is organized by departments / operating divisions and includes the following:

- Letter of Transmittal;
- CIP Summary by Category;
- CIP Summary by Department;
- CIP Summary by Fund;
- CIP Sections by category, including a detailed budget for each capital project; and
- CIP Index.

Potential investments totaling \$119.2 million are identified for the six-year period from July 1, 2023 to June 30, 2029. These investments range from deferred maintenance needs of existing roads and sidewalks (to be funded with SB 1 and Measure X bonds) to implementation of the Alisal Vibrancy Plan. Each of the six years in the CIP reflects critical investments. The fiscal year 2024 proposed Capital Improvement Budget is balanced to forecasted revenues, ensuring adequate funding for the projects.

City Council Goals and Objectives

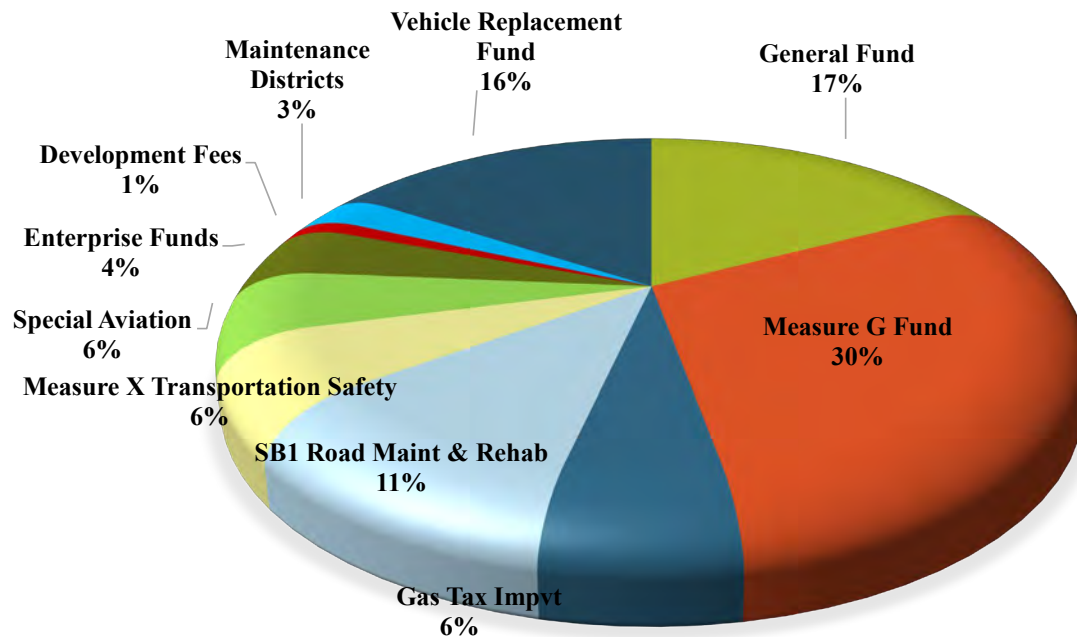
The City Council Strategic Plan with Goals and Objectives for 2022-25 were considered when determining which CIPs to propose and fund, and all projects in the CIP fulfill one or more of the strategic goals. The CIP includes projects that specifically address certain objectives, including funding and planning for the Alisal Vibrancy Plan, Annual Street Preventative Maintenance Program, projects addressing homelessness, sidewalk repairs, traffic signal installation and improvements, and park and library improvements.

Fiscal Year 2024

Funding Sources	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	Total
General Fund	\$ 5,430,000	\$ 2,870,200	\$ 2,575,200	\$ 2,575,200	\$ 2,575,200	\$ 2,575,200	\$ 18,601,000
Measure G	9,385,000	2,760,000	3,010,000	3,260,000	3,260,000	3,260,000	24,935,000
Other Funds	16,602,810	16,769,460	15,440,260	9,757,900	9,677,000	7,450,000	75,697,430
Total	\$ 31,417,810	\$ 22,399,660	\$ 21,025,460	\$ 15,593,100	\$ 15,512,200	\$ 13,285,200	\$ 119,233,430

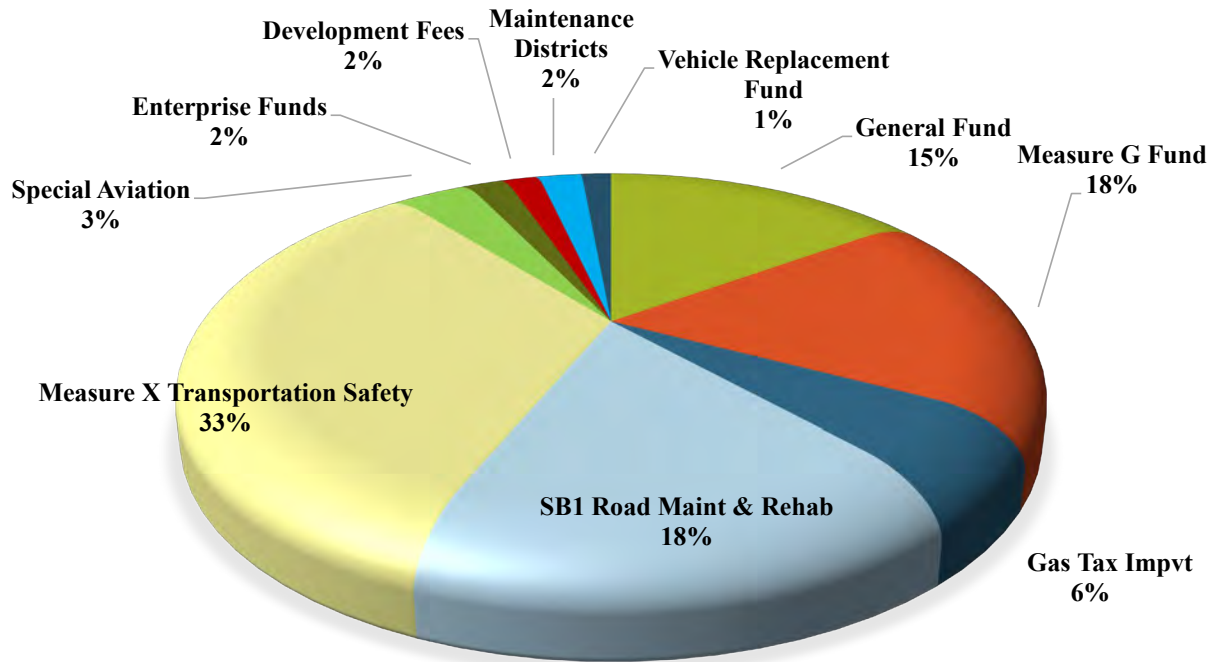
The proposed fiscal year 2024 capital improvement budget is \$31.4 million. The General Fund portion of the budget total is \$5.4 million and includes funding for homeless coordination, Chinatown revitalization, fire station and recreation center improvements, sidewalk/drainage repairs, and library facility roofs.

Measure G funding continues to allow the City to make considerable investments in capital improvement projects. Proposed fiscal year 2024 Measure G Fund projects total \$9.4 million. The six projects include the Alisal Vibrancy Plan, soccer field at Cesar Chavez Park, facility ADA improvements, Northgate Dog Park, and street/sidewalks improvements. The balance of the budget (\$16.6 million) is funded by assessment districts, development fees, gas taxes, Measure X Transportation Safety and Investment (Measure X), SB 1 Road Maintenance and Rehabilitation (SB 1), special aviation funds, and City enterprise funds, all of which require those revenues to be used for the specific purposes listed in the recommended CIP. For instance, the \$3.6 million in the SB 1 Road Maintenance & Rehabilitation projects may only be used for maintaining local roads and streets, and the \$2.0 million in Gas Tax projects may only be used for street-related projects.



Future Investments Needs

Fiscal year 2025 through 2029 General Fund projects total \$13.2 million, and Measure G projects total \$15.6 million. Given the current economic and fiscal condition, it will be necessary to limit any General Fund budget savings (carry over) for capital projects that cannot be deferred. Measure G funding also addresses many community needs.



Restricted Funds

A combination of various resources are included in the recommended fiscal year 2024 capital projects budget for the rehabilitation and development of infrastructure and street systems repair and improvements. Restricted funds for which uses are limited include those allocated or collected for/from enterprise operations, assessment and maintenance districts, Community Development Block Grants, development impact fees, local gasoline excise taxes, Measure X, SB 1, and Federal Aviation Administration grants. Examples of programs and projects funded, in whole or in part, from restricted funds include airport improvements, Boronda Road congestion relief, various assessment district improvements, permit system and technology upgrades, school safety enhancements, and silt removal/storm channel repairs.

In November 2016, County taxpayers approved Measure X, a transactions and use tax of three-eighths of one percent ($3/8\%$), for a period of thirty years, which is to be used to improve safety on local roads and highways; repair potholes; maintain streets and roads; reduce traffic congestion; improve transportation for seniors, young people, and people with disabilities; and making walking and biking safer. Tax revenues will be allocated with sixty percent (60%) of funds dedicated to local road maintenance, pothole repairs and safety projects, and forty percent (40%) of funds dedicated to regional safety and mobility projects. The Transportation Agency for Monterey County (TAMC) and a Citizen Oversight Committee were established in addition to requiring annual independent audits. The proposed Capital Improvement Budget includes \$1.9 million (from Measure X) in qualified projects which include, among others, priority traffic signals, sidewalk and drainage repairs, bridge maintenance, and Americans with Disabilities Act pedestrian ramp installations. The CIP reflects \$30.9 million of Measure X projects over the six-year budget plan.

On March 29, 2017, Governor Jerry Brown announced a transportation funding agreement, known as SB 1 Road Maintenance and Rehabilitation. This ambitious plan will provide \$5.2 billion annually for California's transportation infrastructure. The plan will be funded by several tax increases which include a twelve-cent-per-gallon increase to the gasoline excise tax, twenty-cent-per-gallon increase to the diesel excise tax, an additional vehicle registration tax called the "Transportation Improvement Fee" with rates based on the value of the motor vehicle, and \$100-dollar vehicle registration fee on zero-emission vehicles for models 2020 and later. The City estimates it will receive approximately \$4.0 million during fiscal year 2024 from this tax. The proposed CIP budget includes three projects qualified to be funded by SB 1 funds and are Williams Road improvements, striping and signing improvements, and street preventative maintenance.

Gas tax revenues represent a major funding source of capital improvement projects and are slightly lower than in previous years. Allocations had been somewhat stable but are now declining with fuel efficiency and the increasing use of alternative transportation fuels. Projects funded by gas tax funds in the proposed CIP budget total \$2.0 million.

Conclusion

The six-year Capital Improvement Program provides a snapshot of community needs. The CIP does not provide a guarantee all projects will be accomplished, however, as funding for capital projects are subject to economic conditions affecting General Fund, Measure E, and Measure G resources, developer resources, grant availability, and State budget actions.

The long-term service and economic development needs of the Salinas community are assessed from the perspective of required capital investments. The multi-year CIP provides an opportunity to do so and will continue to be a priority.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Carrigan", with a stylized, flowing script.

Steven S. Carrigan
City Manager



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City of Salinas, California
Capital Improvement Program
2024 thru 2029

CATEGORY SUMMARY

Category	2024	2025	2026	2027	2028	2029	Total
Administration	35,000	60,000	35,000	35,000			165,000
Airport	2,332,250	3,280,000					5,612,250
Community Development	3,620,000	5,510,200	5,565,200	5,815,200	5,815,200	5,815,200	32,141,000
Downtown Parking	100,000	100,000					200,000
Engineering & Transportation	2,268,800	4,629,000	6,125,000	1,330,000	1,495,000	375,000	16,222,800
Facilities Maintenance	200,000	100,000					300,000
Fire	250,000						250,000
Fleet Replacement	4,964,260	559,960	434,760	279,900			6,238,880
Industrial Waste	150,000	15,000	15,000	15,000	15,000	15,000	225,000
Library	1,150,000						1,150,000
Parks & Community Svcs	657,500	82,500	82,500	82,500			905,000
Permit Services	307,000	307,000	307,000	307,000	307,000		1,535,000
Police							-
Sanitary Sewer	172,000	20,000	20,000	20,000	20,000	20,000	272,000
Storm Sewer (NPDES)	500,000						500,000
Street Maintenance	12,450,000	6,400,000	6,400,000	6,400,000	6,400,000	6,400,000	44,450,000
Traffic Signals	1,410,000	655,000	1,410,000	667,500	1,370,000	570,000	6,082,500
Urban Forestry	851,000	681,000	631,000	641,000	90,000	90,000	2,984,000
TOTAL	31,417,810	22,399,660	21,025,460	15,593,100	15,512,200	13,285,200	119,233,430

City of Salinas, California
Capital Improvement Program
2024 thru 2029

PROJECTS BY CATEGORY

Category	#	Priority	2024	2025	2026	2027	2028	2029	Total
Administration									
Geographic Information Systems	9103	1	35,000	60,000	35,000	35,000			165,000
Administration Total			35,000	60,000	35,000	35,000			165,000
Airport									
Airport Security and Access Control System	9023	2	302,250						302,250
Southside Taxilane Rehabilitation	9354	1	1,800,000	3,280,000					5,080,000
37 Mortensen Exterior Rehabilitation	9355	2	230,000						230,000
Airport Total			2,332,250	3,280,000					5,612,250
Community Development									
Permanent Homeless Shelter	9001	1	930,000	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	6,555,000
Chinatown Revitalization Plan & Implementation	9070	1	500,000	500,000	355,000	355,000	355,000	355,000	2,420,000
65 W. Alisal Improvements	9087	1	150,000	80,000	30,000	30,000	30,000	30,000	350,000
Chinatown Navigation Center Sprung Shelter	9125	1	900,000	1,065,200	1,065,200	1,065,200	1,065,200	1,065,200	6,226,000
ED Element Implementation	9136	1	100,000						100,000
Alisal Vibrancy Plan	9246	1	1,040,000	2,740,000	2,990,000	3,240,000	3,240,000	3,240,000	16,490,000
Community Development Total			3,620,000	5,510,200	5,565,200	5,815,200	5,815,200	5,815,200	32,141,000
Downtown Parking									
Downtown Parking Management Plan	9063	2	75,000						75,000
Monterey St Garage Security System Improvements	9064	1	25,000	100,000					125,000
Downtown Parking Total			100,000	100,000					200,000
Engineering & Transportation									
Williams Rd UD/Street/Streetscape & Median Island	9071	2	513,800	3,249,000	4,500,000				8,262,800
Traffic Calming Improvements	9163	2	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
ADA Pedestrian Ramp Installation	9216	1	30,000	100,000	100,000	100,000	100,000	100,000	530,000
Facilities ADA Transition Plan & Improvements	9217	1	20,000	20,000	20,000	20,000	20,000	20,000	120,000
City Bridges Rehab	9255	2	100,000	50,000	70,000				220,000
Bridge Maintenance Program	9266	1	30,000	135,000	60,000	135,000			360,000
Active Transportation Plan	9349	3	100,000						100,000
School Safety Enhancements	9391	2	20,000	20,000	20,000	20,000	20,000		100,000
Congestion Mgmt Agency City %	9461	1	55,000	55,000	55,000	55,000	55,000	55,000	330,000
Boronda Rd Congestion Relief	9510	1	1,200,000	800,000	1,100,000	800,000	1,100,000		5,000,000
Engineering & Transportation Total			2,268,800	4,629,000	6,125,000	1,330,000	1,495,000	375,000	16,222,800
Facilities Maintenance									
City Hall & PW Yard Improvements	9612	1	200,000	100,000					300,000

Category	#	Priority	2024	2025	2026	2027	2028	2029	Total
Facilities Maintenance Total			200,000	100,000					300,000
Fire									
Fire Station 7	9626	1	150,000						150,000
Fire Training Tower Maint & Temp Training Area	9984	1	100,000						100,000
Fire Total			250,000						250,000
Fleet Replacement									
Fleet Service Trucks	9123	1	209,000						209,000
Parks Vehicles Replacement	9270	2	80,000						80,000
Urban Forestry Equip Replacement	9271	2	178,710	150,000	150,000				478,710
Fleet Vehicles Replacement	9273	2	4,950	4,960	4,960				14,870
Fire Vehicle Apparatus Replacement	9540	1	3,456,600	405,000	279,800	279,900			4,421,300
Police Vehicle Replacement	9579	1	1,035,000						1,035,000
Fleet Replacement Total			4,964,260	559,960	434,760	279,900			6,238,880
Industrial Waste									
Salinas Dry Weather Diversion	9075	2	135,000						135,000
Salinas River Maintenance Program	9130	3	15,000	15,000	15,000	15,000	15,000	15,000	90,000
Industrial Waste Total			150,000	15,000	15,000	15,000	15,000	15,000	225,000
Library									
Steinbeck & Chavez Roof Replacement/Repair	9969	1	1,150,000						1,150,000
Library Total			1,150,000						1,150,000
Parks & Community Svcs									
Soccer Field Cesar Chavez Park	9005	2	250,000						250,000
Rec Center Repairs/Improvements	9191	1	125,000						125,000
Natividad Creek Community Park	9346	2	82,500	82,500	82,500	82,500			330,000
Northgate Dog Park	9366	3	75,000						75,000
Aquatic Center Improvements	9943	1	125,000						125,000
Parks & Community Svcs Total			657,500	82,500	82,500	82,500			905,000
Permit Services									
Permit Center Technology Upgrade	9093	1	307,000	307,000	307,000	307,000	307,000		1,535,000
Permit Services Total			307,000	307,000	307,000	307,000	307,000		1,535,000
Sanitary Sewer									
Wastewater Equipment	9274	2	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Repairs to Lift Stations	9743	1	152,000						152,000
Sanitary Sewer Total			172,000	20,000	20,000	20,000	20,000	20,000	272,000
Storm Sewer (NPDES)									
Natividad Creek Silt Removal	9086	2	75,000						75,000
Salinas River Outfall Channel Repairs	9114	2	50,000						50,000
Silt Removal Gabilan Creek	9127	2	75,000						75,000
Storm Sewer Drainage Repairs	9139	1	250,000						250,000
Santa Rita Storm Channel	9175	2	50,000						50,000

Category	#	Priority	2024	2025	2026	2027	2028	2029	Total
Storm Sewer (NPDES) Total			500,000						500,000
Street Maintenance									
Striping and Signing Improvements at City Streets	9081	1	400,000	200,000	200,000	200,000	200,000	200,000	1,400,000
Sidewalk & Drainage Repairs	9720	1	3,250,000	600,000	600,000	600,000	600,000	600,000	6,250,000
Street Preventive Maintenance Program	9981	2	8,800,000	5,600,000	5,600,000	5,600,000	5,600,000	5,600,000	36,800,000
Street Maintenance Total			12,450,000	6,400,000	6,400,000	6,400,000	6,400,000	6,400,000	44,450,000
Traffic Signals									
Priority Traffic Signals	9094	2	800,000	57,500	800,000	57,500	800,000		2,515,000
ADA Traffic Signal Upgrades	9253	1	40,000	27,500	40,000	40,000			147,500
Traffic Signal Installations and Upgrades	9654	2	570,000	570,000	570,000	570,000	570,000	570,000	3,420,000
Traffic Signals Total			1,410,000	655,000	1,410,000	667,500	1,370,000	570,000	6,082,500
Urban Forestry									
North/East Maint Improvement District	9053	3	10,000	10,000	10,000	15,000	15,000	15,000	75,000
Vista Nueva Subdivision Improvements	9056	3	150,000	10,000	10,000	15,000	15,000	15,000	215,000
Monte Bella Subdivision Improvements	9120	2	611,000	611,000	561,000	561,000			2,344,000
Street Median Landscaping	9775	2	80,000	50,000	50,000	50,000	60,000	60,000	350,000
Urban Forestry Total			851,000	681,000	631,000	641,000	90,000	90,000	2,984,000
GRAND TOTAL			31,417,810	22,399,660	21,025,460	15,593,100	15,512,200	13,285,200	119,233,430

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

DEPARTMENT SUMMARY

Department	2024	2025	2026	2027	2028	2029	Total
30 - Community Development	3,927,000	5,817,200	5,872,200	6,122,200	6,122,200	5,815,200	<i>33,676,000</i>
45 - Fire	250,000						<i>250,000</i>
50 - Public Works	20,719,050	15,940,000	14,636,000	9,108,500	9,390,000	7,470,000	<i>77,263,550</i>
55 - Recreation	407,500	82,500	82,500	82,500			<i>655,000</i>
60 - Library	1,150,000						<i>1,150,000</i>
71 - IS Fleet	4,964,260	559,960	434,760	279,900			<i>6,238,880</i>
TOTAL	31,417,810	22,399,660	21,025,460	15,593,100	15,512,200	13,285,200	<i>119,233,430</i>

City of Salinas, California
Capital Improvement Program
2024 thru 2029

PROJECTS BY DEPARTMENT

Department	#	Priority	2024	2025	2026	2027	2028	2029	Total
30 - Community Development									
Permanent Homeless Shelter	9001	1	930,000	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	6,555,000
Chinatown Revitalization Plan & Implementation	9070	1	500,000	500,000	355,000	355,000	355,000	355,000	2,420,000
65 W. Alisal Improvements	9087	1	150,000	80,000	30,000	30,000	30,000	30,000	350,000
Permit Center Technology Upgrade	9093	1	307,000	307,000	307,000	307,000	307,000		1,535,000
Chinatown Navigation Center Sprung Shelter	9125	1	900,000	1,065,200	1,065,200	1,065,200	1,065,200	1,065,200	6,226,000
ED Element Implementation	9136	1	100,000						100,000
Alisal Vibrancy Plan	9246	1	1,040,000	2,740,000	2,990,000	3,240,000	3,240,000	3,240,000	16,490,000
30 - Community Development Total			3,927,000	5,817,200	5,872,200	6,122,200	6,122,200	5,815,200	33,676,000
45 - Fire									
Fire Station 7	9626	1	150,000						150,000
Fire Training Tower Maint & Temp Training Area	9984	1	100,000						100,000
45 - Fire Total			250,000						250,000
50 - Public Works									
Soccer Field Cesar Chavez Park	9005	2	250,000						250,000
Airport Security and Access Control System	9023	2	302,250						302,250
North/East Maint Improvement District	9053	3	10,000	10,000	10,000	15,000	15,000	15,000	75,000
Vista Nueva Subdivision Improvements	9056	3	150,000	10,000	10,000	15,000	15,000	15,000	215,000
Downtown Parking Management Plan	9063	2	75,000						75,000
Monterey St Garage Security System Improvements	9064	1	25,000	100,000					125,000
Williams Rd UD/Street/Streetscape & Median Island	9071	2	513,800	3,249,000	4,500,000				8,262,800
Salinas Dry Weather Diversion	9075	2	135,000						135,000
Striping and Signing Improvements at City Streets	9081	1	400,000	200,000	200,000	200,000	200,000	200,000	1,400,000
Natividad Creek Silt Removal	9086	2	75,000						75,000
Priority Traffic Signals	9094	2	800,000	57,500	800,000	57,500	800,000		2,515,000
Geographic Information Systems	9103	1	35,000	60,000	35,000	35,000			165,000
Salinas River Outfall Channel Repairs	9114	2	50,000						50,000
Monte Bella Subdivision Improvements	9120	2	611,000	611,000	561,000	561,000			2,344,000
Silt Removal Gabilan Creek	9127	2	75,000						75,000
Salinas River Maintenance Program	9130	3	15,000	15,000	15,000	15,000	15,000	15,000	90,000
Storm Sewer Drainage Repairs	9139	1	250,000						250,000
Traffic Calming Improvements	9163	2	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
Santa Rita Storm Channel	9175	2	50,000						50,000
ADA Pedestrian Ramp Installation	9216	1	30,000	100,000	100,000	100,000	100,000	100,000	530,000
Facilities ADA Transition Plan & Improvements	9217	1	20,000	20,000	20,000	20,000	20,000	20,000	120,000
ADA Traffic Signal Upgrades	9253	1	40,000	27,500	40,000	40,000			147,500
City Bridges Rehab	9255	2	100,000	50,000	70,000				220,000
Bridge Maintenance Program	9266	1	30,000	135,000	60,000	135,000			360,000
Wastewater Equipment	9274	2	20,000	20,000	20,000	20,000	20,000	20,000	120,000

Department	#	Priority	2024	2025	2026	2027	2028	2029	Total
Active Transportation Plan	9349	3	100,000						100,000
Southside Taxilane Rehabilitation	9354	1	1,800,000	3,280,000					5,080,000
37 Mortensen Exterior Rehabilitation	9355	2	230,000						230,000
School Safety Enhancements	9391	2	20,000	20,000	20,000	20,000	20,000		100,000
Congestion Mgmt Agency City %	9461	1	55,000	55,000	55,000	55,000	55,000	55,000	330,000
Boronda Rd Congestion Relief	9510	1	1,200,000	800,000	1,100,000	800,000	1,100,000		5,000,000
City Hall & PW Yard Improvements	9612	1	200,000	100,000					300,000
Traffic Signal Installations and Upgrades	9654	2	570,000	570,000	570,000	570,000	570,000	570,000	3,420,000
Sidewalk & Drainage Repairs	9720	1	3,250,000	600,000	600,000	600,000	600,000	600,000	6,250,000
Repairs to Lift Stations	9743	1	152,000						152,000
Street Median Landscaping	9775	2	80,000	50,000	50,000	50,000	60,000	60,000	350,000
Street Preventive Maintenance Program	9981	2	8,800,000	5,600,000	5,600,000	5,600,000	5,600,000	5,600,000	36,800,000
50 - Public Works Total			20,719,050	15,940,000	14,636,000	9,108,500	9,390,000	7,470,000	77,263,550
55 - Recreation									
Rec Center Repairs/Improvements	9191	1	125,000						125,000
Natividad Creek Community Park	9346	2	82,500	82,500	82,500	82,500			330,000
Northgate Dog Park	9366	3	75,000						75,000
Aquatic Center Improvements	9943	1	125,000						125,000
55 - Recreation Total			407,500	82,500	82,500	82,500			655,000
60 - Library									
Steinbeck & Chavez Roof Replacement/Repair	9969	1	1,150,000						1,150,000
60 - Library Total			1,150,000						1,150,000
71 - IS Fleet									
Fleet Service Trucks	9123	1	209,000						209,000
Parks Vehicles Replacement	9270	2	80,000						80,000
Urban Forestry Equip Replacement	9271	2	178,710	150,000	150,000				478,710
Fleet Vehicles Replacement	9273	2	4,950	4,960	4,960				14,870
Fire Vehicle Apparatus Replacement	9540	1	3,456,600	405,000	279,800	279,900			4,421,300
Police Vehicle Replacement	9579	1	1,035,000						1,035,000
71 - IS Fleet Total			4,964,260	559,960	434,760	279,900			6,238,880
GRAND TOTAL			31,417,810	22,399,660	21,025,460	15,593,100	15,512,200	13,285,200	119,233,430



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City of Salinas, California
Capital Improvement Program
2024 thru 2029

FUNDING SOURCE SUMMARY

Source	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	5,430,000	2,870,200	2,575,200	2,575,200	2,575,200	2,575,200	18,601,000
1200 - Measure G	9,385,000	2,760,000	3,010,000	3,260,000	3,260,000	3,260,000	24,935,000
2105 - NE Salinas Landscape District	10,000	10,000	10,000	15,000	15,000	15,000	75,000
2107 - Vista Nueva Maintenance District	150,000	10,000	10,000	15,000	15,000	15,000	215,000
2109 - Monte Bella Maintenance District	611,000	611,000	561,000	561,000			2,344,000
2301 - Development Fees-Sewer & Storm	250,000						250,000
2302 - Development Fees-Parks & Playground	82,500	82,500	82,500	82,500			330,000
2306 - Development Fees-Arterial		300,000	300,000	300,000	300,000		1,200,000
2402 - Gas Tax-2106	20,000	20,000	20,000	20,000	20,000		100,000
2403 - Gas Tax-2105	1,000,000		300,000		300,000		1,600,000
2404 - Motor Vehicle Fuel Tax	983,800	1,252,500	935,000	715,000	685,000	685,000	5,256,300
2510 - Measure X Transportation & Safety	1,895,000	6,451,500	9,445,000	4,427,500	5,000,000	3,700,000	30,919,000
2511 - SB1 Road Maintenance & Rehab	3,575,000	3,750,000	3,000,000	3,000,000	3,000,000	3,000,000	19,325,000
5101 - Special Aviation Fund-State	81,000	147,600					228,600
5102 - Special Aviation Fund-Federal	1,620,000	2,952,000					4,572,000
6100 - Municipal Airport	631,250	180,400					811,650
6200 - Industrial Waste	150,000	15,000	15,000	15,000	15,000	15,000	225,000
6400 - Sewer	172,000	20,000	20,000	20,000	20,000	20,000	272,000
6801 - Downtown Parking District	100,000	100,000					200,000
6900 - Permit Services	307,000	307,000	307,000	307,000	307,000		1,535,000
7121 - Internal Services-Vehicle Replacement	4,964,260	559,960	434,760	279,900			6,238,880
GRAND TOTAL	31,417,810	22,399,660	21,025,460	15,593,100	15,512,200	13,285,200	119,233,430

City of Salinas, California
Capital Improvement Program
2024 thru 2029

PROJECTS BY FUNDING SOURCE

Source	Project #	Priority	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund									
Permanent Homeless Shelter	9001	1	930,000	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	6,555,000
Chinatown Revitalization Plan & Implementation	9070	1	500,000	500,000	355,000	355,000	355,000	355,000	2,420,000
65 W. Alisal Improvements	9087	1	150,000	80,000	30,000	30,000	30,000	30,000	350,000
Chinatown Navigation Center Sprung Shelter	9125	1	900,000	1,065,200	1,065,200	1,065,200	1,065,200	1,065,200	6,226,000
ED Element Implementation	9136	1	100,000						100,000
Rec Center Repairs/Improvements	9191	1	125,000						125,000
City Hall & PW Yard Improvements	9612	1	200,000	100,000					300,000
Fire Station 7	9626	1	150,000						150,000
Sidewalk & Drainage Repairs	9720	1	1,000,000						1,000,000
Aquatic Center Improvements	9943	1	125,000						125,000
Steinbeck & Chavez Roof Replacement/Repair	9969	1	1,150,000						1,150,000
Fire Training Tower Maint & Temp Training Area	9984	1	100,000						100,000
1000 - General Fund Total			5,430,000	2,870,200	2,575,200	2,575,200	2,575,200	2,575,200	18,601,000
1200 - Measure G									
Soccer Field Cesar Chavez Park	9005	2	250,000						250,000
Facilities ADA Transition Plan & Improvements	9217	1	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Alisal Vibrancy Plan	9246	1	1,040,000	2,740,000	2,990,000	3,240,000	3,240,000	3,240,000	16,490,000
Northgate Dog Park	9366	3	75,000						75,000
Sidewalk & Drainage Repairs	9720	1	2,000,000						2,000,000
Street Preventive Maintenance Program	9981	2	6,000,000						6,000,000
1200 - Measure G Total			9,385,000	2,760,000	3,010,000	3,260,000	3,260,000	3,260,000	24,935,000
2105 - NE Salinas Landscape District									
North/East Maint Improvement District	9053	3	10,000	10,000	10,000	15,000	15,000	15,000	75,000
2105 - NE Salinas Landscape District Total			10,000	10,000	10,000	15,000	15,000	15,000	75,000
2107 - Vista Nueva Maintenance District									
Vista Nueva Subdivision Improvements	9056	3	150,000	10,000	10,000	15,000	15,000	15,000	215,000
2107 - Vista Nueva Maintenance District Total			150,000	10,000	10,000	15,000	15,000	15,000	215,000
2109 - Monte Bella Maintenance District									
Monte Bella Subdivision Improvements	9120	2	611,000	611,000	561,000	561,000			2,344,000

Source	Project #	Priority	2024	2025	2026	2027	2028	2029	Total
2109 - Monte Bella Maintenance District Total			611,000	611,000	561,000	561,000			2,344,000
2301 - Development Fees-Sewer & Storm									
Natividad Creek Silt Removal	9086	2	75,000						75,000
Salinas River Outfall Channel Repairs	9114	2	50,000						50,000
Silt Removal Gabilan Creek	9127	2	75,000						75,000
Santa Rita Storm Channel	9175	2	50,000						50,000
2301 - Development Fees-Sewer & Storm Total			250,000						250,000
2302 - Development Fees-Parks & Playgrounds									
Natividad Creek Community Park	9346	2	82,500	82,500	82,500	82,500			330,000
2302 - Development Fees-Parks & Playground Total			82,500	82,500	82,500	82,500			330,000
2306 - Development Fees-Arterial									
Boronda Rd Congestion Relief	9510	1		300,000	300,000	300,000	300,000		1,200,000
2306 - Development Fees-Arterial Total				300,000	300,000	300,000	300,000		1,200,000
2402 - Gas Tax-2106									
School Safety Enhancements	9391	2	20,000	20,000	20,000	20,000	20,000		100,000
2402 - Gas Tax-2106 Total			20,000	20,000	20,000	20,000	20,000		100,000
2403 - Gas Tax-2105									
Boronda Rd Congestion Relief	9510	1	1,000,000		300,000		300,000		1,600,000
2403 - Gas Tax-2105 Total			1,000,000		300,000		300,000		1,600,000
2404 - Motor Vehicle Fuel Tax									
Williams Rd UD/Street/Streetscape & Median Island	9071	2	138,800	500,000	150,000				788,800
ADA Traffic Signal Upgrades	9253	1	40,000	27,500	40,000	40,000			147,500
City Bridges Rehab	9255	2	100,000	50,000	70,000				220,000
Congestion Mgmt Agency City %	9461	1	55,000	55,000	55,000	55,000	55,000	55,000	330,000
Traffic Signal Installations and Upgrades	9654	2	570,000	570,000	570,000	570,000	570,000	570,000	3,420,000
Street Median Landscaping	9775	2	80,000	50,000	50,000	50,000	60,000	60,000	350,000
2404 - Motor Vehicle Fuel Tax Total			983,800	1,252,500	935,000	715,000	685,000	685,000	5,256,300
2510 - Measure X Transportation & Safety									
Williams Rd UD/Street/Streetscape & Median Island	9071	2		1,999,000	4,350,000				6,349,000
Priority Traffic Signals	9094	2	800,000	57,500	800,000	57,500	800,000		2,515,000
Geographic Information Systems	9103	1	35,000	60,000	35,000	35,000			165,000
Storm Sewer Drainage Repairs	9139	1	250,000						250,000
Traffic Calming Improvements	9163	2	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
ADA Pedestrian Ramp Installation	9216	1	30,000	100,000	100,000	100,000	100,000	100,000	530,000
Bridge Maintenance Program	9266	1	30,000	135,000	60,000	135,000			360,000

Source	Project #	Priority	2024	2025	2026	2027	2028	2029	Total
Active Transportation Plan	9349	3	100,000						100,000
Boronda Rd Congestion Relief	9510	1	200,000	500,000	500,000	500,000	500,000		2,200,000
Sidewalk & Drainage Repairs	9720	1	250,000	600,000	600,000	600,000	600,000	600,000	3,250,000
Street Preventive Maintenance Program	9981	2		2,800,000	2,800,000	2,800,000	2,800,000	2,800,000	14,000,000
2510 - Measure X Transportation & Safety Total			1,895,000	6,451,500	9,445,000	4,427,500	5,000,000	3,700,000	30,919,000
2511 - SB1 Road Maintenance & Reha									
Williams Rd UD/Street/Streetscape & Median Island	9071	2	375,000	750,000					1,125,000
Striping and Signing Improvements at City Streets	9081	1	400,000	200,000	200,000	200,000	200,000	200,000	1,400,000
Street Preventive Maintenance Program	9981	2	2,800,000	2,800,000	2,800,000	2,800,000	2,800,000	2,800,000	16,800,000
2511 - SB1 Road Maintenance & Rehab Total			3,575,000	3,750,000	3,000,000	3,000,000	3,000,000	3,000,000	19,325,000
5101 - Special Aviation Fund-State									
Southside Taxilane Rehabilitation	9354	1	81,000	147,600					228,600
5101 - Special Aviation Fund-State Total			81,000	147,600					228,600
5102 - Special Aviation Fund-Federal									
Southside Taxilane Rehabilitation	9354	1	1,620,000	2,952,000					4,572,000
5102 - Special Aviation Fund-Federal Total			1,620,000	2,952,000					4,572,000
6100 - Municipal Airport									
Airport Security and Access Control System	9023	2	302,250						302,250
Southside Taxilane Rehabilitation	9354	1	99,000	180,400					279,400
37 Mortensen Exterior Rehabilitation	9355	2	230,000						230,000
6100 - Municipal Airport Total			631,250	180,400					811,650
6200 - Industrial Waste									
Salinas Dry Weather Diversion	9075	2	135,000						135,000
Salinas River Maintenance Program	9130	3	15,000	15,000	15,000	15,000	15,000	15,000	90,000
6200 - Industrial Waste Total			150,000	15,000	15,000	15,000	15,000	15,000	225,000
6400 - Sewer									
Wastewater Equipment	9274	2	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Repairs to Lift Stations	9743	1	152,000						152,000
6400 - Sewer Total			172,000	20,000	20,000	20,000	20,000	20,000	272,000
6801 - Downtown Parking District									
Downtown Parking Management Plan	9063	2	75,000						75,000
Monterey St Garage Security System Improvements	9064	1	25,000	100,000					125,000

Source	Project #	Priority	2024	2025	2026	2027	2028	2029	Total
6801 - Downtown Parking District Total			100,000	100,000					200,000
6900 - Permit Services									
Permit Center Technology Upgrade	9093	1	307,000	307,000	307,000	307,000	307,000		1,535,000
6900 - Permit Services Total			307,000	307,000	307,000	307,000	307,000		1,535,000
7121 - Internal Services-Vehicle Repla									
Fleet Service Trucks	9123	1	209,000						209,000
Parks Vehicles Replacement	9270	2	80,000						80,000
Urban Forestry Equip Replacement	9271	2	178,710	150,000	150,000				478,710
Fleet Vehicles Replacement	9273	2	4,950	4,960	4,960				14,870
Fire Vehicle Apparatus Replacement	9540	1	3,456,600	405,000	279,800	279,900			4,421,300
Police Vehicle Replacement	9579	1	1,035,000						1,035,000
7121 - Internal Services-Vehicle Replacement Total			4,964,260	559,960	434,760	279,900			6,238,880
GRAND TOTAL			31,417,810	22,399,660	21,025,460	15,593,100	15,512,200	13,285,200	119,233,430



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Administration									
<u>50 - Public Works</u>									
Geographic Information Systems	9103	1	35,000	60,000	35,000	35,000			165,000
50 - Public Works Total			35,000	60,000	35,000	35,000			165,000
Administration Total			35,000	60,000	35,000	35,000			165,000
GRAND TOTAL			35,000	60,000	35,000	35,000			165,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Eric Sandoval

Type Software

Useful Life

Category Administration

Priority 1 High/Necessary

Project # 9103

Project Name Geographic Information Systems

Start Date 07/01/12

Council District City-Wide

Completion Date 06/30/27

Total Project Cost: \$425,776

Description

This project provides supporting technology, data and analytical services for the City's transportation safety, construction and maintenance programs. This includes aerial imagery acquisition for the entire City.

Justification

Replacement of supporting equipment, software and applications are required for staff support and to provide information and services to the public.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5900 - Other Prof Svcs	35,000	60,000	35,000	35,000			165,000
Total	35,000	60,000	35,000	35,000			165,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2510 - Measure X Transporation & Safety	35,000	60,000	35,000	35,000			165,000
Total	35,000	60,000	35,000	35,000			165,000

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Airport									
<u>50 - Public Works</u>									
Airport Security and Access Control System	9023	2	302,250						302,250
Southside Taxi Lane Rehabilitation	9354	1	1,800,000	3,280,000					5,080,000
37 Mortensen Exterior Rehabilitation	9355	2	230,000						230,000
50 - Public Works Total			2,332,250	3,280,000					5,612,250
Airport Total			2,332,250	3,280,000					5,612,250
GRAND TOTAL			2,332,250	3,280,000					5,612,250

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brett Godown

Type Equipment

Useful Life

Category Airport

Priority 2 Medium/Important

Project # 9023

Project Name Airport Security and Access Control System

Start Date 07/01/19

Council District City-Wide

Completion Date 06/30/24

Total Project Cost: \$497,750

Description

Replace airport access control system and video surveillance equipment.

Justification

Equipment costs are funded by the airport enterprise fund.

Expenditures	2024	2025	2026	2027	2028	2029	Total
64.1000 - Admin Overhead	25,000						25,000
66.4000 - Improvements	277,250						277,250
Total	302,250						302,250

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6100 - Municipal Airport	302,250						302,250
Total	302,250						302,250

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brett Godown

Type Improvement

Useful Life

Category Airport

Priority 1 High/Necessary

Project # 9354

Project Name Southside Taxilane Rehabilitation

Start Date 07/01/23

Council District City-Wide

Completion Date 06/30/25

Total Project Cost: \$5,080,000

Description

The work and project (Design) are fundamentally a pavement rehabilitation project to remediate and maintain taxiway and taxilane pavement on the south side of the airport. The areas are specifically the taxilanes between City owned hangars – K, L, Q, O, R, S, and T. The project scope includes crack seal, slurry seal, full-depth reconstruction, milling, filling, and the re-marking of taxiways and taxilanes.

The work and project (Construction) are fundamentally a pavement rehabilitation project to remediate and maintain taxiway and taxilane pavement on the south side of the airport. The areas are specifically the taxilanes between City owned hangars – K, L, Q, O, R, S, and T. The project scope includes crack seal, slurry seal, full-depth reconstruction, milling, filling, and the re-marking of taxiways and taxilanes.

Justification

The project will be funded by FAA Grant 3-06-0206-36 (or another FAA-assigned number). The grant funds 90% of the project, with the Airport Enterprise Fund contributing up to a 10% match. If CalTrans State match grant funds are available, the Airport Enterprise matching formula will be reduced by 5%, with CalTrans matching 5% of the Federal Grant amount.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	35,000	20,000					55,000
63.5900 - Other Prof Svcs	465,000	400,000					865,000
66.4000 - Improvements	1,300,000	2,860,000					4,160,000
Total	1,800,000	3,280,000					5,080,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
5102 - Special Aviation Fund-Federal	1,620,000	2,952,000					4,572,000
6100 - Municipal Airport	99,000	180,400					279,400
5101 - Special Aviation Fund-State	81,000	147,600					228,600
Total	1,800,000	3,280,000					5,080,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brett Godown

Type Buildings

Useful Life

Category Airport

Priority 2 Medium/Important

Project # 9355

Project Name 37 Mortensen Exterior Rehabilitation

Start Date 07/01/23

Council District City-Wide

Completion Date 06/30/24

Total Project Cost: \$230,000

Description

Rehabilitate the exterior of 37 Mortensen Ave. The project includes repainting, residing, and repairing the exterior walls and membranes of the building.

Justification

The project will be funded by Municipal Airport Fund.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	30,000						30,000
63.5900 - Other Prof Svcs	30,000						30,000
64.1000 - Admin Overhead	30,000						30,000
66.4000 - Improvements	140,000						140,000
Total	230,000						230,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6100 - Municipal Airport	230,000						230,000
Total	230,000						230,000

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category		#	Priority	2024	2025	2026	2027	2028	2029	Total
<i>Department</i>										
Community Development										
<u>30 - Community Development</u>										
Permanent Homeless Shelter	9001	1		930,000	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	6,555,000
Chinatown Revitalization Plan & Implementation	9070	1		500,000	500,000	355,000	355,000	355,000	355,000	2,420,000
65 W. Alisal Improvements	9087	1		150,000	80,000	30,000	30,000	30,000	30,000	350,000
Chinatown Navigation Center Sprung Shelter	9125	1		900,000	1,065,200	1,065,200	1,065,200	1,065,200	1,065,200	6,226,000
ED Element Implementation	9136	1		100,000						100,000
Alisal Vibrancy Plan	9246	1		1,040,000	2,740,000	2,990,000	3,240,000	3,240,000	3,240,000	16,490,000
30 - Community Development Total				3,620,000	5,510,200	5,565,200	5,815,200	5,815,200	5,815,200	32,141,000
Community Development Total				3,620,000	5,510,200	5,565,200	5,815,200	5,815,200	5,815,200	32,141,000
GRAND TOTAL				3,620,000	5,510,200	5,565,200	5,815,200	5,815,200	5,815,200	32,141,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 30 - Community Development

Contact Rod Powell

Type Acquisition

Useful Life

Category Community Development

Priority 1 High/Necessary

Project # 9001

Project Name Permanent Homeless Shelter

Start Date 07/01/18

Council District 1

Completion Date On Going

Total Project Cost: \$7,500,000

Description

Operations of the Salinas Housing Advancement, Resources & Education (SHARE) Center, site improvements for installation and maintenance of the SHARE Center and RV trailers.

Justification

City and County of Monterey entered into an MOU in FY 18-19 in which the City has agreed to share in the cost for construction and operation of the permanent homeless shelter and permanent homeless supportive/transitional housing.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5900 - Other Prof Svcs	880,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	6,380,000
63.6010 - Other Outside Svc	50,000	25,000	25,000	25,000	25,000	25,000	175,000
Total	930,000	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	6,555,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	930,000	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	6,555,000
Total	930,000	1,125,000	1,125,000	1,125,000	1,125,000	1,125,000	6,555,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 30 - Community Development

Contact Lisa Brinton

Type Plan

Useful Life

Category Community Development

Priority 1 High/Necessary

Project # 9070

Project Name Chinatown Revitalization Plan & Implementation

Start Date 01/07/15

Council District 4

Completion Date 06/30/32

Total Project Cost: \$3,175,825

Description

Implementation of the Chinatown Revitalization Plan including community-driven improvement projects with visual impact. Developing a streetscape and infrastructure master plan, security measures, acquisition of properties, building improvement and remediation of newly acquired parcels for mixed-use development and affordable housing production, street and neighborhood maintenance, and supporting culturally relevant public art and the creation of cultural spaces as economic drivers.

Justification

Implementing policies and actions in the Economic Development Element and Chinatown Revitalization Plan emerging opportunities. Funding would be leveraged with other grant funds including CDBG and would also support implementation of community-driven improvement projects that address critical needs, including sanitation, beautification, and neighborhood stabilization.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5900 - Other Prof Svcs	500,000	500,000	355,000	355,000	355,000	355,000	2,420,000
Total	500,000	500,000	355,000	355,000	355,000	355,000	2,420,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	500,000	500,000	355,000	355,000	355,000	355,000	2,420,000
Total	500,000	500,000	355,000	355,000	355,000	355,000	2,420,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 30 - Community Development

Contact Lisa Brinton

Type Improvement

Useful Life

Category Community Development

Priority 1 High/Necessary

Project # 9087

Project Name 65 W. Alisal Improvements

Start Date 07/01/20

Council District 3

Completion Date On Going

Total Project Cost: \$780,000

Description

This project seeks to fund capital improvements to address increased staffing, deferred maintenance, and improve environment for customers. Funding will be used for reconfiguration and creation of additional workspace for staff, integration of safety measures for customers and employees, and facility improvements including elevator repair and restroom remodeling. Funding would allow for a cleaner and safer environment for customers and staff.

Justification

This project is proposed to be implemented as it necessitates interior alterations to accommodate customers and staff with increased safety and cleanliness.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.4900 - Maint&Repair-Oth	150,000	80,000	30,000	30,000	30,000	30,000	350,000
Total	150,000	80,000	30,000	30,000	30,000	30,000	350,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	150,000	80,000	30,000	30,000	30,000	30,000	350,000
Total	150,000	80,000	30,000	30,000	30,000	30,000	350,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 30 - Community Development

Contact Rod Powell

Type Buildings

Useful Life

Category Community Development

Priority 1 High/Necessary

Project # 9125

Project Name Chinatown Navigation Center Sprung Shelter

Start Date 05/01/20

Council District 4

Completion Date On Going

Total Project Cost: \$7,536,000

Description

Operations, site improvements and maintenance of the Chinatown Navigation Center, RV trailers and shower trailer.

Justification

Additional shelter capacity is needed for homeless individuals at the Chinatown Navigation Center in order to respond the COVID-19 pandemic and facilitate Health and Safety Day activities.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.3010 - Rents	25,200	25,200	25,200	25,200	25,200	25,200	151,200
63.5010 - Professional Svcs	770,000	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,770,000
63.6010 - Other Outside Svc	104,800	40,000	40,000	40,000	40,000	40,000	304,800
Total	900,000	1,065,200	1,065,200	1,065,200	1,065,200	1,065,200	6,226,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	900,000	1,065,200	1,065,200	1,065,200	1,065,200	1,065,200	6,226,000
Total	900,000	1,065,200	1,065,200	1,065,200	1,065,200	1,065,200	6,226,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 30 - Community Development

Contact Lisa Brinton

Type Plan

Useful Life

Category Community Development

Priority 1 High/Necessary

Project # 9136

Project Name ED Element Implementation

Start Date 07/01/14

Council District City-Wide

Completion Date 06/30/28

Total Project Cost: \$477,790

Description

Funding to leverage the implementation of the goals, policies, and actions outlined in the ED Element with focus on technical, planning, environmental study and analysis for future development in and annexation of EDE Target Area K. Funding would also support small business recovery including expanding the Grow Salinas Fund (GSF) to provide micro grants for marketing, outdoor dining, and façade improvements.

Justification

Implementation of the Economic Development Element as part of the City's General Plan. Funding would be leveraged with other grant funds including CDBG.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5900 - Other Prof Svcs	100,000						100,000
Total	100,000						100,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	100,000						100,000
Total	100,000						100,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 30 - Community Development

Contact Lisa Brinton

Type Plan

Useful Life

Category Community Development

Priority 1 High/Necessary

Project # 9246

Project Name Alisal Vibrancy Plan

Start Date 07/01/15

Council District 1,2,4

Completion Date 06/30/40

Total Project Cost: \$21,430,537

Description

Support AVP community-driven implementation projects with visual impact focused on appearance, district identity, public art cleanliness, safety/infrastructure, parks & open space, and economic development, to include the Alisal Market Place as an opportunity site and catalyst project thru environmental/site testing/remediation.

Justification

Implementing policies and actions in Economic Development Element and emerging priorities in the Alisal Vibrancy Plan. Funding would be leveraged with other grant funds including CDBG.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.2000 - Temporary Pay	75,000	75,000	75,000	75,000	75,000	75,000	450,000
63.6010 - Other Outside Svc	600,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	6,100,000
64.1000 - Admin Overhead	65,000	65,000	65,000	65,000	65,000	65,000	390,000
66.4000 - Improvements	300,000	1,500,000	1,750,000	2,000,000	2,000,000	2,000,000	9,550,000
Total	1,040,000	2,740,000	2,990,000	3,240,000	3,240,000	3,240,000	16,490,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1200 - Measure G	1,040,000	2,740,000	2,990,000	3,240,000	3,240,000	3,240,000	16,490,000
Total	1,040,000	2,740,000	2,990,000	3,240,000	3,240,000	3,240,000	16,490,000



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Downtown Parking									
<u>50 - Public Works</u>									
Downtown Parking Management Plan	9063	2	75,000						75,000
Monterey St Garage Security System Improvements	9064	1	25,000	100,000					125,000
50 - Public Works Total			100,000	100,000					200,000
Downtown Parking Total			100,000	100,000					200,000
GRAND TOTAL			100,000	100,000					200,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Plan

Useful Life

Category Downtown Parking

Priority 2 Medium/Important

Project # 9063

Project Name Downtown Parking Management Plan

Start Date 03/01/13

Council District 3

Completion Date On Going

Total Project Cost: \$75,000

Description

Project provides for a Downtown Parking Management Plan.

Justification

Implementation of the Downtown Vibrancy Plan and part of the City Council's Strategic Plan objectives.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5010 - Professional Svcs	50,000						50,000
63.5400 - Engineering Svcs	25,000						25,000
Total	75,000						75,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6801 - Downtown Parking District	75,000						75,000
Total	75,000						75,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Improvement

Useful Life

Category Downtown Parking

Priority 1 High/Necessary

Project # 9064

Project Name Monterey St Garage Security System Improvements

Start Date 07/01/19

Council District 3

Completion Date 06/30/25

Total Project Cost: \$137,524

Description

Budget provides for the replacement of security camera system digital video recorder at Monterey Street Garage, removal and replacing existing storefront door with reinforced structure, repainting of interior of the garage structure.

Justification

Existing security camera system digital video recorder is inoperative and cannot be repaired due to its age. Several cameras have failed and must be replaced. Interior walls and surfaces have not been painted since 2005.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5010 - Professional Svcs	15,000						15,000
63.5400 - Engineering Svcs	10,000						10,000
66.4000 - Improvements		100,000					100,000
Total	25,000	100,000					125,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6801 - Downtown Parking District	25,000	100,000					125,000
Total	25,000	100,000					125,000



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City of Salinas, California
Capital Improvement Program
2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category <i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Engineering & Transportation									
<u>50 - Public Works</u>									
Williams Rd UD/Street/Streetscape & Median Island	9071	2	513,800	3,249,000	4,500,000				8,262,800
Traffic Calming Improvements	9163	2	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
ADA Pedestrian Ramp Installation	9216	1	30,000	100,000	100,000	100,000	100,000	100,000	530,000
Facilities ADA Transition Plan & Improvements	9217	1	20,000	20,000	20,000	20,000	20,000	20,000	120,000
City Bridges Rehab	9255	2	100,000	50,000	70,000				220,000
Bridge Maintenance Program	9266	1	30,000	135,000	60,000	135,000			360,000
Active Transportation Plan	9349	3	100,000						100,000
School Safety Enhancements	9391	2	20,000	20,000	20,000	20,000	20,000		100,000
Congestion Mgmt Agency City %	9461	1	55,000	55,000	55,000	55,000	55,000	55,000	330,000
Boronda Rd Congestion Relief	9510	1	1,200,000	800,000	1,100,000	800,000	1,100,000		5,000,000
50 - Public Works Total			2,268,800	4,629,000	6,125,000	1,330,000	1,495,000	375,000	16,222,800
Engineering & Transportation Total			2,268,800	4,629,000	6,125,000	1,330,000	1,495,000	375,000	16,222,800
GRAND TOTAL			2,268,800	4,629,000	6,125,000	1,330,000	1,495,000	375,000	16,222,800

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Elise Ramirez

Type Improvement

Useful Life

Category Engineering & Transportation

Priority 2 Medium/Important

Project # 9071

Project Name Williams Rd UD/Street/Streetscape & Median Island

Start Date 07/01/17

Council District 2

Completion Date 06/30/26

Total Project Cost: \$10,009,281

Description

With the utility undergrounding of Williams Road (Bardin to Alisal) the roadway will need to be reconstructed to include underground and road improvements. TFO (#48) will fund median island improvements which will occur in two phases. The Williams Rd improvement construction is anticipated to start Summer 2023.

Justification

The TFO has identified the need for a median island on Williams Road to increase traffic capacity and improve vehicle and pedestrian safety. HSIP Funding is expected to be available for construction.

Expenditures	2024	2025	2026	2027	2028	2029	Total
64.1000 - Admin Overhead	50,000	50,000	50,000				150,000
66.4000 - Improvements	463,800	3,199,000	4,450,000				8,112,800
Total	513,800	3,249,000	4,500,000				8,262,800

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2404 - Motor Vehicle Fuel Tax	138,800	500,000	150,000				788,800
2510 - Measure X Transportation & Safety		1,999,000	4,350,000				6,349,000
2511 - SB1 Road Maintenance & Rehab	375,000	750,000					1,125,000
Total	513,800	3,249,000	4,500,000				8,262,800

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Improvement

Useful Life

Category Engineering & Transportation

Priority 2 Medium/Important

Project # 9163

Project Name Traffic Calming Improvements

Start Date 07/01/06

Council District City-Wide

Completion Date On Going

Total Project Cost: \$2,485,072

Description

This project implements the City-wide traffic calming policy for residential streets.

Justification

Implements the City's Traffic Calming Policy approved in 2009 to address concerns with speed and volume of traffic in residential areas. Project aligned with the City's Vision Zero policy.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs	40,000	40,000	40,000	40,000	40,000	40,000	240,000
64.1000 - Admin Overhead	10,000	10,000	10,000	10,000	10,000	10,000	60,000
66.4000 - Improvements	150,000	150,000	150,000	150,000	150,000	150,000	900,000
Total	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2510 - Measure X Transportation & Safety	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000
Total	200,000	200,000	200,000	200,000	200,000	200,000	1,200,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Elise Ramirez

Type Improvement

Useful Life

Category Engineering & Transportation

Priority 1 High/Necessary

Project # 9216

Project Name ADA Pedestrian Ramp Installation

Start Date 07/01/17

Council District City-Wide

Completion Date On Going

Total Project Cost: \$856,968

Description

Furnish and install ADA pedestrian ramps at all curb returns and crosswalks at mid-block throughout the City. The priority will be based on the recommendation by staff and committee and approval by City Council.

Justification

The Americans Disability Act obligates Local Agencies to budget and schedule deficient ADA infrastructure in City right-of-way.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs	5,000	10,000	10,000	10,000	10,000	10,000	55,000
64.1000 - Admin Overhead	5,000	10,000	10,000	10,000	10,000	10,000	55,000
66.4000 - Improvements	20,000	80,000	80,000	80,000	80,000	80,000	420,000
Total	30,000	100,000	100,000	100,000	100,000	100,000	530,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2510 - Measure X Transportation & Safety	30,000	100,000	100,000	100,000	100,000	100,000	530,000
Total	30,000	100,000	100,000	100,000	100,000	100,000	530,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Elise Ramirez

Type Improvement

Useful Life

Category Engineering & Transportation

Priority 1 High/Necessary

Project # 9217

Project Name Facilities ADA Transition Plan & Improvements

Start Date 07/01/21

Council District City-Wide

Completion Date On Going

Total Project Cost: \$244,820

Description

Correction of ADA deficiencies in Public Buildings from the top 5 priority buildings recommended by Staff and committee and approved by City Council.

Justification

The Americans Disability Act obligates Local Agencies to budget and schedule deficient ADA infrastructure in City right-of-way.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs		20,000		20,000		20,000	60,000
66.4000 - Improvements	20,000		20,000		20,000		60,000
Total	20,000	20,000	20,000	20,000	20,000	20,000	120,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1200 - Measure G	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Total	20,000	20,000	20,000	20,000	20,000	20,000	120,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Elise Ramirez

Type Improvement

Useful Life

Category Engineering & Transportation

Priority 2 Medium/Important

Project # 9255

Project Name City Bridges Rehab

Start Date 07/01/16

Council District City-Wide

Completion Date 06/30/26

Total Project Cost: \$273,395

Description

This project will fund cost of consultants to design and construct the rehabilitation of various City bridges identified by CalTRANS needing maintenance and rehabilitation.

Justification

FHWA will provide an 88.53% reimbursement.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs	100,000	50,000	70,000				220,000
Total	100,000	50,000	70,000				220,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2404 - Motor Vehicle Fuel Tax	100,000	50,000	70,000				220,000
Total	100,000	50,000	70,000				220,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Elise Ramirez

Type Improvement

Useful Life

Category Engineering & Transportation

Priority 1 High/Necessary

Project # 9266

Project Name Bridge Maintenance Program

Start Date 07/01/17

Council District City-Wide

Completion Date On Going

Total Project Cost: \$513,000

Description

Routine maintenance of bridges throughout the City that are ineligible for federal funds.

Justification

A survey was completed by Wallace Group identifying deficiencies.

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.4000 - Improvements	30,000	135,000	60,000	135,000			360,000
Total	30,000	135,000	60,000	135,000			360,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2510 - Measure X Transporation & Safety	30,000	135,000	60,000	135,000			360,000
Total	30,000	135,000	60,000	135,000			360,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Plan

Useful Life

Category Engineering & Transportation

Priority 3 Low/Desirable

Project # 9349

Project Name Active Transportation Plan

Start Date 07/01/22

Council District City-Wide

Completion Date 01/01/25

Total Project Cost: \$571,000

Description

The City was awarded Sustainable Communities Grant under the State Transportation Planning Grant Program. The project develops an Active Transportation Plan for the City.

Justification

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5900 - Other Prof Svcs	100,000						100,000
Total	100,000						100,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2510 - Measure X Transporation & Safety	100,000						100,000
Total	100,000						100,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Improvement

Useful Life

Category Engineering & Transportation

Priority 2 Medium/Important

Project # 9391

Project Name School Safety Enhancements

Start Date 07/01/18

Council District City-Wide

Completion Date On Going

Total Project Cost: \$288,941

Description

This project provides for the annual replacement of traffic signs, in-pavement signs, markings and other minor improvements near school sites throughout the City.

Justification

Enables the City to respond to school traffic safety concerns during the year. School Traffic Safety concerns is one category of traffic operations for which the City receives many requests each year. Most concerns are related to traffic congestion during drop off and pick-up hours due to the volume of cars during 2-3 short periods in a day. However, at times staff identifies improvements that will improve safety at schools. These improvements include new signing, flashing beacons, striping and other tools that is funded by this program.

School Safety Projects are aligned with the City's Vision Zero Policy.

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.4000 - Improvements	20,000	20,000	20,000	20,000	20,000		100,000
Total	20,000	20,000	20,000	20,000	20,000		100,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2402 - Gas Tax-2106	20,000	20,000	20,000	20,000	20,000		100,000
Total	20,000	20,000	20,000	20,000	20,000		100,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Plan

Useful Life

Category Engineering & Transportation

Priority 1 High/Necessary

Project # 9461

Project Name Congestion Mgmt Agency City %

Start Date 05/01/91

Council District City-Wide

Completion Date 06/30/29

Total Project Cost: \$606,995

Description

This project provides for the City's proportionate share of the cost for the Congestion Management Program which is being conducted by the Transportation Agency for Monterey County (TAMC).

Justification

Cost of membership in the Congestion Management Agency is a Gas Tax eligible expenditure and the City's 18% share is based in proportion to Gas Tax Funds received by member agencies.

Expenditures	2024	2025	2026	2027	2028	2029	Total
64.5320 - Contr Other Agen	55,000	55,000	55,000	55,000	55,000	55,000	330,000
Total	55,000	55,000	55,000	55,000	55,000	55,000	330,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2404 - Motor Vehicle Fuel Tax	55,000	55,000	55,000	55,000	55,000	55,000	330,000
Total	55,000	55,000	55,000	55,000	55,000	55,000	330,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Josie Lantaca

Type Roadways

Useful Life

Category Engineering & Transportation

Priority 1 High/Necessary

Project # 9510

Project Name Boronda Rd Congestion Relief

Start Date 07/01/17

Council District 1,6

Completion Date 06/30/30

Total Project Cost: \$20,965,027

Description

Construct roundabouts at McKinnon, El Dorado, Natividad, and Independence Blvd. Construct 2 additional lanes; bike lanes; median island; overlay or rehab of existing lanes; landscaping and irrigation; farmers ditch; signing and stripping; NPDES features including widening of existing bridge over Gabilan Creek.

Justification

The widening of Boronda Road is a part of the Mitigation Measures identified in the 2002 Salinas General Plan to mitigate traffic operational deficiencies throughout the City. Implementing this project will provide a level of service D or better along this corridor.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs	200,000	100,000	200,000	100,000	200,000		800,000
66.4000 - Improvements	1,000,000	700,000	900,000	700,000	900,000		4,200,000
Total	1,200,000	800,000	1,100,000	800,000	1,100,000		5,000,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2306 - Development Fees-Arterial		300,000	300,000	300,000	300,000		1,200,000
2403 - Gas Tax-2105	1,000,000		300,000		300,000		1,600,000
2510 - Measure X Transportation & Safety	200,000	500,000	500,000	500,000	500,000		2,200,000
Total	1,200,000	800,000	1,100,000	800,000	1,100,000		5,000,000



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Facilities Maintenance									
<u>50 - Public Works</u>									
City Hall & PW Yard Improvements	9612	1	200,000	100,000					300,000
50 - Public Works Total			200,000	100,000					300,000
Facilities Maintenance Total			200,000	100,000					300,000
GRAND TOTAL			200,000	100,000					300,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Sean Schmidt

Type Maintenance

Useful Life

Category Facilities Maintenance

Priority 1 High/Necessary

Project # 9612

Project Name City Hall & PW Yard Improvements

Start Date 07/01/21

Council District City-Wide

Completion Date 06/30/25

Total Project Cost: \$361,500

Description

City Hall Improvements. Update electrical panels/plugs light switches due to breaker overload.

Justification

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.6010 - Other Outside Svc	200,000	100,000					300,000
Total	200,000	100,000					300,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	200,000	100,000					300,000
Total	200,000	100,000					300,000

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
<hr/>									
Fire									
<hr/>									
<u>45 - Fire</u>									
Fire Station 7	9626	1	150,000						150,000
Fire Training Tower Maint & Temp Training Area	9984	1	100,000						100,000
45 - Fire Total			250,000						250,000
Fire Total			250,000						250,000
<hr/>									
GRAND TOTAL			250,000						250,000
<hr/>									

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 45 - Fire

Contact Sam Klemek

Type Buildings

Useful Life

Category Fire

Priority 1 High/Necessary

Project # 9626

Project Name Fire Station 7

Start Date 07/01/22

Council District 1,6

Completion Date 06/30/24

Total Project Cost: \$1,900,000

Description

On November 1st, 2022, the City Council approved the purchase of land for the construction of Fire Station 7. Funding is needed to begin scoping out the project and its requirements. A new Fire Station is required for the development of the West Area.

Justification

FY 22/23 will see the Fire Station 7 project start with civil engineering and the commencement of station design. FY 23/24 is the anticipated year of land acquisition and entitlements. FY 23/24 is the anticipated commencement of the competitive bid process for construction and permitting with targeted completion in FY 24/25.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5010 - Professional Svcs	150,000						150,000
Total	150,000						150,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	150,000						150,000
Total	150,000						150,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 45 - Fire

Contact Sam Klemek

Type Buildings

Useful Life

Category Fire

Priority 1 High/Necessary

Project # 9984

Project Name Fire Training Tower Maint & Temp Training Area

Start Date 07/01/16

Council District 3

Completion Date 06/30/24

Total Project Cost: \$1,100,000

Description

SFD lost its training facility when SPD received a new building. Until a new facility could be built, SFD needs to make arrangements for a temporary training facility for staff and academy trainings. SFD plans to take the existing tower down to create space for a temporary training facility. The project will provide for the temporary creation and maintenance/upgrade of training facilities to meet the all-risk training demands of the fire department.

Justification

Enhanced and changing demands on the fire department bring new and enhanced training requirements. Adequate space, free from hazards, to adequately train new and existing employees is crucial. Adding some temporary modulars and maintenance of the tower will help to facilitate opportunities to host classes that generate revenue in future years.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.6010 - Other Outside Svc	100,000						100,000
Total	100,000						100,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	100,000						100,000
Total	100,000						100,000



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Fleet Replacement									
<i>71 - IS Fleet</i>									
Fleet Service Trucks	9123	1	209,000						209,000
Parks Vehicles Replacement	9270	2	80,000						80,000
Urban Forestry Equip Replacement	9271	2	178,710	150,000	150,000				478,710
Fleet Vehicles Replacement	9273	2	4,950	4,960	4,960				14,870
Fire Vehicle Apparatus Replacement	9540	1	3,456,600	405,000	279,800	279,900			4,421,300
Police Vehicle Replacement	9579	1	1,035,000						1,035,000
<i>71 - IS Fleet Total</i>			4,964,260	559,960	434,760	279,900			6,238,880
Fleet Replacement Total			4,964,260	559,960	434,760	279,900			6,238,880
GRAND TOTAL			4,964,260	559,960	434,760	279,900			6,238,880

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 71 - IS Fleet
Contact Gerardo Gonzalez
Type Equipment
Useful Life
Category Fleet Replacement
Priority 1 High/Necessary

Project #	9123
Project Name	Fleet Service Trucks

Start Date 07/01/18 **Council District** City-Wide
Completion Date 06/30/27

Description	Total Project Cost: \$1,166,500
Replace Light, Medium, and Heavy-Duty vehicles and equipment. This includes all trailers, chippers, stump grinders, aerial lifts, pumps, construction equipment that is serialized or contains a VIN number.	

Justification
Replaces aging vehicles.

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.5500 - Vehicles	209,000						209,000
Total	209,000						209,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
7121 - Internal Services-Vehicle Replacement	209,000						209,000
Total	209,000						209,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 71 - IS Fleet

Contact Kristan Lundquist

Type Equipment

Useful Life

Category Fleet Replacement

Priority 2 Medium/Important

Project # 9270

Project Name Parks Vehicles Replacement

Start Date 07/01/17

Council District City-Wide

Completion Date On Going

Total Project Cost: \$353,900

Description

The Parks Division has 2 Ford Rangers that are 2007/08 models and have reached the age of replacement. Cost to replace is about \$160,000.

Justification

These vehicles are used daily to help maintain the city parks. These vehicles have roughly 80K miles, but accumulate a lot of low speed driving and idle time. One hour of idle time is equal to 25-30 miles.

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.5500 - Vehicles	80,000						80,000
Total	80,000						80,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
7121 - Internal Services-Vehicle Replacement	80,000						80,000
Total	80,000						80,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 71 - IS Fleet

Contact Gerardo Gonzalez

Type Equipment

Useful Life

Category Fleet Replacement

Priority 2 Medium/Important

Project # 9271

Project Name Urban Forestry Equip Replacement

Start Date 07/01/17

Council District City-Wide

Completion Date On Going

Total Project Cost: \$1,594,631

Description

Replace Urban Forestry Aerial Lifts, Brush Chippers, Chipper Trucks and Auxiliary Pickup.

Justification

Existing leases.

Expenditures	2024	2025	2026	2027	2028	2029	Total
65.1030 - Prin Loans/Leases	164,740	141,070	145,460				451,270
65.2030 - Int Loans/Leases	13,970	8,930	4,540				27,440
Total	178,710	150,000	150,000				478,710

Funding Sources	2024	2025	2026	2027	2028	2029	Total
7121 - Internal Services-Vehicle Replacement	178,710	150,000	150,000				478,710
Total	178,710	150,000	150,000				478,710

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 71 - IS Fleet

Contact Gerardo Gonzalez

Type Equipment

Useful Life

Category Fleet Replacement

Priority 2 Medium/Important

Project # 9273

Project Name Fleet Vehicles Replacement

Start Date 07/01/17

Council District City-Wide

Completion Date On Going

Total Project Cost: \$41,160

Description

Existing debt service on PW Equipment Lease for Urban Forestry vehicle.

Justification

Existing leases.

Expenditures	2024	2025	2026	2027	2028	2029	Total
65.1030 - Prin Loans/Leases	4,514	4,660	4,810				13,984
65.2030 - Int Loans/Leases	436	300	150				886
Total	4,950	4,960	4,960				14,870

Funding Sources	2024	2025	2026	2027	2028	2029	Total
7121 - Internal Services-Vehicle Replacement	4,950	4,960	4,960				14,870
Total	4,950	4,960	4,960				14,870

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 71 - IS Fleet

Contact Sam Klemek

Type Equipment

Useful Life

Category Fleet Replacement

Priority 1 High/Necessary

Project # 9540

Project Name Fire Vehicle Apparatus Replacement

Start Date 07/01/19

Council District City-Wide

Completion Date On Going

Total Project Cost: \$8,520,185

Description

Project anticipates future vehicle apparatus replacement based on estimated useful life and replacement cycle. Future needs include one pumper and one aerial apparatus in FY 23-24, one pumper apparatus in FY 24-25, one aerial apparatus in FY 27-28 and one pumper apparatus in FY 28-29. We expect to replace 1-2 more pumper apparatus by FY 2032. SFD's maintenance programs has recognized that aging frontline apparatus are spending more out-of-service time proportionately than in-service time. Additionally, unexpected and costly repairs routinely exceed the operating budget because of the original plan to replace first line engines at 10 years and surplus them after reserve status at 20 years. Lease-purchase (as with previous acquisitions) is the recommended option to minimize large impacts to the budget.

Current lease obligations are identified in the 65.1030 and 65.2030 accounts.

Justification

As outlined in the 2018 "Salinas Plan" prepared by the National Resource Network (NRN) and the National Fire Protection Association (NFPA), a fleet replacement plan is the cornerstone for maintaining a reliable and sustainable emergency vehicle fleet. It is recommended that first line engines in Salinas be replaced every 8 years, placed in reserve service for another 10 years, and surplus after 18 years due to heavy use, increased unreliability of complex emission control and chassis systems and increased overall wear from street conditions.

Expenditures	2024	2025	2026	2027	2028	2029	Total
65.1030 - Prin Loans/Leases	601,900	388,200	270,600	275,200			1,535,900
65.2030 - Int Loans/Leases	29,700	16,800	9,200	4,700			60,400
66.5500 - Vehicles	2,825,000						2,825,000
Total	3,456,600	405,000	279,800	279,900			4,421,300

Funding Sources	2024	2025	2026	2027	2028	2029	Total
7121 - Internal Services-Vehicle Replacement	3,456,600	405,000	279,800	279,900			4,421,300
Total	3,456,600	405,000	279,800	279,900			4,421,300

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 71 - IS Fleet

Contact Tonya Erickson

Type Equipment

Useful Life

Category Fleet Replacement

Priority 1 High/Necessary

Project # 9579

Project Name Police Vehicle Replacement

Start Date 07/01/06

Council District City-Wide

Completion Date On Going

Total Project Cost: \$5,163,139

Description

Project provides for replacement of police vehicles and associated equipment through purchase and/or lease. Annual appropriation funds the replacement of patrol vehicle and unmarked vehicles.

Justification

Project also provides for replacement of mobile computer terminals and safety equipment as required.

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.5500 - Vehicles	1,035,000						1,035,000
Total	1,035,000						1,035,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
7121 - Internal Services-Vehicle Replacement	1,035,000						1,035,000
Total	1,035,000						1,035,000



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category			#	Priority	2024	2025	2026	2027	2028	2029	Total
<i>Department</i>											
Industrial Waste											
<u>50 - Public Works</u>											
Salinas Dry Weather Diversion	9075	2			135,000						135,000
Salinas River Maintenance Program	9130	3			15,000	15,000	15,000	15,000	15,000	15,000	90,000
50 - Public Works Total					150,000	15,000	15,000	15,000	15,000	15,000	225,000
Industrial Waste Total					150,000	15,000	15,000	15,000	15,000	15,000	225,000
GRAND TOTAL					150,000	15,000	15,000	15,000	15,000	15,000	225,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brian Frus

Type Plan

Useful Life

Category Industrial Waste

Priority 2 Medium/Important

Project # 9075

Project Name Salinas Dry Weather Diversion

Start Date 07/01/14

Council District City-Wide

Completion Date 06/30/24

Total Project Cost: \$236,371

Description

Ongoing expenses related to cost sharing for engineering and other services related to the Industrial Wastewater Collection and Conveyance System. Scope includes seeking new grant funding to augment efforts to capture runoff from South Salinas, conveyance to TP-1 and pumping to Monterey One Water for farming and other recycled water uses.

Justification

Professional services are necessary to provide grant writing, permitting and other efforts. This project supports a cooperative effort between the City and M1W which is funded by a \$10M Prop 1 grant while seeking an equal amount in the next round of funding.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	25,000						25,000
63.5400 - Engineering Svcs	25,000						25,000
63.5900 - Other Prof Svcs	75,000						75,000
64.1000 - Admin Overhead	10,000						10,000
Total	135,000						135,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6200 - Industrial Waste	135,000						135,000
Total	135,000						135,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brian Frus

Type Plan

Useful Life

Category Industrial Waste

Priority 3 Low/Desirable

Project # 9130

Project Name Salinas River Maintenance Program

Start Date 07/01/18

Council District 3

Completion Date On Going

Total Project Cost: \$165,000

Description

Support efforts of the Salinas River Channel Stream Maintenance Program's River Management Unit Association, Inc. The City will become a landowner member of the Association and pay annual dues including a payment in arrears to cover 2017.

Justification

According to the September 4, 2018 MOU, the City agreed to support the Salinas River Channel Stream Maintenance Program as a landowner member affirming the common interest of the sustainable management of riverine lands in the Salinas Valley Groundwater Basin.

Expenditures	2024	2025	2026	2027	2028	2029	Total
64.7020 - Assoc Memberships	15,000	15,000	15,000	15,000	15,000	15,000	90,000
Total	15,000	15,000	15,000	15,000	15,000	15,000	90,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6200 - Industrial Waste	15,000	15,000	15,000	15,000	15,000	15,000	90,000
Total	15,000	15,000	15,000	15,000	15,000	15,000	90,000



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Library									
<u>60 - Library</u>									
Steinbeck & Chavez Roof Replacement/Repair	9969	1	1,150,000						1,150,000
60 - Library Total			1,150,000						1,150,000
Library Total			1,150,000						1,150,000
GRAND TOTAL			1,150,000						1,150,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 60 - Library
Contact Kristan Lundquist
Type Maintenance
Useful Life
Category Library
Priority 1 High/Necessary

Project # 9969
Project Name Steinbeck & Chavez Roof Replacement/Repair

Start Date 07/01/23
Completion Date 06/30/24
Council District City-Wide

Total Project Cost: \$1,150,000

Description
 Replace the roof of John Steinbeck Library, per recommendation from roof analysis report by Public Works. Add guard rail to the roof for safety, per recommendation from Public Works.

Justification

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5010 - Professional Svcs	54,020						54,020
63.6010 - Other Outside Svc	19,300						19,300
64.1005 - Public Art Charge	5,410						5,410
66.4000 - Improvements	1,071,270						1,071,270
Total	1,150,000						1,150,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	1,150,000						1,150,000
Total	1,150,000						1,150,000

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Parks & Community Svcs									
<u>50 - Public Works</u>									
Soccer Field Cesar Chavez Park	9005	2	250,000						250,000
50 - Public Works Total			250,000						250,000
<u>55 - Recreation</u>									
Rec Center Repairs/Improvements	9191	1	125,000						125,000
Natividad Creek Community Park	9346	2	82,500	82,500	82,500	82,500			330,000
Northgate Dog Park	9366	3	75,000						75,000
Aquatic Center Improvements	9943	1	125,000						125,000
55 - Recreation Total			407,500	82,500	82,500	82,500			655,000
Parks & Community Svcs Total			657,500	82,500	82,500	82,500			905,000
GRAND TOTAL			657,500	82,500	82,500	82,500			905,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Josie Lantaca

Type Improvement

Useful Life

Category Parks & Community Svcs

Priority 2 Medium/Important

Project # 9005

Project Name Soccer Field Cesar Chavez Park

Start Date 02/06/18

Council District 4

Completion Date 06/30/24

Total Project Cost: \$1,773,264

Description

Construction of Soccer Field at Cesar Chavez Park. Includes bioretention area to meet stormwater development requirements.

Justification

Project received Grant funding and fulfills a need expressed by the community.

Expenditures	2024	2025	2026	2027	2028	2029	Total
64.1000 - Admin Overhead	50,000						50,000
66.4000 - Improvements	200,000						200,000
Total	250,000						250,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1200 - Measure G	250,000						250,000
Total	250,000						250,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 55 - Recreation

Contact Kristan Lundquist

Type Maintenance

Useful Life

Category Parks & Community Svcs

Priority 1 High/Necessary

Project # 9191

Project Name Rec Center Repairs/Improvements

Start Date 07/01/15

Council District City-Wide

Completion Date 06/30/24

Total Project Cost: \$125,000

Description

Various repairs/improvements at the Recreation Center. Roof replacement at the Salinas Recreation Center - Asphalt, portion of the shingle and gutters.

Justification

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.6010 - Other Outside Svc	125,000						125,000
Total	125,000						125,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	125,000						125,000
Total	125,000						125,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 55 - Recreation

Contact Kristan Lundquist

Type Improvement

Useful Life

Category Parks & Community Svcs

Priority 2 Medium/Important

Project # 9346

Project Name Natividad Creek Community Park

Start Date 02/01/17

Council District 1

Completion Date 06/30/27

Total Project Cost: \$982,246

Description

The first major phase of the project has been completed. The next few minor projects include rehab existing restroom and add new restroom near Skate Park/Tennis Ctr. Completion of habitat restoration within the lower Natividad Creek area between Las Casitas and Laurel Drive, including the N/E detention basin habitat restoration. Dog park and lighting improvements.

Justification

Annual allocation of Park Development fees will help augment other resources, such as community volunteer programs, to continue park development. Increased maintenance costs will be minimal relating to anticipated improvements.

Expenditures	2024	2025	2026	2027	2028	2029	Total
64.1000 - Admin Overhead	10,800	10,800	10,800	10,800			43,200
66.4000 - Improvements	71,700	71,700	71,700	71,700			286,800
Total	82,500	82,500	82,500	82,500			330,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2302 - Development Fees- Parks & Playground	82,500	82,500	82,500	82,500			330,000
Total	82,500	82,500	82,500	82,500			330,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 55 - Recreation

Contact Kristan Lundquist

Type Improvement

Useful Life

Category Parks & Community Svcs

Priority 3 Low/Desirable

Project # 9366

Project Name Northgate Dog Park

Start Date 07/01/23

Council District 5

Completion Date On Going

Total Project Cost: \$75,000

Description

Fencing, wood chips, water access, and other amenities including benches, shade structures, and exercise features for dogs.

Justification

The City of Salinas currently has one dog park located at Natividad Creek Park. The addition of a dog park at Northgate will provide additional access for families with dogs.

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.4000 - Improvements	75,000						75,000
Total	75,000						75,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1200 - Measure G	75,000						75,000
Total	75,000						75,000

Capital Improvement Program

City of Salinas, California

2024 *thru* 2029

Department

Contact

Type

Useful Life

Category

Priority

55 - Recreation

Kristan Lundquist

Maintenance

Parks & Community Svcs

1 High/Necessary

Project #

Project Name

9943

Aquatic Center Improvements

Start Date

Completion Date

Council District

07/01/23

06/30/24

City-Wide

Description

Total Project Cost:

\$125,000

Upgrades and replacements to the Salinas Aquatic Center; tile, lighting, restrooms, and HVAC Units.

Justification

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.4000 - Improvements	125,000						125,000
Total	125,000						125,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	125,000						125,000
Total	125,000						125,000

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Permit Services									
<u>30 - Community Development</u>									
Permit Center Technology Upgrade	9093	1	307,000	307,000	307,000	307,000	307,000		1,535,000
30 - Community Development Total			307,000	307,000	307,000	307,000	307,000		1,535,000
Permit Services Total			307,000	307,000	307,000	307,000	307,000		1,535,000
GRAND TOTAL			307,000	307,000	307,000	307,000	307,000		1,535,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 30 - Community Development

Contact Lisa Brinton

Type Software

Useful Life

Category Permit Services

Priority 1 High/Necessary

Project # 9093

Project Name Permit Center Technology Upgrade

Start Date 07/01/16

Council District City-Wide

Completion Date On Going

Total Project Cost: \$3,374,852

Description

A combination of Projects 9093, 9158 and 9357, this program creates the ability to capitalize on current technologies and the upgrading of outdated hardware and software (i.e., QLess, Project Dox and virtual inspections) to provide a higher level of customer service. Allows for acquiring of new software and hardware in order to better facilitate management of building permits. Includes other professional services and 25% regular pay for the Permit Center Coordinator dedicated to Trakit9, staff training, and web page management.

Justification

Improvements to the TRAKIT system, Qless, Project Docs and virtual inspections are essential for improved customer service and staff efficiencies. This is an appropriate use of the 5% technology fee collected for each building permit.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	20,000	20,000	20,000	20,000	20,000		100,000
63.4980 - Maint-Software	172,000	172,000	172,000	172,000	172,000		860,000
63.5900 - Other Prof Svcs	10,000	10,000	10,000	10,000	10,000		50,000
66.5800 - Computer Software	25,000	25,000	25,000	25,000	25,000		125,000
66.5810 - Computer Equip	20,000	20,000	20,000	20,000	20,000		100,000
62.8510 - IT Communications Hardware	10,000	10,000	10,000	10,000	10,000		50,000
63.6080 - Bank Charges	50,000	50,000	50,000	50,000	50,000		250,000
Total	307,000	307,000	307,000	307,000	307,000		1,535,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6900 - Permit Services	307,000	307,000	307,000	307,000	307,000		1,535,000
Total	307,000	307,000	307,000	307,000	307,000		1,535,000



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Sanitary Sewer									
<u>50 - Public Works</u>									
Wastewater Equipment	9274	2	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Repairs to Lift Stations	9743	1	152,000						152,000
50 - Public Works Total			172,000	20,000	20,000	20,000	20,000	20,000	272,000
Sanitary Sewer Total			172,000	20,000	20,000	20,000	20,000	20,000	272,000
GRAND TOTAL			172,000	20,000	20,000	20,000	20,000	20,000	272,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Gary Gabriel

Type Equipment

Useful Life

Category Sanitary Sewer

Priority 2 Medium/Important

Project # 9274

Project Name Wastewater Equipment

Start Date 07/01/17

Council District City-Wide

Completion Date On Going

Total Project Cost: \$176,430

Description

Replace necessary wastewater equipment.

Justification

Enterprise fund.

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.5400 - Equipment	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Total	20,000	20,000	20,000	20,000	20,000	20,000	120,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6400 - Sewer	20,000	20,000	20,000	20,000	20,000	20,000	120,000
Total	20,000	20,000	20,000	20,000	20,000	20,000	120,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brian Frus

Type Sanitary Sewer

Useful Life

Category Sanitary Sewer

Priority 1 High/Necessary

Project # 9743

Project Name Repairs to Lift Stations

Start Date 07/01/95

Council District City-Wide

Completion Date 06/30/24

Total Project Cost: \$502,000

Description

This provides for replacements or upgrades to sanitary sewer lift stations including pump motors, motor controllers, alarm dialers, variable speed drives, electrical panels, buildings or enclosures, install permanent lift station bypasses and other appurtenances to include SCADA, MH monitors and flow meters.

Justification

This project is necessary to add resiliency to existing infrastructure and to reduce potential sewer overflows. Additionally, it is funded entirely by the Sewer Fund.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	7,000						7,000
63.5010 - Professional Svcs	40,000						40,000
64.1000 - Admin Overhead	5,000						5,000
66.4000 - Improvements	100,000						100,000
Total	152,000						152,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
6400 - Sewer	152,000						152,000
Total	152,000						152,000



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Storm Sewer (NPDES)									
<u>50 - Public Works</u>									
Natividad Creek Silt Removal	9086	2	75,000						75,000
Salinas River Outfall Channel Repairs	9114	2	50,000						50,000
Silt Removal Gabilan Creek	9127	2	75,000						75,000
Storm Sewer Drainage Repairs	9139	1	250,000						250,000
Santa Rita Storm Channel	9175	2	50,000						50,000
50 - Public Works Total			500,000						500,000
Storm Sewer (NPDES) Total			500,000						500,000
GRAND TOTAL			500,000						500,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brian Frus

Type Storm Sewer

Useful Life

Category Storm Sewer (NPDES)

Priority 2 Medium/Important

Project # 9086

Project Name Natividad Creek Silt Removal

Start Date 07/01/16

Council District 1

Completion Date 06/30/24

Total Project Cost: \$150,000

Description

Remove silt from sections of Natividad Creek between Boronda Road to East Laurel Drive. Make repairs to banks and the water channel as required; and make repairs to any outfalls that tie in the creek. Project may include stream restoration components with grant funding.

Justification

Repairs and periodic maintenance of this stream is necessary for flood control.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.6010 - Other Outside Svc	75,000						75,000
Total	75,000						75,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2301 - Development Fees-Sewer & Storm	75,000						75,000
Total	75,000						75,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brian Frus

Type Maintenance

Useful Life

Category Storm Sewer (NPDES)

Priority 2 Medium/Important

Project # 9114

Project Name Salinas River Outfall Channel Repairs

Start Date 07/01/18

Council District City-Wide

Completion Date 06/30/24

Total Project Cost: \$219,382

Description

Obtain required permits from USACE, RWQCB and CAFWS for needed repairs and ongoing maintenance. Constructs necessary repairs to river outfall caused by 2017 storms. Carry out routine and ongoing maintenance to outfall.

Justification

Repairs and periodic maintenance of the outfall is necessary to mitigate further damage from erosion.

Expenditures	2024	2025	2026	2027	2028	2029	Total
66.4000 - Improvements	50,000						50,000
Total	50,000						50,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2301 - Development Fees-Sewer & Storm	50,000						50,000
Total	50,000						50,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brian Frus

Type Storm Sewer

Useful Life

Category Storm Sewer (NPDES)

Priority 2 Medium/Important

Project # 9127

Project Name Silt Removal Gabilan Creek

Start Date 07/01/18

Council District 1,6

Completion Date 06/30/24

Total Project Cost: \$150,240

Description

This project involves the removal of silt, sediment, and debris including trash along Gabilan Creek at a regular interval to maintain the creek's flood carrying capacity and associated permitting. Project may include stream restoration components with grant funding.

Justification

Repairs and periodic maintenance of this stream is necessary for flood control.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.6010 - Other Outside Svc	75,000						75,000
Total	75,000						75,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2301 - Development Fees-Sewer & Storm	75,000						75,000
Total	75,000						75,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Gary Gabriel

Type Storm Sewer

Useful Life

Category Storm Sewer (NPDES)

Priority 1 High/Necessary

Project # 9139

Project Name Storm Sewer Drainage Repairs

Start Date 07/01/03

Council District City-Wide

Completion Date 06/30/24

Total Project Cost: \$526,362

Description

Reconstruction of damaged facilities, including catch basins, manholes, storm sewer pipelines, lift stations, curbs, gutters, and access ramps as necessary.

Justification

Maintain MS4 Stormwater system. Repair of stormwater system required by Central Coast Regional Water Quality Control Board.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	50,000						50,000
64.1000 - Admin Overhead	50,000						50,000
66.4000 - Improvements	150,000						150,000
Total	250,000						250,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2510 - Measure X Transporation & Safety	250,000						250,000
Total	250,000						250,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Brian Frus

Type Storm Sewer

Useful Life

Category Storm Sewer (NPDES)

Priority 2 Medium/Important

Project # 9175

Project Name Santa Rita Storm Channel

Start Date 05/01/19

Council District 5

Completion Date 06/30/24

Total Project Cost: \$100,000

Description

This project provides for the initial planning, design and permitting required for the repair of the storm water channel at Santa Rita Park. The storm water channel has been damaged by erosion due to multiple storm events in recent years. The repair will include the widening of the concrete portion of the channel and a paved access driveway for maintenance vehicles as well as a re-grading of the channel slopes to include hydro seeding. The total reconstruction will include approximately 1,300 linear feet of the channel. Project may include stream restoration components with grant funding.

Justification

Repairs and periodic maintenance of this stream is necessary for flood control. Initial design and permitting fees are to come from 2301 Development Fees Sewer and Storm. While project implementation funding will likely come from grants and/or FEMA reimbursement.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5010 - Professional Svcs	50,000						50,000
Total	50,000						50,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2301 - Development Fees-Sewer & Storm	50,000						50,000
Total	50,000						50,000

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Street Maintenance									
<u>50 - Public Works</u>									
Striping and Signing Improvements at City Streets	9081	1	400,000	200,000	200,000	200,000	200,000	200,000	1,400,000
Sidewalk & Drainage Repairs	9720	1	3,250,000	600,000	600,000	600,000	600,000	600,000	6,250,000
Street Preventive Maintenance Program	9981	2	8,800,000	5,600,000	5,600,000	5,600,000	5,600,000	5,600,000	36,800,000
50 - Public Works Total			12,450,000	6,400,000	6,400,000	6,400,000	6,400,000	6,400,000	44,450,000
Street Maintenance Total			12,450,000	6,400,000	6,400,000	6,400,000	6,400,000	6,400,000	44,450,000
GRAND TOTAL			12,450,000	6,400,000	6,400,000	6,400,000	6,400,000	6,400,000	44,450,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Roadways

Useful Life

Category Street Maintenance

Priority 1 High/Necessary

Project # 9081

Project Name Striping and Signing Improvements at City Streets

Start Date 07/01/18

Council District City-Wide

Completion Date On Going

Total Project Cost: \$2,965,065

Description

The striping of City streets has fallen behind as street repair scheduled have been delayed. As a result, street center lines, crosswalks and other pavement markings that help contribute to street safety is in need of updating. In addition, complete streets concepts provide opportunities to encourage safety on city streets using striping.

Justification

Provides funding to update street paving and signs at critical locations. This striping project is for those streets that need safety striping but are not part of pavement improvements.

Striping and signing updates occur within streets right of way. These improvements will not significantly impact the City maintenance budget but may reduce city claims cost.

Updating striping and signing supports the City Vision Zero Policy.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	20,000	20,000	20,000	20,000	20,000	20,000	120,000
64.1000 - Admin Overhead	30,000	30,000	30,000	30,000	30,000	30,000	180,000
66.4000 - Improvements	350,000	150,000	150,000	150,000	150,000	150,000	1,100,000
Total	400,000	200,000	200,000	200,000	200,000	200,000	1,400,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2511 - SB1 Road Maintenance & Rehab	400,000	200,000	200,000	200,000	200,000	200,000	1,400,000
Total	400,000	200,000	200,000	200,000	200,000	200,000	1,400,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Elise Ramirez

Type Roadways

Useful Life

Category Street Maintenance

Priority 1 High/Necessary

Project # 9720

Project Name Sidewalk & Drainage Repairs

Start Date 07/01/95

Council District City-Wide

Completion Date On Going

Total Project Cost: \$10,239,380

Description

Repair of damaged curbs, gutters, sidewalks, and driveway approaches throughout the City damaged by City trees within the street right-of-way. The work will be performed through the On-Call Contractor list and by in-house City Personnel (Four Street Maintenance Workers).

Justification

The allocation of \$150,000 of gas tax in supplies and material is for the purchase of concrete, sand, and other pertinent supplies relating to the repair sidewalks, etc.

The City is addressing the 15 year waiting list for sidewalk repair.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs	50,000	65,000	65,000	65,000	65,000	65,000	375,000
63.6010 - Other Outside Svc		5,000	5,000	5,000	5,000	5,000	25,000
64.1000 - Admin Overhead	50,000	50,000	50,000	50,000	50,000	50,000	300,000
66.4000 - Improvements	3,150,000	480,000	480,000	480,000	480,000	480,000	5,550,000
Total	3,250,000	600,000	600,000	600,000	600,000	600,000	6,250,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1000 - General Fund	1,000,000						1,000,000
1200 - Measure G	2,000,000						2,000,000
2510 - Measure X Transporation & Safety	250,000	600,000	600,000	600,000	600,000	600,000	3,250,000
Total	3,250,000	600,000	600,000	600,000	600,000	600,000	6,250,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Elise Ramirez

Type Roadways

Useful Life

Category Street Maintenance

Priority 2 Medium/Important

Project # 9981

Project Name Street Preventive Maintenance Program

Start Date 07/01/10

Council District City-Wide

Completion Date 06/30/29

Total Project Cost: \$50,996,844

Description

Pavement preventive maintenance limits and striping within City street limits. Treatment includes, but not limited to, patch/repair, crack seal, slurry, chip seal.

Justification

Local agencies must have and maintain a Street Rehab Program to qualify for Federal, State and Measure X funds.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs	100,000	100,000	100,000	100,000	100,000	100,000	600,000
63.6010 - Other Outside Svc	650,000	250,000	250,000	250,000	250,000	250,000	1,900,000
64.1000 - Admin Overhead	50,000	50,000	50,000	50,000	50,000	50,000	300,000
66.4000 - Improvements	8,000,000	5,200,000	5,200,000	5,200,000	5,200,000	5,200,000	34,000,000
Total	8,800,000	5,600,000	5,600,000	5,600,000	5,600,000	5,600,000	36,800,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
1200 - Measure G	6,000,000						6,000,000
2510 - Measure X Transportation & Safety		2,800,000	2,800,000	2,800,000	2,800,000	2,800,000	14,000,000
2511 - SB1 Road Maintenance & Rehab	2,800,000	2,800,000	2,800,000	2,800,000	2,800,000	2,800,000	16,800,000
Total	8,800,000	5,600,000	5,600,000	5,600,000	5,600,000	5,600,000	36,800,000

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Traffic Signals									
<u>50 - Public Works</u>									
Priority Traffic Signals	9094	2	800,000	57,500	800,000	57,500	800,000		2,515,000
ADA Traffic Signal Upgrades	9253	1	40,000	27,500	40,000	40,000			147,500
Traffic Signal Installations and Upgrades	9654	2	570,000	570,000	570,000	570,000	570,000	570,000	3,420,000
50 - Public Works Total			1,410,000	655,000	1,410,000	667,500	1,370,000	570,000	6,082,500
Traffic Signals Total			1,410,000	655,000	1,410,000	667,500	1,370,000	570,000	6,082,500
GRAND TOTAL			1,410,000	655,000	1,410,000	667,500	1,370,000	570,000	6,082,500

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Traffic Signal

Useful Life

Category Traffic Signals

Priority 2 Medium/Important

Project # 9094

Project Name Priority Traffic Signals

Start Date 07/01/18

Council District City-Wide

Completion Date On Going

Total Project Cost: \$4,409,233

Description

The Priority Traffic Signals Program provides a rational basis for prioritizing traffic signal installations at intersections. With a finite amount of available funding, there is a need to provide a rational basis for prioritizing traffic signals. The program has been expanded to include the consideration of alternative intersection designs in addition to traffic signals. The active priorities include Boronda Road at Sanborn Road, Williams at Garner Avenue, Constitution Boulevard at Las Casitas Drive, Harden Parkway at McKinnon Street, and Freedom Parkway at Rider Avenue.

Justification

These locations are part of the City Council's Prioritized Locations for traffic control. Selection is based on safety, traffic, pedestrians, other environmental factors.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs		50,000		50,000			100,000
64.1000 - Admin Overhead	50,000	7,500	50,000	7,500	50,000		165,000
66.4000 - Improvements	750,000		750,000		750,000		2,250,000
Total	800,000	57,500	800,000	57,500	800,000		2,515,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2510 - Measure X Transportation & Safety	800,000	57,500	800,000	57,500	800,000		2,515,000
Total	800,000	57,500	800,000	57,500	800,000		2,515,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Traffic Signal

Useful Life

Category Traffic Signals

Priority 1 High/Necessary

Project # 9253

Project Name ADA Traffic Signal Upgrades

Start Date 07/01/17

Council District City-Wide

Completion Date 06/30/27

Total Project Cost: \$195,715

Description

Upgrade traffic signals to meet ADA standards with pushbuttons, audible signals, and various ADA upgrades. Design and construct in alternating years.

Justification

The Americans Disability Act obligates Local Agencies to budget and schedule deficient ADA infrastructure in City right-of-way.

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	10,000	10,000	10,000	10,000			40,000
63.5400 - Engineering Svcs	14,000	14,000	14,000	14,000			56,000
66.4000 - Improvements	16,000	3,500	16,000	16,000			51,500
Total	40,000	27,500	40,000	40,000			147,500

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2404 - Motor Vehicle Fuel Tax	40,000	27,500	40,000	40,000			147,500
Total	40,000	27,500	40,000	40,000			147,500

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Andrew Easterling

Type Traffic Signal

Useful Life

Category Traffic Signals

Priority 2 Medium/Important

Project # 9654

Project Name Traffic Signal Installations and Upgrades

Start Date 07/01/00

Council District City-Wide

Completion Date On Going

Total Project Cost: \$6,162,793

Description

This CIP is for the routine upgrades to traffic signals and RRFBs, including controllers, cabinets, opticom, APS, iCCUs, video detection, leading pedestrian phases, LED beacons, and communication upgrades.

Justification

Traffic signal technology changes to improve safety and efficiency. This CIP allows necessary upgrades to existing signal system. This CIP includes the installation of new pedestrian countdowns, improved detection, battery back-up units, new cabinets to allow additional safety features at signalized intersections.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.5400 - Engineering Svcs	160,000	160,000	160,000	160,000	160,000	160,000	960,000
66.4000 - Improvements	110,000	110,000	110,000	110,000	110,000	110,000	660,000
66.5400 - Equipment	300,000	300,000	300,000	300,000	300,000	300,000	1,800,000
Total	570,000	570,000	570,000	570,000	570,000	570,000	3,420,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2404 - Motor Vehicle Fuel Tax	570,000	570,000	570,000	570,000	570,000	570,000	3,420,000
Total	570,000	570,000	570,000	570,000	570,000	570,000	3,420,000

City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY DEPARTMENT AND CATEGORY

Category									
<i>Department</i>	#	Priority	2024	2025	2026	2027	2028	2029	Total
Urban Forestry									
<u>50 - Public Works</u>									
North/East Maint Improvement District	9053	3	10,000	10,000	10,000	15,000	15,000	15,000	75,000
Vista Nueva Subdivision Improvements	9056	3	150,000	10,000	10,000	15,000	15,000	15,000	215,000
Monte Bella Subdivision Improvements	9120	2	611,000	611,000	561,000	561,000			2,344,000
Street Median Landscaping	9775	2	80,000	50,000	50,000	50,000	60,000	60,000	350,000
50 - Public Works Total			851,000	681,000	631,000	641,000	90,000	90,000	2,984,000
Urban Forestry Total			851,000	681,000	631,000	641,000	90,000	90,000	2,984,000
GRAND TOTAL			851,000	681,000	631,000	641,000	90,000	90,000	2,984,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Victor Baez

Type Maintenance

Useful Life

Category Urban Forestry

Priority 3 Low/Desirable

Project # 9053

Project Name North/East Maint Improvement District

Start Date 07/01/18

Council District 1,6

Completion Date 06/30/29

Total Project Cost: \$125,000

Description

Maintain public landscaping & irrigation at park strip, cul-de-sac median islands, jogging paths, planter walls, riprap, detention ponds, bank protection, bridge, appurtenant water mains & irrigation systems, ornamental water, electric current, spraying and debris removal.

Justification

Funds are available in the North/East Maintenance District CIP Reserves account. This project does not affect the General Fund.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.6010 - Other Outside Svc	10,000	10,000	10,000	15,000	15,000	15,000	75,000
Total	10,000	10,000	10,000	15,000	15,000	15,000	75,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2105 - NE Salinas Landscape District	10,000	10,000	10,000	15,000	15,000	15,000	75,000
Total	10,000	10,000	10,000	15,000	15,000	15,000	75,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Victor Baez

Type Maintenance

Useful Life

Category Urban Forestry

Priority 3 Low/Desirable

Project # 9056

Project Name Vista Nueva Subdivision Improvements

Start Date 07/01/15

Council District 1

Completion Date 06/30/29

Total Project Cost: \$217,093

Description

Maintain telephone/alarm system for Sanitary Sewer Pump Station/ongoing monitoring cost (SCADA monitoring): Future pump station upgrades, replacement of fence. Maintain/resurface residential traffic striping, signs, curb & gutter, sidewalks. Maintain/repair street light equipment and power.

Justification

Funds are available in the Vista Nueva Maintenance District CIP Reserve account. This project does not affect the General Fund.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.6010 - Other Outside Svc	150,000	10,000	10,000	15,000	15,000	15,000	215,000
Total	150,000	10,000	10,000	15,000	15,000	15,000	215,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2107 - Vista Nueva Maintenance District	150,000	10,000	10,000	15,000	15,000	15,000	215,000
Total	150,000	10,000	10,000	15,000	15,000	15,000	215,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Victor Baez

Type Maintenance

Useful Life

Category Urban Forestry

Priority 2 Medium/Important

Project # 9120

Project Name Monte Bella Subdivision Improvements

Start Date 07/01/11

Council District 2

Completion Date On Going

Total Project Cost: \$7,096,279

Description

Rehabilitation of park landscaping & facilities including maintenance and renovation of parking lot areas, the park's irrigation system, future landscaping needs, tree trimming, tree replacement, and the various other park facilities. Periodic slurry seal and overlay.

Justification

Planned maintenance and repair within the Monte Bella subdivision (per Resolution no. 18392).

Expenditures	2024	2025	2026	2027	2028	2029	Total
61.9992 - Regular Pay CIP	30,000	30,000	30,000	30,000			120,000
62.8530 - Comp Aided Design	6,000	6,000	6,000	6,000			24,000
63.5900 - Other Prof Svcs	50,000	50,000	50,000	50,000			200,000
64.1000 - Admin Overhead	50,000	50,000	50,000	50,000			200,000
64.5820 - Contingencies	25,000	25,000	25,000	25,000			100,000
66.4000 - Improvements	450,000	450,000	400,000	400,000			1,700,000
Total	611,000	611,000	561,000	561,000			2,344,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2109 - Monte Bella Maintenance District	611,000	611,000	561,000	561,000			2,344,000
Total	611,000	611,000	561,000	561,000			2,344,000

Capital Improvement Program

2024 *thru* 2029

City of Salinas, California

Department 50 - Public Works

Contact Victor Baez

Type Maintenance

Useful Life

Category Urban Forestry

Priority 2 Medium/Important

Project # 9775

Project Name Street Median Landscaping

Start Date 07/01/15

Council District City-Wide

Completion Date On Going

Total Project Cost: \$450,000

Description

Maintain public landscaping & irrigation at park strips, cul-de-sac and median islands have fallen behind, appurtenant water mains & irrigation systems/repairs, ornamental water, electric current/repair, cyclical tree pruning and debris removal. In the event of drought restriction, upgrades as needed.

Justification

Providing Funding will help in improvements for updating areas and help with unforeseen cost that arise due to outdated infrastructure.

Expenditures	2024	2025	2026	2027	2028	2029	Total
63.6010 - Other Outside Svc	80,000	50,000	50,000	50,000	60,000	60,000	350,000
Total	80,000	50,000	50,000	50,000	60,000	60,000	350,000

Funding Sources	2024	2025	2026	2027	2028	2029	Total
2404 - Motor Vehicle Fuel Tax	80,000	50,000	50,000	50,000	60,000	60,000	350,000
Total	80,000	50,000	50,000	50,000	60,000	60,000	350,000



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City of Salinas, California
Capital Improvement Program
 2024 thru 2029

PROJECTS BY INDEX

Project No.	Project Name	Department	Category
9001	Permanent Homeless Shelter	30 - Community Development	Community Development
9005	Soccer Field Cesar Chavez Park	50 - Public Works	Parks & Community Svcs
9023	Airport Security and Access Control System	50 - Public Works	Airport
9053	North/East Maint Improvement District	50 - Public Works	Urban Forestry
9056	Vista Nueva Subdivision Improvements	50 - Public Works	Urban Forestry
9063	Downtown Parking Management Plan	50 - Public Works	Downtown Parking
9064	Monterey St Garage Security System Improvements	50 - Public Works	Downtown Parking
9070	Chinatown Revitalization Plan & Implementation	30 - Community Development	Community Development
9071	Williams Rd UD/Street/Streetscape & Median Island	50 - Public Works	Engineering & Transportation
9075	Salinas Dry Weather Diversion	50 - Public Works	Industrial Waste
9081	Striping and Signing Improvements at City Streets	50 - Public Works	Street Maintenance
9086	Natividad Creek Silt Removal	50 - Public Works	Storm Sewer (NPDES)
9087	65 W. Alisal Improvements	30 - Community Development	Community Development
9093	Permit Center Technology Upgrade	30 - Community Development	Permit Services
9094	Priority Traffic Signals	50 - Public Works	Traffic Signals
9103	Geographic Information Systems	50 - Public Works	Administration
9114	Salinas River Outfall Channel Repairs	50 - Public Works	Storm Sewer (NPDES)
9120	Monte Bella Subdivision Improvements	50 - Public Works	Urban Forestry
9123	Fleet Service Trucks	71 - IS Fleet	Fleet Replacement & Maint
9125	Chinatown Navigation Center Sprung Shelter	30 - Community Development	Community Development
9127	Silt Removal Gabilan Creek	50 - Public Works	Storm Sewer (NPDES)
9130	Salinas River Maintenance Program	50 - Public Works	Industrial Waste
9136	ED Element Implementation	30 - Community Development	Community Development
9139	Storm Sewer Drainage Repairs	50 - Public Works	Storm Sewer (NPDES)
9163	Traffic Calming Improvement	50 - Public Works	Engineering & Transportation
9175	Santa Rita Storm Channel	50 - Public Works	Storm Sewer (NPDES)
9191	Rec Center Repairs/Improvements	55 - Recreation	Parks & Community Svcs
9216	ADA Pedestrian Ramp Installation	50 - Public Works	Engineering & Transportation
9217	Facilities ADA Transition Plan & Improvements	50 - Public Works	Engineering & Transportation
9246	Alisal Vibrancy Plan	30 - Community Development	Community Development
9253	ADA Traffic Signal Upgrades	50 - Public Works	Traffic Signals
9255	City Bridges Rehab	50 - Public Works	Engineering & Transportation
9266	Bridge Maintenance Program	50 - Public Works	Engineering & Transportation
9270	Parks Vehicles Replacement	71 - IS Fleet	Fleet Replacement & Maint
9271	Urban Forestry Equip Replacement	71 - IS Fleet	Fleet Replacement & Maint
9273	Fleet Vehicles Replacement	71 - IS Fleet	Fleet Replacement & Maint
9274	Wastewater Equipment	50 - Public Works	Sanitary Sewer
9346	Natividad Creek Community Park	55 - Recreation	Parks & Community Svcs
9349	Active Transportation Plan	50 - Public Works	Engineering & Transportation

Project No.	Project Name	Department	Category
9354	Southside Taxilane Rehabilitation	50 - Public Works	Airport
9355	37 Mortensen Exterior Rehabilitation	50 - Public Works	Airport
9366	Northgate Dog Park	55 - Recreation	Parks & Community Svcs
9391	School Safety Enhancements	50 - Public Works	Engineering & Transportation
9461	Congestion Mgmt Agency City %	50 - Public Works	Engineering & Transportation
9510	Boronda Rd Congestion Relief	50 - Public Works	Engineering & Transportation
9540	Fire Vehicle Apparatus Replacement	71 - IS Fleet	Fleet Replacement & Maint
9579	Police Vehicle Replacement	71 - IS Fleet	Fleet Replacement & Maint
9612	City Hall & PW Yard Improvements	50 - Public Works	Facilities Maintenance
9626	Fire Station 7	45 - Fire	Fire
9654	Traffic Signal Installations and Upgrades	50 - Public Works	Traffic Signals
9720	Sidewalk & Drainage Repairs	50 - Public Works	Street Maintenance
9743	Repairs to Lift Stations	50 - Public Works	Sanitary Sewer
9775	Street Median Landscaping	50 - Public Works	Urban Forestry
9943	Aquatic Center Improvements	55 - Recreation	Parks & Community Svcs
9969	Steinbeck & Chavez Roof Replacement/Repair	60 - Library	Library
9981	Street Preventive Maintenance Program	50 - Public Works	Street Maintenance
9984	Fire Training Tower Maint & Temp Training Area	45 - Fire	Fire

BUDGET RESOLUTION

RESOLUTION NO. _____ (N.C.S.)

RESOLUTION NO. _____ (S.A.)

A RESOLUTION ADOPTING THE FISCAL YEAR 2024 ANNUAL OPERATING BUDGET

WHEREAS, on May 23, 2023, the City Manager submitted a preliminary operating budget and preliminary capital improvement budget for fiscal year 2024 and a preliminary capital improvement program for fiscal years 2024-2029 to the City Council; and

WHEREAS, on June 13, 2023, the City Manager submitted the proposed operating budget and proposed capital improvement budget for fiscal year 2024 and the proposed capital improvement program for fiscal years 2024-2029 to the City Council which incorporated adjustments to the preliminary budgets and preliminary capital improvement program as directed by the City Council and the City Manager.

NOW, THEREFORE, BE IT RESOLVED that the operating and capital budgets of the City of Salinas and the Successor Agency of the Salinas Redevelopment Agency for fiscal year 2024, which begins July 1, 2023, with appropriations totaling \$248,437,988 is hereby approved, adopted, and appropriated.

BE IT FURTHER RESOLVED that the amounts by fund outlined in the “Expenditure Total” column of “Exhibit 1” attached hereto and incorporated herein by this reference shall be the maximum expenditures authorized for those funds for fiscal year 2024.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to make budgetary revisions between budget units within an operating fund after the adoption of the fiscal year 2024 budgets.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to transfer monies between funds up to the maximum outlined in the “Transfers Out” column in “Exhibit 2” attached hereto and incorporated herein by this reference.

BE IT FURTHER RESOLVED that the estimated financing sources by fund available to meet the authorized expenditures and transfers are approved and adopted as detailed in the Fiscal Year 2024 Proposed Operating Budget and incorporated herein by this reference.

BE IT FURTHER RESOLVED that the City Manager is authorized to adjust amounts of said financing sources subsequent to budget adoption if any appropriation balances carried forward from prior fiscal years had an associated revenue source at the time the appropriation was established.

BUDGET RESOLUTION

BE IT FURTHER RESOLVED that the City-Wide Workforce Summary and Salary Schedule included in the Fiscal Year 2024 Proposed Operating Budget document be adopted.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

APPROPRIATIONS LIMIT

RESOLUTION No. _____ (N.C.S.)

A RESOLUTION SETTING THE APPROPRIATIONS LIMIT FOR THE CITY OF SALINAS FOR FISCAL YEAR 2024

WHEREAS, Article XIII B of the California Constitution was amended by the passage of Proposition 111 at the June 5, 1990, Primary Election; and,

WHEREAS, each City must now select its change in the cost-of-living annually by a recorded vote of the City Council; and,

WHEREAS, each City must now select its change in population annually by a recorded vote of the City Council;

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SALINAS that the Appropriations Limit for the City shall be changed based on:

1. The population within the County limits, and
2. The change in California cost of living.

BE IT FURTHER RESOLVED that the Appropriations Limit for the City of Salinas for Fiscal Year 2024 is hereby adopted at \$310,220,680 pursuant to Article XIII B of the California Constitution as amended by Proposition 111. The portion of the City's budget that is subject to the appropriation limit (the proceeds of taxes) totals \$165,429,500 and is well within the appropriations limit.

PASSED AND ADOPTED this 13th day of June 2023, by the following vote:

AYES: Councilmembers:

NOES: Councilmembers:

ABSENT:

ABSTAINED:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia Barajas, City Clerk

Measure E Oversight Committee

Committee member comments regarding FY 2023- 24 Operating and Capital Improvements Budgets

April 20, 2023

Committee member Barajas requested to potentially fund 1-2 positions in Public Works solely dedicated to pothole repairs, while also developing a master plan for facilities and sidewalks. Committee member Barajas also requested to reduce the 12% reserve fund by 1-2%.

Committee member Kennedy requested departments seek federal funding allocations and apply for those grants. Committee member Kennedy requested for ADA projects to be sought via federal funding opportunities.

Committee member Mora requested funding be allocated towards sidewalks and street repair based on the feedback received from the community at the public safety workshops.

Committee member Lara emphasized that public safety is more than policing, it is adding lighting, fixing streets, sidewalks, and deferred maintenance investment for future funding. Committee member Lara emphasized he would like for the funding from this revenue source to return to supporting the Public Works Department.

Chair Huerta was absent at the meeting but submitted his comments regarding funding allocations:

Chair Huerta proposes reducing the Economic Contingency Reserves from 12% to 10% and using those funds to recruit (incentive pay) the best possible candidates for the Salinas Police Department. This is an on-going cost supported by on-going revenues. A larger SPD staff will reduce employee overtime costs and can benefit all residents. Chair Huerta proposed using those funds for data-proven crime prevention programs. This is an on-going cost supported by on-going revenues. These programs can help residents make choices that benefit our neighborhoods and community.

Chair Huerta recommended using available one-time funds for a state-of-the-art fire station in District 5. The funds can be used for acquisition of land, design and construction, and operation of the building. The new fire station will reduce traffic issues near N. Main Street and W. Laurel Drive.

Chair Huerta recommended using available one-time funds for street and sidewalk repairs, traffic calming, and safety crosswalks on an equitable basis. Funds should be distributed via a master plan based on need, not an equal amount per district.

Measure G Oversight Committee
Committee member comments regarding FY 2023- 24 Operating and Capital
Improvements Budgets
April 20, 2023

Committee member Swensen requested cost effective methods of funding street and sidewalk repairs.

Committee member Swensen requested for Measure G funded projects to be highlighted and showcased to the public.

Measure G Committee members requested that in developing budget priorities for fiscal year 2023-2024, the Council establish as a priority an immediate plan to allocate funding for Streets and Sidewalks that will ensure progress is made for their repair for the remaining years of Measure G, as well as Recreational Programs for Youth and Seniors.



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-415, Version: 1

Financial Claims

Approve financial claims report.

City of Salinas

Payment Register

From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
466669	05/16/2023	Open	Alejandro Zamora	\$163.50
466670	05/16/2023	Open	Alexis Mejia	\$257.10
466671	05/16/2023	Open	Edwin Cruz	\$260.00
466672	05/16/2023	Open	Jose Arreola	\$1,235.12
466673	05/16/2023	Open	Kimbley Craig	\$1,667.10
466674	05/16/2023	Open	Michael Rivera	\$237.50
466676	05/16/2023	Open	Tanya Crawford	\$90.00
466677	05/16/2023	Open	San Mateo County Sheriff's Office	\$600.00
466678	05/16/2023	Open	72 Hour LLC dba Chevrolet of Watsonville/National	\$31.55
466679	05/16/2023	Open	Ace Hardware	\$928.61
466680	05/16/2023	Open	Acme Car Wash (William Pierce Inc)	\$1,857.49
466681	05/16/2023	Open	Aerial and Crane Experts, Inc	\$2,180.00
466682	05/16/2023	Open	Alco Water	\$6,430.12
466683	05/16/2023	Open	Alhambra and Sierra Spring DS Waters of America LP	\$87.13
466684	05/16/2023	Open	Amazon.Com	\$4,521.68
466685	05/16/2023	Open	Ana Rueda De Vidales dba JAV Language Solutions	\$591.22
466686	05/16/2023	Open	AP Triton, LLC	\$13,571.60
466687	05/16/2023	Open	Asap Alisal Signs And Printing	\$47.85
466688	05/16/2023	Open	Ashley T. Martinez dba California Public Relations	\$4,590.00
466689	05/16/2023	Open	Assured Aggregates Company Inc	\$1,201.25
466690	05/16/2023	Open	AT&T Mobility	\$21.99
466691	05/16/2023	Open	AT&T Mobility	\$120.89
466692	05/16/2023	Open	Avolve Software Corp	\$1,215.00
466693	05/16/2023	Open	Blancas Construction, Inc.	\$14,872.00
466694	05/16/2023	Open	Ca State Univ., Stanislaus dba Parking Mgmt Bureau	\$470.00
466695	05/16/2023	Open	Cadence Team, Inc	\$169,069.81
466696	05/16/2023	Open	Cagwin & Dorward, LLC	\$1,003.00
466697	05/16/2023	Open	California Marine Sanctuary Foundation	\$32,641.16
466698	05/16/2023	Open	California Towing and Transport	\$125.00
466699	05/16/2023	Open	California Water Service	\$1,195.88
466700	05/16/2023	Open	California Water Service	\$15,756.16
466701	05/16/2023	Open	Canon Solutions America Inc	\$173.58
466702	05/16/2023	Open	CDW-G	\$9,633.46
466703	05/16/2023	Open	Central Coast Systems Inc	\$105.00
466704	05/16/2023	Open	Chelsea Protasio	\$1,966.43
466705	05/16/2023	Open	Cintas	\$50.46
466706	05/16/2023	Open	Civica Law Group, APC	\$674.80
466707	05/16/2023	Open	Comcast (Business)	\$259.90
466708	05/16/2023	Open	Comcast (Business)	\$167.73
466709	05/16/2023	Open	Comcast (Business)	\$582.32
466710	05/16/2023	Open	Consolidated Electrical Distributors, Inc.	\$369.27
466711	05/16/2023	Open	Copymat	\$255.01
466712	05/16/2023	Open	CorVel Corporation Inc dba CorVel Enterprise Compa	\$18,054.25
466713	05/16/2023	Open	Craftwater Engineering, Inc	\$9,458.90
466714	05/16/2023	Open	Cristina Sifuentes	\$120.66
466715	05/16/2023	Open	Dataflow Business Systems Inc	\$96.73
466716	05/16/2023	Open	Discount School Supply	\$283.19
466717	05/16/2023	Open	Docks and Doors LLC	\$597.40
466718	05/16/2023	Open	East Bay Tire Company	\$1,118.30
466719	05/16/2023	Open	El Pajaro Community Development Corp, Inc.	\$13,487.50
466720	05/16/2023	Open	Evident	\$920.30
466721	05/16/2023	Open	Fastenal Company	\$27.55
466722	05/16/2023	Open	Ferguson US Hodings, Inc dba Ferguson Enterprises	\$122.94

City of Salinas

Payment Register

From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
466723	05/16/2023	Open	First Alarm Security & Patrol Inc dba An Allied Un	\$4,239.50
466724	05/16/2023	Open	Granite Rock Co	\$458.85
466725	05/16/2023	Open	Green Rubber Kennedy Ag	\$48.16
466726	05/16/2023	Open	Greens Camera Shop	\$23.00
466727	05/16/2023	Open	Griffin Structures, Inc	\$74,705.54
466728	05/16/2023	Open	Harris and Associates	\$9,620.00
466729	05/16/2023	Open	Heather A Hardee dba Hardee Polygraph Services	\$1,775.00
466730	05/16/2023	Open	Herc Rentals Inc.	\$776.78
466731	05/16/2023	Open	Holden, Whitelaw & Associates, Inc dba Pacific App	\$4,500.00
466732	05/16/2023	Open	Hydro Turf	\$221.30
466733	05/16/2023	Open	Ingram Book Company	\$3,118.81
466734	05/16/2023	Open	Interactive Data, LLC dba IDI	\$143.00
466735	05/16/2023	Open	Interstate Battery System Inc	\$263.49
466736	05/16/2023	Open	Iran Pacheco Camacho dba Tacos Pacheco	\$2,250.00
466737	05/16/2023	Open	Jahaira Paola Navarro dba Dance Into Fitness with	\$845.00
466738	05/16/2023	Open	Johnson Electronics	\$135.72
466739	05/16/2023	Open	Jose Reyes dba The Tint Shop	\$1,000.00
466740	05/16/2023	Open	JT Hose & Fittings	\$43.16
466741	05/16/2023	Open	Kelly-Moore Paint Company	\$217.66
466742	05/16/2023	Open	Kimball Midwest	\$409.81
466743	05/16/2023	Open	Kurt Ashley dba Secure Solutions	\$6,002.88
466744	05/16/2023	Open	L.N. Curtis & Sons	\$6,595.30
466745	05/16/2023	Open	Law Enforcement Psychological Services	\$900.00
466746	05/16/2023	Open	Life Assist	\$867.90
466747	05/16/2023	Open	Lilia Gomez dba More Than A Haircut	\$4,853.93
466748	05/16/2023	Open	Long Valley Leasing	\$815.11
466749	05/16/2023	Open	Medtech Forensics Inc	\$878.00
466750	05/16/2023	Open	Midwest Tape, LLC dba Midwest Tape	\$424.28
466751	05/16/2023	Open	Mission Communications, LLC	\$957.60
466752	05/16/2023	Open	MJ Communications, Inc	\$4,318.71
466753	05/16/2023	Open	Monterey County Health Department	\$3,461.25
466754	05/16/2023	Open	Monterey County Water Resources Agency	\$16,120.00
466755	05/16/2023	Open	Monterey County Weekly	\$594.00
466756	05/16/2023	Open	Monterey One Water	\$8,672.03
466757	05/16/2023	Open	Monterey One Water	\$285.32
466758	05/16/2023	Open	Monterey Transfer and Storage Inc	\$390.00
466759	05/16/2023	Open	Monterra Ranch Of Monterey Home Owner's Associatio	\$900.00
466760	05/16/2023	Open	MV Cheng & Associates Inc.	\$16,037.50
466761	05/16/2023	Open	My Chevrolet	\$153.89
466762	05/16/2023	Open	My Jeep	\$731.46
466763	05/16/2023	Open	New Image Landscape Company	\$150.00
466764	05/16/2023	Open	O'Reilly Auto Parts	\$43.17
466765	05/16/2023	Open	Office Depot Business Service Division	\$2,322.73
466766	05/16/2023	Open	Pacific Gas and Electric Company	\$3,617.26
466767	05/16/2023	Open	Pacific Truck Parts Inc	\$546.08
466768	05/16/2023	Open	Partners For Peace	\$35,742.23
466769	05/16/2023	Open	Paul Fenwick	\$250.00
466770	05/16/2023	Open	Petsmart	\$990.76
466771	05/16/2023	Open	Pinnacle Medical Group Inc dba Pinnacle Healthcare	\$2,747.00
466772	05/16/2023	Open	Poly Parachute, Inc dba Always Under Pressure	\$323.64
466773	05/16/2023	Open	Pure Gold Forensics, Inc	\$1,295.00
466774	05/16/2023	Open	Pure Water	\$56.50
466775	05/16/2023	Open	Quinn Company	\$204.98

City of Salinas

Payment Register

From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
466776	05/16/2023	Open	Republic Services of Salinas	\$1,267.99
466777	05/16/2023	Open	Rincon Consultants, Inc.	\$4,691.25
466778	05/16/2023	Open	Ruth Maria Milla-Leon dba Andersen's Lock & Safe	\$372.11
466779	05/16/2023	Open	Safeguard Business Systems Inc dba Rapid Printing	\$5,162.14
466780	05/16/2023	Open	Salinas Urgent Care Doctors On Duty	\$866.50
466781	05/16/2023	Open	Salvador Vargas	\$125.00
466782	05/16/2023	Open	San Lorenzo Lumber	\$294.65
466783	05/16/2023	Open	SettlementOne Screening Corporation dba PeopleFact	\$13.05
466784	05/16/2023	Open	Shaw HR Consulting Inc	\$565.00
466785	05/16/2023	Open	Shawn Miguel Russell dba Russell Investigations	\$5,297.24
466786	05/16/2023	Open	Sturdy Oil Company	\$919.42
466787	05/16/2023	Open	Summit Uniform	\$983.28
466788	05/16/2023	Open	Sunstar Media	\$25.00
466789	05/16/2023	Open	T-Mobile USA	\$75.00
466790	05/16/2023	Open	Target Pest Control	\$125.00
466791	05/16/2023	Open	Tiffanys Body Shop	\$1,132.09
466792	05/16/2023	Open	Tovar Strategies, Inc dba TMD Creative	\$1,500.00
466793	05/16/2023	Open	Tuscany Enterprises, Inc dba Everclear Hydro-jetti	\$86,658.39
466794	05/16/2023	Open	U.S. Armor Corporation	\$1,966.56
466795	05/16/2023	Open	U.S. Bank National Association dba U.S. Bank Equip	\$344.98
466796	05/16/2023	Open	U.S. Bank National Association ND	\$41,436.56
466797	05/16/2023	Open	United Parcel Service	\$46.53
466798	05/16/2023	Open	United Site Services	\$375.10
466799	05/16/2023	Open	Valley Trophies and Detectors	\$636.38
466800	05/16/2023	Open	Vals Plumbing and Heating Inc	\$1,699.32
466801	05/16/2023	Open	Veritiv Operating Company Formerly xpedx	\$22.94
466802	05/16/2023	Open	Verizon Wireless	\$1,451.35
466803	05/16/2023	Open	Verizon Wireless	\$4,585.77
466804	05/16/2023	Open	Verizon Wireless	\$754.75
466805	05/16/2023	Open	Verizon Wireless	\$7,278.25
466806	05/16/2023	Open	Vision Service Plan	\$462.20
466807	05/16/2023	Open	Voyager	\$985.41
466808	05/16/2023	Open	W W Grainger Inc	\$959.26
466809	05/16/2023	Open	W&M Marketing Group Inc dba B-Imprinted Branding	\$2,167.52
466810	05/16/2023	Open	Walmart c/o Capitol One	\$880.47
466811	05/16/2023	Open	WCAF, LLC dba Watsonville Ford	\$2,635.26
466812	05/16/2023	Open	WCDJR LLC dba Watsonville Chrysler Dodge Jeep Ram	\$4,790.63
466813	05/16/2023	Open	Williams Ranch Housing Partners, LP	\$3,831.00
466814	05/16/2023	Open	Williams Ranch Housing Partners, LP	\$2,700.00
466815	05/16/2023	Open	Worldpac	\$486.49
466816	05/16/2023	Open	Amani Nimer Walid	\$5,417.94
466817	05/23/2023	Open	Alejandro Limon	\$190.00
466818	05/23/2023	Open	Cary Lesch	\$190.00
466819	05/23/2023	Open	Kimbley Craig	\$850.93
466820	05/23/2023	Open	Maria Avila	\$162.40
466821	05/23/2023	Open	Steven Carrigan	\$31.55
466822	05/23/2023	Open	A.C.E. Promotional Products, Inc	\$2,855.80
466823	05/23/2023	Open	ABAG Power Purchasing Pool	\$18,920.31
466824	05/23/2023	Open	Ace High Designs, Inc.	\$223.52
466825	05/23/2023	Open	Alco Water	\$8,544.35
466826	05/23/2023	Open	Alhambra and Sierra Spring DS Waters of America LP	\$262.80
466827	05/23/2023	Open	Alhambra and Sierra Spring DS Waters of America LP	\$292.78
466828	05/23/2023	Open	Amazon.Com	\$728.69

City of Salinas

Payment Register

From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
466829	05/23/2023	Open	American Planning Assoc	\$459.00
466830	05/23/2023	Open	American Supply Company	\$1,347.02
466831	05/23/2023	Open	American Traffic Solutions Inc.	\$4,590.97
466832	05/23/2023	Open	Ana Rueda De Vidales dba JAV Language Solutions	\$206.25
466833	05/23/2023	Open	Arrowhead Forensics	\$1,221.35
466834	05/23/2023	Open	Assured Aggregates Company Inc	\$5,631.15
466835	05/23/2023	Open	AT and T	\$10,864.99
466836	05/23/2023	Open	AT&T Mobility	\$237.28
466837	05/23/2023	Open	B&N Motors, LLC dba Toyota Salinas	\$651.04
466838	05/23/2023	Open	Bear Electrical Solutions Inc	\$234,054.05
466839	05/23/2023	Open	Bear Electrical Solutions Inc	\$266,833.79
466840	05/23/2023	Open	Bearing Engineering Company	\$97.81
466841	05/23/2023	Open	Bound Tree Medical	\$981.25
466842	05/23/2023	Open	Breakout Prison Outreach dba California Youth Outr	\$22,008.98
466843	05/23/2023	Open	Brodart Company	\$10.23
466844	05/23/2023	Open	CACEO	\$300.00
466845	05/23/2023	Open	California Water Environment Association	\$100.00
466846	05/23/2023	Open	California Water Service	\$176.17
466847	05/23/2023	Open	Carl Warren & Company, LLC	\$3,900.00
466848	05/23/2023	Open	CDW-G	\$3,883.57
466849	05/23/2023	Open	Center for Watershed Protection, Inc	\$500.00
466850	05/23/2023	Open	Central Coast YMCA	\$14,121.00
466851	05/23/2023	Open	Cesareo Perez dba Mexico Lindo Deli Inc	\$7,700.00
466852	05/23/2023	Open	Charlie D. Zarza	\$546.00
466853	05/23/2023	Open	Cintas	\$50.46
466854	05/23/2023	Open	City Data Services	\$1,650.00
466855	05/23/2023	Open	Civica Law Group, APC	\$23,175.93
466856	05/23/2023	Open	ClientFirst Consulting Group, LLC dba ClientFirst	\$1,560.00
466857	05/23/2023	Open	Coast Automotive Warehouse Inc	\$866.58
466858	05/23/2023	Open	Comcast (Business)	\$577.26
466859	05/23/2023	Open	Community Homeless Solutions	\$19,634.64
466860	05/23/2023	Open	Consolidated Electrical Distributors, Inc.	\$115.88
466861	05/23/2023	Open	Crash Data Group Inc	\$21,465.44
466862	05/23/2023	Open	CSC Of Salinas	\$14.40
466863	05/23/2023	Open	CSG Consultants	\$2,495.00
466864	05/23/2023	Open	Dale Fors	\$6,730.86
466865	05/23/2023	Open	Dataflow Business Systems Inc	\$1,406.41
466866	05/23/2023	Open	David Walter Magidson dba Boswick Enterprises	\$1,262.00
466867	05/23/2023	Open	Delcas Auto Collision Inc.	\$8,194.56
466868	05/23/2023	Open	Direct TV LLC	\$41.25
466869	05/23/2023	Open	Discount School Supply	\$1,792.07
466870	05/23/2023	Open	Don Chapin Inc	\$899.45
466871	05/23/2023	Open	Douglas S. Lacey dba Bek Tek LLC	\$735.00
466872	05/23/2023	Open	East Bay Tire Company	\$1,922.39
466873	05/23/2023	Open	EBSCO Industries, Inc dba EBSCO, EBSCO Information	\$10.63
466874	05/23/2023	Open	Economic & Planning Systems, Inc.	\$7,283.75
466875	05/23/2023	Open	Edilcia Perez dba Ella Fitness	\$360.75
466876	05/23/2023	Open	Edward P Mercurio Db a Ed Mercurio Biological Consu	\$10,605.00
466877	05/23/2023	Open	El Pajaro Community Development Corp, Inc.	\$5,333.75
466878	05/23/2023	Open	EMC Planning Group Inc	\$6,603.16
466879	05/23/2023	Open	Entenmann Rovin Company	\$1,206.44
466880	05/23/2023	Open	FarrWest Environmental Supply, Inc	\$21,997.20
466881	05/23/2023	Open	Fastenal Company	\$1,346.72

City of Salinas

Payment Register

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Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
466882	05/23/2023	Open	Ferguson US Hodings, Inc dba Ferguson Enterprises	\$304.66
466883	05/23/2023	Open	First Alarm Security & Patrol Inc dba An Allied Un	\$1,577.65
466884	05/23/2023	Open	First Alarm Wellness A Family Counseling Corporati	\$600.00
466885	05/23/2023	Open	First American Title Company	\$4,000.00
466886	05/23/2023	Open	Flock Group Inc dba Flock Safety	\$57,000.00
466887	05/23/2023	Open	FM Electrical	\$2,940.00
466888	05/23/2023	Open	Full Source, LLC	\$122.45
466889	05/23/2023	Open	Genuine Parts Company dba NAPA Auto Parts	\$376.09
466890	05/23/2023	Open	Global Water Technology, Inc	\$2,475.00
466891	05/23/2023	Open	Golden State Emergency Vehicle Service Inc	\$568.69
466892	05/23/2023	Open	Golden State Truck and Trailer Repair	\$10,212.71
466893	05/23/2023	Open	Granite Construction Company	\$69,659.79
466894	05/23/2023	Open	Granite Rock Co	\$1,719.61
466895	05/23/2023	Open	Green Valley Industrial Supply	\$227.13
466896	05/23/2023	Open	Herc Rentals Inc.	\$378.22
466897	05/23/2023	Open	Home Depot Credit Services	\$153.28
466898	05/23/2023	Open	HROD, Inc	\$3,500.00
466899	05/23/2023	Open	Hydro Turf	\$1,254.38
466900	05/23/2023	Open	Ingram Book Company	\$10,037.45
466901	05/23/2023	Open	Interstate Battery System Inc	\$594.58
466902	05/23/2023	Open	IWeiss Holdings LLC	\$5,082.00
466903	05/23/2023	Open	Jesse And Evan Inc dba La Plaza Bakery	\$447.98
466904	05/23/2023	Open	Jimenez Autobody Parts, Inc dba C & J Auto Parts	\$362.66
466905	05/23/2023	Open	JJR Construction Inc	\$365,071.48
466906	05/23/2023	Open	Johnson Associates	\$189.75
466907	05/23/2023	Open	Jose Adrian Garcia Ramos dba Shredding Source Solu	\$315.00
466908	05/23/2023	Open	Jose Daniel Barrera dba Signa Signs & Graphics	\$316.83
466909	05/23/2023	Open	Jose Luis Corral dba Salinas Pizza	\$711.53
466910	05/23/2023	Open	Jose Reyes dba The Tint Shop	\$2,000.00
466911	05/23/2023	Open	JS Inc dba Steinbeck Lodge	\$102,000.00
466912	05/23/2023	Open	Kelly-Moore Paint Company	\$575.67
466913	05/23/2023	Open	Kimley Horn And Assoc Inc	\$16,945.00
466914	05/23/2023	Open	Kronos Incorporated	\$388.38
466915	05/23/2023	Open	Kyle Umidon dba Northern California's Emergency	\$14,107.50
466916	05/23/2023	Open	Leon De Asis	\$2,000.00
466917	05/23/2023	Open	Martin Sandoval dba Lock Stock N' Barrel	\$128.78
466918	05/23/2023	Open	McLaughlin Painting	\$23,234.00
466919	05/23/2023	Open	MCSI Water Systems Management	\$1,038.41
466920	05/23/2023	Open	Meals On Wheels of the Salinas Valley, Inc	\$250.00
466921	05/23/2023	Open	Michael Spencer dba Tire & Wheel World	\$505.45
466922	05/23/2023	Open	Midwest Tape, LLC dba Midwest Tape	\$648.53
466923	05/23/2023	Open	MILPA	\$2,719.24
466924	05/23/2023	Open	Monterey County Weekly	\$123.75
466925	05/23/2023	Open	Monterey One Water	\$394.24
466926	05/23/2023	Open	MP Express	\$1,006.81
466927	05/23/2023	Open	My Jeep	\$408.16
466928	05/23/2023	Open	Natividad Medical Center	\$248.00
466929	05/23/2023	Open	NPG of Monterey-Salinas CA LLC dba KION NION KMUV	\$15,000.00
466930	05/23/2023	Open	O'Reilly Auto Parts	\$672.18
466931	05/23/2023	Open	Office Depot Business Service Division	\$122.77
466932	05/23/2023	Open	Operation Freedom Paws	\$168.00
466933	05/23/2023	Open	Pacific Gas and Electric Company	\$3,520.73
466934	05/23/2023	Open	Pacific Gas and Electric Company	\$384,422.48

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From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
466935	05/23/2023	Open	Pacific Truck Parts Inc	\$1,361.13
466936	05/23/2023	Open	Pedro C Estrada DbA Estrada Janitorial Service	\$300.00
466937	05/23/2023	Open	Peninsula Messenger, LLC	\$210.00
466938	05/23/2023	Open	Peregrine Technologies Inc	\$150,000.00
466939	05/23/2023	Open	Petsmart	\$586.61
466940	05/23/2023	Open	PJ Trucking Academy LLC	\$5,600.00
466941	05/23/2023	Open	PJ Trucking Academy LLC	\$6,450.00
466942	05/23/2023	Open	Place Works Inc	\$15,307.66
466943	05/23/2023	Open	Quality Water Enterprises	\$41.08
466944	05/23/2023	Open	Quinn Company	\$872.78
466945	05/23/2023	Open	Rancho Cielo Youth Center	\$5,901.30
466946	05/23/2023	Open	RDO Equipment Company	\$22.55
466947	05/23/2023	Open	Regional Government Services	\$1,153.40
466948	05/23/2023	Open	Republic Services of Salinas	\$572.34
466949	05/23/2023	Open	Rexel USA, Inc dba Platt Electric Supply	\$74.96
466950	05/23/2023	Open	Ross Ladder Service	\$194.00
466951	05/23/2023	Open	Ross Recreation Equipment	\$1,738.08
466952	05/23/2023	Open	Russell Auria Pest Control Services	\$345.00
466953	05/23/2023	Open	Ruth Maria Milla-Leon dba Andersen's Lock & Safe	\$619.18
466954	05/23/2023	Open	Safe Life Defense	\$524.87
466955	05/23/2023	Open	Salinas Valley Solid Waste Authority	\$1,761.65
466956	05/23/2023	Open	San Lorenzo Lumber	\$11.79
466957	05/23/2023	Open	Sentry Alarm System	\$266.50
466958	05/23/2023	Open	Smith and Enright Landscaping	\$63,064.51
466959	05/23/2023	Open	Stephanie Morales-Bravo Petty Cash Custodian	\$5.65
466960	05/23/2023	Open	Stommel Inc dba Lehr	\$3,416.05
466961	05/23/2023	Open	Sturdy Oil Company	\$64,875.81
466962	05/23/2023	Open	T-Mobile USA	\$39.65
466963	05/23/2023	Open	Target Pest Control	\$175.00
466964	05/23/2023	Open	The Automotive Training Group, Inc.	\$1,752.00
466965	05/23/2023	Open	The Pun Group, LLP	\$10,000.00
466966	05/23/2023	Open	Thomson-West/Barclays	\$347.69
466967	05/23/2023	Open	Tiffanys Body Shop	\$4,529.99
466968	05/23/2023	Open	Tovar Strategies, Inc dba TMD Creative	\$1,500.00
466969	05/23/2023	Open	Tyler Business Forms	\$653.82
466970	05/23/2023	Open	U.S. Bank National Association ND	\$3,405.47
466971	05/23/2023	Open	United Parcel Service	\$49.71
466972	05/23/2023	Open	Valley Saw Shop	\$1,179.36
466973	05/23/2023	Open	Vals Plumbing and Heating Inc	\$852.00
466974	05/23/2023	Open	Vigilant Solutions, LLC	\$10,094.62
466975	05/23/2023	Open	W W Grainger Inc	\$1,203.18
466976	05/23/2023	Open	Wald, Ruhnke & Dost Architects, LLP	\$2,950.00
466977	05/23/2023	Open	Walmart c/o Capitol One	\$928.95
466978	05/23/2023	Open	WCAF, LLC dba Watsonville Ford	\$62.58
466979	05/23/2023	Open	WCDJR LLC dba Watsonville Chrysler Dodge Jeep Ram	\$2,627.51
466980	05/23/2023	Open	Worldpac	\$96.99
466981	05/23/2023	Open	Blanca Maciel	\$154.61
466982	05/23/2023	Open	California Association of Directors of Activites	\$245.43
466983	05/30/2023	Open	Abel Gomez	\$107.50
466984	05/30/2023	Open	Beatriz Trujillo	\$92.60
466985	05/30/2023	Open	Blake Ziebell	\$115.50
466986	05/30/2023	Open	Brian Johnson	\$1,075.36
466987	05/30/2023	Open	Christopher Neff	\$430.75

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Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
466988	05/30/2023	Open	Danny Warner	\$427.50
466989	05/30/2023	Open	Gerardo Magana	\$220.75
466990	05/30/2023	Open	Ian Kile	\$253.27
466991	05/30/2023	Open	Jeff Alford	\$220.75
466992	05/30/2023	Open	Kim Diaz	\$1,253.90
466993	05/30/2023	Open	Raul Rosales	\$60.00
466994	05/30/2023	Open	36 North Properties, Inc dba 36 North Property Man	\$3,106.57
466995	05/30/2023	Open	36 North Properties, Inc dba 36 North Property Man	\$2,218.14
466996	05/30/2023	Open	72 Hour LLC dba Chevrolet of Watsonville/National	\$183.94
466997	05/30/2023	Open	Ace Hardware	\$27.93
466998	05/30/2023	Open	Ace High Designs, Inc.	\$197.64
466999	05/30/2023	Open	AJ's Equipment Company	\$4,630.28
467000	05/30/2023	Open	Alco Water	\$50,795.00
467001	05/30/2023	Open	Alhambra and Sierra Spring DS Waters of America LP	\$143.91
467002	05/30/2023	Open	Amazon.Com	\$2,139.19
467003	05/30/2023	Open	American Supply Company	\$142.90
467004	05/30/2023	Open	Ana Rueda De Vidales dba JAV Language Solutions	\$210.61
467005	05/30/2023	Open	Asap Alisal Signs And Printing	\$2,199.68
467006	05/30/2023	Open	Assured Aggregates Company Inc	\$15,035.00
467007	05/30/2023	Open	B F T LP dba Pet Waste Eliminator	\$695.49
467008	05/30/2023	Open	Bear Electrical Solutions Inc	\$15,460.00
467009	05/30/2023	Open	Bergkamp Incorporated	\$2,412.92
467010	05/30/2023	Open	BFS Landscape Architects	\$1,050.00
467011	05/30/2023	Open	Brodart Company	\$317.82
467012	05/30/2023	Open	C & S Engineers, Inc.	\$60,000.00
467013	05/30/2023	Open	California Towing and Transport	\$629.00
467014	05/30/2023	Open	California Water Service	\$651.14
467015	05/30/2023	Open	California Water Service	\$64,584.00
467016	05/30/2023	Open	Canon Financial Services Inc	\$659.18
467017	05/30/2023	Open	Carol Parham dba For Goodness Snakes	\$1,550.00
467018	05/30/2023	Open	CDW-G	\$386.37
467019	05/30/2023	Open	Cintas	\$10,772.13
467020	05/30/2023	Open	City Data Services	\$3,450.00
467021	05/30/2023	Open	ClientFirst Consulting Group, LLC dba ClientFirst	\$2,346.46
467022	05/30/2023	Open	Coalition of Homeless Services Providers	\$37.08
467023	05/30/2023	Open	Coast Automotive Warehouse Inc	\$671.33
467024	05/30/2023	Open	Comcast	\$2,852.76
467025	05/30/2023	Open	Community Homeless Solutions	\$43,752.47
467026	05/30/2023	Open	Condor Security Of America Inc	\$8,404.20
467027	05/30/2023	Open	Consolidated Electrical Distributors, Inc.	\$399.10
467028	05/30/2023	Open	CPS HR Consulting	\$423.50
467029	05/30/2023	Open	CSC Of Salinas	\$24.56
467030	05/30/2023	Open	CSG Consultants	\$3,612.00
467031	05/30/2023	Open	Dataflow Business Systems Inc	\$6,837.93
467032	05/30/2023	Open	Demco	\$238.22
467033	05/30/2023	Open	Discount School Supply	\$1,772.28
467034	05/30/2023	Open	Downtown Streets, Inc	\$40,632.93
467035	05/30/2023	Open	Dymaxion Research Ltd	\$77.42
467036	05/30/2023	Open	East Bay Tire Company	\$4,565.28
467037	05/30/2023	Open	Economic & Planning Systems, Inc.	\$12,123.72
467038	05/30/2023	Open	Eden Council for Hope and Opportunity	\$8,550.91
467039	05/30/2023	Open	Elani Trejo Petty Cash	\$52.73
467040	05/30/2023	Open	Elmer's Auto Parts	\$39.27

City of Salinas

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From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
467041	05/30/2023	Open	EMC Planning Group Inc	\$2,172.50
467042	05/30/2023	Open	Environmental Systems, Inc of Northern California	\$15,923.50
467043	05/30/2023	Open	FarrWest Environmental Supply, Inc	\$612.00
467044	05/30/2023	Open	Fastenal Company	\$525.79
467045	05/30/2023	Open	Fed Ex	\$51.50
467046	05/30/2023	Open	First Alarm Security & Patrol Inc dba An Allied Un	\$4,510.10
467047	05/30/2023	Open	Forrest L. Story dba Public Sector Excellence	\$2,800.00
467048	05/30/2023	Open	Genuine Parts Company dba NAPA Auto Parts	\$2,158.23
467049	05/30/2023	Open	Gold Star Motors dba Gold Star Buick GMC	\$221.14
467050	05/30/2023	Open	Golden State Emergency Vehicle Service Inc	\$73.22
467051	05/30/2023	Open	Granite Construction Company	\$87,924.14
467052	05/30/2023	Open	Granite Rock Co	\$1,076.11
467053	05/30/2023	Open	Green Rubber Kennedy Ag	\$12,437.81
467054	05/30/2023	Open	Green Valley Industrial Supply	\$998.04
467055	05/30/2023	Open	Griffin Carpet, Inc. dba Wheeler's Flooring	\$4,945.00
467056	05/30/2023	Open	Harris and Associates	\$19,117.75
467057	05/30/2023	Open	Hewlett Packard Enterprise Company	\$18,269.44
467058	05/30/2023	Open	Hilda Garcia Petty Cash Custodian	\$28.38
467059	05/30/2023	Open	Home Depot Credit Services	\$15,236.90
467060	05/30/2023	Open	Hydro Turf	\$245.29
467061	05/30/2023	Open	Ingram Book Company	\$4,771.76
467062	05/30/2023	Open	Joaquin Vasquez Db a Rose Backflow Services	\$1,465.00
467063	05/30/2023	Open	Jose Adrian Garcia Ramos dba Shredding Source Solu	\$225.00
467064	05/30/2023	Open	Juan M Pozos	\$4,385.00
467065	05/30/2023	Open	Kelly-Moore Paint Company	\$750.61
467066	05/30/2023	Open	Kimball Midwest	\$1,122.54
467067	05/30/2023	Open	Kimley Horn And Assoc Inc	\$20,100.00
467068	05/30/2023	Open	L.C. Action	\$161.77
467069	05/30/2023	Open	L.N. Curtis & Sons	\$70.19
467070	05/30/2023	Open	Lakeshore Learning Materials	\$260.77
467071	05/30/2023	Open	Lenovo (United States) Inc	\$14,536.09
467072	05/30/2023	Open	Long Valley Leasing	\$24,443.15
467073	05/30/2023	Open	Mangold Property Management, Inc	\$3,850.00
467074	05/30/2023	Open	Martin Sandoval dba Lock Stock N' Barrel	\$515.29
467075	05/30/2023	Open	Matthew G Norton Co dba NWB Salinas LLC	\$325.35
467076	05/30/2023	Open	Matthew G Norton Co dba NWB Salinas LLC	\$217.00
467077	05/30/2023	Open	Matthew G Norton Co dba NWB Salinas LLC	\$187.00
467078	05/30/2023	Open	Maya Cinema	\$606.00
467079	05/30/2023	Open	Midwest Tape, LLC dba Midwest Tape	\$584.33
467080	05/30/2023	Open	MILPA	\$3,467.95
467081	05/30/2023	Open	Modern Icon LLC	\$1,449.22
467082	05/30/2023	Open	Monterey County Sheriffs Office	\$4,500.00
467083	05/30/2023	Open	Motorola Solutions, Inc	\$3,438.72
467084	05/30/2023	Open	MP Express	\$438.51
467085	05/30/2023	Open	My Jeep	\$5.25
467086	05/30/2023	Open	National Development Council	\$5,833.33
467087	05/30/2023	Open	Natividad Medical Center	\$217.00
467088	05/30/2023	Open	Nick Peter Fettis dba Nick Fettis Piano Service	\$550.00
467089	05/30/2023	Open	O'Reilly Auto Parts	\$163.76
467090	05/30/2023	Open	Office Depot Business Service Division	\$927.93
467091	05/30/2023	Open	Oriental Trading Company Inc	\$182.88
467092	05/30/2023	Open	OverDrive, Inc.	\$4,500.00
467093	05/30/2023	Open	Pacific Gas and Electric Company	\$3,074.05

City of Salinas

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Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
467094	05/30/2023	Open	Pacific Gas and Electric Company	\$741.97
467095	05/30/2023	Open	Pacific Gas and Electric Company	\$451.79
467096	05/30/2023	Open	Pedro C Estrada DbA Estrada Janitorial Service	\$450.00
467097	05/30/2023	Open	Pinnacle Medical Group Inc dba Pinnacle Healthcare	\$688.00
467098	05/30/2023	Open	Precision Civil Engineering, Inc.	\$4,007.50
467099	05/30/2023	Open	Preferred Alliance Inc.	\$40.00
467100	05/30/2023	Open	Pure Water	\$336.86
467101	05/30/2023	Open	Quality Water Enterprises	\$97.00
467102	05/30/2023	Open	RDO Equipment Company	\$1,133.37
467103	05/30/2023	Open	Refrigeration Supplies Distributor	\$694.54
467104	05/30/2023	Open	RRM Design Group, A California Corp dba RRM Design	\$7,842.50
467105	05/30/2023	Open	Rudy Jimenez dba Green Thumb Organics Farms	\$550.00
467106	05/30/2023	Open	Rugged Solutions America LLC dba Rugged Depot	\$686.62
467107	05/30/2023	Open	Salinas Elementary School District	\$160.00
467108	05/30/2023	Open	Same Day Shred	\$32.50
467109	05/30/2023	Open	San Lorenzo Lumber	\$1,771.97
467110	05/30/2023	Open	Sentry Alarm System	\$61.50
467111	05/30/2023	Open	Shaw HR Consulting Inc	\$882.50
467112	05/30/2023	Open	Sixto O. Garcia	\$1,900.00
467113	05/30/2023	Open	Smith and Enright Landscaping	\$8,680.00
467114	05/30/2023	Open	Star Sanitation Services	\$163.24
467115	05/30/2023	Open	State of California Controller's Office	\$1,155.36
467116	05/30/2023	Open	Stommel Inc dba Lehr	\$3,404.85
467117	05/30/2023	Open	Sturdy Oil Company	\$134.53
467118	05/30/2023	Open	TALX UC Express	\$956.11
467119	05/30/2023	Open	Target Pest Control	\$565.00
467120	05/30/2023	Open	Target Solutions Learning LLC dba Vector Solutions	\$1,278.00
467121	05/30/2023	Open	Todd Hearnberger dba TH Electric	\$877.93
467122	05/30/2023	Open	Tuscany Enterprises, Inc dba Everclear Hydro-jetti	\$197.36
467123	05/30/2023	Open	U.S. Bank National Association ND	\$7,433.18
467124	05/30/2023	Open	Uline, Inc	\$116.12
467125	05/30/2023	Open	United Parcel Service	\$45.97
467126	05/30/2023	Open	Urban Field Studio Oakland	\$62,002.26
467127	05/30/2023	Open	USA Towing	\$95.00
467128	05/30/2023	Open	Valley Fabrication Inc	\$326.11
467129	05/30/2023	Open	Valley Saw Shop	\$4,916.92
467130	05/30/2023	Open	Vals Plumbing and Heating Inc	\$641.24
467131	05/30/2023	Open	Verizon Wireless	\$6,028.06
467132	05/30/2023	Open	Verizon Wireless	\$5.48
467133	05/30/2023	Open	Verizon Wireless	\$1,161.20
467134	05/30/2023	Open	Verizon Wireless	\$1,003.13
467135	05/30/2023	Open	Verizon Wireless	\$6,386.32
467136	05/30/2023	Open	W W Grainger Inc	\$1,296.40
467137	05/30/2023	Open	Wald, Ruhnke & Dost Architects, LLP	\$4,903.50
467138	05/30/2023	Open	Walmart c/o Capitol One	\$2,626.85
467139	05/30/2023	Open	WCAF, LLC dba Watsonville Ford	\$199.95
467140	05/30/2023	Open	WCDJR LLC dba Watsonville Chrysler Dodge Jeep Ram	\$530.32
467141	05/30/2023	Open	Worldpac	\$726.28
467142	05/30/2023	Open	YWCA of Monterey County	\$12,714.82
467143	05/30/2023	Open	Angela Diaz-Briery	\$50.00
467144	05/30/2023	Open	Ashley Ybarra	\$25.00
467145	05/30/2023	Open	Mark Wood	\$144.00
467146	05/30/2023	Open	Patricia Meraz	\$132.63

City of Salinas

Payment Register

From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
467147	05/30/2023	Open	Travis Almonti	\$10.00
467148	05/31/2023	Open	Ace Hardware	\$14.19
467149	05/31/2023	Open	Cintas	\$60.00
467150	05/31/2023	Open	East Bay Tire Company	\$688.84
467151	06/02/2023	Open	Walmart c/o Capitol One	\$544.19
467152	06/06/2023	Open	2NDNATURE, LLC	\$69,916.74
467153	06/06/2023	Open	72 Hour LLC dba Chevrolet of Watsonville/National	\$856.08
467154	06/06/2023	Open	Ace Hardware	\$959.15
467155	06/06/2023	Open	Alco Water	\$21.49
467156	06/06/2023	Open	Amazon.Com	\$442.39
467157	06/06/2023	Open	American Supply Company	\$4,923.95
467158	06/06/2023	Open	American Textile and Supply Inc	\$1,155.48
467159	06/06/2023	Open	American Traffic Solutions Inc.	\$6,254.07
467160	06/06/2023	Open	Andrew McLaughlin	\$100.00
467161	06/06/2023	Open	Antonio Trujillo dba Trujillo Landscaping	\$1,200.00
467162	06/06/2023	Open	Applied Concepts, Inc-Stalker Radar	\$165.62
467163	06/06/2023	Open	Arrowhead Forensics	\$474.47
467164	06/06/2023	Open	Assured Aggregates Company Inc	\$16,918.25
467165	06/06/2023	Open	Autoprises 1 Inc dba Salinas Auto Center	\$250.00
467166	06/06/2023	Open	Bear Electrical Solutions Inc	\$14,272.50
467167	06/06/2023	Open	BFS Landscape Architects	\$18,464.60
467168	06/06/2023	Open	Bound Tree Medical	\$269.80
467169	06/06/2023	Open	Brent DeBorde	\$88.75
467170	06/06/2023	Open	Bruce Bush	\$100.00
467171	06/06/2023	Open	California Park and Recreation Society Inc	\$145.00
467172	06/06/2023	Open	California Water Service	\$4,579.71
467173	06/06/2023	Open	Canine Development Group Inc	\$140.00
467174	06/06/2023	Open	Cassie McSorley	\$100.00
467175	06/06/2023	Open	CDW-G	\$27,007.99
467176	06/06/2023	Open	CDW-G	\$83,386.49
467177	06/06/2023	Open	Center For Community Advocacy	\$8,000.00
467178	06/06/2023	Open	Central Coast Center For Independent	\$6,464.27
467179	06/06/2023	Open	Chelsea Protasio	\$683.72
467180	06/06/2023	Open	Chris Swinscoe	\$100.00
467181	06/06/2023	Open	Cintas	\$2,118.60
467182	06/06/2023	Open	Clark Pest Control	\$23,800.00
467183	06/06/2023	Open	Coast Counties Truck & Equipment Co dba Coast Coun	\$6,315.26
467184	06/06/2023	Open	County of Monterey	\$390.00
467185	06/06/2023	Open	County of Monterey Information Technology Dept	\$5,316.00
467186	06/06/2023	Open	CSC Of Salinas	\$59.98
467187	06/06/2023	Open	Cybercore International	\$26,200.00
467188	06/06/2023	Open	Daniel David Green	\$100.00
467189	06/06/2023	Open	Daniele Brothers Inc dba Dales Glass Shop	\$5,670.00
467190	06/06/2023	Open	Dave Shaw	\$100.00
467191	06/06/2023	Open	David L Crabill	\$100.00
467192	06/06/2023	Open	David Poulin	\$100.00
467193	06/06/2023	Open	Department Of Justice	\$2,808.00
467194	06/06/2023	Open	Department Of Pesticide Regulation	\$100.00
467195	06/06/2023	Open	Don Chapin Inc	\$2,245.52
467196	06/06/2023	Open	Dudek	\$1,435.00
467197	06/06/2023	Open	E2 Consulting Engineers, Inc	\$74,948.75
467198	06/06/2023	Open	Edges Electrical Group, LLC	\$266.46
467199	06/06/2023	Open	EI Charrito Corporation	\$273.02

City of Salinas

Payment Register

From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
467200	06/06/2023	Open	Extra Space Management Inc	\$361.95
467201	06/06/2023	Open	Fastenal Company	\$2,746.03
467202	06/06/2023	Open	Fed Ex	\$80.65
467203	06/06/2023	Open	Ferguson US Hodings, Inc dba Ferguson Enterprises	\$4,493.96
467204	06/06/2023	Open	First Alarm Security & Patrol Inc dba An Allied Un	\$3,377.70
467205	06/06/2023	Open	Fresno Oxygen & Welding Suppliers, Inc.	\$161.77
467206	06/06/2023	Open	Gabriel Hernandez	\$100.00
467207	06/06/2023	Open	Glasswork by Design	\$1,048.00
467208	06/06/2023	Open	Granite Construction Company	\$710.84
467209	06/06/2023	Open	Granite Rock Co	\$1,541.86
467210	06/06/2023	Open	HD Supply, Inc dba USABUEBOOK	\$1,826.72
467211	06/06/2023	Open	Heath Johnson	\$100.00
467212	06/06/2023	Open	Hemi's Landscaping and Concrete Inc	\$5,000.00
467213	06/06/2023	Open	Henry Gomez	\$100.00
467214	06/06/2023	Open	Hilda Garcia Petty Cash Custodian	\$50.00
467215	06/06/2023	Open	Hinderliter De Llamas and Associates	\$5,118.37
467216	06/06/2023	Open	Holden, Whitelaw & Associates, Inc dba Pacific App	\$3,500.00
467217	06/06/2023	Open	Hydro Turf	\$254.24
467218	06/06/2023	Open	Ingram Book Company	\$3,666.91
467219	06/06/2023	Open	Interstate Battery System Inc	\$291.02
467220	06/06/2023	Open	Iteris Inc	\$24,251.13
467221	06/06/2023	Open	Jacqueline Pacelli	\$100.00
467222	06/06/2023	Open	James Knowlton	\$100.00
467223	06/06/2023	Open	Jan Roehl Db Jan Roehl Consulting	\$1,350.00
467224	06/06/2023	Open	Jeff Gibson	\$100.00
467225	06/06/2023	Open	Jesse And Evan Inc dba La Plaza Bakery	\$569.69
467226	06/06/2023	Open	Jesse Pinon	\$100.00
467227	06/06/2023	Open	Jimmy Vanhove dba Precision K9	\$2,300.00
467228	06/06/2023	Open	Joel Teuber dba Silent 6 LLC	\$4,722.00
467229	06/06/2023	Open	John Wider	\$100.00
467230	06/06/2023	Open	Johnson Associates	\$217.30
467231	06/06/2023	Open	Jonathan Barnes	\$100.00
467232	06/06/2023	Open	Jose Luis Corral dba Salinas Pizza	\$531.74
467233	06/06/2023	Open	Jose Reyes dba The Tint Shop	\$1,000.00
467234	06/06/2023	Open	Kelly-Moore Paint Company	\$123.11
467235	06/06/2023	Open	Kevin Skinner	\$100.00
467236	06/06/2023	Open	Kimball Midwest	\$468.41
467237	06/06/2023	Open	Lakeshore Learning Materials	\$1,707.84
467238	06/06/2023	Open	Lance Miraco	\$100.00
467239	06/06/2023	Open	Leticia A Ramirez dba Happymex LLC	\$510.00
467240	06/06/2023	Open	Life Assist	\$376.05
467241	06/06/2023	Open	M3 Environmental Consulting	\$3,500.00
467242	06/06/2023	Open	Mark Freedman	\$100.00
467243	06/06/2023	Open	Martin Persijn	\$100.00
467244	06/06/2023	Open	MBS Business Systems	\$481.08
467245	06/06/2023	Open	Michael Groves	\$100.00
467246	06/06/2023	Open	Michele Lea Vaughn	\$4,446.00
467247	06/06/2023	Open	Midwest Tape, LLC dba Midwest Tape	\$15,000.00
467248	06/06/2023	Open	Mila Rianto	\$526.00
467249	06/06/2023	Open	Mission Communications, LLC	\$6,224.40
467250	06/06/2023	Open	Miwall Corporation	\$20,302.00
467251	06/06/2023	Open	Monterey Bay Analytical Services, Inc	\$1,767.00
467252	06/06/2023	Open	Monterey County Health Department	\$7,098.00

City of Salinas

Payment Register

From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
467253	06/06/2023	Open	Monterey Sanitary Supply Inc Altius Medical	\$2,870.38
467254	06/06/2023	Open	Natividad Medical Center	\$124.00
467255	06/06/2023	Open	O'Reilly Auto Parts	\$701.95
467256	06/06/2023	Open	One Workplace L Ferrari, LLC dba Peninsula Busines	\$780.36
467257	06/06/2023	Open	Operation Freedom Paws	\$462.00
467258	06/06/2023	Open	Oscar Dydasco	\$100.00
467259	06/06/2023	Open	OverDrive, Inc.	\$10,500.00
467260	06/06/2023	Open	Pacific Gas and Electric Company	\$1,630.11
467261	06/06/2023	Open	Pacific Gas and Electric Company	\$14,676.60
467262	06/06/2023	Open	Pacific Truck Parts Inc	\$831.91
467263	06/06/2023	Open	Pedro C Estrada DbA Estrada Janitorial Service	\$67,070.00
467264	06/06/2023	Open	Petsmart	\$359.40
467265	06/06/2023	Open	Pinnacle Medical Group Inc dba Pinnacle Healthcare	\$95.00
467266	06/06/2023	Open	PLM Lender Services Inc	\$1,335.00
467267	06/06/2023	Open	Quality Water Enterprises Inc dba Culligan Water	\$188.71
467268	06/06/2023	Open	RDO Equipment Company	\$2,034.76
467269	06/06/2023	Open	Republic Services of Salinas	\$1,604.16
467270	06/06/2023	Open	Rexel USA, Inc dba Platt Electric Supply	\$52.31
467271	06/06/2023	Open	Richard Maldonado	\$100.00
467272	06/06/2023	Open	Ricky Williams	\$100.00
467273	06/06/2023	Open	Russell Auria Pest Control Services	\$170.00
467274	06/06/2023	Open	Ruth Maria Milla-Leon dba Andersen's Lock & Safe	\$214.20
467275	06/06/2023	Open	S & L Investments dba Salinas Valley ProSquad	\$4,523.47
467276	06/06/2023	Open	Salinas Union High School District	\$557.36
467277	06/06/2023	Open	San Jose State University Research Foundation	\$4,926.06
467278	06/06/2023	Open	San Lorenzo Lumber	\$337.18
467279	06/06/2023	Open	Scott Myhre	\$100.00
467280	06/06/2023	Open	Scott Tyler	\$100.00
467281	06/06/2023	Open	Shane VanderVeen	\$85.00
467282	06/06/2023	Open	Shaw HR Consulting Inc	\$382.50
467283	06/06/2023	Open	Sheldon Bryan	\$100.00
467284	06/06/2023	Open	Simon Jimenez	\$100.00
467285	06/06/2023	Open	Simplot AB Retail Sub Inc	\$5,000.00
467286	06/06/2023	Open	Smart and Final Iris	\$1,597.14
467287	06/06/2023	Open	Smith and Enright Landscaping	\$56,539.67
467288	06/06/2023	Open	Snap-On Tools Corporation	\$14,312.82
467289	06/06/2023	Open	Stanley Cooper	\$100.00
467290	06/06/2023	Open	Sturdy Oil Company	\$663.98
467291	06/06/2023	Open	Suthided Livingston	\$100.00
467292	06/06/2023	Open	Suzanne Cottle-Gavalla	\$100.00
467293	06/06/2023	Open	T-Mobile USA	\$39.65
467294	06/06/2023	Open	Target Pest Control	\$305.00
467295	06/06/2023	Open	Ted Koch	\$100.00
467296	06/06/2023	Open	Tehama Golf Club LLC	\$800.00
467297	06/06/2023	Open	Terry Gerhardstein	\$100.00
467298	06/06/2023	Open	Tiffanys Body Shop	\$3,209.73
467299	06/06/2023	Open	Todd Swinscoe	\$100.00
467300	06/06/2023	Open	Tri County Fire Protection	\$100.00
467301	06/06/2023	Open	United Parcel Service	\$106.33
467302	06/06/2023	Open	University Corporation at Monterey Bay	\$49,116.49
467303	06/06/2023	Open	Unmanned Vehicle Technologies, LLC	\$259.47
467304	06/06/2023	Open	USA Towing	\$1,325.00
467305	06/06/2023	Open	Vals Plumbing and Heating Inc	\$841.92

City of Salinas

Payment Register

From Payment Date: 5/10/2023 - To Payment Date: 6/6/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
<u>Check</u>				
467306	06/06/2023	Open	Verizon Wireless	\$3,428.17
467307	06/06/2023	Open	Verizon Wireless	\$357.86
467308	06/06/2023	Open	Verizon Wireless	\$3,763.21
467309	06/06/2023	Open	Voyager	\$1,717.02
467310	06/06/2023	Open	VSS International, Inc	\$23,621.25
467311	06/06/2023	Open	W W Grainger Inc	\$444.95
467312	06/06/2023	Open	Walmart c/o Capitol One	\$88.28
467313	06/06/2023	Open	WCAF, LLC dba Watsonville Ford	\$2,866.86
467314	06/06/2023	Open	Whitson & Associates Inc dba Whitson Engineers	\$4,938.57
467315	06/06/2023	Open	Worldpac	\$375.60
467316	06/06/2023	Open	Christopher Cambern	\$19.04
467317	06/06/2023	Open	Raymond Jackson	\$241.50
467318	06/06/2023	Open	Raymond Jackson	\$427.00
467319	06/06/2023	Open	Alberto Duran	\$60.00
467320	06/06/2023	Open	Alex Alfaro	\$199.90
467321	06/06/2023	Open	Jose Arreola	\$9.83
467322	06/06/2023	Open	Joshua Marmolejo	\$1,362.66
467323	06/06/2023	Open	Justin Heckman	\$237.54
467324	06/06/2023	Open	Kristan Lundquist	\$120.00
467325	06/06/2023	Open	Luis Toribio	\$2,202.40
467326	06/06/2023	Open	National Community Development Association	\$1,912.50
467327	06/06/2023	Open	Rico Omictin	\$199.90
467328	06/06/2023	Open	Roberto Filice	\$547.83
467329	06/06/2023	Open	Sean Valenzuela	\$203.70
467330	06/06/2023	Open	Thomas Melia	\$240.00
Type Check Totals:				\$4,693,807.12
General Account - General Account Totals				



Legislation Text

File #: ID#23-288, Version: 1

2023 Storm Sinkhole Emergency Repairs

Approve a Resolution authorizing procurement of emergency services pursuant to Salinas Municipal Code Section 12-24 for the 2023 Storm Sinkhole Emergency Repairs and authorize the City Manager to execute a contract and amendment with Granite Rock Company for an amount not to exceed \$300,000.00.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023
DEPARTMENT: PUBLIC WORKS
FROM: DAVID JACOBS, PE, PLS, DIRECTOR
BY: ADRIANA ROBLES, PE, CFM, CITY ENGINEER
TITLE: 2023 EMERGENCY SINKHOLE REPAIR

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing procurement of emergency repair services pursuant to Salinas Municipal Code Section 12-24 for the 2023 Storm Sinkhole Emergency Repairs and authorizing the City Manager to execute a construction contract and amendment with Granite Rock Company in an amount not to exceed of \$300,000.00.

BACKGROUND:

This year's storms have created unprecedented emergencies with city facilities. Since January, two local emergency proclamations have been made due to extreme weather. Since January 10, 2023, a total of nine sinkholes have been reported to the Public Works Department. The first at the Salinas Fairways Golf Course was repaired under a different contract.

Following the February 7, 2023 Council meeting during which Council denied appropriation of funds for emergency repair of sinkholes, staff conducted an informal solicitation of services with three local construction firms. Granite Rock Company was selected to provide emergency repair services of the sinkholes on a time and material basis. Pursuant to Salinas Municipal Code Section 12-24, on March 1, 2023 the City Manager authorized an emergency agreement with Granite Rock Company for repair of sinkholes at various locations for \$100,000.00.

When the repair began in April on the Sanborn Rd/E Alisal St sinkhole, staff observed that the damage at that intersection was more extensive than the Salinas Fairways sinkhole. Repair of this sinkhole would entail installation of a new storm drain line, removal and replacement of damaged pavement and extensive traffic control. Staff estimated the effort to exceed the \$100,000 authorized by the City Manager.

On April 19, 2023, the City Manager authorized an amendment to the contract that increased the terms of the agreement to \$300,000. By then staff had been notified of two additional sinkholes (W Market St and E Blanco Rd) that had been formed. To date, Granite Rock has completed repair of two of the sinkholes (Sanborn Rd/E Alisal St and E Blanco Rd) for a total of \$184,021.45. Invoices will be paid following approval from Council.

The table below summarized the status of all known sinkholes.

SINKHOLE LOCATION	DATE REPORTED	REPAIR COMPLETED	CONTRACTOR	COST
Salinas Fairways Golf Course ¹	1/10/2023	1/24/2023	The Don Chapin Co.	\$15,217.34
Freedom Parkway/ N Sanborn Rd	1/31/2023	Pending	Granite Rock Co.	TBD
N Sanborn Rd/ Garner Rd	1/31/2023	Pending	Granite Rock Co.	TBD
Sanborn Rd/ E Alisal St	1/31/2023	4/14/2023	Granite Rock Co.	\$150,803.57
W Market St	3/23/2023	Pending ²	Granite Rock Co.	TBD
E Blanco Rd	3/27/2023	5/11/2023	Granite Rock Co.	\$33,217.88
Buckhorn Dr/ N Sanborn Rd	5/12/2023	5/24/2023	N/A	N/A ³
Soledad St	6/1/2023	6/5/2023	N/A	N/A ⁴
Veteran's Park	6/2/2023	Pending	TBD	TBD

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15301).

STRATEGIC PLAN INITIATIVE:

This project addresses the current City Council's Goals of Operational Efficiency and Public Safety.

DEPARTMENTAL COORDINATION:

The Public Works Department collaborated with Legal, Administration and Finance Departments during this emergency procurement process.

FISCAL AND SUSTAINABILITY IMPACT:

The project is funded through 3911.50.8180 – Street Repair/Traffic Safety. Sufficient funds exist in the ARPA account to make the needed repairs.

ATTACHMENTS:

Resolution

¹ Sinkhole repair paid through a different agreement.

² Repair pending Caltrans encroachment permit.

³ Sinkhole related with work by others. Repair costs paid by contractor.

⁴ Sinkhole related with work in the area by others. Repair costs paid by utility company.

RESOLUTION NO. _____(N.C.S.)

A RESOLUTION AUTHORIZING EMERGENCY SINK HOLE REPAIRS

WHEREAS, Salinas experienced unprecedented weather events during the winter and spring months of 2023; and

WHEREAS, the Salinas City Council declared a local emergency twice during those months due to weather; and

WHEREAS, since January 10, 2023, a total of nine sinkholes have been reported to the Public Works Department; and

WHEREAS, repair of the sinkholes was deemed an emergency to protect public safety; and

WHEREAS, repair of the sinkholes was prioritized based on size of the sinkhole and impact to the general public; and

WHEREAS, City solicited emergency repair services from three local construction contractors; and

WHEREAS, City staff selected Granite Rock Company to provide emergency repair services for the sinkholes; and

WHEREAS, City Code Section 12-24, allows procurement on an emergency basis by the City Manager prior to approval by the City Council.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council authorizes procurement of emergency repair services pursuant to Salinas Municipal Code 12-24 for the 2023 Storm Sinkhole Repair; and

BE IT FURTHER RESOLVED that the City Manager is hereby authorized and directed on behalf of the City of Salinas to execute a contract and amendment with Granite Rock Company for an amount not to exceed \$300,000.00.

PASSED AND APPROVED this 13th day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



Legislation Text

File #: ID#23-285, Version: 1

Amendment No. 2 to Agreement for Services with Benitez Security Services, Inc.

Approve a Resolution authorizing the City Manager or designee to execute Amendment No. 2 to Agreement for Services #22ARPA04 with Benitez Security, Inc. to increase the compensation amount by \$420,000 to total amount not to exceed \$906,000 and extend the term to March 31, 2024.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: COMMUNITY DEVELOPMENT DEPARTMENT

FROM: LISA BRINTON, DIRECTOR

THROUGH: ROD POWELL, ASSISTANT DIRECTOR – ACTING

BY: FRANCISCO BRAMBILA, MANAGEMENT ANALYST
MARIA CAMBRON, COMMUNITY DEVELOPMENT ANALYST

TITLE: AMENDMENT No.2 TO AGREEMENT FOR SERVICES
#22ARPA04 WITH BENITEZ SECURITY SERVICES, INC.

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing the City Manager or designee to execute Amendment No. 2 to Agreement for Services #22ARPA04 with Benitez Security, Inc. to increase the compensation amount by \$420,000 to a total amount not to exceed \$906,000 and extend the term to March 31, 2024.

EXECUTIVE SUMMARY:

Prior to April 2023, the City had been operating an Emergency Motel Program (EMP) providing emergency shelter and housing navigation services at the County Inn in the City of Marina with supportive 24-hour security services provided by Benitez Security, Inc. (BSI). On April 1, 2023, the City relocated its EMP services, providers and supports, including security services, to its new location at the Steinbeck Lodge with an initial operating timeline through to March 31, 2024. The proposed amendment will increase the compensation amount by \$420,000 to a total amount not to exceed \$906,000 and extend the term to March 31, 2024.

BACKGROUND:

The City has been operating a successful EMP focused on the provision of emergency shelter and navigation to permanent housing since October 2021 with partial supportive funding from the County of Monterey (County). Initially, due to a lack of site options resulting from the City's competitive H2A housing environment, the program operated out of the City of Marina. On March 21, 2023, Council authorized the execution of a one-year Room Rental Agreement with JS Inc. dba Steinbeck Lodge to transition the EMP program from its former Marina location to the Steinbeck Lodge at 109 John Street. Since the program's inception, BSI has provided on-site security services. Initially through one of the EMP's subrecipient service providers and later, in October 2022, through the original Agreement for Services executed in December 2022. In recognition of the acceptance of additional County funds, in December 2022, Council approved

Amendment No.1 to Agreement for Services #22ARPA04 to extend the term through to June 30, 2023.

Shortly thereafter, in March 2023, Council authorized the execution of a one-year Room Rental Agreement with JS Inc. to allow the EMP to move to its current location at the Steinbeck Lodge. In recognition of the program's relocation, new operational term, and the availability of additional County funding, staff are now seeking to further amend Agreement for Services #22ARPA04 to incorporate additional funds and extend the term.

DISCUSSION:

In recognition of the EMPs recent move to its current Salinas site and a new annual operating cycle beginning April 1st, there is need to add an additional \$420,000 in previously appropriated Project Roomkey Motel Program (County ARPA), Encampment Resolution Fund (ERF) and General Fund Homeless Services Coordination funding to support the program's continued security model through to March 31, 2024. Amendment No. 2 increases the total not to exceed compensation amount to \$906,00 and extends the term of the Agreement to March 31, 2024.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The proposed agreements will advance the City of Salinas Strategic Plan 2022-2025 Goals and *Housing/Affordable Housing* through continued provision of immediate housing opportunities supported by robust housing navigation leading to permanent housing placements.

DEPARTMENTAL COORDINATION:

This agenda item was prepared by and is solely administered by the Community Development Department Housing & Community Development Division with contributions from both the City Attorney and Finance Department.

FISCAL AND SUSTAINABILITY IMPACT:

Amendment No. 2 to Agreement for Services #22ARPA04 with BSI will be funded by available appropriations including \$70,000 of Project Roomkey Motel Program (County ARPA), \$280,000 of Encampment Resolution Fund (ERF), and \$70,000 of General Fund Homeless Services Coordination funds.

ATTACHMENTS:

Resolution

Amendment No. 2 to Agreement for Services #22ARPA04 – Draft

Amendment No. 1 to Agreement for Services #22ARPA04

Agreement for Services #22ARPA04

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION AUTHORIZING THE EXECUTION OF AMENDMENT No. 2 TO AGREEMENT FOR SERVICES #22ARPA04 WITH BENITEZ SECURITY SERVICES, INC.

WHEREAS, the City of Salinas (City) currently serves as the administrative entity for an Emergency Motel Program (EMP) jointly funded by the City and County of Monterey (County) to provide immediate housing to unhoused individuals; and

WHEREAS, On March 21, 2023, Council authorized the execution of a Room Rental Agreement with JS Inc. dba Steinbeck Lodge for the purpose of providing emergency shelter to unhoused City residents through March 31, 2024; and

WHEREAS, the City and Benitez Security Services Inc. first entered into an Agreement for the Services #22ARPA04 to support the Salinas Motel Program effective January 1, 2023 with a total amount of compensation not to exceed \$486,000 and term ending June 30, 2023; and

WHEREAS, on April 6, 2023, the City and Benitez Security Services Inc. entered into Amendment No. 1 to Agreement for Services #22ARPA04 to extend the term through August 31, 2023.

WHEREAS, the City and Benitez Security Services, Inc. desire to further amend Agreement for Services #22ARPA04 to increase the compensation amount by \$420,000 to a total not to exceed \$906,000 and further extend the term through March 31, 2024.

WHEREAS, the proposed Amendment No. 2 to Agreement for Services #22ARPA04 with Benitez Security Services, Inc. will be funded by appropriations of City American Rescue Plan Act (ARPA), Project Room Key Motel Program (County ARPA), Encampment Resolution Fund (ERF) and General Fund for Homeless Services Coordination funds; and

WHEREAS, the City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Salinas that it hereby authorizes the City Manager or designee, for and on behalf of the City of Salinas, to execute Amendment No. 2 to Agreement for Services #22ARPA04 with Benitez Security, Inc. to increase the compensation amount by \$420,000 to a total amount not to exceed \$906,000 and extend the term to March 31, 2024.

PASSED AND APPROVED this 13th day of June 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

AMENDMENT No. 2
AGREEMENT FOR SERVICES BETWEEN THE CITY OF SALINAS
ANDBENITEZ SECURITY SERVICES, INC.
FOR
SECURITY SERVICES FOR THE SALINAS MOTEL PROGRAM
(FORMALLY KNOWN AS THE ARPA/PRK MOTEL PROGRAM)

Agreement No. 22ARPA04

This Amendment No. 2 is entered on May 16, 2023, between **BENITEZ SECURITY SERVICES, INC.** a California corporation (Hereinafter Contractor) and the **CITY OF SALINAS**, a **California** charter city and municipal corporation (City).

WITNESSETH

WHEREAS, the City and Benitez Security Services Inc. first entered into an Agreement for the Security Services for the Salinas Motel Program formally known as the ARPA/PRK Motel Program (Agreement) effective January 1, 2023, pursuant to which Benitez Security Inc. agreed to act as and provide certain services for compensation; and

WHEREAS, the City and Benitez Security Services Inc. entered into Amendment No. 1 to the Agreement to extend funding term through August 31, 2023.

WHEREAS, the City and Benitez Security Services Inc. desire to amend the Agreement to extend funding term through March 31, 2024, and increase the agreement by \$420,000 for a total maximum compensation to \$906,000.

NOW, THEREFORE, in mutual consideration of the terms and conditions set forth below, the Parties agree as follows:

1. Section 3 entitled "Term" is revised to read as follows:

The work under this Agreement shall commence on January 1st, 2023, and shall be completed by March 31st, 2024, unless City grants a written extension of time as set forth in Section 2 above. This Agreement may be extended only upon mutual written consent of the parties on a month-to-month basis and may be terminated only pursuant to the terms of this Agreement.

2. First sentence of Section 4 entitled "Payment" is revised to read as follows:

City hereby agrees to pay and Contractor agrees to accept as full and fair consideration for the performance of this Agreement, a total amount of compensation not to exceed nine hundred and six thousand dollars (\$906,000.00).

3. All terms, covenants and conditions stated in the Original Funding Agreement, and Amendment No. 1, which are not herein amended, remain in full force and effect.

IN WITNESS HEREOF, the parties have executed this Amendment No. 2 effective as

of the date shown above.

City of Salinas

Grantee:

By: _____
Steven S. Carrigan., City Manager

By: _____
Jesus Benitez, Chief Executive Officer

APPROVED AS TO FORM:

By: _____
Christopher A. Callihan, City Attorney

FUNDING AGREEMENT AMENDMENT No. 1
CITY OF SALINAS
AND
BENITEZ SECURITY SERVICES, INC.
FOR
SECURITY SERVICES FOR THE SALINAS MOTEL PROGRAM
(FORMALLY KNOWN AS THE ARPA/PRK MOTEL PROGRAM)

Agreement No. 22ARPA04

This Amendment No. 1 to the Original Funding Agreement is entered on April 6, 2023, between **BENITEZ SECURITY SERVICES, INC.** a California corporation (Hereinafter Contractor) and the **CITY OF SALINAS**, a California charter city and municipal corporation (City).

WITNESSETH

WHEREAS, the City and Benitez Security Services Inc. first entered into an Agreement for the Security Services for the Salinas Motel Program formally known as the ARPA/PRK Motel Program (Agreement) effective December 1, 2022, pursuant to which Benitez Security Inc. agreed to act as and provide certain services for compensation; and

WHEREAS, the City and Benitez Security Services Inc. desire to amend the Agreement to extend funding term through August 31, 2023.

NOW, THEREFORE, in mutual consideration of the terms and conditions set forth below, the Parties agree as follows:

1. Section 3 entitled "Term" is revised to read as follows:
The work under this Agreement shall commence on January 1st, 2023, and shall be completed by August 31st, 2023, unless City grants a written extension of time as set forth in Section 2 above. This Agreement may be extended only upon mutual written consent of the parties on a month-to-month basis and may be terminated only pursuant to the terms of this Agreement.
2. All terms, covenants and conditions stated in the Original Funding Agreement, which are not herein amended, remain in full force and effect.

IN WITNESS HEREOF, the parties have executed this Amendment No. 1 effective as of the date shown above.

City of Salinas

DocuSigned by:
By: Steven S. Carrigan
04396AE44903419...
Steven S. Carrigan., City Manager

Grantee:

DocuSigned by:
By: Jesus Benitez
072C5589BB35456...
Jesus Benitez, Chief Executive Officer

APPROVED AS TO FORM:

DocuSigned by:
By: Christopher A. Callihan
DF600E62871844E...
Christopher A. Callihan, City Attorney

FISCAL YEAR 2022-23
AGREEMENT FOR SERVICES BETWEEN
THE CITY OF SALINAS AND
BENITIEZ SECURITY SERVICES INC.



This is an official document.
Do not make any changes to this document EXCEPT to modify your signature block on the last page as needed.

**FISCAL YEAR 2022-23
AGREEMENT FOR SERVICES BETWEEN
THE CITY OF SALINAS
AND
BENITEZ SECURITY SERVICES, INC.
FOR
SECURITY SERVICES FOR THE ARPA/PRK MOTEL PROGRAM**

Agreement Number: 22ARPA04

THIS AGREEMENT is executed this 1st day of December 2022, (“Agreement” or “Contract”) between the City of Salinas, a California Charter city and municipal corporation (hereinafter “City”) and Benitez Security Services, Inc., a California corporation (Hereinafter “Contractor”).

IT IS HEREBY MUTUALLY AGREED AS FOLLOWS:

1. **Scope.** Contractor hereby agrees to provide the City, security services for the ARPA/PRK Motel Program under this Agreement, as more fully described in Attachment B – Scope of Work, attached hereto and incorporated herein by reference.
2. **Timeliness.** Contractor shall perform all tasks in a timely fashion, as set forth more specifically in Section 3 below. Failure to so perform is hereby deemed a material breach of this Agreement, and City may terminate this Agreement with no further liability hereunder, or the city may agree in writing with Contractor to an extension of time.
3. **Term.** The work under this Agreement shall commence on January 1st, 2023, and shall be completed by June 30th, 2023, unless City grants a written extension of time as set forth in Section 2 above. This Agreement may be extended only upon mutual written consent of the parties on a month-to-month basis and may be terminated only pursuant to the terms of this Agreement.
4. **Payment.** City hereby agrees to pay and Contractor agrees to accept as full and fair consideration for the performance of this Agreement, a total amount of compensation not to exceed **four hundred eighty-six thousand dollars (\$486,000.00)**. Contractor has no right of reimbursement for expenses under this Agreement. Compensation shall become due and payable 30 days after City’s approval of Contractor’s submission of monthly written invoices to the City. The payment of any compensation shall be contingent upon performance of the terms and conditions of this Agreement to the satisfaction of the City. If City determines that the work set forth in the written invoice has not been performed in accordance with the terms of this Agreement, City shall not be responsible for payment until such time as the work has been satisfactorily performed.
5. **Meet & Confer.** Contractor agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by City to insure timely and adequate performance of this Agreement.
6. **Insurance.** Contractor shall procure and maintain for the duration of this Agreement insurance meeting the requirements specified in Attachment A hereto.
7. **Indemnification.** Contractor shall hold harmless, defend at its own expense, and indemnify City and its officers, officials, employees, agents, and volunteers from and against all

liability, claims, damages, losses, and/or expenses including reasonable City attorney fees arising from all acts or omissions of Contractor or its officers, agents, or employees arising out of the performance of the work under this Contract, caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the sole negligence or willful misconduct of the City.

8. **Licensing.** Contractor warrants that it is properly licensed to perform the work specified under this Agreement, including but not limited to possession of a current City business license.

9. **Termination.** City may terminate this Agreement upon ten days' written notice. The amount of damages, if any, as a result of such termination may be decided by negotiations between the parties or before a court of competent jurisdiction.

10. **Agency.** In performing the services specified under this Agreement, Contractor is hereby deemed to be an independent contractor and not an agent or employee of City.

11. **Non-Assignability.** The rights and obligations of Contractor hereunder are not assignable and cannot be delegated without written consent of City.

12. **Entire Agreement.** This Agreement constitutes the entire Agreement between the parties hereto and supersedes any and all prior agreements, whether oral or written, relating to the subject matter thereof. Any modification of the Agreement will be effective only if it is in writing signed by both parties hereto.

13. **Validity.** If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will continue in full force without being impaired or invalidated in any way.

14. **Counterparts.** This Agreement may be executed in multiple originals, each of which is deemed to be an original, and may be signed in counterparts.

15. **Laws.** Contractor agrees that in the performance of this Agreement it will comply with all applicable State, Federal and local laws and regulations. This Agreement shall be governed by and construed in accordance with the laws of the State of California, County of Monterey, and City of Salinas.

IN WITNESS WHEREOF, this Agreement is entered into by the parties hereto on the day and year first written above.

CITY OF SALINAS

DocuSigned by:

Steven S. Carrigan

04396AE44903419...

Steve Carrigan, City Manager

CONTRACTOR

DocuSigned by:

072C5589BB35456...

Jesus Benitez, Chief Executive Officer

APPROVED AS TO FORM:

DocuSigned by:

Christopher A. Callihan

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Christopher A. Callihan, City Attorney, or
Rhonda Combs, Assistant City Attorney

Attachment A **Insurance Requirements**

Contractor shall procure and maintain for the duration of the contract, and for three years thereafter, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his/her/its officers, agents, representatives, employees, and/or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability** (“CGL”): Insurance Services Office (“ISO”) Form CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO Form CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability**: ISO Form CA 0001 covering Code 1 (any auto), with limits no less than **\$1,000,000** per accident for bodily injury and property damage.
3. **Workers’ Compensation**: as required by the State of California, with Statutory Limits, and Employers’ Liability insurance with a limit of no less than \$1,000,000 per accident for bodily injury or disease.
4. **Contractors’ Pollution Legal Liability and/or Asbestos Legal Liability and/or Errors and Omissions** (if project involves environmental hazards): with limits no less than \$1,000,000 per occurrence or claim, and \$2,000,000 policy aggregate, on an annual basis.

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, the Contractor requires and shall be entitled to the broader coverage and/or higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the City. At the option of the City, either: the Contractor shall cause the insurer to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. **The City, its officers, officials, employees, and volunteers are to be covered as additional insureds** on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by or on behalf of the Contractor. General liability coverage can be provided in the form of an endorsement to the

Contractor's insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used).

2. For any claims related to this project, the **Contractor's insurance coverage shall be primary** insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall provide that coverage shall not be canceled, except with notice to the City.

4. A copy of the claims reporting requirements must be submitted by Contractor to the City.

5. If the services involve lead-based paint or asbestos identification/remediation, the Contractor's Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractor's Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to the City.

Waiver of Subrogation

Contractor hereby agrees to waive rights of subrogation which any insurer of Contractor may acquire from Contractor by virtue of the payment of any loss. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Contractor, its employees, agents and subcontractors.

Verification of Coverage

Contractor shall furnish the City with original Certificates of Insurance including an additional insured endorsement and all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

Subcontractors

Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors. For CGL coverage subcontractors shall provide coverage with a form at least as broad as CG 20 38 04 13.

Maintenance of Insurance

Maintenance of insurance by Contractor as specified shall in no way be interpreted as relieving Contractor of its indemnification obligations or any responsibility whatsoever and the Contractor

may carry, at its own expense, such additional insurance as it deems necessary.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Attachment B
Scope of Work

Schedule of Charges for Security Services and Equipment

NUMBER OF SECURITY GUARDS: Three (3) (UNARMED)

HOURS OF GUARD SERVICE PER WEEK:

1) Security Officer 1: 168 hours

2) Security Officer 2: 168 hours

3) Security Officer 3: 168 hours

Total Hours: 504 a week

START DATE: Continued from Center for Independent Living Contract January 1, 2023

WEEKLY SCHEDULE:

1) Security Officer 1: Monday-Sunday

2) Security Officer 2: Monday-Sunday

3) Security Officer 3: Monday-Sunday

BILLING RATE(S):

- \$36.00 Per hour: Unarmed Security Officer
- On Call Consultation services (Included at a discounted rate)
- (2) Silvertrac Monthly reporting software licenses
- (2) Cellphone reporting devices (Included at no additional cost)
- Radios, signs, and limited security equipment
(Monthly equipment fee will be applied to invoice)

OVERTIME RATE POLICY:

The Overtime rate is for each hour of service rendered by each Security Officer in excess of eight (8) hours on any single shift within a twenty-four (24) hour period or in excess of forty (40) hours in any single week. For each security officer who is required to appear in court or at a deposition as a witness as a result of an occurrence at City's facility, Company shall bill City at the overtime rate for the number of hours the Security Officer is required to be present in court, plus parking charges and travel time to court. Overtime shall be calculated at 1.5 times the regular billed hourly rate after the 8th hour and up to the 12th hour of any single shift. Overtime work completed by a guard on any single shift after the 12th hour shall be calculated at twice the hourly billed rate.

HOLIDAY RATE POLICY:

The holiday rate is for any services by each security guard on any of the following holidays: New Year's Day, Labor Day, Presidents Day, Veterans Day, Memorial Day, Thanksgiving Day, Independence Day, and Christmas Day. Holiday rate shall be calculated at 1.5 times the regular billed hourly rate.

POST ORDERS: Will be added below and agreed upon by company and City.



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-315, Version: 1

Salinas City Center Improvement Association 2022 Annual Report

Approve a Resolution accepting and approving the Salinas City Center Improvement Association (SCCIA)
2022 Annual Report



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: COMMUNITY DEVELOPMENT

FROM: LISA BRINTON, DIRECTOR

BY: MICHAEL GOMEZ, ECONOMIC DEVELOPMENT ANALYST

ITILE: SALINAS CITY CENTER IMPROVEMENT ASSOCIATION 2022 ANNUAL REPORT

RECOMMENDED MOTION:

A motion to approve a Resolution accepting and approving the Salinas City Center Improvement Association (SCCIA) 2022 Annual Report.

EXECUTIVE SUMMARY:

The 2022 Annual Report is provided as Attachment 2 to this staff report. The approval of this report is at the discretion of the Council. With Council approval, the SCCIA Annual Report will also provide direction for SCCIA activities and use of assessment district funds in the fiscal year.

BACKGROUND:

In 2015, the City Council and the Board of Supervisors accepted the Salinas Downtown Vibrancy Plan as a strategic planning document to guide the revitalization of downtown Salinas including the government center. That same year, the City Council formed the Salinas Downtown Community Benefit District (CBD) and entered into a Management and Disbursement Agreement with the Salinas City Center Improvement Association (SCCIA) to implement the Management District Plan. SCCIA is to create an annual District budget and policies to comply with the District Plan; prepare and file quarterly and annual reports with the City reflecting compliance with the District Plan; and oversee the day-to-day implementation of District Plan Improvements.

As a CBD, parcels within the District boundary derive special benefit from programs and activities funded by assessments levied against the identified properties. The benefits, identified in the Management District Plan, are special and unique to the parcels within the District because programs and services (i.e. sidewalk operations/beautification; district identity; program management; and contingency/reserve) are provided directly and solely for the benefit of the

identified parcels. The objective of providing these special benefits is to keep the District area clean, safe, orderly, attractive, well marketed with special events and programs, and to increase commerce within the CBD boundaries.

The annual levy of assessment in each of the fiscal years referred to in the District Plan are conditioned on the approval, by resolution, of an annual report pursuant Section 36650 of the Property and Business Improvement District (PBID) Law. A summary of SCCIA's 2022 Annual Report and FY 2022-2023 annual budget follows.

DISCUSSION:

2022 Annual Report

The 2022 Annual Report covers the period from December 1, 2021, to November 30, 2022. The financial statement for this time-period is part of the Annual Report (Attachment 2). During this period, \$458,273.63 was collected in assessments and \$7,866.76 in grants was received. Total expenditures in FY 2021-2022 were \$424,674.58 resulting in a remaining net income of \$41,465.58 and a carry forward balance of \$288,782.88. Table 1 below provides a breakdown of expenditures by program area for the reporting period.

Table 1

PROGRAM OR ACTIVITY FUNDED BY THE DOWNTOWN	PERCENTAGE OF ANNUAL BUDGET	2022 EXPENDITURES
Sidewalk Operations, Beautification and Order	31%	\$ 206,230.87
District Identity and Streetscape Improvement	26%	\$ 108,206.40
Administration/Corporate Operations	34%	\$ 110,237.31
Contingency/City and County Fees/Reserves/Special projects	0%	\$ 0.00
<i>TOTAL</i>	<i>91%</i>	<i>\$ 424,674.58</i>

SCCIA 2022 program accomplishments and 2023 goals are outlined in the Annual Report (Attachment 2). Goals and accomplishments are organized by committee/program area. A summary of highlights is provided below. The entire list of accomplishments and goals by committee is provided in the attached Annual Report.

2022 Accomplishments Highlights

Sidewalk Operations, Beautification and Order

- Provided additional cleaning and debris removal during the Main Street Streetscape Improvement Project
- Provided maintenance and flower replacement for the Main Street Project; pots on the 400 block and various planters and hanging baskets

District Identity/Sidewalk Improvements

- Hired a district coordinator and a grant writer and successfully earned multiple grants to benefit the DISI efforts
- Worked as liaison with City for events in Downtown Salinas
- Added colored lighting to the Salinas Arch
- Continued to coordinate with various stakeholders to promote downtown

Land Use

- Advocated for and assisted individual business with proposed signage.
- Initiated a coalition to review City of Salinas permit process performance
- Worked in a coalition to review and comment on the City of Salinas process for permits for outdoor dining and retail.
- Held a board strategic Planning retreat for the first formal goal-setting meeting.

2023 Goals Highlights

Sidewalk Operations, Beautification and Order

- Continue to provide maintenance, beautification and security in a manner that is in line with budget.
- Seal the new sidewalks along Main Street to prevent staining.
- Perform semi-annual sidewalk pressure washing.

District Identity/Sidewalk Improvements

- Implement downtown banner program for local business, nonprofits, and events and study whether it could be profitable.
- Produce "Welcome to Salinas City Center" bags to new merchants including swag and relevant information.
- Add speakers for streaming music on light poles throughout Downtown.
- Monthly newsletter and biannual "What's Happening in SCC" with Mayor and SCCIA board members.

Land Use

- Review drafts and submit comment, guide decision making that conforms with Downtown Vibrancy Plan (DVP) outcomes
- Complete an Historic Sign Ordinance

2022-2023 Operating Budget

The SCCIA Board approved the 2022-2023 Operating Budget provided on page 15 of the Annual Report (Attachment 2). Total Assessment for 2022-2023 is estimated to be \$457,000 plus \$228,229 in 2021-2022 Carry Over funds, minus collection loss of \$9,140 for a total 2022-2023 Operating Budget of \$676,089. The projected expenses are estimated at \$545,600 for FY2022-2023 leaving the projected ending balance to be \$130,239. Operating expenditures are broken down by program/activity area in Table 2 below.

Table 2

PROGRAM OR ACTIVITY FUNDED BY THE DOWNTOWN	PERCENTAGE OF ANNUAL BUDGET	PROPOSED 2023 EXPENDITURES
Sidewalk Operations, Beautification and Order	60%	\$ 315,000.00
District Identity and Streetscape Improvement	22%	\$ 118,000.00
Administration/Corporate Operations	14%	\$ 107,850.00
Contingency/City and County Fees/Reserves/Special projects	4%	\$ 5,000.00
<i>TOTAL</i>	<i>100%</i>	<i>\$ 545,850.00</i>

2023-2024 Annual Assessment

The 2015 Engineers Report and Management District Plan includes the formula and methodology for calculating annual assessment amounts. The assessment amount is based upon a benefit calculation by linear frontage on all sides of the parcels that receive benefit; lot or parcel square footage; and building square footage. As permitted in the District's Engineer's Report, the SCCIA Board has approved an annual inflationary assessment rate increase of five percent (5%) to the method of assessment for FY 2023-2024. No boundary changes of the CBD Area are proposed. Levy of assessment for 2023-2024 is based on the following calculations.

- Linear frontage - Benefit Zone 1 \$5.2500 per linear foot/year
- Linear frontage - Benefit Zone 2 \$3.6645 per linear foot/year
- Lot size or the footprint of the parcel \$0.070508 per square foot/year
- Building square footage \$0.088749 per square foot/year
- Future residential condos \$0.21 per square foot of parcel unit square footage

The calculated assessment amount by Assessor's Parcel Number (APN) for FY 2023-2024 is included in the Annual Report (Attachment 2). Based on the above calculations, the estimated total assessment amount to be collected in FY 2023-2024 is \$479,266.13.

As stated in the Background section of this report, the annual levy of assessment in each of the fiscal years referred to in the District Plan are conditioned on the approval, by resolution, of an annual report pursuant Section 36650 of the Property and Business Improvement District (PBID) Law. The approval of such report is at the discretion of the Council.

CEQA CONSIDERATION:

The proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines section 15378). Any subsequent discretionary projects resulting from implementation of DVP recommendations will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

Downtown Vibrancy Plan implementation, including the operation of SCCIA as a CBD, most closely aligns with the 2022-2025 City Council Goals and Strategic Plan initiatives of Economic Development, Infrastructure and Environmental Sustainability and Public Safety. CBD assessments are used to provide an enhanced level of service to improve the appearance, cleanliness, and safety in the SCCIA district.

DEPARTMENTAL COORDINATION:

Community Development staff coordinated with SCCIA to prepare this report.

FISCAL AND SUSTAINABILITY IMPACT:

There is no fiscal or sustainability impact associated with the receipt and acceptance of this report. The City will pass the assessments collected by the County of Monterey through to SCCIA to be used in accordance with the approved District Management Plan and annual budget.

ATTACHMENTS:

1. Resolution accepting and approving the SCCIA FY 2022 Annual Report
2. SCCIA 2022 Annual Report
3. CBD Map

RESOLUTION NO. _____(N.C.S.)

**RESOLUTION ACCEPTING AND APPROVING THE SALINAS CITY CENTER
IMPROVEMENT ASSOCIATION 2022 ANNUAL REPORT FOR THE
DOWNTOWN SALINAS COMMUNITY BENEFIT DISTRICT AREA**

WHEREAS, on December 16, 2014, the City Council adopted Ordinance No. 2556, the City of Salinas' Community Benefit District Ordinance, authorizing the City to establish a Community Benefit District ("CBD") for up to 20 years to enhance the security, safety, appearance, and economic viability within such districts; and

WHEREAS, the Ordinance authorizes the City to levy and collect assessments on real property within such districts for the purpose of providing improvements and promoting activities that specially benefit real property within such districts; and

WHEREAS, the Ordinance authorizes the City to use the procedures set forth in the Property and Business Improvement District Law of 1994 (Streets & Highways Code sections 36600 *et seq.*, the "PBID Law") as modified by the Ordinance for purposes of forming an assessment district; and

WHEREAS, Articles XIIC and XIID of the California Constitution and Section 53753 of the California Government Code (Proposition 218 Omnibus Implementation Act) also impose certain procedural and substantive requirements relating to the notice, protests and hearing requirements pertaining to new or increased assessments; and

WHEREAS, on May 26, 2015, the City Council adopted a Resolution of Intention (Resolution No. 577) to form the Salinas Downtown Community Benefit District (the "District" or "CBD"). This action included adoption of a District Management Plan and Engineer's Assessment Report and direction to the City Clerk to mail ballot packets and notice of the public hearing to be held on July 21, 2015, to the proposed district property owners; and

WHEREAS, on July 21, 2015, the City Council adopted Resolution No. 20808 certifying the positive results of a duly held election process confirming that the majority of property owners within the District agreed to its formation; and

WHEREAS, on July 11, 2017, the City Council adopted Resolution No. 21226 N.C.S. amending 2015 Engineer's Report to add two properties to the District; and

WHEREAS, the boundaries of the Downtown Salinas CBD are as shown on the map attached, which is incorporated herein by this reference. No boundary changes of the CBD Area are proposed; and

WHEREAS, the 2015 Engineers Report and District Management Plan include the formula and methodology for calculating annual assessment amounts. The assessment amount is based upon a benefit calculation by linear frontage on all sides of the parcels that receive benefit; lot or parcel square footage; and building square footage; and

WHEREAS, as permitted in the District’s Engineer’s Report, the SCCIA Board has approved an annual inflationary assessment rate increase of five percent (5%) to the method of assessment for FY 2023-2024; and

WHEREAS, on June 13, 2023, the Salinas City Council of the City of Salinas considered 2021-2022 Annual Report submitted by Salinas City Center Improvement Association on April 25, 2023, in accordance with the Management and Disbursement Agreement with the City.

NOW, THEREFORE, BE IT RESOLVED BY THE SALINAS CITY COUNCIL:

SECTION 1. That the 2022 SCCIA Annual Report for the Salinas Downtown Community Benefit District and 2022-2023 Operating Budget is confirmed as originally filed.

SECTION 2. The SCCIA Board has approved an annual inflationary assessment rate increase of five percent (5%) to the method of assessment for FY 2023-2024. Assessment calculations provided in the 2022 Annual Report shall constitute the levy of assessments for the Salinas Downtown Community Benefit District for FY 2023-2024.

SECTION 3. The revenue received by levy of an assessment within the Salinas Downtown CBD in FY 2023-2024 shall be used only for purposes specifically permitted by the PBID Law and for no other purposes.

SECTION 4. The name of the business improvement area is “Salinas Downtown Community Benefit District” and its boundaries are as shown on the map attached, which is incorporated herein by this reference.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

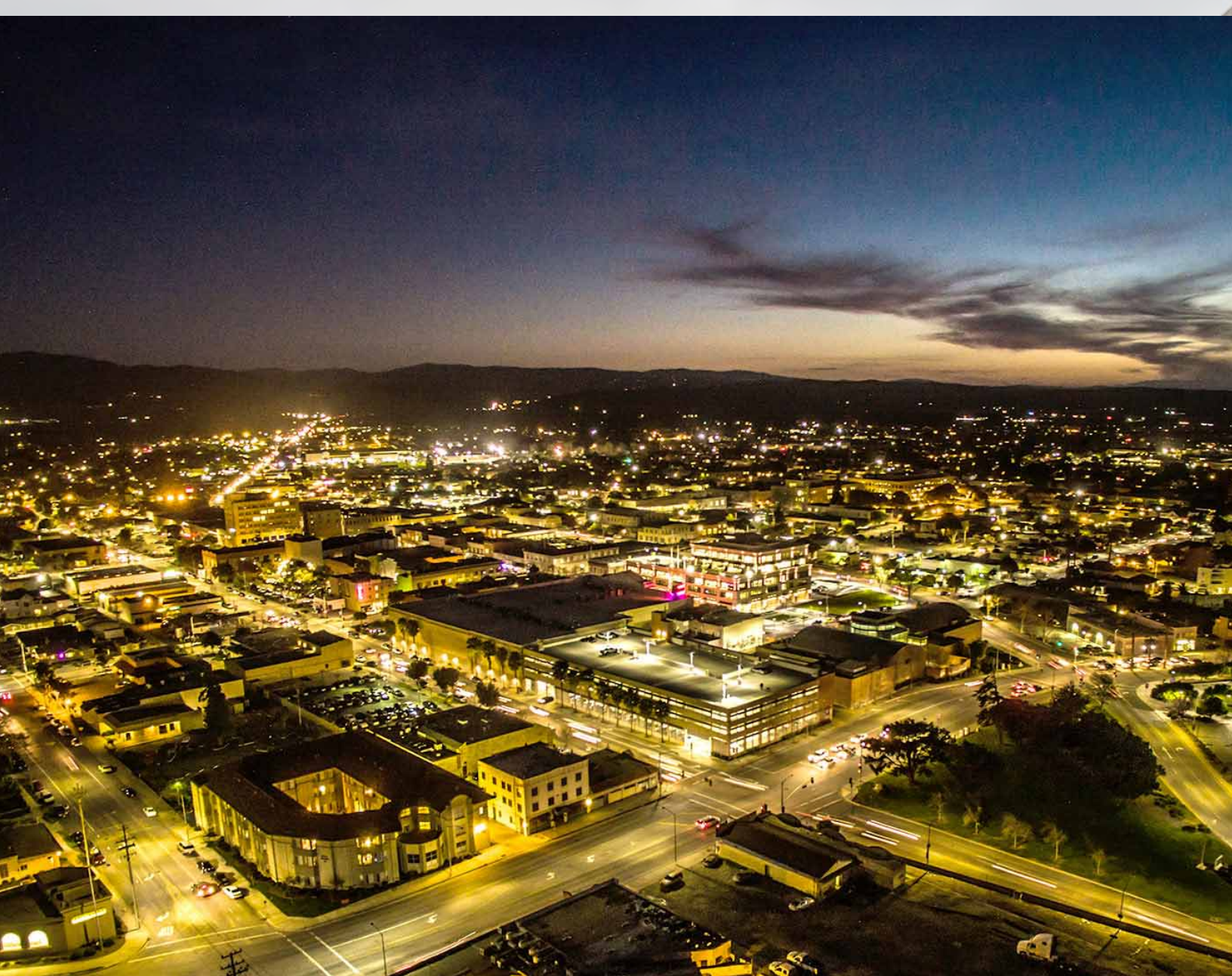
ABSENT:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



2022 Annual Report

Salinas City Center Improvement Association
10b Mid-Town Ln
Salinas, CA 93901

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About the Salinas City Center Improvement Association

In 2015, downtown property owners voted to form an improvement district and assess their properties. Early in 2016, the property owners formed a 501(c)3 public benefit corporation called Salinas City Center Improvement Association (SCCIA). SCCIA is now up and running, with a district manager and a full slate of volunteer committees working hard to implement the vision for a vibrant downtown.

There are two distinct areas of investment, funded with property owner assessments within the district. They are Sidewalk Operations, Beautification, and Order (SOBO) and District Identity and Streetscape Improvements (DISI). Each area has a full volunteer committee to develop its programs. A third committee, Land Use, works to promote City, County, and Public Agency cooperation for new development and planning.

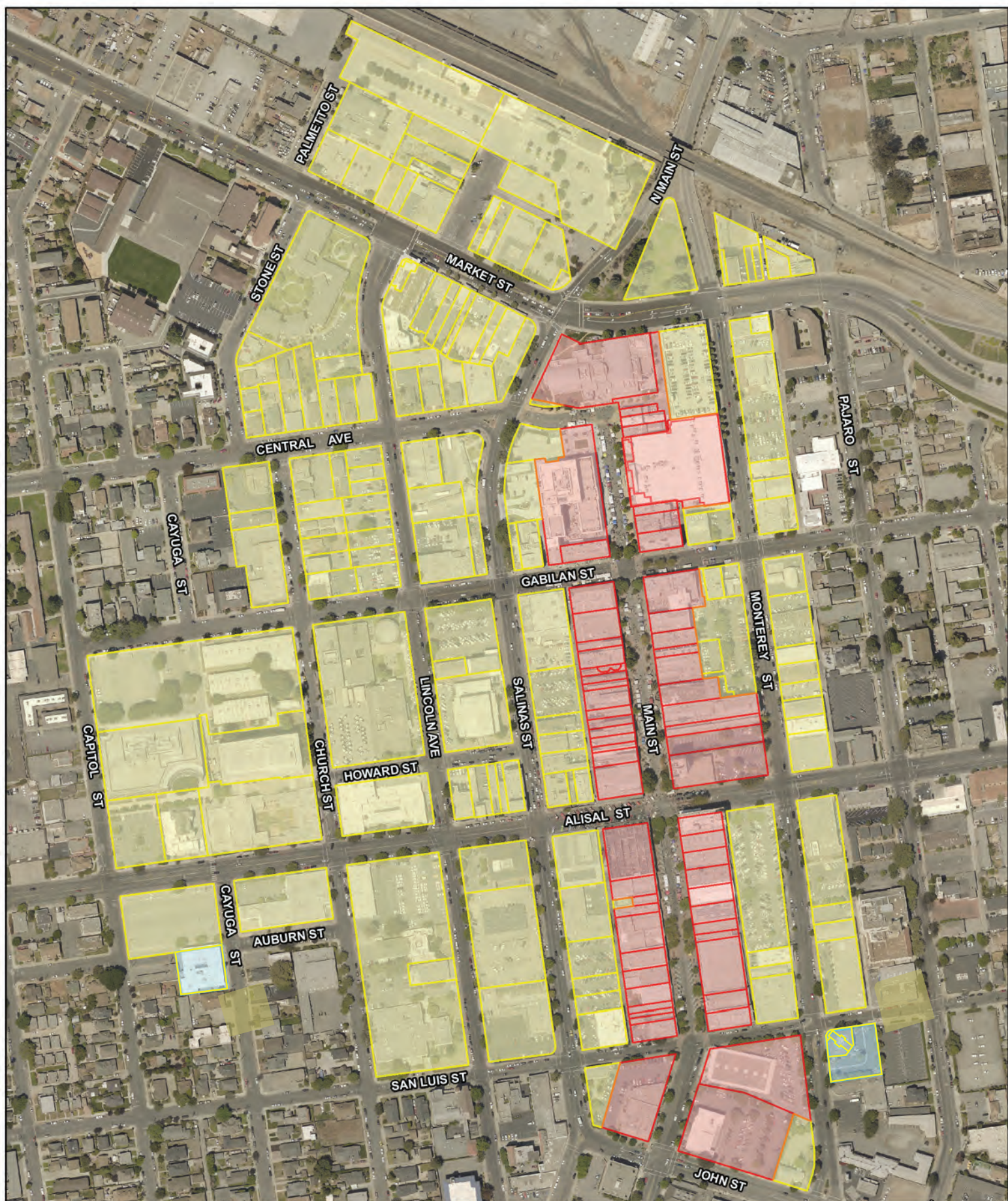


Property owners shape the makeup of downtown Salinas, to positively affect the business climate, and increase foot traffic, engagement, and entertainment. They support development of new residential units, professional businesses, thriving retail, restaurants, cafes, and services. The district is a welcoming and exciting place for young professionals, and a magnet for new businesses and jobs.

This modern, urban environment is achieved through a series of measures, including beautification, safety, attracting quality developers, and development of a strong district identity and marketing campaign. We embrace the rich culture and history of our people and our town.



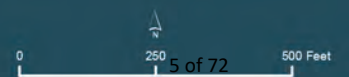
The SCCIA Board of Directors welcomes and encourages public input and participation in issues that affect our community. For more information on how you can get involved, please contact District Coordinator Greg Hamer.



Downtown Salinas Community Benefit District

Salinas City Center Improvement Association
Benefit Zone 2

Benefit Zone 1



5/26/2017

Board

Board President	Steve Ish	sish@taylorfarms.com	(831)455-5928
Board Vice President	Catherine Kobrinsky Evans	catherine@kobrinskygroup.com	(831) 320-6445
Board Treasurer	Greg Piini	greg@piinirealty.com	(831) 422-5327
Board Secretary	Meryl Rasmussen	meryl@craftdesignbuild.com	(831) 717-7704
Board Member	Audrey Wardwell	Audrey@36northproperties.com	(831) 484-4604
Board Member	Jay DeSerpa	jay@deserpa.com	(831) 595-1070
Board Member	Peter Kasavan	PK@kasavanarch.com	(831) 424-2232
Board Member	Jason Retterer	jason@jrgattorneys.com	(831) 682-5352
Board Member	Joel Panzer	Joel@mwruck.com	(831) 771-2557
Board Member	Frank Saunders	franksaunders8@gmail.com	(831) 595-1640
Board Member	Greg Findley	greg.findley@cushwake.com	(831) 755-1639
Board Member	Larry Bussard	larrybussard299@gmail.com	(831) 206-1472
Board Member	Kurt Dillard	kurt@valleytrophies.net	(831) 422-2967
Board Member	James Kendall	jkendall@mahoneycommercial.com	(831) 275-0129

Team

District Coordinator	Greg Hamer	greg@salinascitycenter.com	(831) 877-0997
Government Affairs Director	Kevin Dayton	kevindayton@salinascitycenter.com	(831) 869-6592
Marketing	Jenna Hanson Abramson	jen@mavellemedia.com	-
Maintenance	Kevin Hayes	kevinhayes@salinascitycenter.com	-



Big Events

The Salinas City Center hosts some of the largest gatherings in Monterey County.

Thousands flock downtown to enjoy unique experiences such as the Monterey County Veterans Parade and Horse Parades in July.

Events include long-term staples such as the First Friday Art Walk and the Oldtown Salinas Foundation Farmers Market.

Other large events include:

- Steinbeck Festival
- Salinas Valley Food and Wine
- Salinas PAL Car Show
- Rodeo Kiddie Kapers Parade
- Hometown Hero Banner
- Veterans Day Parade
- Business Expo Block Party
- Festa Italia
- Weathertech Indy Street-Car Party
- Relay for Life
- Salinas High Homecoming Parade
- Parade of Lights
- Tree of Peace Illumination







Financial Statements



Accountants Compilation Report

Fiscal Year 2021-2022

December 1, 2021 to November 30, 2022

ACCOUNTANTS' COMPILATION REPORT

To The Board of Directors
Salinas City Center Improvement Association
Salinas, California

Management is responsible for the accompanying statement of revenues and expenses – actual vs. budget – fiscal year 2021-2022 – cash basis of Salinas City Center Improvement Association (a nonprofit organization) for the twelve months ended November 30, 2022, in accordance with the cash basis of accounting, and for determining that the cash basis of accounting is an acceptable financial reporting framework. We have performed a compilation engagement in accordance with Statements on Standards for Accounting and Review Services promulgated by the Accounting and Review Services Committee of the AICPA. We did not audit or review the statement of revenues and expenses – actual vs. budget – fiscal year 2021-2022 – cash basis nor were we required to perform any procedures to verify the accuracy or completeness of the information provided by management. Accordingly, we do not express an opinion, a conclusion, nor provide any form of assurance on the statement of revenues and expenses – actual vs. budget – fiscal year 2021-2022 – cash basis.

The financial statement is prepared in accordance with the cash basis of accounting, which is a basis of accounting other than accounting principles generally accepted in the United States of America.

The supplementary budget information contained in the statement of revenues and expenses – actual vs. budget – fiscal year 2021-2022 – cash basis is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management. The supplementary budget information was subject to our compilation engagement. We have not audited or reviewed the supplementary budget information and do not express an opinion, a conclusion, nor provide any assurance on such information.

Management has elected to omit substantially all the disclosures ordinarily included in financial statements prepared in accordance with the cash basis of accounting. If the omitted disclosures were included in the financial statement, they might influence the user's conclusions about the Company's revenues and expenses. Accordingly, the financial statement is not designed for those who are not informed about such matters.

We are not independent with respect to Salinas City Center Improvement Association.

Steinbruner Hill CPAs

Steinbruner Hill CPAs
Carmel, California
December 6, 2022

Salinas City Center Improvement Association
Statement of Revenues and Expenses - Actual vs. Budget - Fiscal Year 2021-2022 - Cash Basis
For the Twelve Months Ended November 30, 2022

	SOBO				DISI				Administration			
	Actual	Budget	Remaining	% Remaining	Actual	Budget	Remaining	% Remaining	Actual	Budget	Remaining	% Remaining
Income												
Assessments	\$ 274,964.18	\$ 274,200.00	\$ (764.18)		\$ 100,820.21	\$ 100,540.00	\$ (280.21)		\$ 64,158.31	\$ 63,980.00	\$ (178.31)	
Grants	-	-	-		7,866.73	-	-		-	-	-	
Plus: FY 2020-21 Carry Over	91,531.46	91,531.46			65,029.67	65,029.67			50,781.80	50,781.80		
Reallocation of 2020-2021 Carryover	40,000.00	40,000.00	-		(10,000.00)	(10,000.00)	-		-	-	-	
Total Income	\$ 406,495.64	\$ 405,731.46	\$ (764.18)		\$ 163,716.61	\$ 155,569.67	\$ (280.21)		\$ 114,940.11	\$ 114,761.80	\$ (178.31)	
Expenses												
Bank Service Charges	-	-	-		-	-	-		149.40	400.00	250.60	63%
Formation Costs Payback	-	-	-		-	-	-		-	-	-	
Insurance	-	-	-		-	-	-		2,253.00	2,300.00	47.00	2%
Professional Services	-	-	-		-	-	-		-	-	-	
Accounting	-	-	-		-	-	-		10,387.00	10,000.00	(387.00)	-4%
Legal	-	-	-		-	-	-		-	2,000.00	2,000.00	100%
Other	-	-	-		-	-	-		927.40	2,000.00	1,072.60	54%
Total Professional Services	-	-	-		-	-	-		13,716.80	16,700.00	2,983.20	18%
Office	-	-	-		-	-	-		-	-	-	
Rent/CAM/Utilities	-	-	-		-	-	-		5,960.76	6,000.00	39.24	1%
Office Annual Cleaning	-	-	-		-	-	-		-	600.00	600.00	100%
Office Furnishings/Paint	-	-	-		-	-	-		-	1,000.00	1,000.00	100%
Computer / Internet	-	-	-		-	-	-		1,884.86	1,500.00	(384.86)	-26%
Total Office	-	-	-		-	-	-		7,845.62	9,100.00	1,254.38	14%
Staff	-	-	-		-	-	-		-	-	-	
Payroll - Wages & Taxes	41,315.08	50,000.00	8,684.92	17%	-	-	-		16,017.36	16,110.00	92.64	-
Workers Comp Insurance	3,443.67	-	(3,443.67)		-	-	-		158.78	-	(158.78)	
Government Affairs	-	-	-		-	-	-		27,600.00	24,000.00	(3,600.00)	-15%
Total Staff	44,758.75	50,000.00	5,241.25	10%	-	-	-		43,776.14	40,110.00	(3,666.14)	-9%
SOBO												
Sidewalk Ops (Maintenance)	95,643.83	105,000.00	9,356.17	9%	-	-	-		-	-	-	
Beautification/Order(Security)	110,587.04	195,000.00	84,412.96	43%	-	-	-		-	-	-	
Total SOBO	206,230.87	300,000.00	93,769.13	31%	-	-	-		-	-	-	
DISI												
District Identity	-	-	-		55,815.52	100,000.00	44,184.48	44%	-	-	-	
Streetscape Improvements	-	-	-		52,390.88	46,000.00	(6,390.88)	-14%	-	-	-	
Total DISI	-	-	-		108,206.40	146,000.00	37,793.60	26%	-	-	-	
Extra Budget Expenses												
Collection Loss	-	5,500.00	5,500.00	100%	-	2,000.00	2,000.00	100%	-	1,280.00	1,280.00	100%
Taxes	-	-	-		-	-	-		140.00	100.00	(40.00)	-40%
Total Expenses	250,989.62	355,500.00	104,510.38	29%	108,206.40	148,000.00	39,793.60	27%	65,478.56	67,290.00	1,811.44	3%
Net Income	23,974.56	50,231.46			480.54	7,569.67			(1,320.25)	47,471.80		
Balance as of 11/30/22	\$ 155,506.02				\$ 55,510.21	\$ 7,569.67			\$ 49,461.55			

(See accompanying accountants' report)

Salinas City Center Improvement Association
Statement of Revenues and Expenses - Actual vs. Budget - Fiscal Year 2021-2022 - Cash Basis
For the Twelve Months Ended November 30, 2022

	Contingency/Reserves				TOTAL			
	Actual	Budget	Remaining	% Remaining	Actual	Budget	Remaining	% Remaining
Income								
Assessments	\$ 18,330.93	\$ 18,280.00	\$ (50.93)		\$ 458,273.63	\$ 457,000.00	\$ (1,273.63)	
Grants	-	-	-		7,866.73	-	-	
Plus: FY 2020-21 Carry Over	39,974.17	39,974.17			247,317.10	247,317.10		
Reallocation of 2020-2021 Carryover	(30,000.00)	(30,000.00)	-		-	-	-	
Total Income	\$ 28,305.10	\$ 28,254.17	\$ (50.93)		\$ 713,457.46	\$ 704,317.10	\$ (9,140.36)	
Expenses								
Bank Service Charges		-	-		149.40	400.00	250.60	63%
Formation Costs Payback		5,000.00	5,000.00	100%	-	5,000.00	5,000.00	100%
Insurance			-		2,253.00	2,300.00	47.00	2%
Professional Services			-		-	-	-	
Accounting			-		10,387.00	10,000.00	(387.00)	-4%
Legal			-		-	2,000.00	2,000.00	100%
Other			-		927.40	2,000.00	1,072.60	54%
Total Professional Services	-	-	-		13,716.80	16,700.00	2,983.20	18%
Office			-		-	-	-	
Rent/CAM/Utilities			-		5,960.76	6,000.00	39.24	1%
Office Annual Cleaning			-		-	600.00	600.00	100%
Office Furnishings/Paint			-		-	1,000.00	1,000.00	100%
Computer / Internet			-		1,884.86	1,500.00	(384.86)	-26%
Total Office	-	-	-		7,845.62	9,100.00	1,254.38	14%
Staff			-		-	-	-	
Payroll - Wages & Taxes					57,332.44	66,110.00	8,777.56	13%
Workers Comp Insurance								
Government Affairs			-		27,600.00	24,000.00	(3,600.00)	-15%
Total Staff	-	-	-		88,534.89	90,110.00	1,575.11	2%
SOBO			-		-	-	-	
Sidewalk Ops (Maintenance)			-		95,643.83	105,000.00	9,356.17	9%
Beautification/Order(Security)			-		110,587.04	195,000.00	84,412.96	43%
Total SOBO	-	-	-		206,230.87	300,000.00	93,769.13	31%
DISI			-		-	-	-	
District Identity			-		55,815.52	100,000.00	44,184.48	44%
Streetscape Improvements			-		52,390.88	46,000.00	(6,390.88)	-14%
Total DISI	-	-	-		108,206.40	146,000.00	37,793.60	26%
Extra Budget Expenses								
Collection Loss	-	360.00	360.00	100%	-	9,140.00	9,140.00	100%
Taxes					140.00	100.00	(40.00)	-40%
Total Expenses	-	5,360.00	5,360.00	100%	424,674.58	576,150.00	151,475.42	26%
Net Income	18,330.93	22,894.17			41,465.78	128,167.10		
Balance as of 11/30/22	\$ 28,305.10				\$ 288,782.88			

(See accompanying accountants' report)



Operating Budget

Fiscal Year 2022-2023

December 1, 2022 to November 30, 2023

Salinas City Center Improvement Association
Operating Budget - Fiscal Year 2022-2023

Friday, November 18, 2022

		SOBO	DISI	Administration	Contingency/Reserve	Total
		60.0%	22.0%	14.0%	4.0%	100.0%
Gross Income						
2022-2023 Assessments		\$274,200	\$100,540	\$63,980	\$18,280	\$457,000
Gifts & Donations		\$0	\$0	\$0	\$0	\$0
Total gross income		\$274,200	\$100,540	\$63,980	\$18,280	\$457,000
Less: Collection loss	2.0%	\$0	\$0	\$0	\$9,140	\$9,140
Effective income		\$274,200	\$100,540	\$63,980	\$9,140	\$447,860
Expenses						
Bank Service Charges				\$200		\$200
Formation Costs Payback					\$5,000	\$5,000
Insurance				\$2,300		\$2,300
Professional Services						
Accounting				\$11,500		\$11,500
Legal				\$2,000		\$2,000
Other (HR & Grant Writing)				\$10,000		\$10,000
Total Professional Services				\$23,500		\$23,500
Office						
Rent/CAM/Utilities				\$6,000		\$6,000
Office Annual Cleaning				\$600		\$600
Office Furniture/Supplies				\$1,500		\$1,500
Computer/Internet				\$2,500		\$2,500
Total Office				\$10,600		\$10,600
Staff						
Kevin Payroll - Wages, Taxes & WC		\$50,000	\$0	\$0		\$50,000
Greg Payroll - Wages, Taxes & WC		\$10,000	\$35,000	\$45,000		\$90,000
Government Affairs		\$0	\$0	\$26,000		\$26,000
Total Staff		\$60,000	\$35,000	\$71,000		\$166,000
SOBO						
Smith & Enright		\$95,000				\$95,000
Sidewalk Pressure Washing & Sealing		\$40,000				\$40,000
Beautification / Order (Security)		\$120,000				\$120,000
Total SOBO		\$255,000				\$255,000
DISI						
District Identity			\$57,000			\$57,000
Streetscape Improvements			\$26,000			\$26,000
Total DISI			\$83,000			\$83,000
Subtotal		\$315,000	\$118,000	\$107,600	\$5,000	\$545,600
Extra Budget Expense						
Taxes		\$0	\$0	\$250	\$0	\$250
Total Extra Budget Expense		\$0	\$0	\$250	\$0	\$250
Total Expenses		\$315,000	\$118,000	\$107,850	\$5,000	\$545,850
Total Income		-\$40,800	-\$17,460	-\$43,870	\$4,140	-\$97,990
Cash Flow						
Beginning balance (Projected 2021-2022 Carryover)		\$141,597	\$20,187	\$43,140	\$23,305	\$228,229
Reallocation of 2021-2022 carryover		-\$40,000	\$10,000	\$30,000	\$0	\$0
Net operating income		-\$40,800	-\$17,460	-\$43,870	\$4,140	-\$97,990
Projected ending balance		\$60,797	\$12,727	\$29,270	\$27,445	\$130,239



Assessment Data

Fiscal Year 2023-2024

December 1, 2023 to November 30, 2024

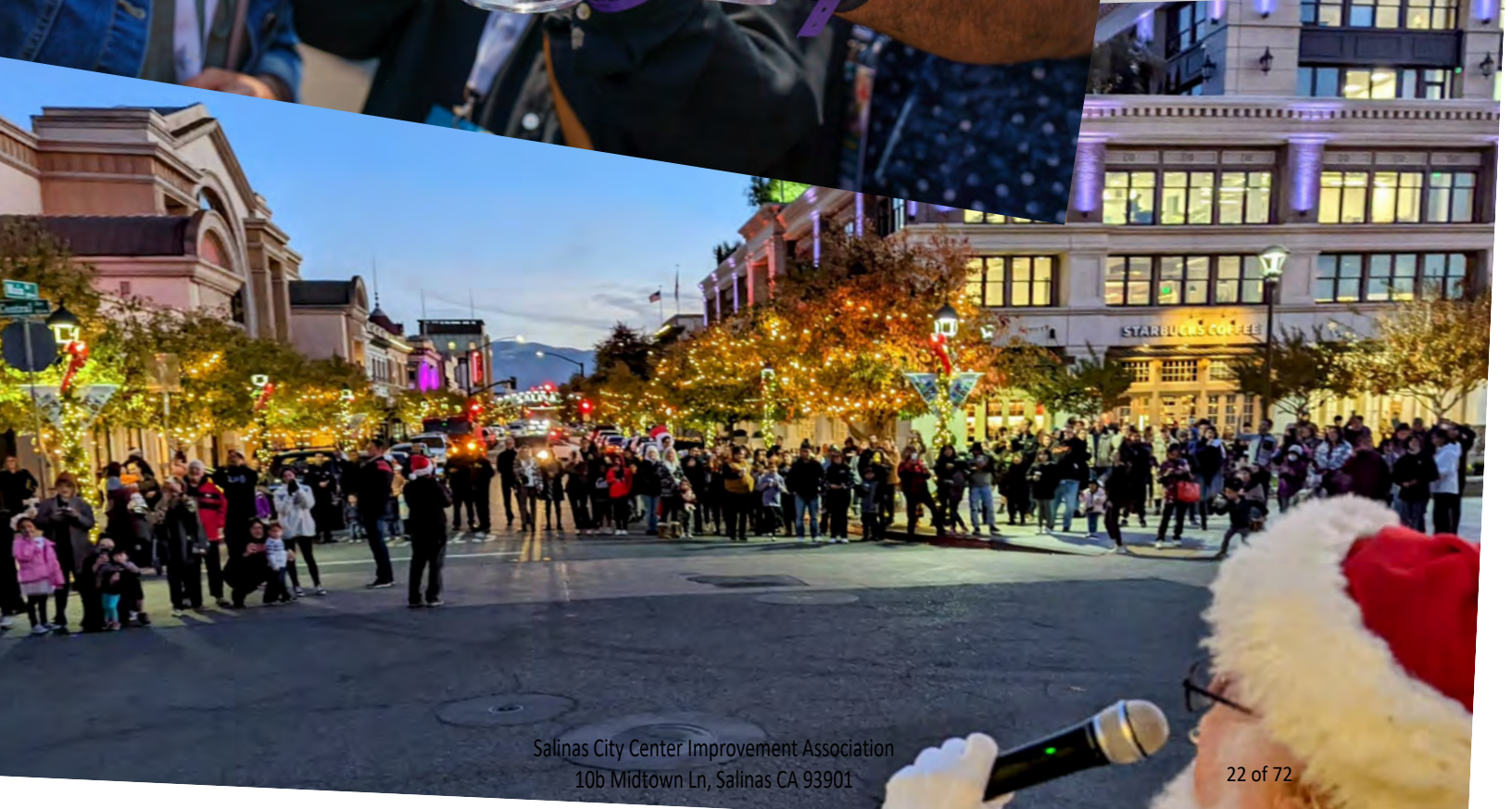
APN	Legal Owner	Site #	Site Street	Benefit Zone	Bldg SF	Bldg Asmnt	Lot SF	Lot SF Asmnt	Frontage	LF Asmnt	Annual Assessment
SALINAS PROPERTY DATABASE						Asmnt Fees	Bldg. SF	Lot SF	LF		
2023 - 2024 TAX YEAR						Zone 1	0.088749	0.070508	5.250000		
CPI INCREASE 5.00%						Zone 2	0.088749	0.070508	3.664500		
002 163 007 000	City Of Salinas	104	Central Ave	2	0	\$ -	6,600	\$ 465.35	181	\$ 663.27	\$ 1,128.62
002 163 008 000	McCain Richard & Michelle	106	Central Ave	2	1,089	\$ 96.65	6,500	\$ 458.30	50	\$ 183.23	\$ 738.17
002 163 009 000	Tarantino John M	110	Central Ave	2	649	\$ 57.60	6,500	\$ 458.30	50	\$ 183.23	\$ 699.12
002 163 010 000	Fuentes Jose	114	Central Ave	2	1,542	\$ 136.85	11,900	\$ 839.04	50	\$ 183.23	\$ 1,159.12
002 163 011 000	Lee Paul Chan & Soo Jin	118	Central Ave	2	2,350	\$ 208.56	12,247	\$ 863.51	50	\$ 183.23	\$ 1,255.29
002 163 012 000	Irma Nunes & Morales Maria	122	Central Ave	2	1,475	\$ 130.90	8,700	\$ 613.42	60	\$ 219.87	\$ 964.19
002 163 013 000	Rojas Jorge & Gladys	128	Central Ave	2	1,296	\$ 115.02	3,600	\$ 253.83	122	\$ 447.07	\$ 815.91
002 163 014 000	Herring Vincent & Sherri	47	Stone St	2	1,034	\$ 91.77	3,200	\$ 225.62	64	\$ 234.53	\$ 551.92
002 163 015 000	Lei Gouxin & Liang Amanda	43	Stone St	2	1,140	\$ 101.17	7,000	\$ 493.55	65	\$ 238.19	\$ 832.92
002 163 016 000	Chavez Anthony & Kimberly	33	Stone St	2	1,591	\$ 141.20	7,100	\$ 500.60	103	\$ 377.44	\$ 1,019.25
002 163 018 000	SF Steinbeck Commons LP	10	Lincoln Ave	2	75,772	\$ 6,724.70	89,028	\$ 6,277.14	330	\$ 1,209.29	\$ 14,211.13
002 163 019 000	Mora Serafin & Virgina	28	Lincoln Ave	2	1,150	\$ 102.06	9,500	\$ 669.82	63	\$ 230.86	\$ 1,002.75
002 164 003 000	Islamic Community Of Salinas	35	W Market St	2	2,380	\$ 211.22	8,458	\$ 596.35	50	\$ 183.23	\$ 990.80
002 164 004 000	Islamic Community Of Salinas	33	W Market St	2	1,200	\$ 106.50	5,200	\$ 366.64	30	\$ 109.94	\$ 583.07
002 164 005 000	Islamic Community Of Salinas	31	W Market St	2	2,511	\$ 222.85	2,511	\$ 177.04	28	\$ 102.61	\$ 502.50
002 164 006 000	Bray Joanne N & Marilyn Thomas	29	W Market St	2	1,728	\$ 153.36	3,250	\$ 229.15	18	\$ 65.96	\$ 448.47
002 164 007 000	Bray Joanne N & Marilyn Thomas	23	W Market St	2	0	\$ -	12,229	\$ 862.24	64	\$ 234.53	\$ 1,096.76
002 164 008 000	Bray Joanne N & Marilyn Thomas	19	W Market St	2	10,875	\$ 965.15	5,349	\$ 377.14	31	\$ 113.60	\$ 1,455.89
002 164 009 000	Rolyely LLC		W Market St	2	7,690	\$ 682.48	9,050	\$ 638.09	60	\$ 219.87	\$ 1,540.44
002 164 020 000	Taylor Fresh Foods Inc	26	Central Ave	2	0	\$ -	9,234	\$ 651.07	80	\$ 293.16	\$ 944.23
002 164 021 000	McMillin Family Trust	30	Central Ave	2	1,489	\$ 132.15	8,400	\$ 592.26	63	\$ 230.86	\$ 955.27
002 164 022 000	BIFFCO LLC	34	Central Ave	2	1,867	\$ 165.69	8,177	\$ 576.54	63	\$ 230.86	\$ 973.10
002 164 023 000	Hernandez Miguel A & Bonnie-Lou	40	Central Ave	2	4,855	\$ 430.88	9,750	\$ 687.45	255	\$ 934.45	\$ 2,052.77
002 164 024 000	Hernandez Miguel A & Bonnie-Lou	27	Lincoln Ave	2	0	\$ -	6,855	\$ 483.33	45	\$ 164.90	\$ 648.23
002 164 034 000	Rolyely LLC	2	Salinas St	2	0	\$ -	11,261	\$ 793.98	257	\$ 941.78	\$ 1,735.76
002 164 035 000	Mirkin Bernard B			2	2,770	\$ 245.84	2,770	\$ 195.31	100	\$ 366.45	\$ 807.59
002 164 036 000	Salinas Gateway LP (Condo-Building)	25	Lincoln Ave	2	56,157	\$ 4,983.89	0	\$ -	0	\$ -	\$ 4,983.89
002 164 037 000	Salinas Gateway LP (Condo-Land)			2	0	\$ -	22,010	\$ 1,551.87	276	\$ 1,011.40	\$ 2,563.27
002 171 005 000	Transportation Agency Monterey County (TAMC)	42	W Market St	2	0	\$ -	14,989	\$ 1,056.84	248	\$ 908.80	\$ 1,965.63
002 171 006 000	Transportation Agency Monterey County (TAMC)	15	Station Pl	2	0	\$ -	5,250	\$ 370.16	35	\$ 128.26	\$ 498.42
002 171 007 000	Transportation Agency Monterey County (TAMC)	17	Station Pl	2	0	\$ -	11,770	\$ 829.87	50	\$ 183.23	\$ 1,013.10
002 171 008 000	Transportation Agency Monterey County (TAMC)	19	Station Pl	2	0	\$ -	12,120	\$ 854.55	60	\$ 219.87	\$ 1,074.42
002 171 010 000	Transportation Agency Monterey County (TAMC)	52	W Market St	2	0	\$ -	4,197	\$ 295.92	32	\$ 117.26	\$ 413.18
002 171 011 000	Transportation Agency Monterey County (TAMC)	54	W Market St	2	0	\$ -	6,500	\$ 458.30	50	\$ 183.23	\$ 641.52
002 171 012 000	City Of Salinas	58	W Market St	2	0	\$ -	13,020	\$ 918.01	100	\$ 366.45	\$ 1,284.46
002 171 013 000	City Of Salinas	60-68	W Market St	2	0	\$ -	12,898	\$ 909.41	230	\$ 842.84	\$ 1,752.24
002 171 023 000	Transportation Agency Monterey County (TAMC)	18	Station Pl	2	0	\$ -	15,850	\$ 1,117.54	282	\$ 1,033.39	\$ 2,150.93
002 171 033 000	City Of Salinas	11	Station Pl	2	0	\$ -	71,578	\$ 5,046.79	38	\$ 139.25	\$ 5,186.04
002 171 034 000	Granary Associates	60	W Market St	2	28,454	\$ 2,525.27	27,600	\$ 1,946.01	102	\$ 373.78	\$ 4,845.05
002 171 035 000	City Of Salinas	20	Station Pl	2	0	\$ -	102,366	\$ 7,217.57	400	\$ 1,465.80	\$ 8,683.37
002 172 001 000	Transportation Agency Monterey County (TAMC)	30	W Market St	2	0	\$ -	4,350	\$ 306.71	211	\$ 773.21	\$ 1,079.92
002 172 002 000	Transportation Agency Monterey County (TAMC)	26	W Market St	2	0	\$ -	6,387	\$ 450.33	78	\$ 285.83	\$ 736.16
002 172 010 000	City Of Salinas		W Market St	2	0	\$ -	1,610	\$ 113.52	55	\$ 201.55	\$ 315.06
002 172 011 000	Transportation Agency Monterey County (TAMC)	20	W Market St	2	0	\$ -	16,287	\$ 1,148.36	200	\$ 732.90	\$ 1,881.26
002 172 012 000	City Of Salinas	10	W Market St	2	0	\$ -	15,179	\$ 1,070.23	275	\$ 1,007.74	\$ 2,077.97

APN	Legal Owner	Site #	Site Street	Benefit Zone	Bldg SF	Bldg Asmnt	Lot SF	Lot SF Asmnt	Frontage	LF Asmnt	Annual Assessment
SALINAS PROPERTY DATABASE						Asmnt Fees	Bldg. SF	Lot SF	LF		
2023 - 2024 TAX YEAR						Zone 1	0.088749	0.070508	5.250000		
CPI INCREASE 5.00%						Zone 2	0.088749	0.070508	3.664500		
002 181 005 000	Jimenez Salvador	29	E Market St	2	0	\$ -	2,000	\$ 141.02	120	\$ 439.74	\$ 580.76
002 181 006 000	Jimenez Salvador	25	E Market St #27	2	0	\$ -	4,030	\$ 284.15	40	\$ 146.58	\$ 430.73
002 181 007 000	Campos Jimenez Investments Inc	23	E Market St	2	2,662	\$ 236.25	13,568	\$ 956.65	35	\$ 128.26	\$ 1,321.15
002 181 008 000	Hagins Mary	21	E Market St	2	1,200	\$ 106.50	1,069	\$ 75.37	30	\$ 109.94	\$ 291.81
002 181 011 000	Marquez Carlos & Juana	67	E Market St #4	2	2,468	\$ 219.03	5,657	\$ 398.86	140	\$ 513.03	\$ 1,130.92
002 181 012 000	Campos Jimenez Investments Inc	35	E Market St	2	4,530	\$ 402.03	4,622	\$ 325.89	160	\$ 586.32	\$ 1,314.24
002 182 012 000	Central Coast Renewables LLC	139	Monterey St #14	2	7,755	\$ 688.25	10,562	\$ 744.70	206	\$ 754.89	\$ 2,187.84
002 182 013 000	Slama Kenneth E	137	Monterey St	2	8,151	\$ 723.39	5,582	\$ 393.57	56	\$ 205.21	\$ 1,322.18
002 182 014 000	Slama Kenneth E	135	Monterey St	2	925	\$ 82.09	5,287	\$ 372.77	48	\$ 175.90	\$ 630.76
002 182 019 000	Campos Jimenez Investments Inc	101	Monterey St	2	3,726	\$ 330.68	8,718	\$ 614.68	160	\$ 586.32	\$ 1,531.68
002 182 020 000	Campos Jimenez Investments Inc	30	E Market St	2	0	\$ -	2,449	\$ 172.67	50	\$ 183.23	\$ 355.90
002 182 033 000	Campos Jimenez Investments Inc	111	Monterey St	2	9,143	\$ 811.43	33,000	\$ 2,326.75	303	\$ 1,110.34	\$ 4,248.52
002 184 001 000	City Of Salinas		E Market St	2	0	\$ -	31,043	\$ 2,188.76	750	\$ 2,748.38	\$ 4,937.14
002 185 011 000	Fuentes Juan & Romo Jose	129	Main St	1	2,750	\$ 244.06	2,650	\$ 186.84	21	\$ 110.25	\$ 541.16
002 185 012 000	Sang Trust	131	Main St	1	5,710	\$ 506.76	3,750	\$ 264.40	30	\$ 157.50	\$ 928.66
002 185 017 000	Saunders Frank H	161	Main St	1	8,357	\$ 741.68	6,175	\$ 435.38	51	\$ 267.75	\$ 1,444.81
002 185 018 000	Saunders Frank H	169	Main St #17	1	12,648	\$ 1,122.50	6,359	\$ 448.36	176	\$ 924.00	\$ 2,494.86
002 185 019 000	Taylor Fresh Foods Inc	17	E Gabilan St	2	10,370	\$ 920.33	11,165	\$ 787.22	145	\$ 531.35	\$ 2,238.90
002 185 020 000	Saunders Frank H & Norwood Kelly	172	Main St	1	12,454	\$ 1,105.28	6,272	\$ 442.22	178	\$ 934.50	\$ 2,482.00
002 185 024 000	Center For Comm Advocacy A Non Profit Ca Corp	22	W Gabilan St	2	2,857	\$ 253.56	2,925	\$ 206.23	152	\$ 557.00	\$ 1,016.79
002 185 028 000	Rincon Del San Jon Properties	157	Main St	1	2,850	\$ 252.94	3,006	\$ 211.95	24	\$ 126.00	\$ 590.88
002 185 031 000	Green Valley Corporation	127	Main St	1	3,524	\$ 312.75	3,044	\$ 214.62	28	\$ 147.00	\$ 674.38
002 185 036 000	Salinas Redevelopment Agency		Monterey St	2	0	\$ -	31,363	\$ 2,211.33	379	\$ 1,388.85	\$ 3,600.17
002 185 037 000	City Of Salinas	117	Main St	1	0	\$ -	11,761	\$ 829.24	62	\$ 325.50	\$ 1,154.74
002 185 038 000	City Of Salinas		Monterey St	2	0	\$ -	2,178	\$ 153.57	20	\$ 73.29	\$ 226.86
002 185 039 000	University Corp of Monterey Bay	1	Main St	1	64,585	\$ 5,731.86	59,962	\$ 4,227.77	605	\$ 3,176.25	\$ 13,135.88
002 185 042 000	University Corp of Monterey Bay		*no Site Address*	2	0	\$ -	1,156	\$ 81.51	110	\$ 403.10	\$ 484.60
002 185 043 000	Taylor Salinas Property Management Co		Salinas St	2	0	\$ -	15,770	\$ 1,111.90	168	\$ 614.46	\$ 1,726.37
002 185 045 000	Taylor Fresh Foods Inc		Salinas St	2	0	\$ -	13,052	\$ 920.28	231	\$ 847.34	\$ 1,767.62
002 185 046 000	Ppa Properties LLC	16	W Gabilan St	2	0	\$ -	23,282	\$ 1,641.56	190	\$ 696.26	\$ 2,337.81
002 185 047 000	Taylor Salinas Property Management Co	150	Main St	1	109,806	\$ 9,745.19	21,042	\$ 1,483.62	459	\$ 2,411.88	\$ 13,640.68
002 186 001 000	Maya Salinas Old Town Cinemas LLC	153	Main St	1	54,284	\$ 4,817.66	54,284	\$ 3,827.43	310	\$ 1,627.50	\$ 10,272.59
002 186 002 000	Deserpa R Jay Ltd	155	Main St	1	1,730	\$ 153.54	1,730	\$ 121.98	60	\$ 315.00	\$ 590.51
002 186 003 000	Deserpa R Jay Ltd	145	Main St	1	1,310	\$ 116.26	1,310	\$ 92.36	60	\$ 315.00	\$ 523.63
002 231 011 000	245 Monterey Street LLC	245	Monterey St	2	0	\$ -	11,000	\$ 775.58	210	\$ 769.55	\$ 1,545.13
002 231 012 000	Kobrinsky Samuel & Marguerite	235	Monterey St	2	5,475	\$ 485.90	5,500	\$ 387.79	50	\$ 183.23	\$ 1,056.92
002 231 013 000	Bay Capital Real Estate Inc.	233	Monterey St	2	5,500	\$ 488.12	5,500	\$ 387.79	50	\$ 183.23	\$ 1,059.14
002 231 014 000	Robert Massera	231	Monterey St	2	0	\$ -	5,500	\$ 387.79	50	\$ 183.23	\$ 571.02
002 231 015 000	Drew David B	225	Monterey St	2	4,975	\$ 441.53	5,500	\$ 387.79	50	\$ 183.23	\$ 1,012.54
002 231 018 000	Dabit Christopher R	201	Monterey St	2	1,189	\$ 105.52	11,000	\$ 775.58	210	\$ 769.55	\$ 1,650.65
002 231 024 000	Griffin Sharon Appling	219	Monterey St	2	5,500	\$ 488.12	5,449	\$ 384.20	50	\$ 183.23	\$ 1,055.54
002 231 025 000	SCC Property LLC	211	Monterey St	2	6,547	\$ 581.04	10,999	\$ 775.50	100	\$ 366.45	\$ 1,723.00
002 231 026 000	SCC Property LLC	211	Monterey St	2	0	\$ -	5,589	\$ 394.05	50	\$ 183.23	\$ 577.27
002 232 008 000	Raquel Sisayan LLC	335-349	Monterey St	2	13,298	\$ 1,180.19	24,400	\$ 1,720.38	322	\$ 1,179.97	\$ 4,080.54
002 232 009 000	LaValley Ronald William	329	Monterey St	2	5,750	\$ 510.31	5,725	\$ 403.66	50	\$ 183.23	\$ 1,097.19

APN	Legal Owner	Site #	Site Street	Benefit Zone	Bldg SF	Bldg Asmnt	Lot SF	Lot SF Asmnt	Frontage	LF Asmnt	Annual Assessment
SALINAS PROPERTY DATABASE						Asmnt Fees	Bldg. SF	Lot SF	LF		
2023 - 2024 TAX YEAR						Zone 1	0.088749	0.070508	5.250000		
CPI INCREASE 5.00%						Zone 2	0.088749	0.070508	3.664500		
002 232 010 000	LaValley Ronald William	325	Monterey St	2	528	\$ 46.86	5,675	\$ 400.13	50	\$ 183.23	\$ 630.21
002 232 015 000	County Of Monterey	20	E Alisal St	2	0	\$ -	32,450	\$ 2,287.97	405	\$ 1,484.12	\$ 3,772.09
002 233 008 000	Broom Cynthia & Desmond Sandra	340	Monterey St	2	11,593	\$ 1,028.87	15,188	\$ 1,070.87	243	\$ 890.47	\$ 2,990.21
002 233 009 000	Garing Ann	367	Main St	1	17,820	\$ 1,581.51	6,200	\$ 437.15	174	\$ 913.50	\$ 2,932.16
002 233 010 000	KPM Properties LLC	361	Main St	1	6,163	\$ 546.96	6,377	\$ 449.63	50	\$ 262.50	\$ 1,259.09
002 233 011 000	Botelho Theresa Ann	343	Main St #357	1	16,176	\$ 1,435.61	18,531	\$ 1,306.57	151	\$ 792.75	\$ 3,534.93
002 233 012 000	Willette Jones	341	Main St	1	2,000	\$ 177.50	2,510	\$ 176.97	21	\$ 110.25	\$ 464.72
002 233 013 000	Navarro Belia Garcia	333	Main St	1	3,720	\$ 330.15	3,777	\$ 266.31	30	\$ 157.50	\$ 753.95
002 233 014 000	Ganesa Properties LLC	331	Main St	1	6,200	\$ 550.24	6,234	\$ 439.54	50	\$ 262.50	\$ 1,252.29
002 233 015 000	D & G Land Development Co	325	Main St	1	6,051	\$ 537.02	6,145	\$ 433.27	50	\$ 262.50	\$ 1,232.79
002 233 016 000	JB Salinas LLC	319	Main St	1	7,789	\$ 691.27	6,203	\$ 437.36	50	\$ 262.50	\$ 1,391.13
002 233 017 000	Muller Rita A	313	Main St	1	6,076	\$ 539.24	6,061	\$ 427.35	49	\$ 257.25	\$ 1,223.84
002 233 018 000	Gattis James L	307	Main St	1	12,710	\$ 1,128.00	6,355	\$ 448.08	51	\$ 267.75	\$ 1,843.83
002 233 019 000	Slama Kenneth E	303	Main St	1	40,365	\$ 3,582.36	6,200	\$ 437.15	174	\$ 913.50	\$ 4,933.01
002 233 020 000	Service Employees International Union Local 52	334	Monterey St	2	4,367	\$ 387.57	4,960	\$ 349.72	40	\$ 146.58	\$ 883.86
002 233 021 000	Strobel Margaret I	338	Monterey St	2	3,050	\$ 270.68	3,712	\$ 261.72	30	\$ 109.94	\$ 642.34
002 233 023 000	City Of Salinas	300	Monterey St	2	0	\$ -	51,548	\$ 3,634.52	532	\$ 1,949.51	\$ 5,584.03
002 234 001 000	Saunders Frank H	202	Monterey St	2	957	\$ 84.93	4,250	\$ 299.66	131	\$ 480.05	\$ 864.64
002 234 002 000	Patel Kiran J	16	E Gabilan St	2	11,341	\$ 1,006.50	4,309	\$ 303.82	50	\$ 183.23	\$ 1,493.55
002 234 009 000	Taylor Fresh Foods Inc	213	Main St	1	11,980	\$ 1,063.21	6,820	\$ 480.86	55	\$ 288.75	\$ 1,832.83
002 234 014 000	Ariano Allen D & Lynda	225	Main St	1	2,460	\$ 218.32	2,480	\$ 174.86	20	\$ 105.00	\$ 498.18
002 234 015 000	Ariano Allen D & Lynda	231	Main St	1	9,176	\$ 814.36	9,300	\$ 655.72	74	\$ 388.50	\$ 1,858.58
002 234 017 000	United Way Of Monterey County	245	Main St	1	32,400	\$ 2,875.47	16,204	\$ 1,142.50	120	\$ 630.00	\$ 4,647.98
002 234 018 000	Haney Gaylon & Sharon	251	Main St	1	5,559	\$ 493.36	8,100	\$ 571.11	60	\$ 315.00	\$ 1,379.47
002 234 019 000	295 Main Street LLC	255	Main St	1	0	\$ -	13,552	\$ 955.52	100	\$ 525.00	\$ 1,480.52
002 234 023 000	City Of Salinas		Monterey St	2	0	\$ -	5,400	\$ 380.74	0	\$ -	\$ 380.74
002 234 028 000	295 Main Street LLC	295	Main St	1	15,000	\$ 1,331.24	25,214	\$ 1,777.78	464	\$ 2,436.00	\$ 5,545.01
002 234 029 000	City Of Salinas	222	Monterey St	2	0	\$ -	31,147	\$ 2,196.10	300	\$ 1,099.35	\$ 3,295.45
002 234 030 000	City Of Salinas	222	Monterey St	2	0	\$ -	916	\$ 64.58	0	\$ -	\$ 64.58
002 234 031 000	Entertainment Lane Inc	241	Main St	1	9,767	\$ 866.81	10,890	\$ 767.83	61	\$ 320.25	\$ 1,954.89
002 234 032 000	LaTourette Monica	221	Main St #205	1	11,320	\$ 1,004.64	6,138	\$ 432.78	50	\$ 262.50	\$ 1,699.92
002 234 033 000	Berkley Inc	201	Main St	1	0	\$ -	12,500	\$ 881.34	244	\$ 1,281.00	\$ 2,162.34
002 242 001 000	Saunders Henry E	202	Main St	1	8,928	\$ 792.35	8,928	\$ 629.49	196	\$ 1,029.00	\$ 2,450.84
002 242 002 000	Andrus & Company	212	Main St	1	10,292	\$ 913.41	10,245	\$ 722.35	83	\$ 435.75	\$ 2,071.51
002 242 003 000	Valverde III Efraim & Claudia	222	Main St	1	4,564	\$ 405.05	3,072	\$ 216.60	25	\$ 131.25	\$ 752.90
002 242 006 000	Zhao Wen & Sharon Hongtong Xue	230	Main St	1	2,752	\$ 244.24	2,910	\$ 205.18	23	\$ 120.75	\$ 570.16
002 242 007 000	Andrus & Company	236	Main St	1	2,975	\$ 264.03	3,298	\$ 232.53	27	\$ 141.75	\$ 638.31
002 242 008 000	RBG Inc.	238	Main St	1	10,000	\$ 887.49	6,304	\$ 444.48	51	\$ 267.75	\$ 1,599.72
002 242 009 000	E J Ratto & G R Ratto 1998 Family Partnership	246	Main St	1	10,000	\$ 887.49	3,100	\$ 218.57	25	\$ 131.25	\$ 1,237.31
002 242 011 000	Haversat Trudy	254	Main St	1	4,800	\$ 426.00	4,800	\$ 338.44	24	\$ 126.00	\$ 890.43
002 242 012 000	Dillard Kurt D	256	Main St	1	2,480	\$ 220.10	2,542	\$ 179.23	20	\$ 105.00	\$ 504.33
002 242 013 000	Nham LLC	258	Main St	1	10,172	\$ 902.76	5,172	\$ 364.66	35	\$ 183.75	\$ 1,451.17
002 242 014 000	Cominos Properties LLC	4	W Alisal St	1	11,000	\$ 976.24	11,473	\$ 808.93	219	\$ 1,149.75	\$ 2,934.92
002 242 015 000	Ames Family Trust	32	W Alisal St	2	4,069	\$ 361.12	4,300	\$ 303.18	43	\$ 157.57	\$ 821.88
002 242 016 000	Ames Family Trust	40	W Alisal St	2	0	\$ -	2,200	\$ 155.12	22	\$ 80.62	\$ 235.74

APN	Legal Owner	Site #	Site Street	Benefit Zone	Bldg SF	Bldg Asmnt	Lot SF	Lot SF Asmnt	Frontage	LF Asmnt	Annual Assessment
SALINAS PROPERTY DATABASE						Asmnt Fees	Bldg. SF	Lot SF	LF		
2023 - 2024 TAX YEAR						Zone 1	0.088749	0.070508	5.250000		
CPI INCREASE 5.00%						Zone 2	0.088749	0.070508	3.664500		
002 242 017 000	Ames Family Trust	46	W Alisal St	2	11,500	\$ 1,020.62	5,974	\$ 421.21	165	\$ 604.64	\$ 2,046.47
002 242 018 000	Ames Family Trust	237	Salinas St	2	4,654	\$ 413.04	6,500	\$ 458.30	50	\$ 183.23	\$ 1,054.56
002 242 026 000	248 Main Street JS LLC	248	Main St	1	4,130	\$ 366.53	3,191	\$ 224.99	26	\$ 136.50	\$ 728.02
002 242 027 000	Taylor Fresh Foods Inc	250	Main St	1	3,248	\$ 288.26	3,002	\$ 211.66	24	\$ 126.00	\$ 625.92
002 242 028 000	Taylor Fresh Foods Inc	207	Salinas St	2	13,195	\$ 1,171.05	27,300	\$ 1,924.85	340	\$ 1,245.93	\$ 4,341.83
002 242 029 000	City Of Salinas	219	Salinas St	2	0	\$ -	16,875	\$ 1,189.81	140	\$ 513.03	\$ 1,702.84
002 242 030 000	Magdirila Diana B & Gloria	224	Main St	1	11,573	\$ 1,027.09	6,162	\$ 434.47	50	\$ 262.50	\$ 1,724.06
002 242 032 000	Salinas Urban Renewal Agency	230	Main St	1	0	\$ -	1,795	\$ 126.56	22	\$ 115.50	\$ 242.06
002 242 033 000	City Of Salinas	228	Main St	2	0	\$ -	1,000	\$ 70.51		\$ -	\$ 70.51
002 242 034 000	Juarez Maria	231	Salinas St	2	0	\$ -	6,500	\$ 458.30	50	\$ 183.23	\$ 641.52
002 242 035 000	Piini Realty, Inc.	235	Salinas St	2	4,000	\$ 355.00	5,000	\$ 352.54	50	\$ 183.23	\$ 890.76
002 243 001 000	Finegan James Brian	58-60	W Alisal St	2	5,980	\$ 530.72	6,900	\$ 486.50	242	\$ 886.81	\$ 1,904.03
002 243 002 000	Haversat Trudy	64	W Alisal St	2	2,000	\$ 177.50	3,000	\$ 211.52	40	\$ 146.58	\$ 535.60
002 243 003 000	Minhoto Properties LP/Piini Realty Inc.	66	W Alisal St	2	2,690	\$ 238.74	3,750	\$ 264.40	50	\$ 183.23	\$ 686.36
002 243 004 000	Santa Lucia Parlor No 97 Nsgw	76	W Alisal St	2	2,440	\$ 216.55	8,250	\$ 581.69	110	\$ 403.10	\$ 1,201.33
002 243 005 000	Minhoto Properties LP/Piini Realty Inc.	261	Lincoln Ave	2	4,877	\$ 432.83	8,400	\$ 592.26	262	\$ 960.10	\$ 1,985.19
002 244 002 000	City Of Salinas	215	Lincoln Ave	2	0	\$ -	4,600	\$ 324.33	50	\$ 183.23	\$ 507.56
002 244 098 000	City Of Salinas	210	Salinas St	2	0	\$ -	33,386	\$ 2,353.96	550	\$ 2,015.48	\$ 4,369.44
002 244 099 000	City Of Salinas	100	Howard St	2	0	\$ -	39,472	\$ 2,783.07	588	\$ 2,154.73	\$ 4,937.80
002 245 001 000	El Camino Enterprises Inc	102	Lincoln Ave	2	1,204	\$ 106.85	5,063	\$ 356.98	151	\$ 553.34	\$ 1,017.17
002 245 002 000	City Of Salinas	106	Lincoln Ave	2	0	\$ -	4,074	\$ 287.25	40	\$ 146.58	\$ 433.83
002 245 003 000	City Of Salinas	108	Lincoln Ave	2	0	\$ -	4,050	\$ 285.56	40	\$ 146.58	\$ 432.14
002 245 004 000	City Of Salinas	112	Lincoln Ave	2	0	\$ -	6,500	\$ 458.30	50	\$ 183.23	\$ 641.52
002 245 005 000	City Of Salinas	118	Lincoln Ave	2	0	\$ -	6,500	\$ 458.30	50	\$ 183.23	\$ 641.52
002 245 006 000	City Of Salinas	120	Lincoln Ave	2	0	\$ -	6,500	\$ 458.30	50	\$ 183.23	\$ 641.52
002 245 007 000	City Of Salinas	128	Lincoln Ave	2	0	\$ -	6,500	\$ 458.30	50	\$ 183.23	\$ 641.52
002 245 008 000	City Of Salinas		W Gabilan St	2	0	\$ -	8,489	\$ 598.54	191	\$ 699.92	\$ 1,298.46
002 245 009 000	Joaquin Bear LLC	118	W Gabilan St	2	5,843	\$ 518.56	9,730	\$ 686.04	209	\$ 765.88	\$ 1,970.48
002 245 010 000	Pitman Robert J	125	Church St	2	4,375	\$ 388.28	6,500	\$ 458.30	50	\$ 183.23	\$ 1,029.80
002 245 011 000	Pitman John D & Robert J	117	Church St	2	6,000	\$ 532.49	6,500	\$ 458.30	50	\$ 183.23	\$ 1,174.02
002 245 012 000	Pitman John D & Robert J	111	Church St	2	2,360	\$ 209.45	6,500	\$ 458.30	50	\$ 183.23	\$ 850.97
002 245 014 000	Wlh Rentals LLC	109	Central Ave	2	1,347	\$ 119.55	6,500	\$ 458.30	50	\$ 183.23	\$ 761.07
002 245 015 000	Wlh Rentals LLC	119	Central Ave	2	2,160	\$ 191.70	13,650	\$ 962.43	235	\$ 861.16	\$ 2,015.28
002 245 016 000	Pitman John D & Robert J	109	Church St	2	0	\$ -	6,500	\$ 458.30	50	\$ 183.23	\$ 641.52
002 246 014 000	City Of Salinas	200-222	Lincoln Ave	2	0	\$ -	105,745	\$ 7,455.82	1320	\$ 4,837.14	\$ 12,292.96
002 247 001 000	U S A		Lincoln Ave	2	0	\$ -	37,418	\$ 2,638.25	820	\$ 3,004.89	\$ 5,643.14
002 248 002 000	Piini Joseph J	32	W Gabilan St	2	14,229	\$ 1,262.81	25,967	\$ 1,830.87	327	\$ 1,198.29	\$ 4,291.97
002 248 005 000	Taylor Fresh Foods Inc	35	Central Ave	2	5,828	\$ 517.23	13,000	\$ 916.60	230	\$ 842.84	\$ 2,276.66
002 248 009 000	Monterey-Salinas Transit	110	Salinas Rd #Lot 1	2	778	\$ 69.05	18,699	\$ 1,318.42	357	\$ 1,308.23	\$ 2,695.69
002 248 010 010	Monterey-Salinas Transit	110	Salinas Rd #Lot 2	2	0	\$ -	14,787	\$ 1,042.59	100	\$ 366.45	\$ 1,409.04
002 248 011 000	City Of Salinas	128	W Gabilan St	2	0	\$ -	6,420	\$ 452.66	208	\$ 762.22	\$ 1,214.87
002 251 003 000	Magnolia Zarraga	114	Church St	2	1,496	\$ 132.77	6,200	\$ 437.15	50	\$ 183.23	\$ 753.14
002 251 014 000	Muller Rita A	123	Central Ave	2	3,834	\$ 340.26	16,900	\$ 1,191.58	260	\$ 952.77	\$ 2,484.61
002 251 015 000	Vega Nelson A	130	W Gabilan St	2	5,238	\$ 464.87	9,693	\$ 683.43	220	\$ 806.19	\$ 1,954.49
002 253 028 000	County Of Monterey		*no Site Address*	2	0	\$ -	134,992	\$ 9,517.95	1025	\$ 3,756.11	\$ 13,274.06

APN	Legal Owner	Site #	Site Street	Benefit Zone	Bldg SF	Bldg Asmnt	Lot SF	Lot SF Asmnt	Frontage	LF Asmnt	Annual Assessment
SALINAS PROPERTY DATABASE						Asmnt Fees	Bldg. SF	Lot SF	LF		
2023 - 2024 TAX YEAR						Zone 1	0.088749	0.070508	5.250000		
CPI INCREASE 5.00%						Zone 2	0.088749	0.070508	3.664500		
002 253 029 000	County Of Monterey	168	W Alisal St	2	0	\$ -	55,843	\$ 3,937.35	193	\$ 707.25	\$ 4,644.60
002 253 030 000	County Of Monterey	230	Church St	2	0	\$ -	45,781	\$ 3,227.90	183	\$ 670.60	\$ 3,898.51
002 253 032 000	County Of Monterey		*no Site Address*	2	0	\$ -	61,115	\$ 4,309.04	505.49	\$ 1,852.37	\$ 6,161.41
002 253 033 000	County Of Monterey		*no Site Address*	2	0	\$ -	22,608	\$ 1,594.01	118.5	\$ 434.24	\$ 2,028.25
002 253 034 000	County Of Monterey		*no Site Address*	2	0	\$ -	26,659	\$ 1,879.64	330.76	\$ 1,212.07	\$ 3,091.71
002 322 016 000	JRG Leasing II LLC	318	Cayuga St	2	21,161	\$ 1,878.02	15,630	\$ 1,102.03	120	\$ 439.74	\$ 3,419.79
002 322 018 000	County Of Monterey	142	W Alisal St	2	0	\$ -	46,609	\$ 3,286.28	628	\$ 2,301.31	\$ 5,587.59
002 331 002 000	Maldonado Albert	324	Lincoln Ave	2	4,200	\$ 372.75	7,984	\$ 562.93	60	\$ 219.87	\$ 1,155.55
002 331 010 000	City Of Salinas	101	W Alisal St	2	0	\$ -	148,648	\$ 10,480.80	1649	\$ 6,042.76	\$ 16,523.56
002 335 005 000	MT18	123	W Alisal St	2	34,188	\$ 3,034.16	37,026	\$ 2,610.61	805	\$ 2,949.92	\$ 8,594.69
002 341 001 000	Taylor Fresh Foods Inc	300	Main St	1	25,681	\$ 2,279.17	18,614	\$ 1,312.43	274	\$ 1,438.50	\$ 5,030.09
002 341 002 000	Ariel Theatrical Inc	320	Main St	1	6,192	\$ 549.53	6,200	\$ 437.15	50	\$ 262.50	\$ 1,249.18
002 341 004 000	Burks Cleo V	330	Main St	1	3,042	\$ 269.97	3,100	\$ 218.57	29	\$ 152.25	\$ 640.80
002 341 005 000	Serra Apartments Inc	338	Main St	1	13,089	\$ 1,161.64	12,628	\$ 890.37	102	\$ 535.50	\$ 2,587.51
002 341 006 000	Taylor Fresh Foods Inc	344	Main St	1	11,472	\$ 1,018.13	6,323	\$ 445.82	50	\$ 262.50	\$ 1,726.45
002 341 007 000	Kattner Robert	350	Main St	1	7,222	\$ 640.95	6,250	\$ 440.67	50	\$ 262.50	\$ 1,344.12
002 341 009 000	Boerlin Family Trust	362	Main St	1	2,437	\$ 216.28	2,480	\$ 174.86	20	\$ 105.00	\$ 496.14
002 341 010 000	Haney Gaylon L	364	Main St	1	940	\$ 83.42	1,612	\$ 113.66	13	\$ 68.25	\$ 265.33
002 341 011 000	Haney Gaylon L	366	Main St	1	2,064	\$ 183.18	2,180	\$ 153.71	17	\$ 89.25	\$ 426.13
002 341 012 000	Salmina Amy M & William J	376	Main St #A	1	7,500	\$ 665.62	6,200	\$ 437.15	125	\$ 656.25	\$ 1,759.02
002 341 014 000	City Of Salinas	345	Salinas St	2	0	\$ -	6,410	\$ 451.95	50	\$ 183.23	\$ 635.18
002 341 015 000	City Of Salinas		Salinas St	2	0	\$ -	6,552	\$ 461.97	50	\$ 183.23	\$ 645.19
002 341 016 000	City Of Salinas		Salinas St	2	0	\$ -	13,336	\$ 940.29	100	\$ 366.45	\$ 1,306.74
002 341 018 000	Gold Valley Properties LLC	333	Salinas St	2	13,176	\$ 1,169.36	19,000	\$ 1,339.64	150	\$ 549.68	\$ 3,058.68
002 341 019 000	Salinas Civic Ctr Bldg LLC	21	W Alisal St	2	18,000	\$ 1,597.48	18,982	\$ 1,338.37	280	\$ 1,026.06	\$ 3,961.92
002 341 020 000	Hitchcock Richard Leslie	356	Main St	1	4,250	\$ 377.18	6,200	\$ 437.15	50	\$ 262.50	\$ 1,076.83
002 341 025 000	Kawahira Akira & Lillian	385	Salinas St	2	8,500	\$ 754.37	13,000	\$ 916.60	230	\$ 842.84	\$ 2,513.80
002 342 009 000	400 Main	415	Salinas St	2	2,007	\$ 178.12	10,032	\$ 707.33	282	\$ 1,033.39	\$ 1,918.84
002 342 011 000	400 Main	406	Main St	1	12,985	\$ 1,152.41	31,799	\$ 2,242.07	558	\$ 2,929.50	\$ 6,323.98
002 345 016 000	Parco Family Investments LP	344	Salinas St	2	27,660	\$ 2,454.80	12,362	\$ 871.61	597	\$ 2,187.71	\$ 5,514.12
002 345 018 000	City Of Salinas	65	W Alisal St	2	0	\$ -	23,719	\$ 1,672.37	440	\$ 1,612.38	\$ 3,284.75
002 345 019 000	City Of Salinas	320	Salinas St	2	0	\$ -	51,383	\$ 3,622.89	350	\$ 1,282.58	\$ 4,905.46
002 346 001 000	3some Par-Tners LLC	328	Main St #A	1	0	\$ -	0	\$ -	0	\$ -	\$ -
002 346 002 000	3some Par-Tners LLC	328	Main St #A	1	2,677	\$ 237.58	3,099	\$ 218.50	25	\$ 131.25	\$ 587.33
002 346 003 000	3some Par-Tners LLC	328	Main St #B	2	1,567	\$ 139.07	0	\$ -	0	\$ -	\$ 139.07
002 351 008 000	Pi Properties No 140 LLC	405	Monterey St	1	20,828	\$ 1,848.47	45,506	\$ 3,208.51	593	\$ 3,113.25	\$ 8,170.23
002 351 009 000	Northern Calif Savings & Loan	425	Main St	1	8,905	\$ 790.31	39,400	\$ 2,778.00	480	\$ 2,520.00	\$ 6,088.31
002 351 010 000	Berryessa LLC	27	E John St	2	756	\$ 67.09	16,568	\$ 1,168.17	298	\$ 1,092.02	\$ 2,327.28
002 355 008 000	VF & B LLC	401	Monterey St	2	8,090	\$ 717.98	18,656	\$ 1,315.39	267.23	\$ 979.26	\$ 3,012.63
Totals					1,323,261	\$117,438.29	3,111,932	\$ 219,414.54	35,640	\$ 142,413.31	\$ 479,266.13





Annual Work Plan

Accomplishments and Goals FY 2022/2023

Sidewalk Operations, Beautification, & Order (SOBO) Committee

Committee Members: Greg Piini, Joel Panzer

The Sidewalk Operations, Beautification, and Order Committee (SOBO) is charged with making the Salinas City Center District (District) a safer, more family-friendly place by overseeing private security and coordinating security needs with the City of Salinas Police Department. In addition, the SOBO Committee works on beautification efforts to keep the District well maintained and landscaped for the public, merchants, and property owners' enjoyment.

The SOBO Committee was established in 2016. Over the past six years, SOBO has been run by a volunteer group that addresses security and sidewalk maintenance. Most areas of responsibility are provided under contract and have not varied significantly for several years.

SOBO's services also adapted over the years due to the challenges presented by COVID. This primarily included switching security vendors to Allied Security in 2020 and expanding Smith & Enright's sidewalk maintenance to our entire District after losing Hope Services in 2020.

Committee Accomplishments FY 2021/22

- Continued to contract with Allied Security for security services throughout our District. To improve security, Allied provides foot patrol six days a week; interacts with the local homeless population; responds to calls from local merchants, businesses, and property owners; and coordinates with the police department.
- Continued to contract with Smith & Enright for landscaping and sidewalk maintenance services to the entire District. Smith & Enright's services cover the entire District and include trimming, weeding, sweeping, blowing, and picking up debris twice a week.
- Provided maintenance and additional sidewalk pressure washing/cleaning for the Main Street Project.
- Provided maintenance and flower replacements for the Main Street Project, pots on the 400 Block and various planters and hanging baskets.
- Expanded Smith & Enright's contract to include maintenance of the new planted areas of the Main Street Project.
- Supervised the work efforts of Kevin Hayes in his role staffing the Streetscape Maintenance position. Kevin provides valuable maintenance throughout the District as needed, with positive



feedback from the business community. His electric utility vehicle helps Kevin be more efficient in managing our District.

- Implemented a security camera rebate program throughout the District but dismantled the program early due to lack of interest. One system was installed through this program at the NW corner of Salinas Street and Alisal Street.

Committee Goals FY 2022/2023

- Continue to provide maintenance, beautification, and security to our District in a manner that is in line with our budget.
- Seal the concrete on the sidewalks along Main Street to prevent staining and ease cleaning.
- Add semi-annual pressure washing to the new sidewalks in the 2022/23 FY. Evaluate the effectiveness of the current pressure washing program.
- Transition the day-to-day oversight of SOBO's operations to SCCIA's District Coordinator, including supervising maintenance staff, overseeing payroll, communicating with SCCIA constituents, and purchasing supplies, as needed.
- Work with the City on replanting the leaning trees on Main Street.
- Create additional job position to augment the Maintenance Team.

Budget FY 2022/23

We assume that the SOBO budget will remain the same for the 2022/23 Fiscal Year with an allocation of \$274,200. These fees will be allocated as follows:

Streetscape Maintenance:

Employee payroll: \$49,200

General Maintenance (Smith & Enright): \$95,000

Pressure washing: \$10,000

Total Streetscape Maintenance: \$154,200

Security (Allied): \$120,000

Total: \$274,200

Security

Allied Security raised their rates mid-year to reflect needed cost of living wage increases for security staff. We will continue to contract with Allied Security at a cost of \$119,808 a year (\$2,304.00/week). This contract provides security coverage from Monday through Saturday. We have not had any communication regarding potential cost increases for the upcoming year.



Landscaping and Maintenance – Zones 1 & 2

Smith & Enright currently provides maintenance to the entire District. The cost is scheduled to increase on January 1, 2023 to \$7,875 per month, or approximately \$94,500 per year. This cost is allocated \$4,140 per month to Zone 1 and a portion of Zone 2 (Monterey Street to Salinas Street) and \$3,725 per month for the remainder of Zone 2. We anticipate continuing with Smith and Enright for Zone 1 for FY2022/23 and will explore switching Zone 2 back to Hope Services.

HOPE provided maintenance service to Zone 2 prior to COVID-19 and is gearing up to resume contracting again. SOBO reached out to Hope Services recently and are awaiting current pricing.

Periodic maintenance “add-ons” do come-up throughout the year. For FY2022/23, we anticipate additional costs related to replacing plants as needed, upgrading the hanging baskets, treating aphids and other pests and diseases, and straightening and/or replacing five (5) leaning trees along Main Street. These items will be considered on a case-by-case basis and paid for from the FY2021/22 carryover.



Sidewalk Pressure Washing

Sidewalk pressure washing in FY2021/22 was provided by the Farmer’s Market and by Taylor Farms. SOBO anticipates provided two cleanings in FY 2022/23 of the Main Street sidewalks. The cost is currently \$900 per block (1 side), and this cost is anticipated to continue in FY2022/23. Continued participation with the Farmer’s Market and Taylor Farms will continue to be explored.

Sidewalk Sealing

Sealing the new concrete along Main Street is a priority; however, SOBO does not have any cost information yet on this project. SOBO will be researching options and obtaining bids in the near future and presenting options and costs to the Board. If approved, the sealing cost will likely be paid for from the FY2021/22 carryover.



Conclusion

At this point, SOBO operations have matured and are continuous with little variation. Having a “dialed in” program makes oversight by SOBO volunteers much easier than in prior years.

The proposed SOBO Budget for 2022/23 is estimated at \$272,000. Ideally, SOBO will come back to the SCCIA Board to inform them of costs associated with HOPE Services, but no action will be needed to engage HOPE if costs are in alignment with current costs incurred by Smith and Enright for Zone 2.

SOBO also looks forward to working with the new district coordinator position to provide oversight of the day-to-day management.

District Identity & Streetscape Improvements (DISI) Committee

Committee Members: Audrey Wardwell, Meryl Rasmussen, Jenna Hanson Abramson

Committee Accomplishments FY 2021/22

- Hired a district coordinator.
- Received Salinas Neighborhood Grant and successfully activated Downtown Salinas alleyways with seasonal art.
- Worked with City of Salinas staff to streamline communication and processes.
- Hired a grant writer and successfully earned multiple grants to benefit DISI efforts.
 - Received grants from California Arts Council, Monterey Peninsula Foundation, Harden Foundation, and the Arts Council of Monterey County.
- Working with Hijos del Sol for mural work.
- Worked as a liaison with City for events in Downtown Salinas (SVFW, Relay for Life, Italia Fest, Laguna Seca Indy Car Event, etc.)
- Enhanced the Downtown banner process.
- Added colored lighting to Salinas Arch.
- Hosted Downtown Salinas walking tour and lunch with Blue Zones, city employees and important stakeholders.





- Coordinated with Rotary to promote downtown (Bruhn and 201 tours, and Bruce Taylor presentation of “What’s to Come Downtown”).
- Continued:
 - Coordinating and hosting Tree of Peace lighting event, Salinas official holiday tree.
 - Downtown Salinas holiday décor and wrapped poles with garland and lights.
 - Running advertisements on KSBW promoting downtown.
 - Communicate with merchants on upcoming events and news via email and Facebook group.

Committee Goals FY 2022/2023

- Continue to enhance Downtown banner program and study whether it could be profitable.
- Produce “Welcome to Salinas City Center” bags to new merchants and “Salinas City is my Home” for tenants including swag and relevant information.
- Add speakers for streaming music on light poles throughout Downtown.
- Work with Chamber for “Downtown Beer Passport”.
- Enhance communication and visibility with Downtown merchants by way of new District Coordinator.
 - District Coordinator to work on development of a Downtown merchant group.
 - District Coordinator to contact other similar districts for collaboration meetings.
- Monthly newsletter and biannual “What’s Happening in SCC” with Mayor and SCCIA board members.
- Work with City of Salinas to implement an event criteria checklist and possible coordinating fee.
- Continue:
 - Social media postings, print advertisements with the County Weekly, and KSBW commercials.
 - Holiday décor and festivities including tree lighting.
 - Alley activation installations.
 - Mural program for Downtown Salinas.
 - Partnerships with major Downtown stakeholders: CSUMB @ Salinas City Center, Downtown Rotary, Alvarado on Main, Blue Zones, Taylor Farms, etc.



Land Use Committee (LUC)

Committee Members: Jason Retterer, Catherine Kobrinsky Evans, Steve Ish, Frank Saunders, Larry Bussard, Greg Findley, Brad Slama, Peter Kasavan, Jay DeSerpa, Kevin Dayton

Committee Accomplishments FY 2021/22

Ongoing Support for and Implementation of the Downtown Vibrancy Plan

Within a five-week period, Monterey County news media reported on progress and achievements of the Downtown Vibrancy Plan. Supporting and attracting more residential and retail development of the Downtown:

- New Businesses and Apartments in Formerly Decrepit Buildings Are Bringing Life to Oldtown Salinas - Monterey County Weekly - September 29, 2022
- Best Downtown Revitalization (2022): Oldtown Salinas - Monterey County Weekly - September 29, 2022
- Heart of Salinas Gets a New Life - Monterey Herald - October 15, 2022 (long, comprehensive article in Sunday edition)
- Salinas City Council Finds a Compromise on Inclusionary Housing Requirements in Downtown - Monterey County Weekly - October 19, 2022
- Historic Downtown Salinas Building Now Ready for People to Call Home - KSWB - October 25, 2022
- 301 Main Street in Downtown Salinas Has First Renters Moving in Next Week - Monterey Herald - October 27, 2022
- Applications Pour in for New Main Street Apartments in Downtown Salinas - Salinas Californian - October 28, 2022

Progress towards implementation of Vintage Sign Ordinance.

City of Salinas plans to engage a consultant to draft a Vintage Sign Ordinance for consideration by Salinas City Council in 2023. 3. Advocated for and assisted individual business with proposed signage.

Initiating a coalition of SV Chamber and Alisal reps to resurrect the Salinas Valley Chamber of Commerce's Business Development Committee ("BDC") (an advisory group to the City) for an objective review of City of Salinas permit process performance.



Advocated for and supported the Salinas City Council enactment on June 21, 2022, of the Downtown Outdoor Dining Forgivable Loan Program with \$150,000 in funding.

Worked in a coalition to review and comment on a City of Salinas process for permits for outdoor dining and retail.

Tracked implementation and compliance with the City of Salinas Food Truck/Mobile Vendor Ordinance in Downtown. No problems identified.

Achieved a compromise through the Salinas City Council as various interests made arguments to completely repeal or completely retain the conditional exclusion of Downtown from the city's inclusionary housing ordinance. More expensive adaptive reuse projects will continue to be exempt.



Held a Board Strategic Planning Retreat for the first formal goal-setting meeting since the establishment of the Salinas City Center Improvement Association, Downtown Salinas Community Benefit District, and Downtown Vibrancy Plan in 2015.

Progress toward construction of a parking structure at Church Street & Gabilan Street. Supported City/County adoption of a MOU relating to Downtown, which includes a schedule and timeline for assessing the feasibility of a new structure. Stakeholder meetings occurred to engage the community on possible design alternatives.

Committee Goals FY 2022/2023

Objective: City of Salinas Achieves Reputation Among Regional Developers and Small Businesses as Friendly for Obtaining Permits on Downtown Projects and Activities.

- City/County financing, environmental review, and approval of a parking structure at Gabilan and Church with design standards that contribute to the aesthetic character of downtown.
- Support development of parking district.
- Drafting and adoption of Zoning Code amendments that would:
 - Reform the traffic impact fee structure in the Traffic Fee Program and Ordinance to significantly reduce fees and financial burden on businesses proposing to reuse or repurpose existing buildings.
 - Streamline the permit approval process for certain kinds of vintage signs as an initial first step to an ultimate overhaul of sign ordinance and permit program and the creation of a new Vintage (Historic) Sign Ordinance.



- Participate in coalition of SV Chamber and Alisal reps to resurrect and implement prior permit reform plan that was spearheaded by the Salinas Valley Chamber of Commerce. Participate in the BDC to advocate for this plan and continuing improvements in the City permit process.
- Enactment, implementation, and monitoring of business/user-friendly process for outdoor dining and retail permits.
- Advocate for and support MST Salinas Transit Center Relocation to Intermodal Transportation Center.
- Illumination of Facades of Historic Buildings on Main Street.
- Monitor and report dilapidated vacant buildings for potential City enforcement action.
- Advocate for and support future development of a;
 - Boutique Hotel.
 - Grocery store.
 - Student, workforce, and other housing in Downtown Salinas.
- Advocate and support relocation of Farmer's Market from Main St. to Intermodal Transportation Center or other location.
- Support, engage, advocate, and cross promote with the Heritage Park at the ITC.
- Advocate for removal of diagonal pedestrian crossings.
- Salinas Rotary Arch: Complete 3-way maintenance agreement with SCCIA, Salinas Rotary and City of Salinas.
- Participate in City outreach in their process of updating the General Plan Elements. Assure integration of EDE policies relating to these elements as intended.
- Support and advocate for the continued implementation of the Downtown Vibrancy Plan and request City report on progress annually. (at least)
- Support and advocate for the continued implementation of the award-winning Economic Development Element (EDE) of the General Plan and request City report on progress annually as provided in the EDE.
- Seek grant funds to support the work of the LU Committee.





Annual Calendar

Organization	Name	Date Start	Notes	Source
City of Salinas	Disbursement 1 by City	12/28/2022	Assessments received + 50% tax exempt parcels	MDA
SCCIA	District changes to Engineers report due	1/31/2023	District boundary changes / assessment formulas	MDA
Accountant	1099's due to Vendors	1/31/2023		
SCCIA	President appoints Nominations Committee	2/15/2023	45 days before annual meeting	BYLAWS
SCCIA	Nominations Committee sends out Nomination Forms	3/1/2023	30 days before annual meeting	BYLAWS
SCCIA	Deadline for submitting nominations to NC	3/10/2023	20 days before annual meeting	BYLAWS
SCCIA	Annual Meeting (1st week April)	4/1/2023	Election of new Directors by sitting Directors Appointment of Officers	MDA/BYLAWS
Accountant	Annual 990 Tax Filing due	4/15/2023		
SCCIA	Annual Report	4/30/2023	Submit to City Clerk	MDA/BYLAWS
SCCIA	Annual Financial Statement	4/30/2023	Submit to City Clerk / prepared by CPA	MDA/BYLAWS
City of Salinas	Disbursement 2 by City	4/30/2023	Assessments received + 50% tax exempt parcels	MDA
SCCIA	Review Committee Goals lists for progress	5/1/2023	Report to Board by June meeting	
SCCIA	Assessment Data update "Assessment Records"	6/1/2023	Submit to City Clerk + City Finance Director	MDA/BYLAWS
SCCIA	Admin/Staffing Evaluation	6/1/2023		
City of Salinas	Disbursement 3 by City	6/30/2023	Assessments received : any additional amounts	MDA
SCCIA	30 Day Dissolution Window	7/21/2023	requires 30% vote (weighted)	
SCCIA	Annual Work Plan & Budget DRAFT (post by 11/1)	10/1/2023	submit for Board approval	BYLAWS
SCCIA	Annual Work Plan & Budget FINAL (approve by 11/30)	11/1/2023	Post on Website / Make Available	BYLAWS





Appendix

https://www.montereycountyweekly.com/news/local_news/new-businesses-and-apartments-in-formerly-decrepit-buildings-are-bringing-life-to-oldtown-salinas/article_12308164-3f5e-11ed-89ba-6b725a0239d6.html

New businesses and apartments in formerly decrepit buildings are bringing life to Oldtown Salinas.

Celia Jiménez

Sep 29, 2022



The art deco-inspired interior of Alvarado Street Brewery's Salinas location nears completion, with an anticipated opening date in late October.

DANIEL DREIFUSS

A watershed moment is happening in Salinas' downtown. With the remodeling of two iconic buildings underway, a transformation that was already in progress is coming to fruition. The Dick Bruhn building, vacant since a 2016 fire, will be 19 apartments on the second and third floors, with commercial space on the first floor. Just down the block on Main Street, the former craft store Beverly's is being transformed into a second location for Monterey-based Heirloom Pizza, with a concept that includes a live music venue, set to open in 2023. The former Rabobank building will have 50 studio apartments upstairs, and the first floor will become a new, 5,000-square-foot outpost of Alvarado Street Brewery, which on Sept. 26-27 held a job fair in hopes of hiring up to 40 employees.

"I was looking at Oldtown Salinas for years," says JC Hill, co-owner of Alvarado Street Brewery. Recent changes like streetscape modifications that made one-ways into two-way streets, the Salinas arch and more businesses moving in made it the right time to open a new location on Main Street.

Salinas' Downtown Vibrancy Plan, [approved by City Council in 2015](#), has been in the works for over a decade. In the past couple of years the city invested over \$10 million in infrastructure, including sewer and water lines, roads and sidewalks.

Besides infrastructure, city officials wanted to make downtown more enticing for developers. In 2018, they passed an adaptive reuse ordinance, which allows the conversion of non-residential buildings over 50 years old into residential spaces. "We removed a lot of the barriers," says Lisa Brinton, assistant director in the Community Development Department. Those included parking restrictions and open space requirements.

These revitalized buildings are just the beginning. The old Greyhound Bus station building, which – like the Bruhn and Beverly's buildings, is also owned by the Taylor Group behind Taylor Farms – is expected to see a makeover into offices or housing. Taylor Farms built its headquarters downtown in 2015, kickstarting progress.

City staff are working with other developers for city-owned parking lots 1, 8 and 12 for different projects, which are early in negotiations. "We'll see a lot of development in the next three to five years in the downtown," City Manager Steve Carrigan says. He expects those plans to appear on City Council agendas by early November.

The city is also working with the county to build a three-story, 600-space parking structure on Church and Gabilan streets.

Carrigan says the city has seen an uptick of visitors in downtown Salinas in the past couple of years and with more offices, apartments, and businesses coming into downtown traffic is expected to increase.

Salinas also welcomes outdoor dining and will keep encouraging businesses to obtain permanent outdoor-dining permits.

Some improvements listed in the 2015 Vibrancy Plan remain just ideas, like a grocery store.

Celia Jiménez

https://www.montereycountyweekly.com/best/2022/editors-picks/best-downtown-revitalization-2022/article_a99917fa-3ab3-11ed-960c-f3cda3b51e2c.html

Best Downtown Revitalization (2022)

Sep 29, 2022

Oldtown Salinas

You know that long-promised urban renewal that was supposed to make Oldtown Salinas cool? It's on. The transformation owes much to a one-man redevelopment agency, Bruce Taylor, who moved his company's (Taylor Farms) headquarters downtown 10 years ago. The results of that investment are tangible and impressive: new restaurants, breweries and retail establishments have sprung up to make Salinas' downtown lively and fun. In May 2021, a new landmark took hold: a 70-foot welcome arch was erected over Main Street. More is on the way. Alvarado Street Brewery is set to open in fall of 2022 on the ground floor of the old Rabobank tower, which will have 49 apartments above it. The burnt-out Dick Bruhn building, another Taylor project, features 19 apartments above street-level restaurants. The old Beverly's Fabrics, a classic building, will soon house Heirloom Pizza Co. and a live music venue, and Taylor also bought the long-deserted Greyhound bus depot that he plans to convert into office space and workforce housing. The future is right now for Salinas.

BUSINESS

Heart of Salinas gets a new life



The reinvented Salinas sign that graces the revitalized downtown has become a focal point and favored picture frame for the community. (James Herrera/Monterey Herald)

By **JAMES HERRERA** | jherrera@montereyherald.com | Monterey Herald

PUBLISHED: October 15, 2022 at 6:19 a.m. | UPDATED: December 23, 2022 at 3:05 p.m.



SALINAS – The 100 through 300 blocks of Main Street in Salinas have been referred to as old town, downtown and city center, but whatever it's called, the heart of Salinas is seeing a resurgence.

"Few people recognize this, but downtown Salinas is an outstanding example of the transformation of a struggling downtown into the transit-oriented, density-housing ideal that the state wants to see to address climate change and improve the quality of life for California residents," said Kevin Dayton, Salinas City Center Improvement Association government affairs director.

A shift in how the area is perceived is due in large part to the city's downtown vibrancy plan, said Salinas Mayor Kimbley Craig. The work there is about 90% complete.

Still to come is the possibility of public art and a mural in a key walkway, but those are finishing touches to what appears to be a fully-realized reimagination of a community's downtown, she said.

The revitalization happened over nine years with planning and community outreach starting in 2012.

The Salinas Downtown Vibrancy Plan was approved in 2015 by the Salinas City Council and Monterey County Board of Supervisors after two years of "community input and discussion," said Dayton. "Much of the impetus came from property and business owners in the downtown. It was not a city project. A consultant helped us who had experience with transforming Little Italy in San Diego."

The plan's goal is to preserve Salinas' connection to history while creating a mix of residences, businesses, civic institutions, recreation, and culture in a safe and vibrant environment.

The city's center has been transformed in many ways such as, returning to a two-way traffic pattern with a mix of angled- and parallel-parking spaces, expanded walkways and gathering spaces, festoon and mood lighting along the street and a focal point at its heart in the form of an eye-catching nameplate.

Craig said she believes the new, updated Salinas sign that arches about two stories high and 70 feet across Main Street is the defining feature of the reinvigorated downtown. The structure incorporates the name of the city using the same font from an earlier incarnation that was installed in 1915 but removed long ago, and

Getting to this point in the downtown's revitalization was a result of policy changes in the city a few years ago including the blight accountability ordinance and the adaptive reuse ordinance. Those, along with other provisions in the municipal code, allowed developers to convert some historic buildings into mixed-use projects, said Dayton.

Three major taxpayer-funded construction projects to improve the infrastructure of the downtown — the Main Street Streetscape Project, the West Alisal Downtown Complete Streets Project, and Phase One of the Intermodal Transportation Center/Salinas Rail Extension Kick-Start project — were also key to the downtown Salinas transformation, he said.

The downtown area has a number of buildings that maintain their historic profiles such as the McDougall building, which was built around 1900 on the corner of Main and Gabilan streets. It currently houses businesses including First Awakenings restaurant.

Chris Ulrich, co-owner of First Awakenings, said his business has always been steady "but we've seen more people downtown throughout the week. There's more restaurants and bars and things to do."

Ulrich said parking is a problem since the revitalization change to two-way traffic ate up some spots.

Ulrich and his partner Craig Bell own locations in Monterey and Salinas and have had the downtown restaurant for 30 years. He likes the fact there is more competition on Main Street.

"More business promotes more business," said Ulrich. "It gives people more of a choice."

The downtown area has a parking structure near the Steinbeck Center along with street parking and a number of parking lots, but Dayton said more parking garages are being planned, including one the city and county are working on to accommodate more people living in the downtown area in the future.

The intersection at Main and Gabilan streets is also home to the Glikbarg building built in 1907 to house the Salinas City Bank. It's currently home to Dubber's Oldtown Bar and Grill on the northwest corner.

But new buildings and reinvented spaces also populate old town exemplified by projects from Bruce Taylor, who first constructed the Taylor Farms headquarters in 2015 in the 100 block of Main Street where the Cominos Hotel once stood. Taylor later said in a company newsletter that this was the first step toward his goal of revitalizing the city and that by opening the company headquarters in the center of town, it would create “the living room of Salinas,” and be the catalyst for change in the area.



The much-anticipated renovation of what was last the burned-out shell of the former Dick Bruhn building is nearing completion. When the project at the property, owned by Bruce Taylor's Taylor Fresh Foods, is finished it will add 19 residential units and retail spaces to downtown Salinas. (James Herrera/Monterey Herald)

Another of Taylor's projects is taking the building he bought in 2020 from a burned-out shell and turning it into a mixed-use space of 19 residential units and five retail spots. The building was originally constructed in 1925, at the southwest corner of Main and Alisal streets, as the headquarters of the agribusiness sector in the Salinas Valley, housing the Farmers Mercantile Exchange. It would later become a Montgomery Ward department store, then home to Dick Bruhn, a clothing store, which occupied the space for 57 years until bankruptcy closed it in 2007. A fire broke out in the unoccupied building in February 2016, leaving only the exterior walls intact. Today, the nearly-finished renovated building has design elements that reflect the Taylor headquarters property on the opposite end of Main Street.

Across the street from the Taylor project on the southeast corner of the Main and Alisal intersection, is a classic example of an art deco to moderne building built around 1930. It was last the Rahobank offices and is now a project by Brad Slama



A former bank building constructed in an art deco to moderne style at 301 Main Street is undergoing a renovation to make it a mixed-use structure of studio apartments and a dining and drinking establishment on its first floor. (James Herrera/Monterey Herald)

Yet another Taylor property in downtown is the former Beverly's Fabrics at 344 Main St., an art deco structure that is in the process of becoming Heirloom Pizza's second location aside from its premiere spot in Monterey.

In the 200 block of Main Street, United Way Monterey County acquired a building in June for its Community Impact Center that was built circa 1900. The Salinas Elks Lodge occupied the second floor for many decades.

"It feels like we've moved into a thriving zone. We're able to walk to see our partners at the city and county, and it's great to be able to meet up with folks at some of the amazing restaurants and cafes," said United Way Monterey County President and CEO Katy Castagna. "The city itself is more exciting, walkable, safe and visually appealing than ever before."

Dayton said that soon "We'll have five breweries on Main Street."

With downtown Salinas having a renaissance, the community has come out to experience the new vibe.

Steve McShane, CEO of the Salinas Valley Chamber of Commerce said the improvements to downtown have been "groundbreaking for the city and the region" and reports that a majority of merchants, property owners and customers have responded with positive feedback.

He said that “before the paint was even dry, downtown was host to expanded, existing and new events.”



Families choose from the bounty of produce and vendor goods at the weekly farmers market in downtown Salinas. (James Herrera/Monterey Herald)

From a weekly farmers market, to festivals, celebrations and car shows, the three blocks of Main Street has become a draw.

The Salinas City Center Farmers Market, which operates year-round from 9 a.m. to 2 p.m. each Saturday, fills the 300 block of Main Street between Alisal and San Luis streets with a number of vendors selling produce, specialty food items, arts and crafts, and other goods, to eager crowds rain or shine.

“There are a number of special events occurring in downtown Salinas,” said McShane. “This has been a boon for most businesses. For any merchants that have been inconvenienced, feedback is important as we continue to develop a programming schedule that works best for everyone.”

He added that newcomers to downtown Salinas are thrilled by the improvements and the charm.

“This last weekend I was in two downtown establishments and ran into folks from

At the top of downtown is the National Steinbeck Center in the CSU Monterey Bay at Salinas City Center building.

The university acquired the Steinbeck Center in 2015, purchasing the building and the land from the city while keeping the Steinbeck Center and museum as a tenant in a lease agreement. The facility is a conference, meeting, and event space for the community.

An important asset to the future of downtown Salinas is located nearby at the northwest corner of Market and North Main streets.

The Intermodal Transportation Center has recently seen its own renovation in anticipation of Caltrain connecting Salinas with Gilroy, San Jose and San Francisco.

Once Caltrain rail service between Salinas and points north becomes reality, the draw of Salinas City Center will be tested in its ability to attract visitors to spend time and money downtown.

“We currently estimate that service could begin as early as 2025, once the improvements have been constructed at Salinas and Gilroy,” said Christina Watson, Transportation Agency for Monterey County director of planning. “The project is currently in the final design and property acquisition stage. We expect to go out to bid for construction in early 2024.”

The first phase of the Monterey County Rail Extension project focused on improvements to the existing Salinas train station and was completed in early 2021. It included extending Lincoln Avenue, installing bike lanes and storage, improving pedestrian access and designating loading berths for Monterey-Salinas Transit and intercity buses, while constructing and repaving the parking lots.

Phase two will be the construction of a train layover facility for Caltrain, including a train crew base building and storage shed, fencing and lighting, as well as the construction of a new platform.

Amtrak’s Coast Starlight is expected to continue to stop at the existing Salinas train depot once a day on its round trip between Los Angeles and Seattle, said Watson.

Before the COVID-19 pandemic, the Transportation Agency for Monterey County and its partners had done multiple ridership studies over the years and estimated between 150,000 to 520,000 people would ride the rails annually between Salinas

“We have not done a new ridership study since the pandemic decimated transit ridership across the state, but Caltrans has a new rail ridership model they are using for the forthcoming 2022 State Rail Plan, and we look forward to finding out the results of that analysis,” said Watson.

A hotel could possibly be built at the train station to give visitors a lodging opportunity close to Salinas City Center, said Craig.

The Intermodal Transportation Center recently saw the California Welcome Center and its Heritage Center museum move into the former Southern Pacific Freight Depot No. 1A Station Place. Operated by the Salinas Valley Tourism and Visitors Bureau, the welcome center aims to help people discover the region’s attractions. The idea is to expand the heritage center display space, eventually making it part of a heritage park at the train station site. It would include the first mayor’s house already at the property and the Monterey and Salinas Valley Railroad Group, as part of the transportation center.

Sam Farr, a former Central Coast congressman who represented the region for more than two decades, was at an event recently held at the Heritage Center and was impressed.

“We have the opportunity,” Farr said, “to develop the Salinas Valley into one of the most exciting rural tourism places in the world.”

Tags: [Newsletter](#)



James Herrera | Reporter

James Herrera has been with The Herald for more than three decades, during which he has been an ad designer, staff artist, newsroom graphic artist, videographer and now a reporter. He covers business and the cities of Seaside, Marina, Sand City and Del Rey Oaks. Herrera can be reached via email at jherrera@montereyherald.com or by phone at 831-726-4344.

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https://www.montereycountyweekly.com/opinion/mcnow_intro/salinas-city-council-finds-a-compromise-on-inclusionary-housing-requirements-in-downtown/article_d1c3a852-500d-11ed-9c8e-33a984e133bf.html

Salinas City Council finds a compromise on inclusionary housing requirements in downtown.

Celia Jiménez

Oct 19, 2022



Dozens of residents celebrate outside of Salinas City Hall on Oct. 18, following the council's decision to modify an inclusionary housing exemption in downtown Salinas. Celia Jiménez

Celia Jiménez here, thinking about how compromise is a great baseline to start a dialogue between opposing parties.

Yesterday, Oct. 18, Salinas City Council decided to keep an inclusionary housing exemption in place for adaptive-reuse building projects only and remove it for new construction. This decision was a compromise that the council hopes will continue to incentivize developers who want to remodel buildings in downtown, and also create more opportunity for lower-income residents to live in the area.

“I know what it's like to live in affordable housing and to be discussed in a way that makes you disposable,” said an emotional City Councilmember Anthony Rocha. (Rocha was the one who pushed for reviewing this exemption, five years after it was first introduced.) “We are not dispensable. We should be treated as a priority because this is our community.”

The plan as approved is a compromise: No requirement for existing buildings (which are more costly for developers) and reinstate the requirement of inclusionary units in new construction.

When Rocha’s motion passed, residents inside council chambers responded with cheers and applause, then moved outside to celebrate this win. Over 100 people showed up. Many wore green and held Center for Community Advocacy flags. People spoke in English, Mixteco and Spanish. Most supported removing the inclusionary housing exception in its entirety. Jesus Estrada, an organizer with CCA, says if inclusionary housing was constructed downtown, he would apply to live there.

For over two hours—half of yesterday’s council meeting—city staff, councilmembers and residents shared their thoughts about the inclusionary housing ordinance exemption in downtown Salinas (which, by the way, extends beyond Main Street; It’s called Central City Overlay).

“This ordinance is for the whole city, not just where it's convenient,” said Chris Barrera, Salinas 2055 LULAC president. “Oldtown belongs to all of us—the entire city, the residents of Salinas. And we all deserve an opportunity.” Barrera emphasizes that all people should have the opportunity to live in different parts of the city.

Frank Saunders, a downtown property owner, and Kevin Dayton, of the Salinas City Center Improvement Association and the Salinas Valley Chamber of Commerce, highlighted the revitalization currently underway in downtown Salinas. Saunders noted that

since the city put the exception in place, only two residential projects—the Bruhn and Rabobank buildings—were remodeled in the area. (Units at the Bruhn Building are renting for \$2,500-\$3,500/month; in the Rabobank Building, studios are going for \$1,500/month.)

Natalie Herendeen, executive director of CCA, passionately asked for creative solutions. “If they’re building houses, we have housing and we have jobs. Find ways to incentivize them, not at the cost of community members and not at the cost of well-being.”

Developers have shared that without an exemption to the city’s ordinance, they wouldn’t be remodeling buildings and contributing to the Oldtown revitalization. And there’s the rub:

“If housing isn’t built, there is no inclusionary housing,” noted Megan Hunter, the city’s director of community development.

Salinas’ downtown area has the highest number of affordable units in the city, and five years ago—after over two years of negotiations—developers and housing advocates came out with a plan to bring more housing to downtown: To exempt housing projects from the city’s inclusionary housing requirement, requiring that 12 to 20 percent of units are set aside for affordability criteria established by HUD.


“This is aimed at getting the market rate developers to do their fair share,” says Matt Huerta, a Salinas resident and housing advocate about the council’s decision. He thinks there is a commitment from the city to provide more affordable housing. “I think it was a very good day for all of us.” He adds that showing up to council meetings can make a difference: “Without that pressure from the community, they would not have made that decision today,” Huerta says.

Ultimately the council voted 6-1 (Steve McShane dissenting) for the compromise plan. It marks a partial win for both developers and affordable housing advocates. The city’s inclusionary housing ordinance—including the Oldtown exemption—will be reviewed again in June.

[Read full newsletter here.](#)

 Salinas strikes a compromise for affordable housing downtown. Shawarma off the beaten path.

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Historic downtown Salinas building now ready for people to call home

Updated: 3:07 PM PDT Oct 25, 2022

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Ariana Jaso
Anchor/Reporter

SALINAS, Calif. — A project in downtown Salinas that has been years in the making is now finished and ready for tenants.

The six-story Salinas National Bank building at 301 South Main St. has been transformed into a residential tower with commercial space on the bottom floor. Alvarado Street Brewery will be the building's first commercial tenant.



Advertisement



First look inside the Alvarado Street Brewery's newest location

For the past four years, the apartment building has been under construction by local developer Brad Slama. The project is now complete and ready for people to call home.

“The developer is really recognizing the historical elements and preserving them all along the way. You see that downstairs in the lobby where you get to see the beautiful art deco murals all throughout, which just add to the richness and moodiness of art," said Audrey Wardwell, property manager at 36 North Properties. "We have 50 studios and the developer was able to maximize the square footage of this building to able the most housing possible."

It's the first time the building will be anything other than a financial institution since it was built in 1930.



Salinas old bank building looks towards redevelopment

“There's a lot of excitement around this and I think what we're going to see is even more vibrancy and even more attention to an already exciting downtown Salinas,” said Steve McShane, president of the Salinas Chamber of Commerce.

The project is expected to bring more housing, a quality of life and a positive economic impact to the downtown area.

“You have the restaurant down on the bottom floor, so you've got more jobs. You also have people up here shopping, having an element of an economic benefit to downtown, all just by living in it,” Wardwell said.

The apartments are already signing tenants up for [leases](#) with move-in dates beginning Nov. 1. Alvarado Street Brewery is set to open its new brewpub on Nov. 18.

BUSINESS

301 Main Street in downtown Salinas has first renters moving in next week



301 Main Street, the new residential living space of 50 studio apartments in downtown Salinas is ready for the first tenants to move in on Nov. 1, 2022. (James Herrera/Monterey Herald)

By **JAMES HERRERA** | jherrera@montereyherald.com | Monterey Herald

PUBLISHED: October 27, 2022 at 2:48 p.m. | UPDATED: October 27, 2022 at 2:48 p.m.



SALINAS — An impressive-looking art deco building in downtown Salinas once housed bank operations, but now the 90-year-old structure's renovation is complete, bringing large-scale residential apartment housing to the city's center and more life to the 100 to 300 blocks of Old Town.

Brad Slama bought the historic six-story building at 301 Main St. six years ago for \$4.5 million and has since poured his energy into the idea of providing living space on the upper floors while creating room for a gathering place in the form of a restaurant/bar on the first floor.

"I believe more people living in downtown will help the vibrancy project move forward," said Slama, referring to the plan approved by the Salinas City Council and Monterey County Board of Supervisors in 2015, which has a stated goal to preserve Salinas' connection to history, while creating a mix of residences, businesses, civic institutions, recreation and culture in a safe and vibrant environment.

"Leasing has been going great, ... people will start moving in Nov. 1," said Audrey Wardwell, broker and owner of 36 North Properties. "We have six leased so far and 20 applications in ... and great feedback from the showings."

There are five floors of living space that were created after demolishing and gutting for the residential units. Each of the 50 luxury studio apartments has a clean, modern design and offers different floor plans, ranging in size from 350 square feet to 550 square feet. Units have multiple windows capitalizing on views of the city, and most with either the Gabilan or Santa Lucia mountains in sight from the high-ceiling rooms. Bathrooms are outfitted with custom walk-in showers using tile and Moen shower systems, and LED-illuminated vanity mirrors. Kitchens include stainless steel smart appliances, quartz countertops, and hardwood flooring covers each space.

There are laundry rooms on each floor that use a phone app to operate the washers and dryers, elevators, on-site management, private, 24-hour locked entrances with secure entry for tenants and guests, and parking. Storage units in the basement are available for an additional cost.

Units are priced from \$1,650 to \$2,200, with utilities — power, water, trash — included.

Slama held onto the art deco design elements that give the building character from the exterior facade and entrance for residents along the side and back and into

"I told Alvarado (Street Brewery) I wanted them here," said Slama. "I knew they had a cult following."

The brewery restaurant will have its formal opening on Nov. 18, he said.

Walking into the front entrance at 301 Main St. into the dining establishment, one passes through gold doorways topped with soaring eagles. The place is the offshoot of Alvarado Street Brewery in Monterey. Alvarado on Main incorporates original design elements from almost a century ago into its interior including existing wall treatments and reliefs, to replicating the chandeliers found in a small foyer and incorporating them into the grand lighting scheme for the brewery restaurant. The space has high ceilings, a huge bar, booths and lounge areas. A mezzanine offers more space for events or additional seating, and the restaurant kitchen has re-purposed the old bank vault into working and storage space.



Brad Slama stands inside one of the studio apartment units with views of the Santa Lucia Mountains and downtown Salinas. (James Herrera/Monterey Herald)

Slama said he learned a lot from his father when as a student at Salinas High School, he would join him on the job. His first taste of converting space into residential units came when he helped to create 10 apartment units on the third floor above the former Penny Farthing when he was 18. Out of high school, he worked for an

“The opportunity presented itself,” said Slama about his foray into buying the bank building and converting it into apartments. He believes in taking existing structures and infill to provide housing instead of taking farmland to build new homes.

“Most want to build traditional developments but the market I deal in is very niche” and takes a certain amount of faith to accomplish, said Slama. “You have to have trust and faith in the city councils and planning commissions to make the right decisions.”

He said the 301 Main St. project was for him “more a labor of love than a labor for profit.”

Now that his downtown Salinas project has reached this stage, Slama says he will next focus on his developments on Garden Road in Monterey.

“I have three at the moment and am looking at two more,” said Slama who added that the current projects could produce 405 new living units for Monterey.

Tags: [Newsletter](#)



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James Herrera | Reporter

James Herrera has been with The Herald for more than three decades, during which he has been an ad designer, staff artist, newsroom graphic artist, videographer and now a reporter. He covers business and the cities of Seaside, Marina, Sand City and Del Rey Oaks. Herrera can be reached via email at jherrera@montereyherald.com or by phone at 831-726-4344.

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The Californian

apartments in downtown Salinas

Jocelyn Ortega Salinas Californian

Published 9:56 a.m. PT Oct. 28, 2022

The smell of fresh paint, sunshine spilling through a window, and the sounds of a bustling downtown Salinas will soon be a reality for residents of a new studio apartment complex.

The 50-unit complex, located at 301 Main Street, is five years in the making. City leaders and housing advocates call it "a step in the right direction," while others are questioning whether the units are affordable for residents.

The development was made possible through an adaptive reuse ordinance passed by Salinas City Council in 2018, which made it easier for developers to convert vacant underused commercial buildings into residential buildings. The complex was formerly the Rabobank building.

Property manager and 36 North Properties broker Audrey Wardwell says it has been a busy few weeks taking calls and multiple applications as they approach some of the first move-ins in November.

"We had some units that were reserved prior to finalizing all of the permits," Wardwell said. "We hope to add more people soon and just breathe life into this beautiful product."

Wardwell is hopeful all of the units will be filled by the end of the year.

The units include high ceilings, hardwood floors, craftsman style cabinetry, stainless steel appliances and are priced between \$1,550 - \$2,200, depending on the floor plan.

Residents will have laundry room on every floor with appliances operated through an smartphone application, and 29 storage rooms in the basement to rent.

Restaurants and shops are just a few steps away. The apartments also sits above a new restaurant and bar created by the owners of Alvarado Street Brewery.

"We haven't had anything like this in downtown," Wardwell said. "This building was built back in the 1930s and has always been a financial institution. Now, this building gets to give back to the community by bringing people to live in it, to walk around and shop at local businesses, and adds jobs with the new downtown restaurant."

The Californian

"The city is motivated to do more in order to bring additional parking, housing and commercial office space investment to downtown Salinas," McShane said.

Across the street at 300 N. Main St., is another building that will soon provide additional housing units to the downtown area. The ground floor of the former Dick Bruhn building is currently under renovations to be used for commercial space while the second floor is set to have 19 rental units.

Advertisement for these units will be made sometime in the next month, according to city officials.

While all the new rental units get closer to opening, Council member Anthony Rocha questions if they will be affordable for some community members, particularly families and young professionals.

"We need to work harder to ensure nobody is left out when it comes to the revitalization of our Downtown," Rocha said. "We need more housing, but we also need to prioritize affordable housing that meets the needs of our farmworkers, teachers, hospitality workers, and all other essential workers who tirelessly serve our community."

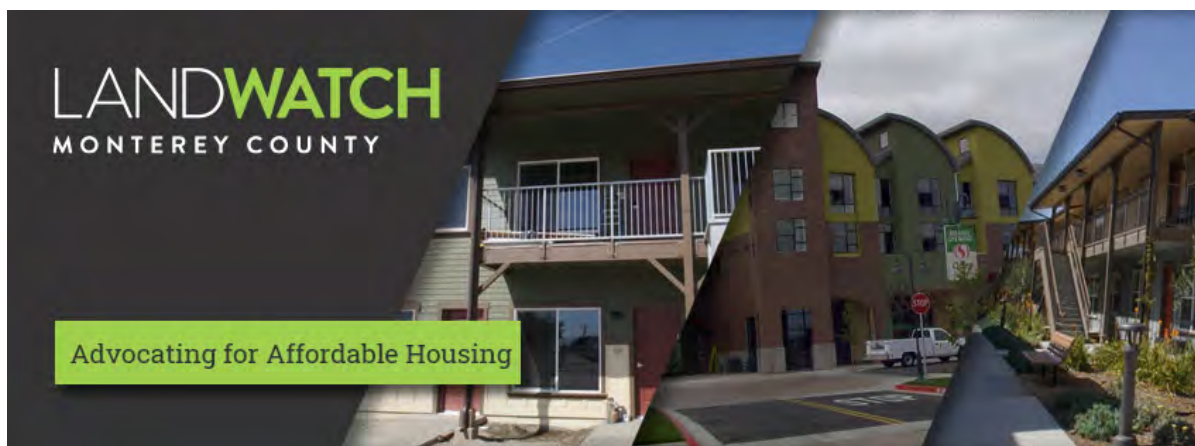
McShane says the city will continue efforts to provide for and address the affordable housing need.

"We want equality housing for types across the city," McShane said. "Sometimes you see a concentration of low and very low in one part of the city, and market rate in another part of the city. We're doing what we can so that the entire city includes housing for all categories of income."

Wardwell says she is hopeful these new housing units are just the start of more growth to come.

"I pray projects like this let other developers know that the city of Salinas wants to be revitalized and we have plenty of other buildings waiting for them," she said.

With just days away from welcoming the first new tenants, Wardwell says she is excited and encourages more people to apply and call this building their new home.

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Salinas is Leading in Policy & Outcomes!

Dear Friends,

Please join me in celebrating the growing vibrancy of Downtown Salinas.

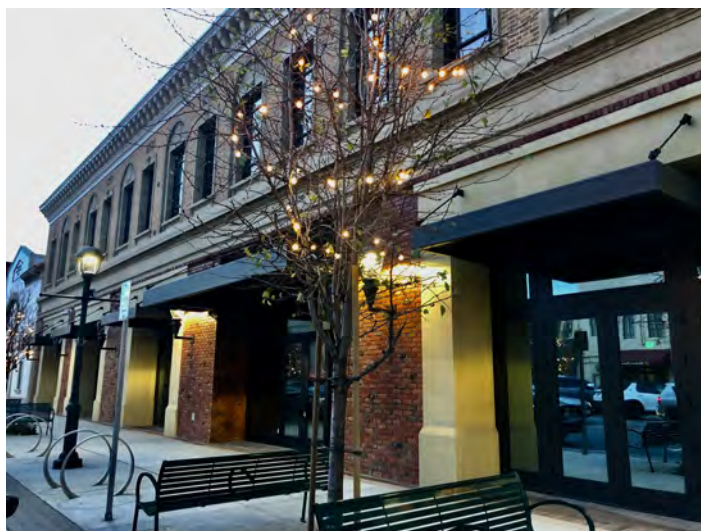
In late October, Michael DeLapa and I toured the newly opened 301 Main Street mixed-use apartment building in Salinas. The ground floor of the art moderne building—previously Rabobank—is the newest location for Alvarado Street Brewery; above are five floors of beautiful studio apartments. Many of the 49 units are affordable by design to moderate income residents of Salinas. Across the street is 300 Main Street—the revitalized Bruhn Building—consisting of ground floor commercial space with 19 renovated apartments above. Original construction for the buildings was in 1925 and 1930 respectively.



Not only is the 300 Main block a shining example of mixed-use redevelopment with attractive ground-floor retail—it is a harbinger for things to come as the City of Salinas fulfills the promise of its Downtown Vibrancy Plan, adopted by the City Council in 2015 and lauded by LandWatch in a letter to then-mayor Joe Gunter:

development with an emphasis on apartments as well as creating a pedestrian and bicycle-friendly downtown.”

Sound familiar? It should, because LandWatch’s position in 2015 is consistent with the [Housing Element Policy Principles](#) we developed in 2022 and which guide LandWatch’s advocacy now.



The Downtown Salinas Vibrancy Plan wouldn’t have been possible without a coordinated effort by the City Council, the County of Monterey (which has several properties downtown), and staff who crafted and reviewed the ordinances at the core of the Plan. Downtown

property owners, merchants, and community members also volunteered their time and expertise in crafting it.

Salinas set forth the vision in 2015 with the Vibrancy Plan and followed up in 2018 with an Adaptive Reuse Ordinance in 2018 permitting residential redevelopment of buildings older than 50 years in Downtown Salinas. In 2019, a blight prohibition ordinance passed the City Council, specifically targeting the blocks downtown where 301 Main is located and compelling further redevelopment.

Streamlining provisions in the form of expedited permit processing and reduced impact fees came as a direct result of consultation with builders and developers in creating the Vibrancy Plan. The authors call this “investment thinking”—an approach that holds promise for jurisdictions across the county—especially those on the Peninsula with similar potential for intensification of mixed use infill development in their upcoming Housing Element updates.

In recent correspondence with LandWatch, Brad Slama—the developer behind the 301 Main project—shared this with us:

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been pivotal.”

Please join LandWatch in advocating for more “investment thinking” as Monterey County communities update their Housing Elements during 2023. When we know the times and dates for policy input opportunities, you’ll be the first to know.

Sincerely,



Gabriel Sanders
Deputy Director

What is in a Housing Element?

General Plans are the blueprint for a how a community grows and where. There are nine required elements of a General Plan including: land use, circulation, housing, conservation, open space, noise, safety, environmental justice, and air quality. State law requires local governments update their housing elements every five to eight years. Typically, the Housing Element contains an assessment of needs, lists constraints on housing, provides an opportunities analysis and site assessment, a review of past plans and performance, plus new housing element goals.

An Intro to CEQA

Did you know that the California Environmental Quality Act (CEQA)—pronounced “see-quah”—requires three main steps? First, projects must be reviewed to determine the extent of impacts and where feasible, those impacts must be reduced through mitigation measures. Second, those impacts must be disclosed to the public and decision makers prior to project approval. And, third, the public is guaranteed the right to participate in the environmental review process prior to project approval during public comment periods and public hearings. [Learn more online.](#)

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A Day Trip to Salinas Offers a Variety of Stellar New Dining Options

By **Mark C. Anderson**

February 28, 2023



The former Rabobank that is now Alvarado on Main retains select vault doors as decor.
PHOTO: Mark C. Anderson

Oldtown Salinas' latest foodie addition will feature some of the best deep-dish pizza in the tri-county area, which is good to hear.

To learn it will also include a concert venue, banquet hall and—be still, mini-umbrella lovers—a tiki bar gets toward crazy good.

So it goes with **Heirloom Pizza 2.0**, coming to historic Main Street in late spring or early summer.

Co-owner **Michael Foley**, who once worked at **Felton Pantry** and played in a Santa Cruz-based band, knows the plans for their 12,000 square feet sound ambitious but emerge from simple passions.

“It has all our favorite things: tiki bar, live music, pizza,” he says. “It’s going to be a

jewel of Salinas’ downtown revitalization.”

Co-owner **Kristen Wood** adds that the drinks and foodstuffs will thrive on fresh produce and homemade dressings that make Heirloom Monterey a community go-to.

“We’re fully excited to bring all the fresh ingredients we currently use,” she says, “while expanding on what we already do.”

But the craziest thing about Heirloom is that it’s only the latest savory element coming amid the ongoing resurrection of Oldtown.

Over a half dozen spots have settled into spaces within recent months, which inspired *Good Times* to take a field trip to the **Salad Bowl of the World**. Here appear a few to prioritize in alphabetical order:

Alvarado on Main: The latest installment from the award-winning **Alvarado Street Brewery** team occupies a former bank with soaring ceilings. It opened in November and hosts a packed house every time I stop by. The cinematic ambiance draws visitors, the casual-contemporary fare (think lobster rolls and Valley flatbreads), craft cocktails, a raw bar and —yes—outstanding beer.

Altura Lounge & Bistro/Cali Glizzy Hot Dogs: Altura debuted full-service in an indoor-outdoor venue just off Main Street last week. The menu stars rustic Italian finds like Nonna’s lasagna, Little Sicily calzones, linguini and clams and oven-baked fennel-sausage sandwiches. Sister spot **Cali Glizzy** came a week or so before on the opposite side of Main with loaded

hot dogs like the “So Salinas,” with nacho cheese, grilled onions, jalapeños and crushed Hot Cheetos on a Hawaiian roll.

Brew-N-Krew Ale House: Salinas natives **Marlene Garcia** and **Steven Corona** launched their atypical Latinx-leaning beer spot—resplendent with pink feathered walls and a working brewery—last spring. House beers take on names like La Chika Freza, Lokura and Ponte Las Piñas, and the resulting vibe gets social fast.

Last Call Bar and Grill: This joint came online in summer with caloric abandon, throwing down six types of chicken strips, seven takes on wings, and loaded baked potatoes, Philly cheese steaks, flap steaks and smoked rib tips to boot. Full bar and a youthful vibe too.

Mangia Eat and Drink on Main: The thoroughly family-run and homespun spot arrived amid Covid and immediately earned honors as one of the year’s best new restaurants. The formula—beyond dad in the kitchen, mom at the counter and kids everywhere else: from-scratch Italian items with attention to detail. The truffle-infused gnocchi in gorgonzola cream is a keeper.

In other words, throwing a head of lettuce around Oldtown is hard without hitting a new spot, a forthcoming debut or a storefront with potential. Among them is a massive mixed-use project at **300 Main**, which could host four restaurants and/or retail spots on its bottom floor.

One irony that brings up: Salinas is a place that’s both famous internationally and

under-appreciated locally—which now
merits an update.

https://www.montereycountyweekly.com/news/cover_collections/how-urban-planning-transformed-downtown-salinas-into-monterey-county-s-most-walkable-streetscape/article_f6f70a18-bdec-11ed-a799-83eb3312f9ff.html

How urban planning transformed downtown Salinas into Monterey County's most walkable streetscape.

Rey Mashayekhi

Mar 9, 2023



Kevin Dayton of the Salinas City Center Improvement Association helped shepherd the transformation of Main Street in Salinas by bringing together public officials and private landlords.

DANIEL DREIFUSS

IT'S TAKEN YEARS OF PLANNING, tens of millions of dollars and a pandemic's worth of disruption, but Salinas is now home to one of the newest and more notable urban core revitalizations in California. Monterey County's largest city has seen its center spruced up through a coordinated effort involving public agencies and private investors – with the result of a beautified downtown that promises to draw more foot traffic, lure more residents and generate more economic activity.

The heart of the ongoing transformation is Main Street. Since Salinas City Council approved its Downtown Vibrancy Plan in 2015, the three blocks stretching north from San Luis Street up to the National Steinbeck Center have seen improvements including more than 50,000 square feet of newly paved concrete and sidewalks; 56 newly planted trees; new electrical, lighting and traffic signal systems; and updated landscaping equipped with an automatic irrigation system. There's also the 70-foot-long, 17,000-pound steel arch now spanning Main Street, emblazoned with its city's name in bold white letters, that has helped establish a sense of place.

Mixed-use redevelopments like 301 Main St., where the popular Alvarado Street Brewery has taken the street retail space beneath 50 luxury studio apartments, have attracted residents and brought the activity needed for any bustling city center. While it's still a work in progress – one not aided by a pandemic that has exacerbated street retail vacancies in urban cores across the country – Main Street [teems with bars, restaurants, coffee shops and other retail offerings](#), all within a short stroll.

"I think it's one of the crown jewels of urban redevelopment in the entire state," says Kevin Dayton, government affairs director for the Salinas City Center Improvement Association (SCCIA), which formed to promote the area's redevelopment. The group advocated for public measures like the Adaptive Reuse Ordinance, passed by Salinas City Council in 2018. The ordinance [removed zoning barriers prohibiting the residential conversion](#) of older properties like 301 Main St. and the former Bruhn Building, located across the street at 300 Main St.

In addition to strong public-private partnerships, Dayton credits the investment made by companies like Taylor Farms, the Salinas-based vegetable processing giant that has snapped up downtown properties on the way to becoming one of the city's most influential landlords – while "not expecting the kind of return on investment that a typical, out-of-town developer would.

"We've been fortunate that we've gotten some property owners who really care about downtown Salinas and are willing to accept a lower investment return to make the city vibrant," he notes. "Downtown redevelopment is a risk, and you can lose money on it."

Moving forward, stakeholders like the SCCIA hope to spur more redevelopment by converting downtown's wealth of surface parking lots into new mixed-use projects. While some residents and business owners have complained that the reconfigured downtown has already made it harder to find convenient parking, a less car-friendly environment is very much by design.

"You have to slow down traffic, you have to make it friendly to pedestrians and you have to make it interesting to be there," says Greg Hamer, a local realtor who serves as district coordinator for the SCCIA. "The more welcoming it is, then the more businesses are going to gravitate to that, because it's going to enable foot traffic."



Streets & Roads

Rey Mashayekhi

food for thought

Wood-Fired Fare from Maligne; Alvarado Street Brewing Opens a New Spot in Salinas; and Sea Harvest Celebrates Four Decades

BY BRETT WILBUR



Photo: Kelli Uddall

Chef Klaus Georis cooks on a custom hearth in his restaurant, Maligne, which opened this June. He's excited to bring his experience with live-fire cooking, which he learned in Belgium, to his new venture on Broadway in Seaside.

GOURMET DELIGHTS ARE PREPARED VIA HEARTH AT MALIGNE

■ Chef Klaus Georis opened Maligne last June but started a conversation about running the restaurant seven years ago with his father, well-known local restaurateur Walter Georis. The concept of cooking everything in a custom hearth was generated by Klaus' experience with live-fire cooking in a tiny but celebrated restaurant in Belgium.

"It was very raw, and there were so many variables to figure out," he says. "It was very intense, but a great learning experience. I fell in love with that style of cooking."

In Belgium, Georis was up at 4AM each

morning foraging for local ingredients and was given permission to experiment and make dishes up on the spot, a far cry from his much more formal training at Michelin-starred restaurants.

"That restaurant changed my outlook and philosophy on cooking," he says.

With Maligne, Georis has created a space he describes as not pretentious, but where people can enjoy themselves and listen to great music while trying ultra-fresh food prepared on an open fire.

"Having it smoked changes the flavor," Georis says. "We are happy and proud that every ingredient comes in daily."

Menu items include tuna au poivre, burgers from rare beef suppliers, oysters, and

Salinas City Center Improvement Association
10b Midtown Ln, Salinas CA 93901

even Brussels style waffles and fruit cooked in the hearth.

"There is a comforting element to it," he says.

Maligne is located at 600 Broadway Avenue in Seaside. For more information, visit www.explorestock.com/malignerestaurant or call 831/601-1302.

A NEW ALVARADO STREET BREWERY LOCATION OPENS IN SALINAS

■ According to Wendy Walker, director of restaurants for Alvarado Street Brewery, the company is excited to be opening a new restaurant in downtown Salinas, with an Art Deco style and "the elegant feel of the 1930s in the center of beautiful Oldtown Salinas."

A key aspect of each of the restaurants,

Alvarado Street Brewing has opened their newest establishment on Main Street in Oldtown Salinas, transforming an Art Deco bank into a jewel of a restaurant.

Photo: Brock Bill





Photo: Kelli Udall

David Deyerle and his brothers David and Richard started their Monterey business 40 years ago. Locations now include restaurants and fish markets in The Crossroads Carmel, on Foam in Monterey and on Highway One in Moss Landing.

which include a downtown Monterey location, one in Carmel Plaza and a tasting room in Salinas, is commonality.

"We try to bring the same culture and mentality of community to each location," Walker says. The friendly atmosphere and the core items on each menu along with staples and rotating fresh and seasonal beers, wines and cocktails ensures customer loyalty. Pizzas, calamari, wings and the Alvarado burger are some popular items, while each chef provides unique menus that rotate seasonally depending on fresh local produce.

"The beauty of our restaurant culture is that our target market is everybody," Walker explains. "We are kid friendly and have kid food, we also cater to the bar scene, and we provide an elevated and upscale gastropub fare atmosphere for the older crowd. Our goal is to cater to everyone. If you try a couple of things, you will find something you like."

Walker also points out that the restaurant is happy to be part of the revitalization of downtown Salinas, the city where much of the company's beer is produced.

"We are excited to be part of the revamp and to give back to the community that has given to us for so long," she says.

Alvarado Street Brewery & Grill is located at 426 Alvarado Street in Monterey. Alvarado Street Brewery & Bistro is in the Carmel Plaza in Carmel. Alvarado on Main is located at 301 Main Street in Salinas. Alvarado Production Facility & Tasting Room is located at 1315 Dayton Street in Salinas. For more information, visit www.asb.beer.

SEA HARVEST CELEBRATES 40 YEARS OF FRESH SEAFOOD

■ David Deyerle and wife Tina run the Carmel location of Sea Harvest, which has been open for 38 years. Deyerle and brothers Richard and Daniel started the business 40 years ago with a location in Monterey.

"We started fishing when we were very young," David explains. "We saw a niche that needed to be filled in our community for fresh fish."

The Carmel restaurant offers a sit-down dining experience as well as product to go, while Monterey and a location in Moss Landing provide counter service.

"It's the largest full-service fish market," David says. "Everything is sustainable and we source product from all over the world as well as still fishing and buying from local fisherman whatever is in season."

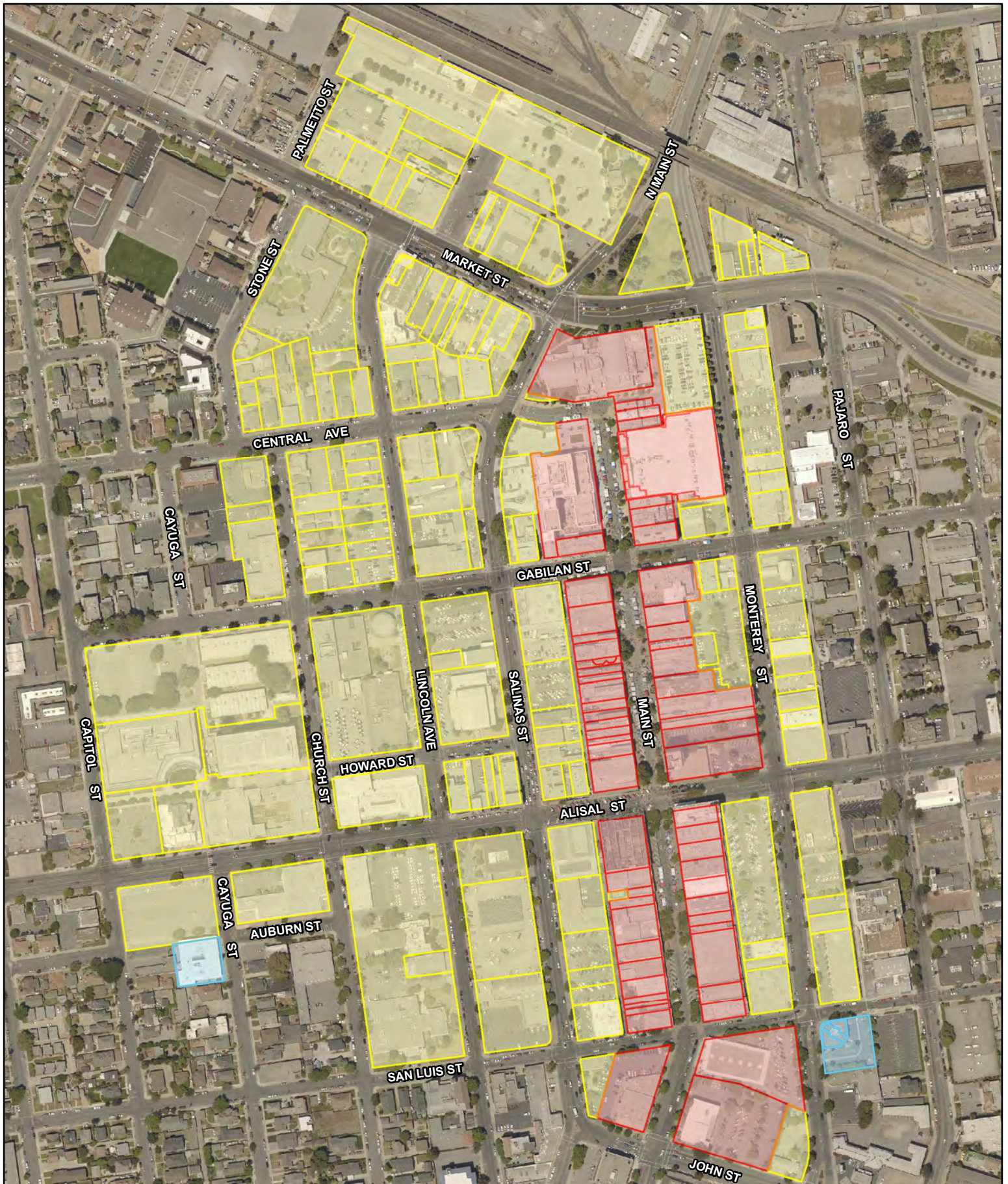
Seafood includes black cod, snapper, rock cod, sea bass, sand dabs, snapper, swordfish, Maine lobster, Alaskan salmon, and crab from Oregon. Scallops come from the East Coast and prawns are shipped from Mexico. Barbecue oysters and oysters on the half shell are popular.

"We make jalapeno coleslaw, fresh homemade tartar and cocktail sauces, fresh clam chowder, our own crabcakes, and smoke our own lox and kippered salmon," David says.

The Deyerles hope to keep the business running through the next generation.

"Richard's kids are all fishing now," David says. "We hope to continue on in the family."

Sea Harvest Fish Market & Restaurant is in The Crossroads Carmel. For more information, visit www.seaharvestfishmarketandrestaurant.com. The Monterey restaurant is located at 598 Foam Street and the Moss Landing restaurant is located at 2420 Highway One.



Downtown Salinas
Community Benefit District

- July 2017 Zone 2 Additions
- Benefit Zone 1
- Benefit Zone 2



7/2017



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-317, Version: 1

Cityworks Software License Renewal

Approve a Resolution authorizing the purchase of a license renewal for Cityworks Software not to exceed \$71,000.00.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: ADMINISTRATION

FROM: JIM PIA, ASSISTANT CITY MANAGER

BY: ERIC SANDOVAL, GIS ADMINISTRATOR

TITLE: CITYWORKS SOFTWARE RENEWAL

RECOMMENDED MOTION:

A motion to approve a resolution to purchase the renewal of Cityworks Asset Management software license from Azteca Systems LLC., in an amount not to exceed \$71,000.

EXECUTIVE SUMMARY:

The City of Salinas maintains various assets on City owned properties, buildings, and facilities. In 2022, the City Council approved the purchase of Cityworks Asset Management software to assist staff with tracking information and creating work orders to maintain City infrastructure, parts and equipment at City parks, buildings, and leased properties.

BACKGROUND:

The City of Salinas presently owns 283 parcels of land, upon which are located 179 buildings and an unknown number of other improvements, such as landscaping, pathways, recreational equipment, utility connections, artwork, and other features and characteristics. There are approximately 82 active leases and licenses which provide third parties the right to temporarily possess or use portions of these properties. In addition, the City leases or subleases several properties from outside entities for its own use.

Responsibility for different aspects of properties fall under the purview of different departments. This results in an array of complexity with regards to property operation and maintenance. For example, vegetation management on City-owned properties is handled by at least six different City Divisions utilizing multiple contracts. Facilities maintenance is handled either through Library and Community Services or through Public Works. Utility bills are received and paid directly by Finance. Property Tax payments and lease monitoring are currently handled through

Administration, while insurance is handled by the Legal Department. Many properties are maintained by Departments that exclusively use the facility (such as pump stations). Maintenance of properties that are leased are sometimes the responsibility of the Tenant, and sometimes not, depending on the terms of the lease. For many years staff has tried to manage the City's properties and facilities without a centralized management system.

In 2022, the City Council approved the purchase of Cityworks Asset Management software to assist staff with tracking information and creating work orders to maintain City infrastructure, parts and equipment at City parks, buildings, leased properties. The management software also allows staff to generate improved reporting for short and long-term budget planning.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

This request supports City Council's Strategic Goals and Strategies of Effective and Culturally Responsive Government, by ensuring that the information systems can support City programs, projects, and City services for the community.

DEPARTMENTAL COORDINATION:

In addition to the Community Development (Economic Development), Library and Community Services, and Public Works (Facilities) Departments, a high degree of cooperation and coordination between the Finance (Information Technology) and Public Works (GIS) Departments is needed. Consultation with other City Departments and Divisions that would be affected by the software may be required.

FISCAL AND SUSTAINABILITY IMPACT:

Funding for this purchase has been submitted to City Council as part of the FY 2023-24 Annual Budget. There is no recommended action for new appropriations.

ATTACHMENTS:

1. Resolution
2. Cityworks Quote

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION OF THE CITY COUNCIL OF SALINAS TO APPROVE THE
RENEWAL OF CITYWORKS SOFTWARE LICENSE**

WHEREAS, the City desires to renew and maintain its Cityworks licensing; and

WHEREAS, Azteca Systems LLC., will provide Cityworks software licensing for the City of Salinas

NOW, THEREFORE, BE IT RESOLVED that pursuant to Salinas Municipal Code section 12-27 the Salinas City Council hereby authorizes the City Manager and the Purchasing Agent to complete the purchase and renewal of Cityworks license from Azteca Systems LLC., in an amount not to exceed \$71,000.

PASSED AND APPROVED this 13th day of June, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbly Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



Azteca Systems, LLC - Cityworks
11075 S State St, Suite 24 | Sandy, UT 84070
801-523-2751 | Fax # 801-523-3734

Quote Number Q-34835-2
Created Date 5/10/2023
Expiration Date 6/20/2023

Contact Information

Contact Name:	Eric Sandoval	Prepared By Name:	Vasu Pillalamarri
Customer:	Salinas (CA), City of	Prepared By Phone:	(801) 523-2751
Contact Address:	200 Lincoln Avenue Salinas, CA 93901		

Quote Lines

Product Name	Quantity/ Population	Net Unit Price
AMS Workgroup Cityworks Online Standard Starter 5-Pack	1.00	USD 2,250.00
AMS Workgroup Cityworks Online Respond Logins 6+	30.00	USD 9,000.00
Data Storage Plus	1.00	USD 1,875.00
Cityworks Online PLL Standard License	2.00	USD 900.00
TOTAL:		USD 14,025.00

Notes

Year 1 Dollar Value	USD 14,025.00	Year 1 Date Range	07/01/2023 - 09/30/2023*
Year 2 Dollar Value	USD 56,100.00	Year 2 Date Range	10/01/2023 - 09/30/2024

Notes:

Quote changes Renewal Date to 10/01/2023 - 09/30/2024.

Current Licensing:
Cityworks Online Workgroup Server AMS Standard 35 Named Logins for:
Office
Respond
Mobile Native Apps (for iOS/Android)

--Includes the following Add-ons:

Web Hooks

Data Storage Plus

Use of Cityworks AMS Application Programming Interfaces (APIs) with commercially available Cityworks-centric applications that are licensed and maintained by authorized Cityworks partners

Cityworks Online Workgroup Server PLL Standard 2 Named Logins for Leasing Tracking only:

Office

Respond

Mobile Native Apps (for iOS/Android)

--Includes the following Add-ons:

Web Hooks

Use of Cityworks PLL Application Programming Interfaces (APIs) with commercially available Cityworks-centric applications that are licensed and maintained by authorized Cityworks partners

Annual fee herein is based on 150,001 - 200,000 population range

Cityworks Online (CWOL) – is a Cityworks Online hosted services subscription for the right to access and use the Online Services for the products identified hereinabove. CWOL is a highly scalable hosted services product offering. It is hosted on Azteca Systems' servers and completely scaled, managed, updated, backed up, and maintained by Azteca Systems. Because Azteca Systems controls the update schedule, users are not responsible for upgrading, managing, or patching the system themselves.

*Fee for Year 1 reflects a shortened period of 07/01/2023 - 09/30/2023 to cover renewal date change.

Terms and Conditions

Payment Terms

Payment due within 30 days

IF YOUR ORGANIZATION REQUIRES A PURCHASE ORDER, PLEASE CONTACT YOUR FINANCE DEPARTMENT TO BEGIN THE APPROVAL PROCESS TO AVOID PAYMENT DELAYS.

All quotations are valid for ninety-days (90) from the date above, unless otherwise stated in this quotation form. All prices quoted are in USD, unless specifically provided otherwise, above. These prices and terms are valid only for items purchased for use and delivery for the Customers listed above.

Unless otherwise referenced, this quotation is for the Cityworks software products referenced above only. Pricing for implementation services (installation, configuration, training, etc.), or other software applications is provided separately and upon request.

The procurement, installation and administration of the Esri software or any other third-party software utilized in conjunction with Cityworks will be the responsibility of the Customer.

For "on-prem" installations, the procurement, installation and administration of the RDBMS utilized in conjunction with Cityworks will be the responsibility of the Customer. Currently, Cityworks supports Oracle and SQL Server. The procurement, installation and administration of the infrastructure (hardware and networking) utilized in conjunction with Cityworks will be the responsibility of the Customer.

This quotation and the pricing information herein is confidential and proprietary and may not be copied or released other than for the express purpose of the current system Software and Product selection and purchase. This information may not be given to outside parties or used for any other purpose without written consent from Azteca Systems, LLC or unless otherwise specifically permitted by law. If a "public access" or similar request is made, Customer, shall notify Azteca Systems, prior to any disclosure.

Software Licensing

All Azteca Systems software offered in this quotation are commercial off-the-shelf (COTS) software developed at private expense, and is subject to the terms and conditions of the signed "Cityworks Software License and Maintenance Agreement" ("Agreement") and any and all addendums or amendments thereto. A fully executed copy of the Agreement and any addendum(s) is required before delivery and installation and usage of the software is subject to the terms of the current license agreement.

The terms and conditions of the executed Cityworks Software License Agreement apply to this Quote unless otherwise specifically stated herein. Any additional or conflicting terms set forth in any purchase orders, invoices, or other standard form documents exchanged during the ordering process, other than product descriptions, quantities, pricing, and dates are void and of no effect.

Delivery method is by way of download through Azteca Systems, LLC. customer support web portal.

Taxes

Prices quoted do not include any applicable state, sales, local, or use taxes unless so stated. In preparing your budget and/or Purchase Order, please allow for any applicable taxes, including, sales, state, local or use taxes as necessary. Azteca Systems reserves the right to collect any applicable sales, use or other taxes assessed by or as required by law. Azteca Systems reserves the right to add any applicable tax to the invoice, unless proof with the order is shown that your organization or entity is tax exempt or if it pays any applicable tax directly.

International Customers

These items are controlled by the U.S. government and authorized for export only to the country of ultimate destination for use by the ultimate consignee or end-user(s) herein identified. They may not be resold, transferred, or otherwise disposed of, to any other country or to any person other than the authorized ultimate consignee or end-user(s), either in their original form or after being incorporated into other items, without first obtaining approval from the U.S. government or as otherwise authorized by U.S. law and regulations.

Your signature indicates your acceptance of this Quote, and that you have read and accepted the Terms and Conditions set forth above.

Accepted by:

Title

_____/_____/_____
Date



Legislation Text

File #: ID#23-343, Version: 1

Agreement for Professional Services with Kosmont & Associates, Inc for Economic Consulting Services

Approve a Resolution authorizing the City Manager or his designee to execute an Agreement for Professional Services (Agreement) between the City of Salinas and Kosmont & Associates Inc, ("Kosmont") in the amount of \$40,000 annually with a total not to exceed amount of \$120,000.00 over a three-year period for general consulting services in economic development, real estate, and financial analysis.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: COMMUNITY DEVELOPMENT

FROM: LISA BRINTON, DIRECTOR

BY: MICHAEL GOMEZ, ECONOMIC DEVELOPMENT ANALYST

TITLE: AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF SALINAS AND KOSMONT & ASSOCIATES, INC FOR ECONOMIC CONSULTING SERVICES

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing the City Manager or his designee to execute an Agreement for Professional Services (Agreement) between the City of Salinas and Kosmont & Associates Inc, ("Kosmont") for the amount of \$40,000 annually with a total not to exceed amount of \$120,000.00 over a three-year period for general consulting services in economic development, real estate, and financial analysis.

EXECUTIVE SUMMARY:

The City has contracted with Kosmont to provide economic analysis services on a yearly basis on various economic development projects dating back to 2017. Staff wishes to continue consulting services with Kosmont that require feasibility studies and analysis for development amongst other real estate consulting services. The City has historically entered into yearly Agreements for Professional Services that have required renewals each year. Staff requests renewal for an extended term of three years at a yearly rate of Forty Thousand Dollars (\$40,000) to a not to exceed amount One Hundred and Twenty Thousand Dollars (\$120,000) during the term of the Agreement. Staff recommends this Agreement to avoid the potential disruption of service that may occur during the renewal process. Under this Agreement Kosmont will continue to provide support to City staff on a yearly basis for up to three years, through June 30, 2026.

BACKGROUND:

Kosmont, is a qualified expert in the field of public finance and economic development, Kosmont is a certified Minority Business Enterprise ("MBE") and Small Business Enterprise ("SBE"), with an award-winning track record of working with cities, counties, and other public agencies on economic development plans, infrastructure funding strategies, land use market analyses, business/industry attraction, and real estate projects and public finance transactions exceeding \$12 billion. Kosmont is also on the Community Development's on Call list for Current and Long-Term Planning Services to

provide long-range planning in economic/financial analysis. The City has contracted with Kosmont for economic study and analysis since 2017. Examples of services provided include a study of local and regional market conditions, financial feasibility assessment of proposed developments, and analysis of public/private transactions. The current Agreement with Kosmont expires June 30, 2023.

DISCUSSION:

Staff has identified the need to continue contracting with Kosmont. Over the next three years, staff anticipates multiple large-scale projects that will require a consultant with the expertise the Kosmont holds such as a Parking Facility cost analysis, and an Enhanced Infrastructure Finance District (EIFD) formation support to finance infrastructure to support the development of the Salinas Ag Industrial Center, and other projects that come through the pipeline based on Council approved strategic plans. The City will be billed on a time and materials basis for a total compensation amount of Forty Thousand Dollars (\$40,000) annually with a maximum compensation amount of One Hundred and Twenty Thousand Dollars (\$120,000) over the three-year term of the Agreement (July, 1, 2023 to June 30, 2026).

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

The proposed agreement furthers the City of Salinas Strategic Plan 2022-2025 goal of Economic Development by supporting the implementation of the Economic Development Element policies and action items such as facilitating development of the Salinas Ag Industrial Center and the feasibility of a joint downtown parking facility with the County of Monterey.

DEPARTMENTAL COORDINATION:

Community Development staff coordinated with Legal Department to finalize the Agreement for Professional Services.

FISCAL AND SUSTAINABILITY IMPACT:

This Agreement, for a total of three years at a yearly rate of Forty Thousand Dollars (\$40,000) to a not to exceed amount One Hundred and Twenty Thousand Dollars (\$120,000). The first year, July 1, 2023, to June 30, 2024, is fully funded through the General Fund in the Economic Development Division's FY 2023-2024 Budget for Professional Services (1000.30.1355-63.5900).

ATTACHMENTS:

1. Resolution for Professional Services between the City of Salinas and Kosmont & Associates Inc.
 - a) Exhibit A: Agreement for Professional Service with Kosmont & Associates Inc.

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION AUTHORIZING EXECUTION OF AGREEMENT FOR
PROFESSIONAL SERVICES BETWEEN THE CITY OF SALINAS AND KOSMONT &
ASSOCIATES INC. FOR ECONOMIC CONSULTING SERVICES**

WHEREAS, the City has contracted with Kosmont for consultant services on various development projects since 2017 such as study of local and regional market conditions, review of the economics for proposed developments, and analysis of public/private transactions; and

WHEREAS, the City of Salinas wishes to enter into an Agreement for Professional Services with Kosmont & Associates Inc. for a term of three years for consulting services in economic development, real estate, and financial analysis; and

WHEREAS, Kosmont, is a qualified expert in the field of public finance and economic development, with an award-winning track record of working with cities, counties, and other public agencies on economic development plans, infrastructure funding strategies, land use market analyses, business/industry attraction, and real estate projects and public finance transactions; and

WHEREAS, the City of Salinas determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378); and

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approves a Resolution authorizing the City Manager or designee to execute an Agreement for Professional Services between the City of Salinas and Kosmont & Associates, Inc. for economic consulting services for a three-year term (July 1, 2023 to June 30, 2026) for an amount not to exceed Forty Thousand Dollars per year and a total compensation amount not to exceed One Hundred and Twenty Thousand dollars (\$120,000).

PASSED AND APPROVED this 13th day of June, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

AGREEMENT
FOR PROFESSIONAL SERVICES
BETWEEN
THE CITY OF SALINAS AND KOSMONT
& ASSOCIATES INC.



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**AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN
THE CITY OF SALINAS AND KOSMONT & ASSOCIATES INC.**

This Agreement for Professional Services (the “Agreement” and/or “Contract”) is made and entered into this 13th day of June, 2023, between the **City of Salinas**, a California Charter city and municipal corporation (hereinafter “City”), and **Kosmont & Associates, Inc.**, a California corporation (hereinafter “Consultant”).

RECITALS

WHEREAS, Consultant represents that he, she, or it is specially trained, experienced, and competent to perform the special services which will be required by this Agreement; and

WHEREAS, Consultant is willing to render such professional services, as hereinafter defined, on the following terms and conditions.

NOW, THEREFORE, City and Consultant agree as follows:

TERMS

1. **Scope of Service.** The project contemplated and the scope of Consultant’s services are described in **Exhibit B**, attached hereto and incorporated herein by reference.
2. **Term; Completion Schedule.** This Agreement shall commence on July 1, 2023, and shall terminate on June 30, 2026, unless extended in writing by either party upon (30) days written notice. This Agreement may be extended only upon mutual written consent of the parties and may be terminated only pursuant to the terms of this Agreement.
3. **Compensation.** City hereby agrees to pay Consultant for services rendered the City pursuant to this Agreement on a time and materials basis according to the rates of compensation as set forth in **Exhibit B**. Beginning one year from the effective date of this agreement, and on each subsequent anniversary of this agreement, the hourly rate may be increased. Consultant will provide the City with an updated fee schedule reflecting the new hourly rate at least 30 days prior to the effective date of the new hourly rate. The max amount of compensation to be paid per fiscal year is **forty thousand dollars (\$40,000)** and shall not exceed **one hundred and twenty thousand dollars (\$120,000)** during the term of this Agreement.
4. **Billing.** Consultant shall submit to City an itemized invoice, prepared in a form satisfactory to City, describing its services and costs for the period covered by the invoice. Except as specifically authorized by City, Consultant shall not bill City for duplicate services performed by more than one person. Consultant’s bills shall include the following information to which such services cost or pertain:

- (A) A brief description of services performed;
- (B) The date the services were performed;

- (C) The number of hours spent and by whom;
- (D) A brief description of any costs incurred; and
- (E) The Consultant's signature.

Any such invoices shall be in full accord with any and all applicable provisions of this Agreement.

City shall make payment on each such invoice within thirty (30) days of receipt; provided, however, that if Consultant submits an invoice which is incorrect, incomplete, or not in accord with the provisions of this Agreement, City shall not be obligated to process any payment to Consultant until thirty (30) days after a correct and complying invoice has been submitted by Consultant. The City shall process undisputed portion immediately.

5. Meet & Confer. Consultant agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by the City to ensure timely and adequate performance of the Agreement.

6. Additional Copies. If City requires additional copies of reports, or any other material which Consultant is required to furnish as part of the services under this Agreement, Consultant shall provide such additional copies as are requested, and City shall compensate Consultant for the actual costs related to the production of such copies by Consultant.

7. Responsibility of Consultant. By executing this Agreement, Consultant agrees that the services to be provided and work to be performed under this Agreement shall be performed in a fully competent manner. By executing this Agreement, Consultant further agrees and represents to City that the Consultant possesses, or shall arrange to secure from others, all of the necessary professional capabilities, experience, resources, and facilities necessary to provide the City the services contemplated under this Agreement and that City relies upon the professional skills of Consultant to do and perform Consultant's work. Consultant further agrees and represents that Consultant shall follow the current, generally accepted practices in this area to the profession to make findings, render opinions, prepare factual presentations, and provide professional advice and recommendations regarding the projects for which the services are rendered under this Agreement.

8. Responsibility of City. To the extent appropriate to the projects to be completed by Consultant pursuant to this Agreement, City shall:

(A) Assist Consultant by placing at its disposal all available information pertinent to the projects, including but not limited to, previous reports and any other data relative to the projects. Nothing contained herein shall obligate City to incur any expense in connection with completion of studies or acquisition of information not otherwise in the possession of City.

(B) Examine all studies, reports, sketches, drawings, specifications, proposals, and other documents presented by Consultant, and render verbally or in writing as may be

appropriate, decisions pertaining thereto within a reasonable time so as not to delay the services of Consultant.

(C) Steve Carrigan, City Manager, or his designee, shall act as City's representative with respect to the work to be performed under this Agreement. Such person shall have the complete authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to materials, equipment, elements, and systems pertinent to Consultant's services. City may unilaterally change its representative upon notice to the Consultant.

(D) Give prompt written notice to Consultant whenever City observes or otherwise becomes aware of any defect in a project.

9. **Acceptance of Work Not a Release.** Acceptance by the City of the work to be performed under this Agreement does not operate as a release of Consultant from professional responsibility for the work performed.

10. **Indemnification and Hold Harmless.**

Consultant shall defend, indemnify, and hold harmless the City and its officers, officials, employees, volunteers, and agents from and against any and all liability, loss, damage, expense, costs (including without limitation costs and fees of litigation) of every nature arising out of or in connection with Consultant's performance of work hereunder, including the performance of work of any of Consultant's subcontractors or agents, or Consultant's failure to comply with any of its obligations contained in the agreement, except such loss or damage which was caused by the sole negligence or willful misconduct of the City.

11. **Insurance.** Consultant shall procure and maintain for the duration of this Agreement insurance meeting the requirements specified in **Exhibit A** hereto.

12. **Access to Records.** Consultant shall maintain all preparatory books, records, documents, accounting ledgers, and similar materials including but not limited to calculation and survey notes relating to work performed for the City under this Agreement on file for at least three (3) years following the date of final payment to Consultant by City. Any duly authorized representative(s) of City shall have access to such records for the purpose of inspection, audit, and copying at reasonable times during Consultant's usual and customary business hours. Consultant shall provide proper facilities to City's representative(s) for such access and inspection.

13. **Non-Assignability.** It is recognized by the parties hereto that a substantial inducement to City for entering into this Agreement was, and is, the professional reputation and competence of Consultant. This Agreement is personal to Consultant and shall not be assigned by it without express written approval of the City.

14. **Changes to Scope of Work.** City may at any time, and upon a minimum of ten (10) days written notice, seek to modify the scope of services to be provided for any project to be

completed under this Agreement. Consultant shall, upon receipt of said notice, determine the impact on both time and compensation of such change in scope and notify City in writing. Upon agreement between City and Consultant as to the extent of said impacts to time and compensation, an amendment to this Agreement shall be prepared describing such changes. Execution of the amendment by City and Consultant shall constitute the Consultant's notice to proceed with the changed scope.

15. Ownership of Documents. Title to all final documents, including drawings, specifications, data, reports, summaries, correspondence, photographs, computer software (if purchased on the City's behalf), video and audio tapes, software output, and any other materials with respect to work performed under this Agreement shall vest with City at such time as City has compensated Consultant, as provided herein, for the services rendered by Consultant in connection with which they were prepared. City agrees to hold harmless and indemnify the Consultant against all damages, claims, lawsuits, and losses of any kind including defense costs arising out of any use of said documents, drawings, and/or specifications on any other project without written authorization of the Consultant.

16. Termination.

(A) City shall have the authority to terminate this Agreement, upon ten days written notice to Consultant, as follows:

(1) If in the City's opinion the conduct of the Consultant is such that the interest of the City may be impaired or prejudiced, or

(2) For any reason whatsoever.

(B) Upon termination, Consultant shall be entitled to payment of such amount as fairly compensates Consultant for all work satisfactorily performed up to the date of termination based upon the Consultant's rates shown in **Exhibit B** and/or Section 3 of this Agreement, except that:

(1) In the event of termination by the City for Consultant's default, City shall deduct from the amount due Consultant the total amount of additional expenses incurred by City as a result of such default. Such deduction from amounts due Consultant are made to compensate City for its actual additional costs incurred in securing satisfactory performance of the terms of this Agreement, including but not limited to, costs of engaging another consultant(s) for such purposes. In the event that such additional expenses shall exceed amounts otherwise due and payable to Consultant hereunder, Consultant shall pay City the full amount of such expense.

(C) In the event that this Agreement is terminated by City for any reason, Consultant shall:

(1) Upon receipt of written notice of such termination promptly cease all services on this project, unless otherwise directed by City; and

(2) Deliver to City all documents, data, reports, summaries, correspondence, photographs, computer software output, video and audio tapes, and any other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement. Such material is to be delivered to City in completed form; however, notwithstanding the provisions of Section 15 herein, City may condition payment for services rendered to the date of termination upon Consultant's delivery to the City of such material.

(D) In the event that this Agreement is terminated by City for any reason, City is hereby expressly permitted to assume the projects and complete them by any means, including but not limited to, an agreement with another party.

(E) The rights and remedy of the City and Consultant provided under this Section are not exclusive and are in addition to any other rights and remedies provided by law or appearing in any other section of this Agreement.

17. Compliance with Laws, Rules, and Regulations. Services performed by Consultant pursuant to this Agreement shall be performed in accordance and full compliance with all applicable federal, state, and City laws and any rules or regulations promulgated thereunder.

18. Exhibits Incorporated. All exhibits referred to in this Agreement and attached to it are hereby incorporated in it by this reference. In the event there is a conflict between any of the terms of this Agreement and any of the terms of any exhibit to the Agreement, the terms of the Agreement shall control the respective duties and liabilities of the parties.

19. Independent Contractor. It is expressly understood and agreed by both parties that Consultant, while engaged in carrying out and complying with any of the terms and conditions of this Agreement, is an independent contractor and not an employee of the City. Consultant expressly warrants not to represent, at any time or in any manner, that Consultant is an employee or servant of the City.

20. Integration and Entire Agreement. This Agreement represents the entire understanding of City and Consultant as to those matters contained herein. No prior oral or written understanding shall be of any force or effect with respect to those matters contained herein. This Agreement may not be modified or altered except by amendment in writing signed by both parties.

21. Jurisdiction and Venue. This Agreement shall be governed by and construed in accordance with the laws of the State of California, County of Monterey, and City of Salinas. Jurisdiction of litigation arising from this Agreement shall be in the State of California, in the County of Monterey or in the appropriate federal court with jurisdiction over the matter.

22. Severability. If any part of this Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of the Agreement shall continue to be in full force and effect.

23. Notices.

(A) Written notices to the City hereunder shall, until further notice by City, be addressed to:

City Manager
City of Salinas
200 Lincoln Avenue
Salinas, California 93901

With a copy to:

City Attorney
City of Salinas
200 Lincoln Avenue
Salinas, California 93901

(B) Written notices to the Consultant shall, until further notice by the Consultant, be addressed to:

Ken Hira
Kosmont & Associates
1601 North Sepulveda Boulevard, Suite 382
Manhattan Beach, CA 90266

(C) The execution of any such notices by the City Manager shall be effective as to Consultant as if it were by resolution or order of the City Council, and Consultant shall not question the authority of the City Manager to execute any such notice.

(D) All such notices shall either be delivered personally to the other party's designee named above, or shall be deposited in the United States Mail, properly addressed as aforesaid, postage fully prepaid, and shall be effective the day following such deposit in the mail.

24. Nondiscrimination. During the performance of this Agreement, Consultant shall not discriminate against any employee or applicant for employment because of race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age (over 40 years) or disability. Consultant shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age (over 40 years) or disability.

25. **Conflict of Interest.** Consultant warrants and declares that it presently has no interest, and shall not acquire any interest, direct or indirect, financial or otherwise, in any manner or degree which will render the services required under the provisions of this Agreement a violation of any applicable local, state or federal law. Consultant further declares that, in the performance of this Agreement, no subcontractor or person having such an interest shall be employed. In the event that any conflict of interest should nevertheless hereinafter arise, Consultant shall promptly notify City of the existence of such conflict of interest so that City may determine whether to terminate this Agreement. Consultant further warrants its compliance with the Political Reform Act (Government Code section 81000 et seq.) and Salinas City Code Chapter 2A that apply to Consultant as the result of Consultant's performance of the work or services pursuant to the terms of this Agreement.

26. **Headings.** The section headings appearing herein shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning or intent of the provisions of this Agreement.

27. **Attorneys' Fees.** In case suit shall be brought to interpret or to enforce this Agreement, or because of the breach of any other covenant or provision herein contained, the prevailing party in such action shall be entitled to recover their reasonable attorneys' fees in addition to such costs as may be allowed by the Court. City's attorneys' fees, if awarded, shall be calculated at the market rate.

28. **Non-Exclusive Agreement.** This Agreement is non-exclusive and both City and Consultant expressly reserves the right to contract with other entities for the same or similar services.

29. **Rights and Obligations Under Agreement.** By entering into this Agreement, the parties do not intend to create any obligations express or implied other than those set out herein; further, this Agreement shall not create any rights in any party not a signatory hereto.

30. **Licenses.** If a license of any kind, which term is intended to include evidence of registration, is required of Consultant, its representatives, agents or subcontractors by federal, state or local law, Consultant warrants that such license has been obtained, is valid and in good standing, and that any applicable bond posted in accordance with applicable laws and regulations.

31. **Counterparts.** This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute a single agreement.

32. **Legal Representation.** Each party affirms that it has been represented, if it so chose, by legal counsel of its own choosing regarding the preparation and the negotiation of this Agreement and the matters and claims set forth herein, and that each of them has read this Agreement and is fully aware of its contents and its legal effect. Neither party is relying on any statement of the other party outside the terms set forth in this Agreement as an inducement to enter into this Agreement.

33. Joint Representation. The language of all parts of this Agreement shall in all cases be construed as a whole, according to its fair meaning, and not strictly for or against any party. No presumptions or rules of interpretation based upon the identity of the party preparing or drafting the Agreement, or any part thereof, shall be applicable or invoked.

34. Warranty of Authority. Each party represents and warrants that it has the right, power, and authority to enter into this Agreement. Each party further represents and warrants that it has given any and all notices, and obtained any and all consents, powers, and authorities, necessary to permit it, and the persons entering into this Agreement for it, to enter into this Agreement.

35. No Waiver of Rights. Waiver of a breach or default under this Agreement shall not constitute a continuing waiver or a waiver of a subsequent breach of the same or any other provision of this Agreement. The failure to provide notice of any breach of this Agreement or failure to comply with any of the terms of this Agreement shall not constitute a waiver thereof. Failure on the part of either party to enforce any provision of this Agreement shall not be construed as a waiver of the right to compel enforcement of such provision or any other provision. A waiver by the City of any one or more of the conditions of performance under this Agreement shall not be construed as waiver(s) of any other condition of performance under this Agreement.

IN WITNESS WHEREOF, the parties hereto have made and executed this Agreement on the date first written above.

CITY OF SALINAS

Steven S. Carrigan
City Manager

APPROVED AS TO FORM:

☐ Christopher A. Callihan, City Attorney, or
☐ Rhonda Combs, Assistant City Attorney

CONSULTANT

Ken Hira
President

Exhibit A- Insurance Requirements

Insurance Requirements

Consultant shall procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder and the results of that work by the Consultant, his agents, representatives, employees, or subcontractors. With respect to General Liability and Professional Liability, coverage should be maintained for a minimum of five (5) years after Agreement completion.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

- (A) **Commercial General Liability** (“CGL”): Insurance Services Office Form (“ISO”) CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury, and personal & advertising injury with limits no less than **\$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
- (B) **Automobile Liability**: ISO Form CA 0001 covering any auto, or if Consultant has no owned autos, hired and non-owned, with limits no less than **\$1,000,000** per accident for bodily injury and property damage.
- (C) **Workers’ Compensation** insurance as required by the State of California, with Statutory Limits, and Employer’s Liability Insurance with a limit of no less than **\$1,000,000** per accident for bodily injury or disease.
- (D) **Professional Liability** (also known as Errors and Omissions) insurance appropriate to the work being performed, with limits no less than **\$1,000,000** per occurrence or claim, **\$2,000,000** aggregate per policy period of one year.

If the Consultant maintains broader coverage and/or higher limits than the minimums shown above, the City of Salinas requires and shall be entitled to the broader coverage and/or higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

OTHER INSURANCE PROVISIONS

The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status

The City of Salinas, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Consultant including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Consultant’s insurance (at least as broad as ISO Form CG 20 10, CG 11 85, or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used).

Primary Coverage

For any claims related to this Agreement or the project described within this Agreement, the **Consultant's insurance coverage shall be primary coverage** at least as broad as ISO Form CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

Notice of Cancellation

Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

Waiver of Subrogation

Consultant hereby grants to City a waiver of any right to subrogation which any insurer of said Consultant may acquire against the City by virtue of the payment of any loss under such insurance. Consultant agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City of Salinas for all work performed by the Consultant, its employees, agents, and subcontractors.

Self-Insured Retentions

Self-insured retentions must be declared by Consultant to and approved by the City. At the option of the City, Consultant shall provide coverage to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the consultant shall provide evidence satisfactory to the City guaranteeing payment of losses and related investigations, claim administrations, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City.

Claims Made Policies

If any of the required policies provide coverage on a claims-made basis:

1. The Retroactive Date must be shown and must be before the date of this Agreement or the beginning of Agreement work.
2. Insurance must be maintained and evidence of insurance must be provided ***for at least five (5) years after completion of the Agreement of work.***
3. If coverage is canceled or non-renewed, and not ***replaced with another claims-made policy form with a Retroactive Date*** prior to the Agreement effective date, the Consultant must purchase "extended reporting" coverage for a minimum of ***five (5) years*** after completion of Agreement work.
4. A copy of the claims reporting requirements must be submitted to the City for review.

Verification of Coverage

Consultant shall furnish the City with original certificates and amendatory endorsements or copies of the applicable insurance language effecting coverage required by this Agreement. All certificates and endorsements are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Consultant's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time.

Subcontractors

Consultant shall require and verify that all sub-consultants and/or subcontractors maintain insurance meeting all the requirements stated herein, and Consultant shall ensure that Entity is an additional insured on insurance required from such sub-consultants and/or subcontractors.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Maintenance of Insurance

Maintenance of insurance by Consultant as specified shall in no way be interpreted as relieving Consultant of its indemnification obligations or any responsibility whatsoever and the Consultant may carry, at its own expense, such additional insurance as it deems necessary.

Exhibit B- Scope of Service and 2023 Fee Schedule

Economic Development Consulting Services

- Economic Development Strategies
- Downtown Revitalization
- Asset Management Plans
- Developer Selection RFQ/RFP & DDA/ENA
- Sustainable Economic Development

Land Use/Zoning and Community Planning Services

- Development Opportunity Reserve
- Sales Tax Assessment Revenue
- Other Zoning & Implementation Strategies for Economic Development

Planning and Development Services

- Project Evaluation
- Project Financial & Pro-Forma Assessment
- Land Use/Entitlements
- Due Diligence Reports

Real Estate Economics & Financial Advisory Services

- Fiscal & Economic Impacts
- Project Economics, Highest and Best Use & Market Studies
- Public & Private Financing Structures
- Affordable Housing (Pro Forma, Housing Element, Negotiations, Feasibility)

Kosmont Companies 2023 Public Agency Fee Schedule

Professional Services

Chairman & CEO	\$445.00/hour
President	\$385.00/hour
Sr. Vice President/Sr. Advisor/Sr. Managing Director	\$350.00/hour
Vice President/Project Advisor	\$225.00/hour
Senior Project Analyst	\$195.00/hour
Project Analyst/Project Research	\$165.00/hour
Assistant Project Analyst/Assistant Project Manager	\$125.00/hour
Project Promotion/Graphics/GIS Mapping Services	\$ 95.00/hour
Clerical Support	\$ 70.00/hour

Additional Expenses

In addition to professional services (labor fees):

- 1) An administrative fee for in-house copy, fax, phone, postage costs, digital/technological support and related administrative expenses will be charged, which will be computed at four percent (4.0 %) of monthly Kosmont Companies professional service fees incurred; plus
 - 2) Out-of-pocket expenditures, such as travel and mileage, professional printing, and delivery charges for messenger and overnight packages will be charged at cost.
 - 3) Project/Market data sources for support of evaluation and analysis e.g., ESRI, Placer.ai, CoStar/STR, IMPLAN, ParcelQuest and other based on quoted project cost.
 - 4) If Kosmont retains Third Party Vendor(s) for Client (with Client's advance approval), fees and cost will be billed to Client at 1.1X (times) fees and costs.
 - 5) Consultant's attendance or participation at any public meeting, whether such participation is in person, digital, video and/or telephonic (e.g., City Council, Planning Commission, Public Agency Board, other) requested by Client and are beyond those specifically identified in the Scope of Work will be billed at the professional services (hourly) fees as shown on this Attachment A.
- **Charges for Court/Deposition/Expert Witness-Related Appearances**
Court-related (non-preparation) activities, such as court appearances, depositions, mediation, arbitration, dispute resolution and other expert witness activities, will be charged at a court rate of 1.5 times scheduled rates, with a 4-hour minimum.

Rates shall remain in effect until December 31, 2023.

Mailing Address: 1601 N. Sepulveda Blvd., #382
Manhattan Beach, CA 90266

Kosmont Companies
(424) 297-1070
www.kosmont.com

Physical Address: 2301 Rosecrans Ave, Ste. 4140
El Segundo, CA 90245



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-347, Version: 1

City Yard Security Gate Upgrade

Approve a Resolution authorizing an agreement with American Door & Gates to upgrade the City Yard Security Gate System at 426 Work Street for a cost not to exceed \$63,500.00.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: PUBLIC WORKS

FROM: DAVID JACOBS, DIRECTOR

BY: SEAN SCHMIDT, FACILITIES MAINT. CREW SUP/MANAGER

TITLE: CITY YARD SECURITY GATE UPGRADE

RECOMMENDED MOTION:

A motion to approve entering into an agreement with American Door & Gates to upgrade the City Yard Security Gate System at 426 Work Street for a cost not to exceed \$65,000 with a 15% contingency.

EXECUTIVE SUMMARY:

Staff is requesting approval from the City Council to enter into an agreement to upgrade the City Yard Security Gate System. Approval would benefit the city by creating additional barriers for individuals trying to break into the City Yard storage areas and vehicles. This additional security will save the city money long-term by not having to replace stolen or damaged items.

BACKGROUND:

The City continue to have problems with break-ins at the City Yard located at 426 Work Street. Over the past year, the Facilities Maintenance Division has reached out to vendors requesting a quote to upgrade the security gates. Only one vendor responded back with a quote.

During the lag time of response from vendors, staff was able to receive and approve Bandit Security System to help prevent break ins that have been occurring more frequently at the City Yard. Since installation in March of 2023, Bandit Security System has caught 6 individuals trespassing and looking into vehicles and storage areas.

Due to the continued unauthorized individuals at the City Yard, we are requesting approval for an upgrade to our current City Yard Security gate system from American Door & Gates (the one vendor who responded to the request for a quote). Our current security gate system consists of 2 vehicle entry/exit gates, one manual open and one automatic slide, and one walk-through gate. Upgrade being requested will make both vehicle gates automatic open and close using both a remote system and keypad entry. Additional upgrade will add a photo eye to gates for extra security including walk-through gate. Upgraded system that includes removal and haul away of old security

gates and installation of new security gates will cost \$65,000. We are requesting a 15% contingency to cover any increase that might occur between council approval and completed installation.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

The proposed agreement will advance the City of Salinas Strategic Plan 2022-2025 Goals and Strategies of Infrastructure and Environmental Sustainability.

DEPARTMENTAL COORDINATION:

The Facilities Maintenance department has discussed and agreed with Maintenance Admin, Urban Forestry, Industrial Waste and Streets departments located at the City yard to approve and bring to council the planned upgrade at the City Yard. Planned upgrade will help alleviate unnecessary expenses to replace items that were stolen at the City yard.

FISCAL AND SUSTAINABILITY IMPACT:

The fiscal responsibility for the upgrade at the City yard is currently budgeted through the Public Works Facilities Maintenance Division's operational budget (1000.50.5232). Based on the current budget, sufficient funds are available to cover the cost of the Security Gate upgrade agreement if approved. No additional appropriation is needed.

ATTACHMENTS:

Resolution
Quote
Agreement

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION AUTHORIZING THE UPGRADE OF SALINAS CITY YARD
SECURITY GATE SYSTEM**

WHEREAS, the City Yard at 426 Work Street is in need of security gate system upgrades

WHEREAS, Funds are available in the Public Works Facilities Maintenance operational budget; and

WHEREAS, Facilities Maintenance requested quotes from several vendors to upgrade the yard security gates; and

WHEREAS, American Door & Gates was the only vendor to respond with a quote, and

WHEREAS, City Yard departments have met and agreed on American Door & Gates as a vendor to upgrade the yard security gates; and

WHEREAS, Replacing and upgrading the security gates advances the City of Salinas Strategic Plan of Infrastructure and Environmental Sustainability; and

WHEREAS, City Council has authority to approve the security gate upgrade by entering into an agreement with American Door & Gates.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council approves the agreement with American Door & Gates for an amount not to exceed \$65,000 with a 15% contingency.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

**AGREEMENT FOR SERVICES BETWEEN
THE CITY OF SALINAS AND AMERICAN DOOR & GATES**

City Yard Security Gate Upgrade

THIS AGREEMENT is executed this 13th day of June 2023, (“Agreement” or “Contract”) between the City of Salinas, a California Charter city and municipal corporation (hereinafter “City”) and American Door & Gates, an **Individual/Sole Proprietor or Single-Member LLC** (Hereinafter “Contractor”).

IT IS HEREBY MUTUALLY AGREED AS FOLLOWS:

1. **Scope.** Contractor hereby agrees to provide to the City, as the scope of services under this Agreement, the following services: Removal and hauling of old gates and installation of new gates. Scope of work is further discussed in Contractor’s Proposal and Contractor’s fee schedule dated 5/15/2023 Attachment B.
2. **Timeliness.** Contractor shall perform all tasks in a timely fashion, as set forth more specifically in Section 3 below. Failure to so perform is hereby deemed a material breach of this Agreement, and City may terminate this Agreement with no further liability hereunder, or the city may agree in writing with Contractor to an extension of time.
3. **Term.** The work under this Agreement shall commence upon approval and shall be completed by December 2023 unless City grants a written extension of time as set forth in Section 2 above.
4. **Payment.** City agrees to pay, and Contractor agrees to accept as full and fair consideration for the performance of this Agreement, not to exceed Sixty-Five Thousand Dollars (\$65,000), as more fully described in title of Contractors fee schedule, Attachment B. Contractor has no right of reimbursement for expenses under this Agreement. Compensation shall become due and payable 30 days after City’s approval of Contractor’s submission of monthly written invoices to the City. The payment of any compensation shall be contingent upon performance of the terms and conditions of this Agreement to the satisfaction of the City. If City determines that the work set forth in the written invoice has not been performed in accordance with the terms of this Agreement, City shall not be responsible for payment until such time as the work has been satisfactorily performed.
5. **Meet & Confer.** Contractor agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by City to insure timely and adequate performance of this Agreement.
6. **Insurance.** Contractor shall procure and maintain for the duration of this Agreement insurance meeting the requirements specified in Attachment A hereto.
7. **Indemnification.** Contractor shall hold harmless, defend at its own expense, and indemnify City and its officers, officials, employees, agents, and volunteers from and against all

liability, claims, damages, losses, and/or expenses including reasonable City attorney fees arising from all acts or omissions of Contractor or its officers, agents, or employees arising

out of the performance of the work under this Contract, caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the sole negligence or willful misconduct of the City.

8. **Licensing.** Contractor warrants that it is properly licensed to perform the work specified under this Agreement, including but not limited to possession of a current City business license.

9. **Termination.** City may terminate this Agreement upon ten days' written notice. The amount of damages, if any, as a result of such termination may be decided by negotiations between the parties or before a court of competent jurisdiction.

10. **Agency.** In performing the services specified under this Agreement, Contractor is hereby deemed to be an independent contractor and not an agent or employee of City.

11. **Non-Assignability.** The rights and obligations of Contractor hereunder are not assignable and cannot be delegated without written consent of City.

12. **Entire Agreement.** This Agreement constitutes the entire Agreement between the parties hereto and supersedes any and all prior agreements, whether oral or written, relating to the subject matter thereof. Any modification of the Agreement will be effective only if it is in writing signed by both parties hereto.

13. **Validity.** If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will continue in full force without being impaired or invalidated in any way.

14. **Counterparts.** This Agreement may be executed in multiple originals, each of which is deemed to be an original, and may be signed in counterparts.

15. **Laws.** Contractor agrees that in the performance of this Agreement it will comply with all applicable State, Federal and local laws and regulations outlined in Attachment C. This Agreement shall be governed by and construed in accordance with the laws of the State of California, County of Monterey, and City of Salinas.

IN WITNESS WHEREOF, this Agreement is entered into by the parties hereto on the day and year first written above.

CITY OF SALINAS

Steve Carrigan
City Manager

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney, or
Rhonda Combs, Assistant City Attorney

CONTRACTOR

By (Printed Name): _____

Its (Title): _____

Insurance Requirements

Contractor shall procure and maintain for the duration of the contract, and for three years thereafter, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his/her/its officers, agents, representatives, employees, and/or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability** (“CGL”): Insurance Services Office (“ISO”) Form CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO Form CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability**: ISO Form CA 0001 covering Code 1 (any auto), with limits no less than **\$1,000,000** per accident for bodily injury and property damage.
3. **Workers’ Compensation**: as required by the State of California, with Statutory Limits, and Employers’ Liability insurance with a limit of no less than \$1,000,000 per accident for bodily injury or disease.
4. **Contractors’ Pollution Legal Liability and/or Asbestos Legal Liability and/or Errors and Omissions** (if project involves environmental hazards): with limits no less than \$1,000,000 per occurrence or claim, and \$2,000,000 policy aggregate, on an annual basis.

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, the Contractor requires and shall be entitled to the broader coverage and/or higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the City. At the option of the City, either: the Contractor shall cause the insurer shall to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. **The City, its officers, officials, employees, and volunteers are to be covered as additional insureds** on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by

or on behalf of the Contractor. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used).

2. For any claims related to this project, the **Contractor's insurance coverage shall be primary** insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall provide that coverage shall not be canceled, except with notice to the City.

4. A copy of the claims reporting requirements must be submitted by Contractor to the City.

5. If the services involve lead-based paint or asbestos identification/remediation, the Contractor's Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractor's Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to the City.

Waiver of Subrogation

Contractor hereby agrees to waive rights of subrogation which any insurer of Contractor may acquire from Contractor by virtue of the payment of any loss. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Contractor, its employees, agents and subcontractors.

Verification of Coverage

Contractor shall furnish the City with original Certificates of Insurance including an additional insured endorsement and all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

Subcontractors

Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors. For CGL coverage subcontractors shall provide coverage with a form at least as broad as CG 20 38 04 13.

Maintenance of Insurance

Maintenance of insurance by Contractor as specified shall in no way be interpreted as relieving

Contractor of its indemnification obligations or any responsibility whatsoever and the Contractor may carry, at its own expense, such additional insurance as it deems necessary.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Surety Bonds

Contractor shall provide the following Surety Bonds:

1. Payment bond
2. Performance bond
3. Maintenance bond

The Payment Bond and the Performance Bond shall be in a sum equal to the contract price. If the Performance Bond provides for a one-year warranty, a separate Maintenance Bond is not necessary. If the warranty period specified in the contract is for longer than one year a Maintenance Bond equal to 10% of the contract price is required. Bonds shall be duly executed by a responsible corporate surety, authorized to issue such bonds in the State of California and secured through an authorized agent with an office in California.



TIMOG&K-01

RGAYNARD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

4/12/2023

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Orion Business Insurance and Risk Management Services, Inc. 1250 Corona Pointe Court, Suite 302 Corona, CA 92879	CONTACT NAME:	
	PHONE (A/C, No, Ext): (951) 281-5353	FAX (A/C, No): (951) 737-5083
	E-MAIL ADDRESS: ngarcia@orionins.com	
	INSURER(S) AFFORDING COVERAGE	
	INSURER A: Berkley Assurance Company	NAIC # 39462
INSURED Timothy G. & Karen D Scarpa DBA: American Door & Gates P. O. Box 715 Salinas, CA 93902	INSURER B:	
	INSURER C:	
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES

CERTIFICATE NUMBER:

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY			VUMA0289340	10/24/2022	10/24/2023	EACH OCCURRENCE \$ 1,000,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR		DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000				
	<input checked="" type="checkbox"/> Deductible - \$1,000		MED EXP (Any one person) \$ 5,000				
			PERSONAL & ADV INJURY \$ 1,000,000				
			GENERAL AGGREGATE \$ 2,000,000				
	GEN'L AGGREGATE LIMIT APPLIES PER:						PRODUCTS - COMPI/OP AGG \$ 2,000,000
	<input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC						
	OTHER:						
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident) \$
	<input type="checkbox"/> ANY AUTO						BODILY INJURY (Per person) \$
	<input type="checkbox"/> OWNED AUTOS ONLY						BODILY INJURY (Per accident) \$
	<input type="checkbox"/> HIRE AUTOS ONLY						PROPERTY DAMAGE (Per accident) \$
	<input type="checkbox"/> SCHEDULED AUTOS						
	<input type="checkbox"/> NON-OWNED AUTOS ONLY						
A	<input type="checkbox"/> UMBRELLA LIAB			VUMA0289370	10/24/2022	10/24/2023	EACH OCCURRENCE \$ 3,000,000
	<input checked="" type="checkbox"/> EXCESS LIAB		AGGREGATE \$ 3,000,000				
	<input type="checkbox"/> OCCUR						
	<input type="checkbox"/> CLAIMS-MADE						
	DED <input checked="" type="checkbox"/> RETENTION \$ 0						
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/>
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NR)						E.L. EACH ACCIDENT \$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: Evidence of Insurance

CERTIFICATE HOLDER

CANCELLATION

City of Salinas 200 Lincoln Ave. Salinas, CA 93901	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>Rebecca Gaynard</i>

ACORD 25 (2016/03)

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May 15, 2023

Salinas Public Works

Sean Schmidt

Re: Gate Quote

Cost to remove and haul front main entry gate and walk gate, furnish and install new slide gate and walk gate, replace motor unit with Liftmaster LM-CSL24UI unit with safety edges and photo eye, replace (2) goose neck stands and keypads and replace loop controls.

Second gate remove and haul old gates, furnish and install a new 16 x 8 Cantilever slide gate with Liftmaster LM-HDSL24UL slide gate motor unit, safety loop and exit loop, safety edges on gate, inside keypad and outside keypad, hard wired Knox key switch, will need to trench across driveway to get power and control to outside keypad. Power to unit by others. This bid is Prevailing Wage. All gates are powder coated.

Total cost is \$65,000.00. Cost per remote \$30.00.

Parts: \$55,000

Labor: \$10,000

Regards,

Tim Scarpa

Attachment C

DEPARTMENT OF INDUSTRIAL RELATIONS' STATE LABOR CODE
Labor Law Requirements
(CCR Title 8, Section 16421)

This public works project is subject to compliance monitoring and enforcement by the California Department of Industrial Relations ("DIR"). All work shall be in accordance with wage scales and applicable determinations made by the Director of the DIR, as provided by Article 2, Chapter 1, Division 2, Part 7 of the Labor Code of the State of California, commencing with §1771.

Penalties for violations may be applied by the DIR pursuant to the Labor Code §1813 and §1815. The Contractor shall indemnify, hold harmless, and defend the City (with counsel reasonably approved by the City) against any claim for damages, compensation, fines, penalties, or other amounts arising out of the failure or alleged failure of any person or entity (including Contractor and its subcontractors) to pay prevailing wages as determined pursuant to Labor Code §1720, and hereby agrees to, §§1771-1774; to employ apprentices pursuant to Labor Code §1777.5 et seq., and/or to comply with the other applicable provisions of Labor Code §1720 et seq., §§1771-1774, §1777.5 et seq., and the implementing regulations of the DIR in connection with the scope of work. This indemnification section shall survive the expiration of the Term.

The Federal and State Labor Law requirements applicable to the Agreement are composed of, but not limited, to the following items:

1. **Payment of Prevailing Wage Rates:** All contractors, including subcontractors, shall pay no less than the prevailing rate of wages (Labor Code §1775), including the rates for holidays and overtime work (Labor Code §§1813 and 1815), to all workers employed in the execution of the contract (Labor Code §1774), pursuant to Labor Code §§1720-1784. The prevailing rates are those issued as wage determinations by the DIR, for each craft, classification and type of work. The current wage rate information can be found at the DIR's website at: <https://www.dir.ca.gov/oprl/DPreWageDetermination.htm>.
Copies of the prevailing rate of per diem wages are on file at City's Public Works Department (principal place of office). Contractor shall post a copy of the determination of the Director of DIR of the prevailing rate of per diem wages at each job site.
2. **Apprentices:** Contractor and subcontractors shall employ registered apprentices on this public works Agreement pursuant to Labor Code §1777.5. All contractors on this project (prime and subcontractors) are required to submit the Division of Apprenticeship Standards' ("DAS") Public Works Contract Award Information (DAS 140) form to all applicable apprenticeship committees no later than 10 days before commencing work. Additionally, all contractors are required to request registered apprentices (DAS 142 form).
Penalties for failure to pay prevailing wages (for non-exempt projects) and failure to employ apprentices include forfeitures and debarment under Labor Code §§1775 and 1777.7.
3. **Certified Payroll Records:** All contractors, including subcontractors, must maintain and file certified payroll records ("CPRs") pursuant to Labor Code §1776. Additionally, all contractors and subcontractors must furnish **certified payroll records into the DIR's Electronic Certified Payroll Reporting ("eCPRs") database**

<https://efiling.dir.ca.gov/eCPR/pages/eCPROnlineForm.jsp>). **Penalties apply to Contractor and any Subcontractors for failure to do so** under Labor Code §1777.

4. **Subcontracting:** Contractors are required to list all subcontractors hired to perform work on this public works agreement.
5. **Proper Licensing/Registration:** All contractors and subcontractors are required to be properly licensed, in accordance with the Provisions of Chapter 9 of Division 3 of the Business and Professions Code and subject to the requirements of §4104 of the Public Contract Code. In addition, all contractors including subcontractors must submit proof of current registration to perform public work, pursuant to Labor Code §1771.1. Contractors are required to be properly licensed and to require all subcontractors to be properly licensed. Penalties for employing workers while unlicensed under Labor Code §1021 and under the California Contractors License Law, found at Business and Professions Code §7000 et. seq.
6. **Job Site Notices:** Contractors are required to post all required notices (posters) on the job site in an area accessible to all workers, including subcontractors. Posters must be readable and placed in visible areas allowing workers to access the posters before, during, and after work shifts. Jobsites with multiple locations must include a portable poster board to ensure continued access to the information. Posters placed in foreman, supervisor, or employee vehicles, in an offsite job trailer, or inside a temporary restroom do not meet the posting requirement. Posters may be printed from the DIR's website at: <http://www.dir.ca.gov/wpnodb.html>.
7. **Nondiscrimination in Employment – Equal Employment Opportunity (“EEO”):** Employment discrimination is prohibited, pursuant to Labor Code §1777.6, the Government Code, and Title VII of the Civil Rights Act of 1964.
8. **Kickbacks Prohibited:** Contractors and subcontractors are prohibited from recapturing wages illegally by accepting or extracting “kickbacks” from employee wages pursuant to Labor Code §1778.
9. **Acceptance of Fees Prohibited:** Contractors and subcontractors are prohibited from accepting fees for registering any person for public work or for filling work orders on public works contracts, pursuant to Labor Code §§1779 and 1780.
10. **Unfair Competition Prohibited:** Contractors and subcontractors are prohibited from engaging in unfair competition as specified under Business and Professions Code §§17200 - 17208.
11. **Workers’ Compensation:** Contractors and subcontractors must be properly insured for Workers’ Compensation under Labor Code §1861. Contractor hereby represents that Contractor is aware of the provisions of Section 3700 of the Labor Code, which require every employee to be insured against liability for Workers’ Compensation or to undertake self-insurance in accordance with the provisions of that Code, and Contractor will comply with such provisions before commencing the performance of the work of this agreement.
12. **OSHA:** Contractors and subcontractors must abide by the Occupational, Safety, and Health Laws and regulations that apply.



Legislation Text

File #: ID#23-350, Version: 1

Award of Contract for the Cesar Chavez Park DG Path

Approve a Resolution awarding a contract for the Cesar Chavez Park DG Path improvements to NR Development, Inc for the sum of \$602,500.00; authorizing the establishment of Capital Improvement Project (CIP) 9361, "Cesar Chavez Trail," with appropriation(s) totaling \$559,000; approving the transfer of \$559,000 from AVP CIP 9246 to CIP 9361.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: PUBLIC WORKS (PW)
LIBRARY AND COMMUNITY SERVICES (LCS)

FROM: DAVID JACOBS, PW DIRECTOR
KRISTAN LUNDQUIST, LCS DIRECTOR

TITLE: AWARD A CONTRACT FOR THE CESAR CHAVEZ PARK DG PATH

RECOMMENDED MOTION:

A motion to

- 1) Approve establishment of Capital Improvement Project (CIP) 9361, “Cesar Chavez Trail,” with appropriation(s) totaling \$559,000;
- 2) Approve the transfer of \$559,000 from AVP CIP 9246 to CIP 9361; and
- 3) Approve a resolution awarding a contract for the Cesar Chavez Park DG Path improvements to NR Development, Inc for the sum of \$602,500.00

EXECUTIVE SUMMARY:

On March 24, 2023, a Request for Proposals (“RFP”) for the Cesar Chavez Park DG Path Improvements was published via PlanetBids, an online bidding tool. On April 3, 2023, a non-mandatory Bid walk for the project was conducted. On April 27th one (1) contractor submitted a proposal for evaluation. An evaluation committee was formed to review the proposal for the improvement project. The selection Committee has reviewed the proposal from NR Development, Inc. and found that it met all the requirements and is a responsive proposer of the RFP. The Committee met with NR Development to discuss a better price for the work. NR Development reviewed its bid and lowered its proposal from \$618,500 to \$602,500.

BACKGROUND:

In 2019 the Library Community Services Department concluded a Parks, Recreation and Libraries Master Planning (PRLMP) effort which included a full assessment of our park, recreation, and library facilities. Following this assessment and the community engagement process which included over two thousand community engagement touch points, our consultants proceeded to

develop plan content, key project recommendations, implementation strategies and a capital investment plan. Based on this extensive community engagement all our assets requiring capital improvements were ranked. Cesar Chavez is a top ranked park with a high overall priority score. The priority score includes community need, significance, funding leverage, safety/security, usage/benefits, and location/demographics.

This non-competitive grant made possible by the passage of the Proposition 68 - Per Capita Program has awarded the City of Salinas \$177,952. The intent of the Prop 68 funded Per Capita Program is to create opportunities for high quality outdoor recreation and connect residents to parks in critically underserved communities across California. The Cesar Chavez Trail Park project consists of renovating the existing decomposed granite trail and adding to the trail to connect to Circle Drive. Bench and exercise pads will also be installed along the trail. The Trail is designed to provide a loop for walking or running in addition to a possible future connection with a proposed regional trail outside the park. Also provided along the trail will be Mile Marker posts that will inform the length in segments so that those exercising can be aware of the how far they go and based on their time, can calculate how fast or slow they went for a given segment.

The project also leverages Alisal Vibrancy Plan (AVP) implementation funds designated for park and open space improvements. AVP funds would be used to augment the project to include construction of the trail, with trash and recycling receptacles, and exercise stations. Adding more trash and recycling receptacles for cleanliness, and the addition of exercise stations to promote healthy activity were identified as priorities in the resident led AVP and implementation plan. This collaboration allows the City to maximize both the use of the per capita grant funds and the AVP implementation funds to increase community benefit and achieve the priorities of both the PRLMP and the AVP.

Cesar Chavez Park is a top priority because of its critical condition and heavy use by the community. The park hosts hundreds of people daily on the basketball courts, playground, and jogging or walking around the park. This grant application is part of our goal to finding a solution to develop this important park central to a thriving and densely populated community.

CEQA CONSIDERATION:

Categorically exempt. The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301(c), Class 1), because the project proposes to maintain an existing pedestrian trail.

Furthermore, the project does not qualify for any of the exemptions to the categorical exemptions found at CEQA Guidelines Sections 15300.2, because section does not apply, and we are not reconstructing or replacing any structures or facilities.

STRATEGIC PLAN INITIATIVE:

This item relates to the City Council's Strategic Plan of Infrastructure and Environmental Sustainability as well as Youth and Seniors.

DEPARTMENTAL COORDINATION:

The Public Works Department, Library & Community Services and Community Development Departments worked together to develop the RFQ, rate and rank the statement of qualifications.

FISCAL AND SUSTAINABILITY IMPACT:

This project will be funded by Proposition 68 Per Capita grant funds (CIP 9361) and Alisal Vibrancy Plan Implementation Funds (CIP 9246).

To award the base bid, staff is requesting transferring \$559,000 from AVP CIP 9246 to CIP 9361. The City was awarded \$177,952 in Proposition 68 per capita funds for the project.

ANTICIPATED PROJECT COSTS	
Expenditure Description	Anticipated Expenditure
Base Bids	\$602,500.00
Contingency (10%)	\$60,250.00
Direct Project Cost Subtotal	\$662,750.00
Inspection (2%)	\$12,100.00
Administrative Overhead	\$50,000.00
City Staff Project Management and Admin. (2%)	\$12,100.00
Soft Project Cost Subtotal	\$74,200.00
Project Direct Costs	\$662,750.00
Project Soft Costs	\$74,200.00
TOTAL PROJECT COSTS	\$736,950.00

ATTACHMENTS:

Resolution
Draft Agreement for Services
NR Development, Inc proposal
NR Development, Inc. updated price

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION OF THE SALINAS CITY COUNCIL AWARDING THE CESAR CHAVEZ PARK DG TRAIL PROJECT TO CONTRACT TO NR DEVELOPMENT, INC.

WHEREAS, on March 24, 2023, a Request for Proposals (“RFP”) for the Cesar Chavez Park DG Path Trail Project; and

WHEREAS, one proposal was received through PlanetBids until 2:00pm on April 27, 2023; and

WHEREAS, an evaluation committee, comprised of four, cross-departmental City staff members, conducted a thorough evaluation of the proposal; and

WHEREAS, determined that the proposal from NR Development, Inc. met all the requirements of the RFP; and

WHEREAS, to award the Base Bid, staff is requesting a transfer of \$559,000.00 from CIP 9246 to CIP 9361; and

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approves the establishment of Capital Improvement Project (CIP) 9361, “Cesar Chavez Trail,” with appropriation(s) totaling \$559,000; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approves a transfer of \$559,000.00 from CIP 9246 – Alisal Vibrancy Plan Implementation Fund to CIP 9361 – Proposition 68 Per Capita grant funds; and

BE IT FURTHER RESOLVED that the Salinas City Council approves the Agreement for Services between the City of Salinas and NR Development, Inc and authorizes the City Manager or designee to enter into such agreement in the sum of \$602,500.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

AGREEMENT

(To be completed and submitted for project award)

THIS AGREEMENT, made and entered into this _____ day of _____, 20____, by and between CITY OF SALINAS, a municipal corporation of the State of California, hereinafter called "City", and NR Development, Inc., hereinafter called "Contractor",

WITNESSETH

FIRST: Contractor hereby covenants and agrees to furnish and provide all labor, materials, tools, appliances, equipment, plant and transportation, and all other things required or necessary to be furnished, provide or done, and build, erect, construct and complete the work at the time and in the manner provided, and in strict accordance with, the Request for Proposal, for

**SECOND: CESAR CHAVEZ PARK DG PATH
PROJECT NO. 9361**

adopted by the Council of the City of Salinas on June 13, 2023 and identified by the signature of Contractor and the signature of the Mayor of the City of Salinas.

THIRD: It is expressly understood and agreed that this Contract consists of the following documents, all of which are incorporated into this agreement and made a part hereof as fully and completely as if set forth herein verbatim, to wit:

- a. Request for Proposals;
- b. Signed and executed Bid and Proposal of Contractor, and if any signed Addendum, as accepted by City;
- c. Bidder's Statement of Financial Responsibility, Technical Ability and Experience;
- d. Bidder's Statement of Subcontractors – Part I;
- e. Bidder's Statement of Subcontractors – Part II;
- f. Insurance Certification;
- g. Completely executed and signed all required City of Salinas forms;
- h. Instructions to Successful Bidder and General conditions;
- i. Bond of Faithful Performance;
- j. Payment Bond (Labor and Materials Bond);
- k. Certificate of Insurance;
- l. The aforesaid Plans and Specifications;
- m. Current California Building Standard Code;
- n. Design Standards and Standard Specifications and Standard Plans, 2008 Edition, or as amended, or otherwise indicated in the specifications; and
- o. This Agreement.

FOURTH: That said Contractor agrees to receive and accept the following prices as full compensation for furnishing all materials and for doing all the work embraced and contemplated in this Agreement and as set forth in the Proposal adopted by the City of Salinas, a true copy thereof hereto attached; also, for all

loss or damage arising out of the nature of said work or from the action of the elements or from any unforeseen difficulties or obstructions which may arise or be encountered in the prosecution of the work until the acceptance thereof by the City of Salinas and for all risk connected with the work, and for well and faithfully completing the work, and the whole thereof, in the manner and according to the said Plans and Specifications and the provisions of this agreement, and the requirements of the City Engineer under them, to wit: The prices as set forth in the Proposal of said Contractor for the work to be constructed and completed under this Agreement, which prices shall be considered as though repeated herein.

The Contractor and City hereby agree that the Contractor shall perform the work, and be paid the amount of bid items No.1 through 8 specified in the Proposal of the Contractor, for the as total price of six hundred two thousand five hundred dollars (\$602,500).

The undersigned Contractor further agrees to so plan the work and to prosecute it with such diligence that said work, and all of it, shall be completed on or before the expiration of the time specified in the Proposal after execution of the Contract on behalf of the City of Salinas and the receipt from the City of Salinas of a notice to proceed with the work.

FIFTH: The City of Salinas hereby promise and agrees with said Contractor to employ, and does hereby employ, said Contractor to provide the materials and to do the work according to the terms and conditions herein contained and referred to, for the price aforesaid, and hereby Contracts to pay the same at the time, in the manner and upon the conditions set forth in the Specifications and the said parties, for themselves, their heirs, executors, administrators, successors, and assigns, do hereby agree to the full performance of the covenants herein contained.

SIXTH: No interest in this agreement shall be transferred by the Contractor to any other party, and any such transfer shall cause the annulment of this Contract, so far as the City of Salinas is concerned. All rights of action, however, for any breach of this Contract are reserved to City.

SEVENTH: The Contractor shall keep harmless and indemnify the City of Salinas, its officers and employees and agents, from all loss, damage, cost or expense that arises or is set up for infringement of patent rights of anyone for use by the City of Salinas, its officers, employees or agents, or articles supplied by the Contractor under this Contract of which he/she is not entitled to use or sell. Contractor agrees to, at his/her own cost and expense, defend in court the City, its officers, agents and employees, in any action which may be commenced or maintained against them or any of the, on account of any claimed infringement of patent rights, arising out of this agreement.

Contractor shall indemnify and save the City of Salinas and its officers, agents, and employees harmless against all claims for damages to person or property arising out of Contractor's execution of the work, or otherwise by the conduct of the Contractor or its employees, agents, Subcontractors, or others (including the active and passive negligence of the City, its officers, agents, and employees) in connection with the execution of the work covered by this Contract and any and all costs, expenses, attorney's fees and liability incurred by the City, its officers, agents, and employees) in connection with the execution of the work covered by this Contract and any and all costs, expenses, attorneys' fees and liability incurred by the City, its officers, agents, or employees in defending against such claims, whether the same proceed to judgment or not, except only those claims arising from the sole negligence or willful conduct of the City, its officers,

agents, or employees. Further, Contractor at its own expense shall, upon written request by the City, defend any such suit or action brought against the City, its officers, agents, or employees.

Contractor shall reimburse the City of Salinas for all costs and expense (including but not limited to fees and charge of architects, engineers, attorneys, and other professional and court costs) incurred by the City in enforcing the provisions of this Section.

EIGHTH: The Contractor agrees to immediately repair and replace all defective material and workmanship discovered within 1 year after acceptance of final payment by Contractor and to indemnify said City of Salinas against all loss and damage occasioned by any such defect, discovered within said 1 year, even though the damage or loss may not be ascertained until after the expiration thereof. Provided, however, that if such failure of the Contractor to perform should not, by reasonable diligence, be discoverable or discovered within said 1 year, then the obligation of the Contractor to repair and replace said defective material or workmanship shall continue until one year after the actual discovery thereof.

NINTH: The Contractor agrees at all times during the progress of the work to carry with insurance carriers approved by the City of Salinas full coverage workmen's compensation and public liability insurance in the form and to the extent called for in Section 7-1.12 of both the Standard Specifications, State of California, May 2006, and the Design Standards and Standard Specifications, Public Works Department, City of Salinas, 2008 Edition. Certificates of Insurance must specify whether coverage is on a "claims occurrence" or "claims made" form. If the policy is "claims made", Contractor will be required to obtain a bond which must remain in effect until 12 months following work completions.

Contractor shall also advise the insurance carrier to inform the city of the unpaid limits of the policy. Such insurance policy shall contain an endorsement that the same shall not be canceled nor the amount of coverage be reduced until at least 30 days after receipt by the City of Salinas by certified or registered mail of a written notice of such cancellation or reduction in coverage.

It is acknowledged by the parties to this agreement that insurance coverage required to be provided by the Contractor or any other party in favor of the City/additional insured is intended to apply first on a primary and non-contributing basis in relation to any other insurance of self-insurance (primary or excess) available to the City and any employee of the City. The Contractor agrees to have its policies endorsed accordingly. In addition, Contractor also accepts to provide commercial general liability (CGL) endorsement form *CG 20 10 11 85*. An acceptable alternative would be the use of two ISO forms together: the *CG 20 10 07 04* ("ongoing operations") and the *CG 20 37 10 01* ("completed operations"). The City may also accept any other comparable endorsement, which does not further limit coverage and which may be approved and accepted by the City's Risk Management staff.

TENTH: Contractor agrees to comply with all applicable federal, state and municipal laws and regulations, including but not limited to California Labor Code Division 2, Part 7, and Chapter 1.

Apprenticeship utilization: The contractor agrees to comply with the Department of Apprenticeship Standards of the California Labor Code Section 1777.5, and the following:

Prior to commencing work on the awarded contract, the Contractor shall submit contract award information (form DAS 140) to all applicable apprenticeship program(s) that can

supply apprentices to the site of the public work. **A copy of this information shall also be provided to the City of Salinas.**

The ratio of work performed by apprentices to journeyman employed in a particular craft or trade on the public work shall be no less than one hour of apprentice work for every five hours of journeyman work.

At the end of each month of work on the contract, the Contractor and Subcontractors shall submit a record of utilization of apprentices for the previous months work.

Within 75 days after concluding work on the contract, each contractor and subcontractor shall submit to the City of Salinas and to the apprenticeship program a verified statement of the journeyman and apprentice hours performed on the contract.

IN WITNESS WHEREOF, City has caused this instrument to be executed and its corporate name and seal to be hereunto attached by its Mayor, pursuant to resolution theretofore duly adopted by the Council of the City of Salinas, and Contractor has caused this instrument to be executed, the day and year first hereinabove written.

CITY OF SALINAS, A Municipal Corporation

ATTEST:

BY _____
Mayor

City Clerk _____

(Attach Notary Acknowledgment)

Contractor (signature in blue ink)

NOTE: Please refer to the "General Instructions to Selected Bidder" for specific signature requirements.

I hereby approved the form of the foregoing Contract this _____ day of _____, 20____.

Attorney for the City of Salinas

Checked by the City Engineer on _____

City Engineer

ALL SIGNATURES SHALL BE NOTARIZED EXCEPT THOSE OF CITY OFFICIALS'



PO Box 39632, Downey, CA. 90239
PHONE: (562) 777-0004

April 27, 2023

City of Salinas
C/o Ana Ambriz
200 Lincoln Avenue
Salinas, CA. 93901

RE: Cesar Chavez DG Path Request for Proposals ("RFP")

Dear Ms. Ambriz

As a condition to submitting a proposal for the above referenced project NR submits this statement confirming our understanding of the scope of work and deliverables to ensure a successful completion if we are awarded the project. The questionnaire mentions this in detail; however, we would like to reiterate that we are a self-performing general contractor with a staff of thirty-five full time employees skilled in various trades. We own 20+ pieces of heavy equipment ranging from backhoes, wheel loaders, and excavators including our own dump trucks and trailers. NR possesses the required licensure and skill to self-perform the work in question and therefore did not list any subcontractors.

Sincerely,


Narek Nadzharyan
President

ATTACHMENT D – PRICING PROPOSAL FORM

CESAR CHAVEZ PARK DG PATH

The work shall involve the furnishing of all labor, material, equipment, and incidentals to perform the construction of a decomposed granite path in Cesar Chavez Park in accordance with the Plan, Specifications and Special Provisions..

PROPOSAL ITEMS:**BASE BID**

ITEM NO.	ITEM DESCRIPTION	APPROX QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	32,883.00	\$32,883.00
2	Construction Area Signs	1	LS	3,075.00	\$3,075.00
3	Clearing and Grubbing	1	LS	22,140.00	\$22,140.00
4	Construction Site Management	1	LS	20,910.00	\$20,910.00
5	Construction Surveys and Staking	1	LS	17,835.00	\$17,835.00
6	Remove existing DG Path	34,830	SF	2.40	\$83,592.00
7	Construct 10' DG Path	36,080	SF	9.00	\$324,720.00
8	Minor Concrete (Sidewalk)	300	SF	27.00	\$8,100.00
9	Construct 6' DG Path	7,690	SF	11.00	\$84,590.00
10	Remove and Replace 7' x 14' DG Bench Pad	5	EA	1,845.00	\$9,225.00
11	Construct 6' x 10' Exercise Pad (location to be field located)	6	EA	1,845.00	\$11,070.00

BASE BID TOTAL \$618,500.00

Additive Alternate #1

ITEM NO.	ITEM DESCRIPTION	APPROX QTY	UNIT	UNIT PRICE	TOTAL
1	Continuous concrete header on 10' Path	7216	LF	13.50	\$18,256.40

ADDITIVE ALTERNATIVE BID TOTAL \$97,416.00

The low bid will be on the base bid total only.

ATTACHMENT D-1 – QUESTIONNAIRE

In addition to the written proposal that demonstrates the Contractor's understanding of the RFP, each Proposal shall also include responses to the questions below.

Brochures and advertisements will not be accepted as a direct response to the questionnaire. A qualifying proposal must address all items. Incomplete questionnaires may be rejected.

1) What sets your company apart from the rest? Why should City of Salinas utilize the services from your organization? NR Development, Inc. is a self-performing general contractor. The only trades we do not self-perform are asphalt paving. This gives us the ability to control the schedule, provide adequate manpower to the product, control the ordering of materials without relying on potentially unreliable subcontractors. This has set us apart from other contractors in the industry.

2) Describe your firm's qualifications to provide the service specified in this RFP. Provide the firm's vision and mission statements, and key services offered.
NR has self-performed several projects that involve the installation of decomposed granite trails, and site furnishings for various entities and parks in Southern California. We have A, B, C13, C27, and C36 classifications.

3) What are some of your firm's professional affiliations and accreditations?
NR Development, Inc. is a certified small business by the State of California. As mentioned above we are a self-performing general contractor and possess A, B, C13, C27, and C36 classifications from the CSLB.

4) Is your company, either presently or in the past, been involved in any litigation, bankruptcy, or reorganization for any reason? If so, please provide dates and resolution.
Please see attached for further details.

5) Has your organization ever failed to complete any work awarded to it? No.

6) What will be the mode of communication between onsite staff, shift leads, management and City of Salinas staff? NR always prefers in person meetings at the job site for all entities involved to see the conditions. This gives NR the ability to resolve any matters in the field, and if needed issue a confirming RFI to memorialize the field discussions. Depending on the client's preference NR will accommodate virtual meetings, regardless NR will be on site daily.

7) What will be the corrective action procedure to ensure that problems are solved quickly and not repeated?
As stated above NR prefers in person communication to discuss field matters. It has been NR's practice on past projects to request punch lists months ahead of closing a project to confirm if a client is unhappy with anything, and it is immediately rectified.

8) Describe your firm's established "proactive" Quality Control program that you will be providing to the City to ensure a high level of performance is maintained on a consistent basis. Include any examples of forms currently being utilized and their particular function/use.
NR's workers document the project by taking daily photographs. The President of the company sees these photographs daily and will provide critique and his approval on the work installed. If it isn't up to the President's standard NR will work to provide a satisfactory product to the Owner.

9) Provide details on how your firm will meet the requirements of California Labor Code 1060-1065 Displaced Janitor Opportunity Act. How many employees do you plan to hire or retain to provide the services specified in this RFP? NR will endeavor to hire local residents to meet this requirement.

10) Will there be a dedicated site/account supervisor and what will be the duties and responsibility of this position? Will that person be responsible for other accounts/contracts? Yes, NR will assign an individual to the project and their sole responsibility will be managing that particular venture start to finish with no interruption of other ventures.

11) How will your organization handle shortages in staffing levels as a result of vacations, illness, terminations, etc.? No. NR has 35 full time skilled workers employed at all times.

12) Include a summary of your firm's training and injury/illness prevention and safety programs. NR provides forklift training, drivers training for heavy equipment, and vehicles, and we have IIPP and HIIPP OSHA plans in place.

13) Is your firm planning to subcontract portions of the work? Yes ☒ No
If yes, indicate the name of the subcontractor(s) and the portion of the work that will be subcontracted in each case.

14) Please provide a detailed list of the equipment that will be used to complete the requirements of this contract. Will there be equipment stored on site to perform the day-to-day duties? Please see attached. Any equipment that will be used on site will be stored.

15) What chemicals will be used in the course of cleaning? Please provide a detailed list of the product and their purpose. Do any of these chemicals conform to green cleaning methods as described in Green Seal Standards and the U.S. Green Building Council? NR doesn't anticipate using any harsh chemicals to service machines, equipment or other tools. If a herbicide is to be used it will be plant and animal safe.

ATTACHMENT D-2 – DISQUALIFICATION QUESTIONNAIRE

The Contractor shall complete the following questionnaire and submit with Proposal:

Has the Contractor, any officer of the Contractor, or any employee of the Contractor who has proprietary interest in the Contractor, ever been disqualified, removed, or otherwise prevented from bidding on, or completing a federal, state, or local government project because of a violation of law or safety regulation?

_____ Yes

_____ X _____ No

If the answer is yes, explain the circumstances in the following space.



Signature of Contractor
Narek Nadzharyan
President

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On April 27, 2023

Date

before me, Cynthia Gallardo Valles, Notary Public

Here Insert Name and Title of the Officer

personally appeared

Narek Nadzharyan

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Valles

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Attachment "D" on Cesar Chavez Park Proposal

Document Date: 04/26/2023

Number of Pages: 4 (Four)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Narek Nadzharyan

Signer's Name: _____

☒ Corporate Officer – Title(s): President

☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General

☐ Partner – ☐ Limited ☐ General

☐ Individual

☐ Attorney in Fact

☐ Individual

☐ Attorney in Fact

☐ Trustee

☐ Guardian or Conservator

☐ Trustee

☐ Guardian or Conservator

☐ Other; _____

☐ Other; _____

Signer is Representing: _____

Signer is Representing: _____

NR Development, Inc.

ATTACHMENT E: DECLARATION OF LOCAL BUSINESS ENTERPRISE FORM



Business Information (All information must be completed)
(Please type or print clearly in ink)

Business Name: NR Development, Inc.

Business Address: PO Box 39632, Downey, CA. 90239

Local Business Office Address: NA, Salinas, California NA

City of Salinas Business License Number: Will obtain upon contract award

No. of Employees: 35 No. of Full-Time Employees in Salinas 35

Current on all City of Salinas taxes, fees, assessments, and fines? ☐ Yes ☐ No NA

Currently subject to enforcement action by the City or in litigation with the City? ☐ Yes ☒ No

Year began doing business within the city of Salinas: 2023

Newly established business (doing business within the city of Salinas less than one year): is the newly established business owned by an individual(s) formerly employed by a local business enterprise? ☐ Yes ☒ No If Yes, for what years? _____

Any person claiming to be a local business enterprise as defined in Article III-A of Chapter 12 of the Salinas Municipal Code shall so certify in writing under penalty of perjury that they meet all the criteria listed in Salinas Municipal Code section 12-28.020, subsection (d). A local business enterprise shall be required to submit such declaration on an annual basis and shall immediately notify the City's Purchasing Officer if there is any change in circumstances which would disqualify it from application of the preference. The City shall not be responsible or required to verify the accuracy of any such certifications and shall have sole discretion to determine if a person meets the definition of "local business enterprise."

CERTIFICATION

I declare that I am 18 years of age or older and the information contained in the foregoing application is true and correct to the best of my knowledge. Under penalties of perjury, I certify that all the information provided herein is correct and that the business enterprise I am representing meets all of the criteria set forth in Salinas Municipal Code section 12-28.020, subsection (d) for a "local business enterprise." I declare that I am authorized to submit this Declaration for and on behalf of myself and the organization described above.

Signature [Signature] Date 4/26/2023

Printed Name: Narek Nadzharyan
President

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

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State of California

County of Los Angeles

On April 27, 2023

Date

before me, Cynthia Gallardo Valles, Notary Public

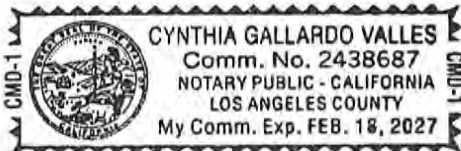
Here Insert Name and Title of the Officer

personally appeared

Narek Nadzharyan

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Valles

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Attachment "E" on Cesar Chavez Park Proposal

Document Date: 04/26/2023

Number of Pages: 1 (One)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Narek Nadzharyan

☒ Corporate Officer – Title(s): President

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____

NR Development, Inc.

Signer's Name: _____

☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____

ATTACHMENT F: CONTACT INFORMATION

PROPOSAL FOR
CESAR CHAVEZ DG PARK PATH

SALINAS, CALIFORNIA

NAME OF BIDDER: NR Development, Inc.

BUSINESS ADDRESS: PO Box 39632
(Street Address)

CITY: Downey STATE: CA. ZIP: 90239

PHONE: (562) 777-0004

ATTACHMENT G: LICENSE INFORMATION

Licensed in accordance with an act providing for the registration of Contractors:

License No.: 1002389 DIR Registration No.: 1000018600

Expiration Date: 3/31/2025 DIR Reg. Ex. Date: 6/30/2023

(If Bidder is a joint venture, each member must specify license number, expiration date and statement regarding representations made.)

(If an individual, so state. If a firm or co-partnership, state the firm name and give the names of all individuals; co-partners composing the firm. If a corporation, state legal names of corporation, also names of President, Secretary, Treasurer, and Manager thereof.)

Narek Nadzharyan-President, Secretary, Treasurer

Danielle Bogdanovich-Vice President

Signature of Bidder: _____

(Signature in Blue ink) Narek Nadzharyan, President

Dated: April 26, 2023

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los AngelesOn April 27, 2023

Date

before me, Cynthia Gallardo Valles, Notary Public

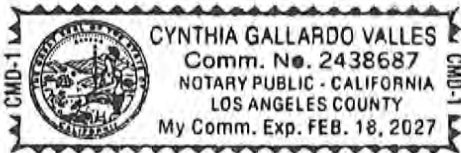
Here Insert Name and Title of the Officer

personally appeared

Narek Nadzharyan

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



Place Notary Seal and/or Stamp Above

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Vally

Signature of Notary Public

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached DocumentTitle or Type of Document: Attachment "G" on Cesar Chavez Park ProposalDocument Date: 04/26/2023Number of Pages: 1 (One)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)Signer's Name: Narek Nadzharyan☒ Corporate Officer – Title(s): President☐ Partner – ☐ Limited ☐ General☐ Individual☐ Attorney in Fact☐ Trustee☐ Guardian or Conservator☐ Other: _____

Signer is Representing: _____

NR Development, Inc.

Signer's Name: _____

☐ Corporate Officer – Title(s): _____☐ Partner – ☐ Limited ☐ General☐ Individual☐ Attorney in Fact☐ Trustee☐ Guardian or Conservator☐ Other: _____

Signer is Representing: _____

ATTACHMENT H: BIDDER'S STATEMENT OF FINANCIAL RESPONSIBILITY, TECHNICAL ABILITY AND EXPERIENCE

BIDDER'S STATEMENT OF FINANCIAL RESPONSIBILITY, TECHNICAL ABILITY AND EXPERIENCE

(This form must be completed and submitted with this Bid)

The Bidder is required to state what work of a similar character to that included in the proposed Contract he/she has successfully performed and give references which will enable the City Council to judge his/her responsibility, experience, skill and business standing.

The undersigned submits herewith a statement of his/her financial responsibility.

The undersigned submits below a statement of the work of a similar character to that included in the Proposed Contract which he/she has successfully performed. (Include the type of work, name and phone number of all references.)

TYPE	NAME	PHONE NUMBER
Capital Improvements Projects: Golden, Independence, Wilderness Parks	Walt Eden City of Downey	(949) 874-9170
Whittier Narrows Equestrian Center Refurbishment	Hanna Kang County of Los Angeles	(626) 300-2337
Urban Orchard Project	Cody Roth City of South Gate	(951) 768-2614

SIGNED: _____ 4/26/2023
(Signature) Narek Nadzharyan, President (Date)

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

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State of California

County of Los Angeles

On April 27, 2023

Date

before me, Cynthia Gallardo Valles, Notary Public

Here Insert Name and Title of the Officer

personally appeared

Narek Nadzharyan

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Valles

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Attachment "H" on Cesar Chavez Park Proposal

Document Date: 04/26/2023

Number of Pages: 1 (One)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Narek Nadzharyan

☒ Corporate Officer – Title(s): President

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____

NR Development, Inc.

Signer's Name: _____

☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____

ATTACHMENT I: NON-COLLUSION DECLARATION OF CONTRACTOR

NON-COLLUSION DECLARATION OF CONTRACTOR

(This form must be completed and submitted with this Bid)

State of California, }
County of Los Angeles, }SS

Narek Nadzharyan

, being first duly sworn, deposes and says that:


I am the (owner, partner, officer, representative, or agent) President of NR Development, Inc.,
the party making the foregoing Bid:

The Bid is not made in the interest of or on behalf of any undisclosed person, partnership, company, association, organization, or corporation. The Bid is genuine and not collusive or sham. The Bidder has not, directly or indirectly, induced or solicited any other bidder to put in a false or sham Bid. The Bidder has not, directly or indirectly, colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham Bid or to refrain from bidding. The Bidder has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the Bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price or of that of any other bidder. All statements contained in the Bid are true. The Bidder has not, directly or indirectly, submitted his or her Bid price or any breakdown thereof or the contents thereof or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham Bid, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of a Bidder that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the Bidder.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on 4/26/2023 [date], at Downey [city], CA. [state].

Signed



Narek Nadzharyan

President

Title

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On April 27, 2023

Date

before me, Cynthia Gallardo Valles, Notary Public

Here Insert Name and Title of the Officer

personally appeared

Narek Nadzharyan

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Valles

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Attachment "I" on Cesar Chavez Park Proposal

Document Date: 04/26/2023

Number of Pages: 1 (One)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Narek Nadzharyan

Signer's Name: _____

☒ Corporate Officer – Title(s): President

☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General

☐ Partner – ☐ Limited ☐ General

☐ Individual

☐ Attorney in Fact

☐ Individual

☐ Attorney in Fact

☐ Trustee

☐ Guardian or Conservator

☐ Trustee

☐ Guardian or Conservator

☐ Other: _____

☐ Other: _____

Signer is Representing: _____

Signer is Representing: _____

NR Development, Inc.

NON-COLLUSION DECLARATION OF SUBCONTRACTOR*(This form must be completed and submitted with this Bid)*State of _____ } SS
County of _____

_____, being first duly sworn, deposes and says that:

He/she is (owner, partner, officer, representative, or agent) of _____
hereinafter referred to as the "Subcontractor";He/she is fully informed respecting the preparation and contents of the Subcontractor's Proposal
submitted by the Subcontractor to _____
the Contractor for certain work in connection with the _____

(City or County and State);

The proposal is not made in the interest of or on behalf of any undisclosed person, partnership, company, association, organization, or corporation. The proposal is genuine and not collusive or sham. The Subcontractor has not, directly or indirectly, induced or solicited any other bidder to put in a false or sham Bid. The Subcontractor has not, directly or indirectly, colluded, conspired, connived, or agreed with any bidder or anyone else to put in a sham Bid, or to refrain from bidding. The Subcontractor has not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the bid price of the Bidder or any other bidder, or to fix any overhead, profit, or cost element of the bid price or of that of any other bidder. All statements contained in the proposal are true. The Subcontractor has not, directly or indirectly, submitted his or her proposal price or any breakdown thereof, or the contents thereof or divulged information or data relative thereto, to any corporation, partnership, company, association, organization, bid depository, or to any member or agent thereof, to effectuate a collusive or sham Bid, and has not paid, and will not pay, any person or entity for such purpose.

Any person executing this declaration on behalf of a Subcontractor that is a corporation, partnership, joint venture, limited liability company, limited liability partnership, or any other entity, hereby represents that he or she has full power to execute, and does execute, this declaration on behalf of the Subcontractor.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct and that this declaration is executed on _____ [date], at _____ [city], _____ [state].

Signed _____

Title

ATTACHMENT J: INSURANCE CERTIFICATION

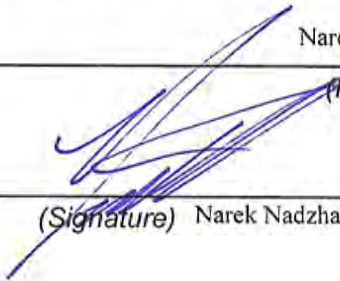
INSURANCE CERTIFICATION

(This certification shall be completed and submitted with the proposed Bid)

By signing below, I hereby certify that NR Development, Inc.
(Insert company name)

is currently insured by an insurance company that is an **"Authorized"** carrier by the Insurance Commissioner of the California State Department of Insurance to transact the business of insurance in the State of California and shall be written by insurers with a current A.M. Best Rating of "A-Class VIII" or better, and a financial size of "VII" or greater. Said insurance will expire on 10/14/2023.

I further hereby certify that, as the signer of this Bid Proposal, I have read and understand the City's insurance requirements as described in the Section entitled "Insurance Requirements" within these Specifications and that proof of insurance shall be required before the Public Works Services Contract is recommended for Award. Such proof shall be provided on an ISO Accord 25(s) form and an endorsement naming the City of Salinas as additionally insured is on the ISO CG 20 10 11 85 form or any other comparable endorsement, which does not further limit coverage, and which may be approved and accepted by the City Attorney.

Signature of Bidder:  Narek Nadzharyan
(Print Name)

(Signature) Narek Nadzharyan, President 4/26/2023
(Date)

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On April 27, 2023

Date

before me, Cynthia Gallardo Valles, Notary Public

Here Insert Name and Title of the Officer

personally appeared

Narek Nadzharyan

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Valles

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Attachment "J" on Cesar Chavez Park Proposal

Document Date: 04/26/2023

Number of Pages: 1 (One)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Narek Nadzharyan

☒ Corporate Officer – Title(s): President

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____

NR Development, Inc.

Signer's Name: _____

☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____

ATTACHMENT K: BIDDER'S STATEMENT OF SUBCONTRACTORS

BIDDER'S STATEMENT OF SUBCONTRACTORS*(This form shall be completed and submitted with this Bid)*

List each subcontractor who is going to perform work. Substituting a Subcontractor in place of a Subcontractor listed in the original Bid is prohibited and may result in rejection of the Bidder's proposal.

The Contractor and all Subcontractors shall have valid Contractor's licenses for the classification of work performed, prior to award of Contract, and throughout the Contract.

The Contractor and all Subcontractors must possess and maintain a current Public Works Contractor registration with the Department of Industrial Relations (DIR), at the time Bid is submitted, and throughout the Contract.

NO.	TYPE OF WORK	SUBCONTRACTOR	LICENSE NO./ STATE	DIR REGISTRATION NUMBER
	No Subcontractors			

SIGNED

4/26/2023

(Signature)

(Date)

Narek Nadzharyan, President

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Los Angeles }

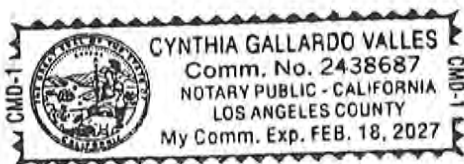
On April 27, 2023 before me, Cynthia Gallardo Valles, Notary Public

Date

Here Insert Name and Title of the Officer

personally appeared Narek Nadzharyan
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Valles

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Attachment "K" on Cesar Chavez Park Proposal

Document Date: 04/26/2023

Number of Pages: 1 (One)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Narek Nadzharyan

☒ Corporate Officer – Title(s): President

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____

NR Development, Inc.

Signer's Name: _____

☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____

(This information may be submitted with your Proposal. If it is not, and you are the apparent low Bidder or the second low Bidder, it shall be submitted and received by the Public Work Department no later than 5 working days after Bid opening date and/or when the responsible Bidder is known.)

The undersigned submits herewith a list of Subcontractors whom he/she proposes to employ on the work, with the proper firm's name and business address of each.

If no list submitted, it shall be assumed that the Contractor shall do all the work as specified.

The Contractor and all Subcontractors shall have valid Contractor's licenses for the classification of work performed, at time of award of Contract, and throughout the Contract. **All prospective Contractors may use the website <https://www2.cslb.ca.gov/OnlineServices/CheckLicense/CheckLicense.aspx> to check each Subcontractor's license status and expiration dates.**

The Contractor and all Subcontractors must possess and maintain a current Public Works Contractor registration with the Department of Industrial Relations (DIR), at the time Bid is submitted, and throughout the Contract. **All prospective Contractors may search the DIR's Public Works Contractor Registration searchable database <https://www.dir.ca.gov/public-works/publicworks.html> to verify each Subcontractor's registration status.**

Subcontractor: No Subs License No. / State: _____
 DIR Registration No.: _____ DIR Registration Expiration Date: _____
 Address: _____ City: _____ Zip: _____
 Description of Work: _____
 Telephone: _____ Fax: _____ Email Address: _____
 Bid Item No. & % of each: _____

*Business License No. _____

Subcontractor: _____ License No. / State: _____
 DIR Registration No.: _____ DIR Registration Expiration Date: _____
 Address: _____ City: _____ Zip: _____
 Description of Work: _____
 Telephone: _____ Fax: _____ Email Address: _____
 Bid Item No. & % of each: _____

*Business License No. _____

Contractor shall provide all Subcontractor information requested above.

SIGNED: _____ 4/26/2023
 (Signature) Narek Nadzharyan, President (Date)

**City of Salinas Business License shall be acquired before commencement of work.*

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

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State of California

County of Los Angeles

On April 27, 2023

Date

before me, Cynthia Gallardo Valles, Notary Public

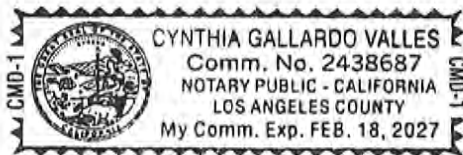
Here Insert Name and Title of the Officer

personally appeared

Narek Nadzharyan

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Valles

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Cesar Chavez Park Proposal - RFP

Document Date: 04/26/2023

Number of Pages: 1 (One)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Narek Nadzharyan

☒ Corporate Officer – Title(s): President

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: NR Development, Inc.

Signer's Name: _____

☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General

☐ Individual ☐ Attorney in Fact

☐ Trustee ☐ Guardian or Conservator

☐ Other: _____

Signer is Representing: _____



**RESOLUTION OF BOARD OF DIRECTORS
DATED 4/26/2023**

Whereas, at a duly executed meeting of the Board of Directors of NR Development, Inc. existing under the laws of the State of California, did adopt the following as amendments to the previous discussions held on April 25, 2023:

IT WAS RESOLVED THAT: Narek Nadzharyan shall be duly authorized to endorse checks, drafts, or other evidences of indebtedness made payable to the corporation, but only for the purpose of deposit, and all checks, drafts, and other instruments obligating the corporation to pay money, including instruments payable to officers or other persons authorized to sign them, shall be signed on the corporation's behalf by the president or the chief financial officer.

Executing Corporate Contracts, construction bids, request for proposals, and all other pertinent documents as it pertains to the corporation. Except as otherwise provided in the articles or in these bylaws, the board of directors by this resolution authorizes Narek Nadzharyan to enter into any contract or to execute any instrument in the name of and on behalf of the corporation. This authority may be general or it may be confined to one or more specific matters. No officer, agent, employee, or other person purporting to act on behalf of the corporation shall have any power or authority to bind the corporation in any way, to pledge the corporation's credit, or to render the corporation liable for any purpose or in any amount, unless that person was acting with authority duly granted by the board of directors as provided in the bylaws, or unless an unauthorized act was later ratified by the corporation.

Cesar Chavez Park DG Path, City of Salinas. The board of directors by this resolution authorizes Narek Nadzharyan to enter into any contract or to execute any instrument in the name of and on behalf of the corporation for the above-mentioned entity.

The directors have authorized the above resolution dated this **26** day of **April 2023** in the State of California.

Narek Nadzharyan: _____, Title: President

CALIFORNIA ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California

County of Los Angeles

On April 27, 2023

Date

before me, Cynthia Gallardo Valles, Notary Public

Here Insert Name and Title of the Officer

personally appeared

Narek Nadzharyan

Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

C. Valles

Signature of Notary Public

Place Notary Seal and/or Stamp Above

OPTIONAL

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Resolution of Board of Directors dated 4/23/026 - for Cesar Chavez Park

Document Date: 04/26/2023

Number of Pages: 1 (One)

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Narek Nadzharyan

Signer's Name: _____

☒ Corporate Officer – Title(s): President

☐ Corporate Officer – Title(s): _____

☐ Partner – ☐ Limited ☐ General

☐ Partner – ☐ Limited ☐ General

☐ Individual

☐ Attorney in Fact

☐ Individual

☐ Attorney in Fact

☐ Trustee

☐ Guardian or Conservator

☐ Trustee

☐ Guardian or Conservator

☐ Other: _____

☐ Other: _____

Signer is Representing: _____

Signer is Representing: _____

NR Development, Inc.



AIA® Document A310™ – 2010

Bid Bond

CONTRACTOR:

(Name, legal status and address)

NR Development, Inc.
12731 Los Nietos Rd
Santa Fe Springs, CA 90670

SURETY:

(Name, legal status and principal place of business)

Developers Surety and Indemnity Company
17771 Cowan, Suite 100,
Irvine, CA 92614

This document has important legal consequences. Consultation with an attorney is encouraged with respect to its completion or modification.

Any singular reference to Contractor, Surety, Owner or other party shall be considered plural where applicable.

OWNER:

(Name, legal status and address)

City of Salinas
200 Lincoln Avenue
Salinas, CA 93901

BOND AMOUNT: Ten Percent of Their Greatest Amount Bid (10% of Their G.A.B.)

PROJECT: (Name, location or address, and Project number, if any)

Cesar Chavez Park DG Path
250 N. Madeira Ave, Salinas, CA 93905

The Contractor and Surety are bound to the Owner in the amount set forth above, for the payment of which the Contractor and Surety bind themselves, their heirs, executors, administrators, successors and assigns, jointly and severally, as provided herein. The conditions of this Bond are such that if the Owner accepts the bid of the Contractor within the time specified in the bid documents, or within such time period as may be agreed to by the Owner and Contractor, and the Contractor either (1) enters into a contract with the Owner in accordance with the terms of such bid, and gives such bond or bonds as may be specified in the bidding or Contract Documents, with a surety admitted in the jurisdiction of the Project and otherwise acceptable to the Owner, for the faithful performance of such Contract and for the prompt payment of labor and material furnished in the prosecution thereof; or (2) pays to the Owner the difference, not to exceed the amount of this Bond, between the amount specified in said bid and such larger amount for which the Owner may in good faith contract with another party to perform the work covered by said bid, then this obligation shall be null and void, otherwise to remain in full force and effect. The Surety hereby waives any notice of an agreement between the Owner and Contractor to extend the time in which the Owner may accept the bid. Waiver of notice by the Surety shall not apply to any extension exceeding sixty (60) days in the aggregate beyond the time for acceptance of bids specified in the bid documents, and the Owner and Contractor shall obtain the Surety's consent for an extension beyond sixty (60) days.

If this Bond is issued in connection with a subcontractor's bid to a Contractor, the term Contractor in this Bond shall be deemed to be Subcontractor and the term Owner shall be deemed to be Contractor.


When this Bond has been furnished to comply with a statutory or other legal requirement in the location of the Project, any provision in this Bond conflicting with said statutory or legal requirement shall be deemed deleted herefrom and provisions conforming to such statutory or other legal requirement shall be deemed incorporated herein. When so furnished, the intent is that this Bond shall be construed as a statutory bond and not as a common law bond.

Signed and sealed this 19th day of April, 2023


(Witness) Daniel Bagdanovich

NR Development, Inc.

(Principal)


(Title) Narek Natchegyan, President

Developers Surety and Indemnity Company

(Surety)


(Title) Rebecca Haas-Bates, Attorney-in-Fact

CAUTION: You should sign an original AIA Contract Document, on which this text appears in RED. An original assures that changes will not be obscured.

Init.

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081110

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Orange)

On 04/19/2023 before me, Alma Karen Hernandez, Notary Public
Date Here Insert Name and Title of the Officer
personally appeared Rebecca Haas-Bates
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Signature]
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Bid Bond Document Date: 04/19/2023
Number of Pages: One(1) Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Rebecca Haas-Bates
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☒ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____
Developers Surety and Indemnity Company

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

POWER OF ATTORNEY FOR
COREPOINTE INSURANCE COMPANY
DEVELOPERS SURETY AND INDEMNITY COMPANY
59 Maiden Lane, 43rd Floor, New York, NY 10038
(212) 220-7120

KNOW ALL BY THESE PRESENTS that, except as expressly limited herein, COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY, do hereby make, constitute and appoint:

William Syrkin, Richard Adiar, and Rebecca Haas-Bates

, of Irvine, CA

as its true and lawful Attorney-in-Fact, to make, execute, deliver and acknowledge, for and on behalf of said companies, as sureties, bonds, undertakings and contracts of suretyship giving and granting unto said Attorney-in-Fact full power and authority to do and to perform every act necessary, requisite or proper to be done in connection therewith as each of said company could do, but reserving to each of said company full power of substitution and revocation, and all of the acts of said Attorney-in-Fact, pursuant to these presents, are hereby ratified and confirmed. This Power of Attorney is effective April 19, 2023 and shall expire on December 31, 2025

This Power of Attorney is granted and is signed under and by authority of the following resolutions adopted by the Board of Directors of COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY (collectively, "Company") on February 10, 2023.

RESOLVED, that Sam Zaza, President, Surety Underwriting, James Bell, Vice President, Surety Underwriting, and Craig Dawson, Executive Underwriter, Surety, each an employee of AmTrust North America, Inc., an affiliate of the Company (the "Authorized Signers"), are hereby authorized to execute a Power of Attorney, qualifying attorney(s)-in-fact named in the Power of Attorney to execute, on behalf of the Company, bonds, undertakings and contracts of suretyship, or other suretyship obligations; and that the Secretary or any Assistant Secretary of the Company be, and each of them hereby is, authorized to attest the execution of any such Power of Attorney.

RESOLVED, that the signature of any one of the Authorized Signers and the Secretary or any Assistant Secretary of the Company, and the seal of the Company must be affixed to any such Power of Attorney, and any such signature or seal may be affixed by facsimile, and such Power of Attorney shall be valid and binding upon the Company when so affixed and in the future with respect to any bond, undertaking or contract of suretyship to which it is attached.

IN WITNESS WHEREOF, COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY have caused these presents to be signed by the Authorized Signer and attested by their Secretary or Assistant Secretary this March 27, 2023.

By: Sam Zaza

Printed Name Sam Zaza

Title: President, Surety Underwriting



ACKNOWLEDGEMENT:

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF California

COUNTY OF Orange

On this 27 day of March, 2023, before me, Hoang-Quyen Phui Pham, personally appeared Sam Zaza, who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to within the instrument and acknowledged to me that they executed the same in their authorized capacity, and that by the signature on the instrument the entities upon behalf which the person acted, executed this instrument.

I certify, under penalty of perjury, under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal

Signature Hoang-Quyen Phui Pham



CORPORATE CERTIFICATION

The undersigned, the Secretary or Assistant Secretary of COREPOINTE INSURANCE COMPANY and DEVELOPERS SURETY AND INDEMNITY COMPANY, does hereby certify that the provisions of the resolutions of the respective Boards of Directors of said corporations set forth in this Power of Attorney are in force as of the date of this Certification.

This Certification is executed in the City of Cleveland, Ohio, this March 19, 2023.

DocuSigned by:

By: Barry W. Moses

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Barry W. Moses, Assistant Secretary

POA No. N/A

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CALIFORNIA ACKNOWLEDGMENT

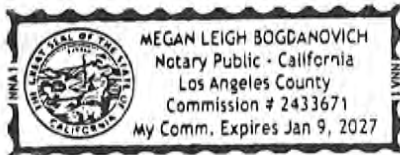
CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California }

County of Los Angeles }On 4/26/2023 before me, Megan Leigh Bogdanovich Notary Public
Date Here Insert Name and Title of the Officerpersonally appeared Nanak Nadzhayan
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.



I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Place Notary Seal and/or Stamp Above

Signature Megan Leigh Bogdanovich
Signature of Notary Public**OPTIONAL**

Completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

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Signer's Name: _____

☐ Corporate Officer – Title(s): _____☐ Partner – ☐ Limited ☐ General☐ Individual ☐ Attorney in Fact☐ Trustee ☐ Guardian or Conservator☐ Other: _____

Signer is Representing: _____

Signer's Name: _____

☐ Corporate Officer – Title(s): _____☐ Partner – ☐ Limited ☐ General☐ Individual ☐ Attorney in Fact☐ Trustee ☐ Guardian or Conservator☐ Other: _____

Signer is Representing: _____



PO Box 39632, Downey, CA. 90239

1. Hanford High School Pool Shade Structure

Owner: Hanford Joint Union High School District
823 W. Lacey Blvd.
Hanford, CA. 93230
Contact: Justo Padron (559) 448-8051

Scope: Installation of premanufactured tensile fabric structure by USA Shade Structures.

Start Date: 3/21/2022

Completion Date: 6/8/2022

Original Contract Amt.: \$239,500.00

Final Contract Amt.: \$254,494.68

2. Whittier Narrows Equestrian Center Refurbishment Project

Owner: County of Los Angeles
900 S. Fremont Street, Alhambra, CA.
Contact: Hanna Kang (626) 300-2337

Scope: Renovation of an existing county lease-operated equestrian center located on army corps of engineer's land within the flood basin of the Whittier Narrows Dam. The horse boarding facilities to be constructed include barns, lockers, wash racks, arenas, turnouts, round pens, storage sheds, pre-fabricated restroom, picnic areas, access road with defined parking areas. Project total of 200 horse boarding stalls. All barns and other structures will be relocated out of the flood zone. Storm water filtration basins will be constructed to capture site run-off. Includes the construction of facilities to support new trail riding experience, including housing for up to 20 horses, designated arena, ADA accessible restroom, parking, office and picnic area for day-use recreation.

Start Date: 5/4/2020

Completion Date: 11/28/2021

Original Contract Amt.: \$8,558,400.00

Final Contract Amt.: \$9,456,891.00



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added to the columns by NR, installation of light standards, asphalt paving, landscape and irrigation, new rubber surfacing at playground, new trash enclosure for electrical.

Start Date: 8/11/2019

Completion Date: 10/31/2020

Original Contract Amt.: \$5,726,094.00

Final Contract Amt.: \$5,985,576

6. Capital Improvement Project No. 15-21C/D Wilderness Park Pond Restoration Multi-Prime Project, demolition, grading, and concrete, ponds and electrical

Project Owner: City of Downey
11111 Brookshire Ave., Downey, CA.
Contact: Walt Eden (949) 874-9170

Scope: Demolition of existing hardscape, rough and finish grading, drainage, utilities, pond grading to 90% compaction, grading of north and south streams, bridge installation, replace hardscape and other miscellaneous work. Restoration of 2/5 acres of wetlands habitat at two existing ponds at Wilderness Park. Ponds construction includes pond demolition, pond liner, pump system, pump station enclosure, stream features, and pedestrian bridge.

Start Date: 5/19/2020

Completion Date: 12/31/2020

Original Contract Amt.: \$2,900,000

Final Contract Amt.: \$3,100,565.00

7. Urban Orchard Project PRK-539

Project Owner: City of South Gate
8620 California Ave.
South Gate, CA. 90280
Cody Roth (951) 768-2614

Scope: New community park and construction of new wetlands habitat, construction of new concrete reservoir to filter and distribute water to wetlands, installation of custom fabricated shade structures by NR, installation of premanufactured fitness equipment, site furnishings, play equipment, excavation and grading, soil export, fencing, asphalt paving, construction and installation of DG walking trails, concrete flatwork and sidewalks, installation of premanufactured restroom building and community building.



PO Box 39632, Downey, CA. 90239
PHONE: (562) 777-0004

LITIGATION DETAILS

1. *NR Development, Inc. v. City of South*

Gate Case Number: 22NWCV01501

Status: Ongoing, case Filed on 12/7/2022

******Case to be mediated within the next 30 days***

On September 2, 2022, NR submitted a PCC 9204 claim to the City of South Gate for various change order claims for unpaid change order work. All matters are still outstanding, and we anticipate resolving these change orders globally with the Owner. The total amount of the claim is \$1,792,163.62. In addition, NR has filed a Government Code Claim since the Owner has not responded to the matter. NR provides a brief description of the matters herewith:

- Price Increase for Shade Shelters, Site Furnishings, and Play Structures Grounds-Price increases due to Covid 19, shortage of raw materials, supply chain interruption beyond contractor's control.
- Mulch Export not identified in the bid documents.
- Topo Elevation Difference-Additional work to rework soil due to void created by the unforeseen mulch.
- Additional soil export-tonnage exported exceeded amounts described per bid documents, the owner directed NR to continue exporting on a time and material basis, owner has not paid per agreement.

2. *NR Development, Inc. v. Jensen Enterprises, Inc.*

Case Number: 23NWCV00940

Status: Pending

Breach of contract for failure to manufacture and deliver precast concrete products.



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List of Equipment

1. Ditch Witch RT40 4x4 ride on trencher
2. Genie GS2668 4x4 rough terrain scissor lift
3. Kubota M6060 Tractor
4. Polaris ranger 4x4 utility cart
5. CAT 938k wheel loader
6. CAT 415F2IL 4x4 skip loader
7. CAT CB24B Tandem Vibratory Roller
8. CAT Hydraulic Excavator 328DL CR
9. CAT Compact Track Loader 299D
10. CAT 430F2 Backhoe Loader
11. CAT Dozer DT XLVP
12. CAT 289D multi-Terrain Loader
13. CAT 303ECR Mini Excavator
14. Skyjack SJ4632 46' Electric scissor lift
15. Genie 26' scissor lift
16. Skyjack 19' scissor lift
17. Hyster Forklift
18. CAT TL1055C Telescopic forklift
19. CAT 259D3 Compact Track Loader



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PHONE: (562) 777-0004

20. CAT C934 padfoot roller

21. Whiteman Buggy WBH16

22. CAT 966 Excavator



HEAT ILLNESS & INJURY PREVENTION PLAN

The Injury & Illness Prevention Program (IIP Program) administrator, Narek Nadzharyan, has the authority and responsibility for implementing the provisions of the following program for NR Development, Inc. ("NR"). All managers and supervisors are responsible for implementing the IIP Program in their work areas and for answering all questions related to the IIP Program. A copy of this IIP Program is readily available from each manager and supervisor upon request.

COMPLIANCE & EXECUTION

Our management team is fully responsible for the assurance that all safety and health procedures are clearly communicated and understood by all of NR's employees, which is inclusive; however, not necessarily limited to using safe work practices, following all directives, policies, and procedures, and for the maintenance of a safe work environment. Our supervising staff ensures that all workers comply with our established rules.

WATER PROVISION

- **Designated Individual:**
 - Narek Nadzharyan or the designated site foreman will be responsible for bringing **(1) 5 gallon** drinking container to the site.
- **Provision of Disposable Cups:**
 - Narek Nadzharyan or the designated site foreman will be responsible for providing no less than (2) bags of cone rims or disposable cups with the necessary dispensers to ensure that enough cups are made available for each worker and kept in clean, safe condition prior to use.
- **Water Replenishment Procedures:**
 - Narek Nadzharyan or the designated site foreman will be responsible for checking the water levels of all containers every 30 minutes, and will ensure that the containers are checked more frequently when the temperature exceeds 90 degrees F. If the water level of the container should drop below 50%, such containers will be refilled with cool water.



In an effort to accomplish this task Todd Hawk will have on hand, (1) additional (5) gallon bottles to immediately replace water as needed.

- When the temperature exceeds 90 degrees, the project superintendent or site foreman, will carry ice in separate containers, so that when necessary, it will be added to the drinking water to keep it cool.
- The Superintendent, or site supervisor will check the work site and place the water as close as possible to the workers, no more than 50' from the workers. If the site terrain prevents the water from being placed as close as possible to the workers, the project superintendent will bring bottled water or individual containers in addition to disposable cups and water containers so that the drinking water is readily accessible.
- The Superintendent or site supervisor will be responsible for the relocation of the water container in the event the crew should move to different locations within the jobsite.
- The Superintendent or site supervisor will be responsible for the cleaning of the water containers to ensure that such containers are in constant safe and sanitary conditions.
- **Reimbursement for Provision of Water/Disposable cups:** NR will reimburse all supervisors for any costs incurred to fill up their water containers on a daily basis, and for all costs associated with the purchasing of disposable cups and or cleaning supplies for the containers in the event the supervisor should be required to pay for such items out of pocket. NR's supervisors are provided with a company credit card for the purchase of small tools, meals, and company expenses such as costs related to food and or beverage provision at the jobsites.
- The Project Superintendent, or site supervisor will be responsible for announcing the location of the water container on site so that all employees are aware of the presence of water if needed and will advocate the importance of frequent consumption.
- When temperatures are expected to soar the Project Manager, or site Superintendent will hold "tailgate" meetings to conduct a briefing of the importance of water consumption while working in such conditions, the number



and schedule of water and rest breaks, and the signs and symptoms of heat illness.

- The Project Manager or Site Superintendent will use audible devices such as a handheld transceiver, and or a whistle as a reminder for all employees to take a water break. When the temperature exceeds 95 degrees F, or during the presence of a heat wave, the number of water breaks will be increased by the Superintendent, and will continue to remind workers throughout the shift. The importance of drinking water will be heavily advocated during the employee's training.

SHADE PROVISION

- The Project Manager or Site Superintendent will be responsible for determining the shade resources prior to commencing with work at the jobsite since some sites have very little or no access to shade. In the event that no shade is provided the Superintendent will be responsible for providing at least (2) tarp canopy structures at the site to accommodate the required 25% of employees employed on that specific shift. In addition chairs, benches, and or towels will be provided so that the employee is not in contact with the bare ground.
- The shades will be placed as close as possible to the workers in the event that temperatures should reach or exceed 85 degrees F. If the temperature should be below 85 degrees F, the shades shall still be provided at the site; however, at a distance pursuant to the employees' requests.
- The location of the shade will be pointed out daily to the workers by the Superintendent. Each employee will be encouraged to take (5) minute rest periods in the event the heat should become bothersome so as to protect themselves from overheating.
- The shade structure will follow the crew as they work to ensure that proper shade is as close as possible and access is provided at all times.
- In the event a project site is located near vegetation such as orchards, the designated person, the Superintendent, shall investigate such vegetation to determine if adequate shade is provided as the day progresses and the sun's ray's shift.
- In the event of winds of more than 40mph, shade shall not be provided; however, the Superintendent shall document as to how this determination was made and



what steps will be taken to ensure that shade is provided upon request and or alternative cooling measures offering equivalent protection.

WEATHER MONITORING

- The Superintendent, and or Employer shall visit the internet (www.nws.noaa.gov) or call the National Weather Service Numbers (805-988-6610 (#1) two weeks in advance to check projected weather conditions prior to the work schedule. This ensures safe planning of all safety measures and precautions followed in the event of a heat wave.
- Prior to each workday, the Superintendent, will review the forecasted temperature and humidity and compare that to the National Weather Heat Index to evaluate the risk level for heat illness. These requirements must be met in order to ensure that the workers are not exposed to temperatures or humidity considered "extreme caution" or "extreme danger" putting them at risk for illnesses associated with extreme heat exposure such as heat stroke.
- Before the workday, the Project Manager or the Site Superintendent will be responsible for monitoring the weather at the jobsite using the previously mentioned avenues, or a simple thermometer. If potential risks are discovered through this observation the work schedule may be modified such as early work stoppage, starting at an earlier am hour, rescheduling the job, working night shifts, or if none of these can be met water and rest breaks will be increased.
- The Project Manager or the Site Superintendent will be responsible for checking the weather via thermometer every 60 minutes to monitor increases in temperature. Once the temperature exceeds 85 degrees F, the shades will immediately be opened and readily accessible to the workers. Once the temperature exceeds 95 degrees F, NR will implement the High Heat Procedures associated with this plan.

HEAT WAVE MONITORING

- During a heat wave or heat spike, the workday may be cut short to 12pm and rescheduled to resume later that day, or canceled all together.
- If schedule modifications cannot be accommodated the Project Manager or Site Superintendent will hold an emergency tailgate meeting and will discuss the implementation of heat illness prevention program and the importance of frequent water and fluid consumption throughout the day. Additional breaks will be stressed



and increased to 2x per hour. This is not the maximum requirement. Employees may take as many breaks as deemed necessary. The Site Superintendent will ensure that each employee takes at least 2 breaks per hour for water consumption.

- During a heat wave or heat spike the Superintendent will hold a tailgate meeting to review the company's heat illness prevention procedures, the weather forecast, and the emergency response associated with any heat illnesses.
- The "buddy" system will be assigned and enforced on the project. Each duo is required to be on the lookout for any signs and symptoms associated with heat illness and ensure that emergency procedures and breaks are initiated when an individual is showing possible signs and symptoms of heat illness.

HIGH HEAT PROCEDURES

- The Project Manager or Site Superintendent will ensure that effective communication by voice, observation, or electronic means is maintained so that employees at the worksite can contact a supervisor when necessary. If for instance he is unable to be near that particular crew to observe their actions the employees may use their company cell phones to communicate effectively.
- The Project Manager or Site Superintendent will continually observe the employees for alertness and signs and or symptoms of heat illness.
- The Superintendent will remind employees throughout the work shift to consume plenty of water.
- The Site Superintendent will closely supervise new employees, or assign a "buddy" with more seniority to monitor the situation.

ACCLIMATIZATION PROCEDURES

Overview:

The ability of the human body to adapt and adjust to any sudden, and or extreme changes in the event of environmentally induced heat.

NR will take any and all measures necessary to monitor the weather and in particular try to be aware of sudden heat waves, or increases in temperatures to which employees haven't been exposed to.

- Work schedule modifications may be permitted to either one of the following:



- Work stoppage by 12pm.
 - Rescheduling of work.
 - Change in shift from am work to night work.
- During the hot summer months work shifts shall start 1 hour earlier at 6am, and will be shut down 1 hour earlier, 2pm.
 - Steps will be taken to ensure the safety of new employees during hot periods of the day. This is inclusive to heavier work to be performed early am, or saved for night shifts, with less intense work to be performed during the hotter periods of the day. This will be monitored and coordinated by The Superintendent.
 - The Project Manager or Site Superintendent will be more alert with regard to new employees and the presence of heat related symptoms.
 - The Project Manager or Site Superintendent will assign an individual with more seniority to serve as a "buddy" to watch for any discomfort or heat illness related symptoms.
 - During a heat wave, The Superintendent will observe all employees closely and be on the lookout for possible symptoms of heat illness.
 - NR's training for employees and supervisors will stress the importance of acclimatization, how it is developed, and how company procedures address it.

EMERGENCY RESPONSE PROCEDURES

- The Superintendent will provide workers with a map along with clear and precise directions of the site to avoid a delay of emergency medical services.
- Prior to assigning a crew at a jobsite, Narek Nadzharyan will ensure that a qualified, and appropriately trained and equipped person will be available to administer first aid procedures if necessary.
- Given there is a language barrier situation, The Project Manager, Site Superintendent and Narek Nadzharyan will ensure that there is a person present who is proficient in that specific language to ensure that emergency medical services are provided in the event of such emergency.
- All foreman and supervisors are required to carry company cell phones or other means of communication to ensure that emergency medical services can be called and verify that such devices are functional prior to the start of the work shift.



- When an employee is displaying symptoms of heat illness, The Project Manager, or Site Superintendent, will take immediate steps to keep the employee cool and comfortable once emergency service responders have been called.
- If for any reason the jobsite is located in rural region, a designated employee shall be responsible to go to the nearest road where emergency responders such as the fire department or ambulance where they can be seen and direct the responders to the scene. The employees are required to wear bright colored vests with reflective striping; however, if these vests should prove to be unsatisfactory in terms of visual awareness, they shall be equipped with reflective flashlights.
- During a heat wave, the superintendent, or The Site Superintendent shall remind the employees to report any discomforts experienced in light of the heat spikes.
- NR's training for employees and supervisors will include every detail of these written emergency procedures.

PROCEDURES FOR HANDLING A SICK EMPLOYEE

- When an employee is experiencing heat illness or showing signs of its presence a trained first aid worker or supervisor will check the sick employee and determine if measures such as resting in the shade and drinking cool water will be sufficient or if emergency service providers are necessary.
- Emergency service providers will be called in the event that no trained first aid worker or supervisor is on site.
- Emergency providers will be called if an employee displays signs or symptoms of heat illness and procedures such as resting in the shade, and drinking cool water. First aid procedures such as removing excess clothing, and the placement of an ice pack in the victim's armpit area and fanning will be implemented until the proper authorities arrive at the scene.
- An air ambulance will be requested in the event the jobsite is located more than 20 min. away from a hospital.

Employee & Supervisory Training

- NR will ensure that all supervisors are trained prior to being assigned the supervisory position of all workers. Such training is inclusive to the company's written procedures and what steps supervisors are to follow in the event of such emergency.



- NR will ensure that all employees and superintendents are properly trained prior to working outside. These written procedures will be included.
- The Project Manager, Site Superintendent, and Narek Nadzharyan will be responsible for the training associated with contacting emergency medical services, including how they are to proceed when there are non-English speaking workers, how clear and precise directions to the site will be provided, as well as the requirement to make visual contact with emergency responders at the nearest road or landmark guiding them to the scene of injury.
- If the temperature should exceed 75 degrees F, The Project Manager, or Site Superintendent will hold brief tailgate meetings to discuss the weather report, the enforcement of heat illness prevention, and provide reminders to drink water frequently throughout the day, the implementation of the buddy system, and the provision of shade upon request.
- All new employees will be provided with a senior "buddy" for the enforcement and training of proper procedures.

Miscellaneous Requirements & Additional Notes

- All employees shall immediately notify the on-site representative for NR of any discomfort with regard to the heat such as headache, nausea, profuse sweating, dizziness and fatigue, etc.
- Rest periods shall be granted to any and all employees experiencing such discomfort until employee feels they are in an appropriate and otherwise healthy state to work.
- Rest periods shall be taken in places subject to shade either by natural means (trees, building overhangs) or if no shade is provided by either access mentioned then NR will provide adequate means of shade via tarps or canopies.
- Potable drinking water is provided daily to all employees working.
- Clothing colors may be modified depending on soaring temperatures in an effort to reflect heat. Employee may also use their own discretion as well considering company uniforms are not required.
- On-site supervisor or foreman shall encourage employees to drink about two cups every 15 minutes to promote hydration even if they claim they are not thirsty.



INJURY & ILLNESS PREVENTION PLAN

RESPONSIBILITY

The Injury & Illness Prevention Program administrator, **Narek Nadzharyan, Danielle Bogdanovich, and all project personnel**, have the authority and responsibility for implementing the provisions of the following program for NR Development, Inc. ("NR"). All managers and supervisors are responsible for implementing and maintaining the IIP Program in their work areas and for answering worker questions about the IIP Program. A copy of this IIP Program is readily available from each manager and supervisor upon request.

Responsible Persons:

1. Narek Nadzharyan, President

COMPLIANCE

The abovementioned gentlemen are fully responsible for the assurance that all safety and health procedures are clearly communicated and understood by all employees. This is inclusive; however, not necessarily limited to the proper utilization of safe work practices, following all directives, policies, and procedures and for the maintenance of a safe work environment. Our supervising staff ensures that all workers are in compliance with the established rules of the workplace and observe the following pertinent areas:

1. Ensuring that all workers know and understand the provisions of our IIP Program.
2. Conduct periodic evaluations of each employee's safety practices.
3. Recognition of employees that do follow safe practices.
4. Re-training of employees not utilizing safe work practices.
5. A strict disciplinary system for employees who continually fail to convey safe work practices as they impose a danger not only to themselves but to other individuals around them.



COMMUNICATION

Constant communication between management and staff is the key to our success in the attempt to maintain safe work conditions on both shop and site premises. AWI upholds the following provisions:

1. Orientation requirement for new workers as well as a thorough review of our IIP Program. Translation options are available for the individual proficient in a specific language.
2. Periodic review of our own program and the suggestion of new implementations.
3. Safety & Health training programs.
4. Conducting weekly tool box safety meetings. Examples of topics discussed are inclusive; however, not limited to the following:
 - a. Any accidents incurred involving employees not following proper safety protocol and any suggestions for maintaining a safe workplace and ways to avoid future accidents.
 - b. A review of any hazardous conditions located on both shop and site premises such as materials control of items involving welding gases, steel primers.
5. Posted Safety Information.
6. A system where workers can anonymously inform the responsible individuals regarding workplace hazards or workers inflicting such hazards therein.
7. A meeting of three responsible individuals to discuss any all issues occurred. This includes a review of the foreman's logs, and the discussion of how to prevent injuries, and promote safety within the workplace.

HAZARD ASSESSMENT

Narek Nadzharyan and all on site personnel employed by Narek Nadzharyan, Inc. shall perform periodic safety inspections within the facility and the jobsites, and are performed on the following basis:

1. When new equipment is introduced into the workplace. The weekly tool box safety meetings will go over proper use and storage of the equipment.
2. When occupational injuries or illnesses have occurred such as someone falling off a material lift or a truck when loading the materials, if a steel beam should fall on an individual's foot, when metal or any other substance gets into



someone's eye when they are welding. These are all examples of how we assess an injury when it is present and devise ways to avoid these types of injuries in the future.

3. When we are presented with newly identified hazards such as new primers, thinners, welding machines, etc.
4. When we establish our IIP Program.
5. When we hire or reassign workers to processes, certain operations such as layout and or welding, for which a hazard evaluation has not been conducted.
6. Whenever the workplace warrants an inspection. This is inclusive to a review of the actions of the employees and as to whether they are implementing safe practices in the workplace.

ACCIDENT/EXPOSURE INVESTIGATIONS

The following procedures are implemented for the purposes of investigating an area where there has been an accident or exposure to some hazardous condition:

1. Scheduling an immediate visit of the scene of the accident.
2. Interviewing the injured worker/s and any witnesses to the incident.
3. Conducting a site walk to assess the variables associated with the accident, and determining its cause.
4. Taking immediate corrective action of the exposure, and implementing preventative measures for future accidents.
5. Recording the findings and actions taken to mitigate the situation.

HAZARD CORRECTION

NR takes any and all unsafe, unhealthy, or hazardous work practices very seriously. In the event of such incidents the hazard shall be corrected and the employee reprimanded immediately. This tends to take place at the following times:

1. Upon discovery of the incident.
2. Upon the reporting from another individual of an incident.

When a hazard is present that cannot be immediately abated without endangering the lives or health of the employees, all exposed workers will be removed from the site of the hazard with the exception of those skilled to cure the hazardous conditions. All employees in the event will



be provided with protective wear and equipment. All actions taken for hazard correction will be documented per company records accordingly.

TRAINING & INSTRUCTION

All employees shall receive training on job specific safety and health practices on the following premises:

- a. When the IIP Program is first established.
- b. To all new workers.
- c. To existing workers provided with new job assignments.
- d. Whenever a new substance, material, process or procedure is introduced in the workplace.
- e. When the employer is made aware of a new or unrecognized hazard.
- f. To all supervisory staff to communicate to the workers under their direction at the jobsites.
- g. To all employees presented with a specific hazard related to their job scope.

Workplace safety and health practices:

1. NR will provide an explanation of the IIP Program, emergency action plan, escape plan in the event of a fire, the reporting of unsafe conditions and or work practices.
2. Proper use of clothing inclusive to gloves, footwear, and protective eyewear.
3. Information regarding chemical hazards for which employees could be exposed.
4. Restroom and drinking water facilities.
5. First-aid kit for medical services.

If specific safety instructions were not covered per previous job training we ensure that such subjects are covered with additional training.

RECORD KEEPING

NR falls under Category 1 in terms of our record keeping policy for hazard assessments and have taken the following steps to ensure the implementation and maintenance of our IIP Program:



1. Keeping of records concerning hazard assessments. The names of the individuals conducting such inspection are noted on the records. Unsafe conditions are noted, and the corrective measures taken and recorded on a hazard assessment correction form.
2. Documentation of safety and health training for each worker. Such records include the workers name, training date, type of training received. In the event an outside service approved by Cal-OSHA is hired the records are presented in the same manner or in accordance to the requirements of the outside service.
3. Inspection records are maintained for (1) calendar year, with the exception of workers who have been hired for less than (1) calendar year. Such records are provided to the worker upon termination from the company.

NR's LIST OF TRAINING SUBJECTS

1. Employer's Code of Safe Practices
2. Safe Access to working Areas
3. Fall Protection
4. To refrain from electrical hazards such as high voltage power lines.
5. Materials Handling
6. Power Tool Operation
7. Fall Protection from Elevated areas.
8. Slips, falls, and back injuries.
9. Proper lifting techniques.
10. Hazardous Chemical Exposures.
11. Use of Material Lifts, Scissor Lifts, Crane Operation.
12. Machine, Machine parts.

ATTACHMENT D – PRICING PROPOSAL FORM

CESAR CHAVEZ PARK DG PATH

The work shall involve the furnishing of all labor, material, equipment, and incidentals to perform the construction of a decomposed granite path in Cesar Chavez Park in accordance with the Plan, Specifications and Special Provisions.

PROPOSAL ITEMS:**BASE BID**

ITEM NO.	ITEM DESCRIPTION	APPROX QTY	UNIT	UNIT PRICE	TOTAL
1	Mobilization	1	LS	\$27,883.00	\$27,883.00
2	Construction Area Signs	1	LS	\$3,075.00	\$3,075.00
3	Clearing and Grubbing	1	LS	\$19,640.00	\$19,640.00
4	Construction Site Management	1	LS	\$17,410.00	\$17,410.00
5	Construction Surveys and Staking	1	LS	\$12,835.00	\$12,835.00
6	Remove existing DG Path	34,830	SF	\$2.40	\$83,592.00
7	Construct 10' DG Path	36,080	SF	\$9.00	\$324,720.00
8	Minor Concrete (Sidewalk)	300	SF	\$27.00	\$8,100.00
9	Construct 6' DG Path	7,690	SF	\$11.00	\$84,950.00
10	Remove and Replace 7' x 14' DG Bench Pad	5	EA	\$1,845.00	\$9,225.00
11	Construct 6' x 10' Exercise Pad (location to be field located)	6	EA	\$1,845.00	\$11,070.00

BASE BID TOTAL \$602,500.00

Additive Alternate #1

ITEM NO.	ITEM DESCRIPTION	APPROX QTY	UNIT	UNIT PRICE	TOTAL
1	Continuous concrete header on 10' Path	7216	LF	X	X

ADDITIVE ALTERNATIVE BID TOTAL X

The low bid will be on the base bid total only.



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-352, Version: 1

SB 1 Road Repair and Accountability Act - FY 2023/24 Projects

Approve a Resolution adopting a list of projects for Fiscal Year 2023-24 funded by SB 1: The Road Repair and Accountability Act of 2017.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: PUBLIC WORKS

FROM: DAVID JACOBS P.E., L.S., PUBLIC WORKS DIRECTOR

BY: ELISE RAMIREZ, P.E., SENIOR CIVIL ENGINEER
PATRICK FUNG, ASSISTANT ENGINEER

TITLE: SB 1 ROAD REPAIR AND ACCOUNTABILITY ACT – FY 2023/24
PROJECTS

RECOMMENDED MOTION:

A motion to approve a resolution adopting a list of projects for Fiscal Year 2023-24 to be funded by SB 1: The Road Repair and Accountability Act of 2017.

BACKGROUND:

SB 1, the Road Repair and Accountability Act of 2017 was passed by the California Legislature and signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls statewide. Annually, approximately \$800 million will go to cities statewide, allocated on a per capita basis. The revenues for cities will come out of the Road Maintenance and Rehabilitation Account (RMRA) where cities are expected to prioritize fixing their existing infrastructure first before having some additional flexibility for those funds for other transportation needs. SB 1 will provide Salinas an estimated \$4 Million in RMRA funding in FY 2023-24.

In the current fiscal year, the City's SB 1 funds are allocated amongst the Citywide Striping and Signing Projects (CIP 9081), Annual Pavement and Sidewalk Maintenance (CIP 9438), Street Preventive Maintenance Program (CIP 9981), and Williams Road Streetscape Project (CIP 9071).

To continue receiving SB 1 funds in the next fiscal year, the City must submit a Council-approved resolution with the City's road maintenance and rehabilitation project list to the California Transportation Commission (CTC) by July 1, 2023. The proposed list (below) reflects the City's current transportation infrastructure priorities in FY 2023-24.

Project Title	Description	Location	Estimated Useful Life	Estimated Schedule
2023-24 Striping and Signing Improvements	Striping and Signing maintenance at critical locations not scheduled for pavement improvements.	E. Market St. (Front St. to Sherwood Dr.); Maple St. (S. Main St. to Pajaro St.); Schilling Pl. (Hansen St. to Eden St.); E. Alisal St. (Griffin St. to Work St.); Williams Rd. (Old Stage Rd. to E. Boronda Rd.); Riker St. at Clay St.; Terven Ave. (Sanborn Pl. to Airport Blvd.); Harkins Rd. (Hansen St. to City Limits); W. Rossi St. (N. Davis Rd. to N. Main St.); Independence Blvd. (E. Boronda Rd. to Nantucket Blvd.); El Dorado Dr. (Harden Pkwy. To E. Alvin Dr.); Rider Ave. (Mimbrera Way to Del Monte Ave.); N. Main St. (Boronda Rd. to Russel Rd.); Towt St. (E. Alisal St. to E. Market St.);	2 years for crosswalks and 4 years for all other striping on pavement	Start Construction July 2023 Completion June 2024
Boronda Road Congestion Relief Project – Phase 1	Construction of a roundabout at East Boronda Road and McKinnon Street. Includes pedestrian and bicyclist improvements, median islands, pavement rehabilitation, landscaping, storm and sanitary sewer improvements, striping, and signing.	East Boronda Road from Dartmouth Way to 1200 feet East of McKinnon Street	20-25 years	Start Construction April 2024 Completion December 2025

The following previously proposed and adopted projects may also utilize Fiscal Year 2023-24 Road Maintenance and Rehabilitation Account revenues in their delivery

Project Title	Description	Location	Estimated Useful Life	Estimated Schedule
Williams Road Undergrounding, Streetscape, & Median Island	Streetscape improvements, utility improvements, road reconstruction, median island, and ADA improvements.	Williams Road from Bardin Road to East Alisal Street.	20-25 years	Preconstruction Design Start January 2024 Preconstruction Completion June 2025

The City may elect to reprioritize its project list at any time. Formal notification to the CTC of any changes to the list is not required. However, the Project Expenditure Report submitted to the CTC each year in December will provide an opportunity for the City to communicate such changes to the CTC as part of the regular reporting process and transparency.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The staff recommendation supports the Council's Goal of Infrastructure and Environmental Sustainability as it provides funding to the City's capital projects for improvements to existing facilities and infrastructure.

DEPARTMENTAL COORDINATION

The Public Works and Finance Departments work very closely in tracking SB 1 allocations, budgeting the funds appropriately, and adhering to the reporting requirements of the CTC.

FISCAL AND SUSTAINABILITY IMPACT:

The City is expected to receive approximately \$4 Million in Fiscal Year 2023-24, and annually in years thereafter to help fund the City's transportation infrastructure and safety projects.

ATTACHMENTS:

Resolution

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION ADOPTING A LIST OF PROJECTS FOR FY 2023-24 FUNDED BY
SB1: THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017**

WHEREAS, Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017 (Chapter 5, Statutes of 2017) was passed by the Legislature and Signed into law by the Governor in April 2017 to address the significant multi-modal transportation funding shortfalls like those described in the City and statewide; and

WHEREAS, SB 1 includes accountability and transparency provisions that will ensure the residents of our City are aware of the projects proposed for funding in our community and which projects have been completed each fiscal year; and

WHEREAS, the City must adopt by resolution a list of projects proposed to receive fiscal year funding from the Road Maintenance and Rehabilitation Account (RMRA), created by SB 1, which must include a description and the location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement; and

WHEREAS, the City will receive an estimated \$4 million in RMRA funding in Fiscal Year 2023-24 from SB 1; and

WHEREAS, this is the seventh year in which the City is receiving SB 1 funding and will enable the City to continue essential road maintenance and rehabilitation projects, safety improvements, repairing and replacing aging bridges, and increasing access and mobility options for the traveling public that would not have otherwise been possible without SB 1; and

WHEREAS, the City has established its community's transportation priorities (i.e., the project list herein) through a combination of Pavement Maintenance System (PMS) findings, direct community feedback to City Council members and staff; and transportation infrastructure assessments by City engineering and maintenance staff; and

WHEREAS, the City uses a Pavement Management System to assist in development of the SB 1 project list, to ensure revenues are being used on the highest priority and cost-effective projects and incorporating equity in each City District that also meet the community's priorities for transportation investment; and

WHEREAS, the funding from SB 1 will help the City maintain and rehabilitate streets and roads and add active transportation infrastructure throughout the City this year and continue to perform preventive maintenance on roads into the near future; and

WHEREAS, the 2020 California Statewide Local Streets and Roads Needs Assessment estimated that the City's streets and roads are in a "at higher risk" condition and this revenue will help us increase the overall quality of our road system and over the next decade our goal is to bring our streets and roads into a "good-excellent" condition; and

WHEREAS, the SB 1 project list and overall investment in our local streets and roads infrastructure with a focus on basic maintenance and safety, investing in complete streets infrastructure, and using cutting edge technology, materials and practices, will have signification positive co-benefits statewide; and

WHEREAS, without revenue from SB 1, the City, would have otherwise had to make difficult decisions about deferring maintenance on a greater portion of its vast transportation infrastructure assets and risk increased wear and tear of exponential proportions; and

WHEREAS, if the Legislature and Governor failed to act, City streets would have continued to deteriorate at a higher rate, having many and varied negative impacts on our community; and

WHEREAS, modernizing the local streets and roads system provides well-paying construction jobs and boosts local economies; and

WHEREAS, the local streets and roads system is also critical for Salinas' farm to market needs, interconnectivity, multimodal needs, and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local streets and roads system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which lead to reducing vehicle emissions and helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, the City has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

NOW, THEREFORE, BE IT HEREBY RESOLVED, ORDERED AND FOUND by the Salinas City Council, State of California, as follows:

1. The foregoing recitals are true and correct.
2. The following list of newly proposed project will be funded in-part or solely with Fiscal Year 2023-24 Road Maintenance and Rehabilitation Account revenues:

Project Title	Description	Location	Estimated Useful Life	Estimated Schedule
2023-24 Striping and Signing Improvements	Striping and Signing maintenance at critical locations not scheduled for pavement improvements.	E. Market St. (Front St. to Sherwood Dr.); Maple St. (S. Main St. to Pajaro St.); Schilling Pl. (Hansen St. to Eden St.); E. Alisal St. (Griffin St. to Work St.); Williams Rd. (Old Stage Rd. to E. Boronda Rd.); Riker St. at Clay St.; Terven Ave. (Sanborn Pl. to Airport Blvd.); Harkins Rd. (Hansen St. to City Limits); W. Rossi St. (N. Davis Rd. to N. Main St.); Independence Blvd. (E. Boronda Rd. to Nantucket Blvd.); El Dorado Dr. (Harden Pkwy. To E. Alvin Dr.); Rider Ave. (Mimbrera Way to Del Monte Ave.); N. Main St. (Boronda Rd. to Russel Rd.); Towt St. (E. Alisal St. to E. Market St.);	2 years for crosswalks and 4 years for all other striping on pavement	Start Construction July 2023 Completion June 2024
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3. The following previously proposed and adopted projects may also utilize Fiscal Year 2023-24 Road Maintenance and Rehabilitation Account revenues in their delivery. With the relisting of these projects in the adopted fiscal year resolution, the City is reaffirming to the public and the State our intent to fund these projects with Road Maintenance and Rehabilitation Account revenues:

Project Title	Description	Location	Estimated Useful Life	Estimated Schedule
Williams Road Undergrounding, Streetscape, & Median Island	Design and utility coordination for Streetscape improvements, utility improvements, road reconstruction, median island, and ADA improvements.	Williams Road from Bardin Road to East Alisal Street.	20-25 years	Preconstruction Design Start January 2024 Preconstruction Completion June 2025

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-363, Version: 1

Senate Bill 567 (Durazo): Homelessness Prevention Act

Consider approving a Resolution in support of Senate Bill 567 (Durazo).



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: June 13, 2023

DEPARTMENT: OFFICE OF THE CITY ATTORNEY

FROM: CHRISTOPHER A. CALLIHAN, CITY ATTORNEY

TITLE: SENATE BILL 567; LETTER OF SUPPORT FROM SALINAS CITY COUNCIL

RECOMMENDATION MOTION:

A motion approving a Resolution authorizing submittal of a letter on behalf of the Salinas City Council in support of Senate Bill 567.

EXECUTIVE SUMMARY:

Council members González and Rocha have requested the City Council consider submitting a letter in support of SB 567 (Durazo). SB 567, now through the Senate and ordered to the Assembly, would make a series of revisions to existing statewide protections against eviction without just cause and provides enforcement mechanisms for the violation of statewide restrictions on residential rent increases and statewide protections against specified no fault evictions. A copy of SB 567 is attached to this Report for reference.

DISCUSSION:

The Tenant Protection Act of 2019 (Act) established limitations on the amount that residential landlords can raise the rent each year and times to stop landlords from evicting tenants unless they have a specified legal justification. A main goal of the Act was to shield tenants against sudden, large rent increases and to provide responsible tenants with assurance that they would not ordinarily be uprooted from their homes. According to the legislative analysis, SB 567, if approved by the legislature and signed by the Governor, would ensure that the no fault grounds for eviction established in the Act cannot be easily ignored or abused. SB 567 is intended to close loopholes in the provisions for evictions based on owner move-ins, demolishing or substantially remodeling a unit, or removal of the unit from the rental market. This bill is also intended to provide mechanisms for redress of violations of these eviction provisions and violations of the Act's rent increase limitation provisions.

In specific, SB 567 would accomplish the following:

1. Requires, with respect to the no-fault just cause eviction based on an intent to occupy the residential real property, among other things, that the owner or the owner's spouse, domestic partner, children, grandchildren, parents, or grandparents occupy the residential real property for a minimum of 12 continuous months as the person's primary residence, as provided. If the intended occupant fails to occupy the rental unit, as specified, then the owner must offer the unit to the tenant who vacated it at the same rent and lease terms, as specified. This right to return to the unit is not the exclusive remedy available to the tenant in this instance. The bill also allows the tenant to pursue a private right of action pursuant to the new enforcement mechanisms.
2. Requires, with respect to the no-fault just cause related to withdrawal of the residential real property from the rental market, among other things, that all of the rental units at the rental property be withdrawn from the rental market, as prescribed. Requires an owner, before withdrawing all of the rental units at a residential real property, to record a notice with the county recorder that describes the real property, the dates applicable to the constraints, and the name of the owner of record of the real property. Requires the notice to be recorded in the grantor-grantee index.
3. Requires an owner who displaces a tenant in order to substantially remodel a unit to, among other things, provide the tenant with written notice that includes specified information, including a description of the repairs to be completed, the expected duration of the repairs, and a copy of permits necessary to undertake the repairs. Provides that a tenant is not required to vacate the unit on any days where a tenant could continue living in the unit without violating health, safety, and habitability codes and laws. Provides that a tenant has a right to move back into the rental unit, as specified, if repairs are not completed. This move-in right is not the exclusive remedy available to a tenant in this instance. The bill also allows the tenant to pursue a private right of action pursuant to the new enforcement mechanisms.
4. Prescribes new enforcement mechanisms with respect to the provisions described in the bill, including by making an owner who attempts to recover possession of a rental unit in material violation of the provisions of the bill liable to the tenant in a civil action for damages of up to three times the actual damages, including punitive damages. Also authorizes the state and the local government, within whose jurisdiction the rental unit is located, to bring actions for injunctive relief against the landlord, as specified.
5. Provides that a landlord who demands, accepts, receives, or retains any payment of rent in excess of the maximum rent allowed by the Act's rent increase provisions shall be liable in a civil action to the tenant from whom those payments are demanded, accepted, received, or retained for all of the following: reasonable attorney's fees and costs; injunctive relief; damages in the amount by which any payment demanded, accepted, received, or retained exceeds the maximum allowable rent; and upon a showing that the landlord has acted willfully or with oppression, fraud, or malice, a civil penalty of treble the amount by which any payment demanded, accepted, received, or retained exceeds the maximum allowable rent.

6. Provides that a local government within whose jurisdiction the residential real property is located shall have the authority to enforce the Act's rent increase provisions and bring actions for injunctive relief on behalf of the city or county or on behalf of tenants seeking compliance by landlords with the rent increase provisions.

This bill originally sought to decrease the state's maximum annual rent cap increase from ten percent or five percent plus inflation (whichever is lower) to five percent or the simple inflation increase. This provision of the bill was removed during the Senate's review process.

CEQA CONSIDERATION:

The City Council's approval of a Resolution in support of SB 567 is not a project subject to environmental review under the California Environmental Quality Act (CEQA Guidelines section 15061(b)(3)).

STRATEGIC PLAN INITIATIVE:

The City Council's support of SB 567 is consistent with and supports the City Council's Goals of Housing/Affordable Housing and Effective and Culturally Responsive Government (City of Salinas Strategic Plan 2022-2025).

FISCAL AND SUSTAINABILITY IMPACT:

The City Council's approval of a Resolution in support of SB 567 would not have an impact on the City's General Fund.

DEPARTMENTAL COORDINATION

The City Attorney's Office coordinated with the City Clerk and Council members González and Rocha on this Report.

ATTACHMENTS:

Resolution
SB 567

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION AUTHORIZING THE SALINAS CITY COUNCIL TO SUBMIT A
LETTER IN SUPPORT OF SENATE BILL 567 (DURAZO)**

BE IT RESOLVED BY THE CITY COUNCIL OF SALINAS that the City Council supports the passage of Senate Bill 567 and the submittal of a letter from the City Council to Senator Durazo, and other appropriate State agencies and offices, expressing the City of Salinas's support.

PASSED AND APPROVED this 21st day of March 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

AMENDED IN SENATE MAY 18, 2023

AMENDED IN SENATE MAY 1, 2023

AMENDED IN SENATE APRIL 17, 2023

AMENDED IN SENATE MARCH 20, 2023

SENATE BILL

No. 567

Introduced by Senator Durazo
(Coauthors: Senators Menjivar and Smallwood-Cuevas)
(Coauthors: Assembly Members Haney, Lee, and McKinnor)

February 15, 2023

An act to amend Sections 1946.2 and 1947.12 of the Civil Code, relating to tenancy.

LEGISLATIVE COUNSEL'S DIGEST

SB 567, as amended, Durazo. Termination of tenancy: no-fault just causes: gross rental rate increases.

Existing law, after a tenant has continuously and lawfully occupied a residential real property for 12 months, prohibits the owner of the residential real property from terminating the tenancy without just cause and requires that just cause to be stated in the written notice to terminate tenancy. Existing law distinguishes between at-fault just cause and no-fault just cause and defines no-fault just cause to mean intent to occupy the residential real property by the owner or the owner's spouse, domestic partner, children, grandchildren, parents, or grandparents, withdrawal of the residential real property from the rental market, the owner complying with specified government orders that necessitate vacating the real property, and intent to demolish or to substantially remodel the residential real property.

This bill would, ~~among other things, delete the condition for the tenancy termination provision described above that a tenant has continuously and lawfully occupied a residential real property for 12 months.~~ *with respect to the no-fault just cause related to an eviction based on an intent to occupy the residential real property, require, among other things, that the owner or the owner's spouse, domestic partner, children, grandchildren, parents, or grandparents occupy the residential real property for a minimum of 12 continuous months as the person's primary residence, as provided.* The bill would ~~also limit the applicability of each of those at-fault just causes, including by, also,~~ with respect to the no-fault just cause related to withdrawal of the residential real property from the rental market, ~~requiring~~ *require* that all of the rental units at the rental property be withdrawn from the rental market for at least 10 years, ~~market,~~ as prescribed. The bill ~~would, among other things,~~ *would* require an owner, before withdrawing all of the rental units at a residential real property as described above, to record a notice with the county recorder that describes the real property, the dates applicable to the constraints, and the name of the owner of record of the real property. The bill would require that notice to be recorded in the grantor-grantee index. By imposing a higher level of service on counties, the bill would impose a state-mandated local program. *The bill would require an owner who displaces a tenant to substantially remodel a unit to provide the tenant with written notice providing the tenant with specified information, including a description of the repairs to be completed, the expected duration of the repairs, and a copy of permits necessary to undertake the repairs.*

This bill would also prescribe new enforcement mechanisms with respect to the provisions described above, including by making an owner who attempts to recover possession of a rental unit in *material* violation of those provisions liable to the tenant in a civil action for damages ~~of not less than of up to 3 times the actual damages.~~ *damages, in addition to punitive damages.* The bill would authorize the state and the local government, within whose jurisdiction the rental unit is located, to bring actions for injunctive relief against the landlord, as specified.

Existing law, until January 1, 2030, prohibits an owner of residential real property from, over the course of any 12-month period, increasing the gross rental rate for a dwelling or a unit more than 5% plus the percentage change in the cost of living, or 10%, whichever is lower, of the lowest gross rental rate charged for that dwelling or unit at any time

during the 12 months before the effective date of the increase, subject to specified conditions.

This bill would make a landlord who demands, accepts, receives, or retains any payment of rent in excess of the maximum rent increase ~~allowed on or after March 1, 2023,~~ *allowed*, as prescribed, liable in a civil action to the tenant from whom those payments are demanded, accepted, received, or retained for certain relief, including, upon a showing that the landlord has acted willfully or with oppression, fraud, or malice, a civil penalty of treble the amount by which any payment demanded, accepted, received, or retained exceeds the maximum allowable rent. This bill would authorize a local government, within whose jurisdiction the residential property is located, to enforce the bill's provisions and bring an action for injunctive relief, as specified.

This bill would also make a technical, nonsubstantive change to those provisions.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Section 1946.2 of the Civil Code is amended to
2 read:
3 1946.2. (a) Notwithstanding any other law, *after a tenant has*
4 *continuously and lawfully occupied a residential real property for*
5 *12 months*, the owner of residential real property shall not terminate
6 a tenancy without just cause, which shall be stated in the written
7 notice to terminate tenancy. *If any additional adult tenants are*
8 *added to the lease before an existing tenant has continuously and*
9 *lawfully occupied the residential real property for 24 months, then*
10 *this subdivision shall only apply if either of the following are*
11 *satisfied:*
12 (1) *All of the tenants have continuously and lawfully occupied*
13 *the residential real property for 12 months or more.*
14 (2) *One or more tenants have continuously and lawfully*
15 *occupied the residential real property for 24 months or more.*

(b) For purposes of this section, “just cause” means either of the following:

(1) At-fault just cause, which means any of the following:

(A) Default in the payment of rent.

(B) A breach of a material term of the lease, as described in paragraph (3) of Section 1161 of the Code of Civil Procedure, including, but not limited to, violation of a provision of the lease after being issued a written notice to correct the violation.

(C) Maintaining, committing, or permitting the maintenance or commission of a nuisance as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(D) Committing waste as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(E) The tenant had a written lease that terminated on or after January 1, 2020, or January 1, 2022, if the lease is for a tenancy in a mobilehome, and after a written request or demand from the owner, the tenant has refused to execute a written extension or renewal of the lease for an additional term of similar duration with similar provisions, provided that those terms do not violate this section or any other provision of law.

(F) Criminal activity by the tenant on the residential real property, including any common areas, or any criminal activity or criminal threat, as defined in subdivision (a) of Section 422 of the Penal Code, on or off the residential real property, that is directed at any owner or agent of the owner of the residential real property.

(G) Assigning or subletting the premises in violation of the tenant’s lease, as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(H) The tenant’s refusal to allow the owner to enter the residential real property as authorized by Sections 1101.5 and 1954 of this code, and Sections 13113.7 and 17926.1 of the Health and Safety Code.

(I) Using the premises for an unlawful purpose as described in paragraph (4) of Section 1161 of the Code of Civil Procedure.

(J) The employee, agent, or licensee’s failure to vacate after their termination as an employee, agent, or a licensee as described in paragraph (1) of Section 1161 of the Code of Civil Procedure.

(K) When the tenant fails to deliver possession of the residential real property after providing the owner written notice as provided in Section 1946 of the tenant’s intention to terminate the hiring of

1 the real property, or makes a written offer to surrender that is
2 accepted in writing by the landlord, but fails to deliver possession
3 at the time specified in that written notice as described in paragraph
4 (5) of Section 1161 of the Code of Civil Procedure.

5 (2) No-fault just cause, which means any of the following:

6 (A) (i) Intent to occupy the residential real property by the
7 owner or the owner's spouse, domestic partner, children,
8 grandchildren, parents, or grandparents for a minimum of ~~36~~ 12
9 continuous months as that person's primary residence.

10 (ii) For leases entered into on or after July 1, 2020, or July 1,
11 2022, if the lease is for a tenancy in a mobilehome, clause (i) shall
12 apply only if the tenant agrees, in writing, to the termination, or if
13 a provision of the lease allows the owner to terminate the lease if
14 the owner, or the owner's spouse, domestic partner, children,
15 grandchildren, parents, or grandparents, unilaterally decides to
16 occupy the residential real property. Addition of a provision
17 allowing the owner to terminate the lease as described in this clause
18 to a new or renewed rental agreement or fixed-term lease
19 constitutes a similar provision for the purposes of subparagraph
20 (E) of paragraph (1).

21 (iii) ~~(I) Subject to subclause (II), this~~ This subparagraph does
22 not apply if the intended occupant occupies a rental unit on the
23 property or if a vacancy of a similar unit already exists at the
24 property.

25 ~~(II) This clause does not apply if the intended occupant is~~
26 ~~disabled, and a different unit is necessary to accommodate the~~
27 ~~intended occupant's disability.~~

28 (iv) The written notice terminating a tenancy for a just cause
29 pursuant to this subparagraph shall contain the ~~name, address of~~
30 ~~primary residence, name or names~~ and relationship to the owner
31 of the intended occupant.

32 (v) Clause (i) applies only if the intended occupant moves into
33 the rental unit within 90 days after the tenant vacates and occupies
34 the rental unit as a primary residence for at least ~~36~~ 12 consecutive
35 months.

36 (vi) If the intended occupant fails to occupy the rental unit within
37 90 days after the tenant vacates or fails to occupy the rental unit
38 as their primary residence for at least ~~36~~ 12 consecutive months,
39 the owner shall offer the unit to the tenant who vacated it at the
40 same rent and lease terms in effect at the time the tenant vacated

1 and shall reimburse the tenant for reasonable moving expenses
2 incurred in excess of any relocation assistance that was paid to the
3 tenant in connection with the written notice.

4 (vii) For a new tenancy commenced during the time periods
5 described in clause (v), the accommodations shall be offered and
6 rented or leased at the lawful rent in effect at the time any notice
7 of termination of tenancy is served.

8 ~~(viii) (I) Subject to subclause (II), clause (i) does not apply if~~
9 ~~the tenant is at least 60 years of age, disabled, or certified as being~~
10 ~~terminally ill by the tenant's treating physician.~~

11 ~~(II) This clause does not apply if the intended occupant is~~
12 ~~disabled and no other units are available at the property.~~

13 ~~(ix)~~

14 ~~(viii) As used in this subparagraph:~~

15 (I) "Intended occupant" means the owner of the residential real
16 property or the owner's spouse, domestic partner, child, grandchild,
17 parent, or grandparent, as described in clause (i).

18 (II) "Owner" means an owner who is a natural person that has
19 at least a 51-percent recorded ownership interest in the property.

20 (B) Withdrawal of all of the rental units at the residential real
21 property from the rental market for at least 10 years: *market*.

22 (i) ~~If a rental unit withdrawn from the rental market pursuant~~
23 ~~to this subparagraph is offered again for rent or lease for residential~~
24 ~~purposes within five years of the date the rental unit was withdrawn~~
25 ~~from rent or lease, all of the following shall apply:~~

26 ~~(I) The owner of the rental unit shall be liable to any tenant or~~
27 ~~lessee who was displaced from the property by that action for any~~
28 ~~damages.~~

29 ~~(II) An owner who offers the rental unit again for rent or lease~~
30 ~~shall first offer the unit for rent or lease to the tenant or lessee~~
31 ~~displaced from that unit pursuant to this subparagraph on the same~~
32 ~~terms as the tenant's previous lease and at the same rental rate plus~~
33 ~~any allowable increases available under Section 1947.12 if the~~
34 ~~tenant has advised the owner in writing, within 30 days of the~~
35 ~~displacement, of the tenant's desire to consider an offer to renew~~
36 ~~the tenancy and has furnished the owner with current contact~~
37 ~~information to which that offer is to be directed. The displaced~~
38 ~~tenant shall have 30 days to accept the offer and communicate~~
39 ~~acceptance to the landlord.~~

1 ~~(III) For any tenancy commenced during the time periods~~
2 ~~described in this clause, the accommodations shall be offered and~~
3 ~~rented or leased at the lawful rent in effect at the time the notice~~
4 ~~of termination of tenancy was served plus annual adjustments~~
5 ~~available under Section 1947.12.~~

6 ~~(ii) Notwithstanding paragraph (4) of subdivision (d) of Section~~
7 ~~1947.12, if a rental unit withdrawn from the rental market for the~~
8 ~~just cause authorized pursuant to this subparagraph is demolished,~~
9 ~~and a new rental unit is constructed on the same property and~~
10 ~~offered for rent or lease within five years of the date the rental unit~~
11 ~~was withdrawn from rent or lease, the newly constructed rental~~
12 ~~unit shall be subject to Section 1947.12.~~

13 ~~(iii)~~

14 ~~(i) This subparagraph shall apply to any successor in interest of~~
15 ~~an owner who has withdrawn rental units from rent or lease~~
16 ~~pursuant to this subparagraph.~~

17 ~~(iv)~~

18 ~~(ii) (I) Before withdrawing all of the rental units at a residential~~
19 ~~real property pursuant to this subparagraph, an owner shall record~~
20 ~~a notice with the county recorder that describes the real property,~~
21 ~~the dates applicable to the constraints, and the name of the owner~~
22 ~~of record of the real property.~~

23 ~~(II) The notice required by this clause shall be indexed in the~~
24 ~~grantor-grantee index.~~

25 ~~(III) A person who acquires, as a bona fide purchaser for value,~~
26 ~~title to real property subsequent to the date upon which all rental~~
27 ~~units thereon have been withdrawn from rent or lease shall not be~~
28 ~~a successor in interest for the purposes of this chapter if the notice~~
29 ~~prescribed by this clause has not been recorded with the county~~
30 ~~recorder at least one day before the transfer of title.~~

31 ~~(v) (I) Except as provided in subclause (II), the~~

32 ~~(iii) The date on which the rental unit is withdrawn from rent~~
33 ~~or lease pursuant to this subparagraph, as well as the date of~~
34 ~~termination of tenancy, shall be deemed to be 120 days from the~~
35 ~~delivery of the written notice to terminate the tenancy.~~

36 ~~(II) If the tenant or lessee is at least 62 years of age or disabled,~~
37 ~~as defined in Section 12955.3 of the Government Code, and has~~
38 ~~lived in the rental unit or unit within the rental unit for at least one~~
39 ~~year before the date of delivery of the notice required by clause~~
40 ~~(iv), the date of withdrawal of the rental unit of that tenant or lessee~~

1 shall be extended to one year after the date of delivery of that
2 notice to the tenant if the tenant gives written notice of the tenant's
3 entitlement to an extension to the owner within 60 days of the date
4 of delivery of the notice of intent to withdraw.

5 (C) (i) The owner complying with any of the following:

6 (I) An order issued by a government agency or court relating
7 to habitability that necessitates permanently vacating the residential
8 real property.

9 (II) An order issued by a government agency or court to
10 permanently vacate the residential real property.

11 (III) A local ordinance that necessitates permanently vacating
12 the residential real property.

13 (ii) If it is determined by any government agency or court that
14 the tenant is at fault for the condition or conditions triggering the
15 order or need to vacate under clause (i), the tenant shall not be
16 entitled to relocation assistance as outlined in paragraph (3) of
17 subdivision (d).

18 (D) (i) ~~Temporary relocation—Intent~~ to demolish or to
19 substantially remodel the residential real property.

20 (ii) For purposes of this subparagraph, “substantially remodel”
21 means the replacement or substantial modification of any structural,
22 electrical, plumbing, or mechanical system that requires a permit
23 from a governmental agency, or the abatement of hazardous
24 materials, including lead-based paint, mold, or asbestos, in
25 accordance with applicable federal, state, and local laws, that
26 cannot be reasonably accomplished in a safe manner ~~with that~~
27 ~~allows the tenant to remain living in place, the place and~~ that
28 requires the tenant to vacate the residential real property for at
29 least 60 days, ~~that is required to bring the property into compliance~~
30 ~~with applicable codes and laws affecting the health and safety of~~
31 ~~the tenants, and for which all necessary permits have been obtained~~
32 ~~by the owner as of the date that the termination notice is served.~~
33 *30 consecutive days. A tenant is not required to vacate the*
34 *residential real property on any days where a tenant could continue*
35 *living in the residential real property without violating health,*
36 *safety, and habitability codes and laws. Cosmetic improvements*
37 *alone, including painting, decorating, and minor repairs, or other*
38 *work that can be performed safely without having the residential*
39 *real property vacated, do not qualify as substantial rehabilitation.*

1 (iii) A written notice terminating a tenancy for a just cause
2 pursuant to this subparagraph shall include all of the following
3 information:

4 (I) A statement informing tenants of ~~their right to temporary~~
5 ~~relocation expenses~~; *the intent to demolish or substantially remodel*
6 *the rental unit.*

7 (II) The following statement:

8
9 “When

10 “If the needed repairs are *not* completed on your unit, the owner
11 must offer you the opportunity to return to your unit with a rental
12 agreement containing the same terms as your original rental
13 agreement at the same rental rate.”

14
15 (III) A description of the repairs to be ~~completed and~~ *completed*,
16 the approximate expected duration of the ~~repairs~~; *repairs, and a*
17 *copy of permits necessary to undertake the repairs.*

18 (IV) A notification that if the tenant is interested in reoccupying
19 the rental unit following repairs, the tenant shall *inform the owner*
20 *of the tenant’s interest in reoccupying the rental unit following*
21 *repairs and* provide to the owner the tenant’s temporary address,
22 telephone number, and email address.

23 ~~(V) A notification of the tenant’s right to elect permanent~~
24 ~~relocation pursuant to clause (vi), the exact amount of the~~
25 ~~permanent relocation payment to which the tenant would be~~
26 ~~entitled, and instructions for claiming permanent relocation.~~

27 ~~(iv) Notwithstanding subdivision (d), an owner issuing a written~~
28 ~~notice terminating a tenancy for a just cause pursuant to this~~
29 ~~subparagraph shall provide any tenant subject to the termination~~
30 ~~with comparable alternate housing in the same city as the rental~~
31 ~~unit or pay all actual expenses associated with temporary relocation~~
32 ~~for the duration of the relocation.~~

33 ~~(v) (I) If the owner recovers possession pursuant to this~~
34 ~~subparagraph, whether or not pursuant to an unlawful detainer~~
35 ~~judgment, the tenant shall be given the right of first refusal to~~
36 ~~reoccupy the unit at the same rental terms.~~

37 ~~(II) An owner shall notify a tenant in writing that the unit is~~
38 ~~ready to reoccupy.~~

39 ~~(vi) (I) A tenant who receives a written notice terminating a~~
40 ~~tenancy for a just cause pursuant to this subparagraph may elect~~

1 ~~for permanent relocation instead of reoccupying the unit by~~
2 ~~notifying the owner of the tenant's intent to permanently relocate~~
3 ~~in writing within 30 days of service of the termination notice.~~

4 (H) ~~If the tenant elects for permanent relocation pursuant to this~~
5 ~~clause, notwithstanding any other law, the owner shall pay to the~~
6 ~~tenant a permanent relocation payment of six times the current fair~~
7 ~~market rent, calculated pursuant to Section 888.113 of Title 24 of~~
8 ~~the Code of Federal Regulations, for the jurisdiction in which the~~
9 ~~rental unit is located, corresponding to the size of the rental unit.~~

10 (c) Before an owner of residential real property issues a notice
11 to terminate a tenancy for just cause that is a curable lease
12 violation, the owner shall first give notice of the violation to the
13 tenant with an opportunity to cure the violation pursuant to
14 paragraph (3) of Section 1161 of the Code of Civil Procedure. If
15 the violation is not cured within the time period set forth in the
16 notice, a three-day notice to quit without an opportunity to cure
17 may thereafter be served to terminate the tenancy.

18 (d) (1) For a tenancy for which just cause is required to
19 terminate the tenancy under subdivision (a), if an owner of
20 residential real property issues a termination notice based on a
21 no-fault just cause described in paragraph (2) of subdivision (b),
22 the owner shall, regardless of the tenant's income, at the owner's
23 option, do one of the following:

24 (A) Assist the tenant to relocate by providing a direct payment
25 to the tenant as described in paragraph (3).

26 (B) Waive in writing the payment of rent for the final month of
27 the tenancy, prior to the rent becoming due.

28 (2) If an owner issues a notice to terminate a tenancy for no-fault
29 just cause, the owner shall notify the tenant in the written
30 termination notice of the tenant's right to relocation assistance or
31 rent waiver pursuant to this section. If the owner elects to waive
32 the rent for the final month of the tenancy as provided in
33 subparagraph (B) of paragraph (1), the notice shall state the amount
34 of rent waived and that no rent is due for the final month of the
35 tenancy.

36 (3) (A) The amount of relocation assistance or rent waiver shall
37 be equal to one month of the tenant's rent that was in effect when
38 the owner issued the notice to terminate the tenancy. Any relocation
39 assistance shall be provided within 15 calendar days of service of
40 the notice.

1 (B) If a tenant fails to vacate after the expiration of the notice
2 to terminate the tenancy, the actual amount of any relocation
3 assistance or rent waiver provided pursuant to this subdivision
4 shall be recoverable as damages in an action to recover possession.

5 (C) The relocation assistance or rent waiver required by this
6 subdivision shall be credited against any other relocation assistance
7 required by any other law.

8 (4) An owner's failure to strictly comply with this subdivision
9 shall render the notice of termination void.

10 (e) This section shall not apply to the following types of
11 residential real properties or residential circumstances:

12 (1) Transient and tourist hotel occupancy as defined in
13 subdivision (b) of Section 1940.

14 (2) Housing accommodations in a nonprofit hospital, religious
15 facility, extended care facility, licensed residential care facility for
16 the elderly, as defined in Section 1569.2 of the Health and Safety
17 Code, or an adult residential facility, as defined in Chapter 6 of
18 Division 6 of Title 22 of the Manual of Policies and Procedures
19 published by the State Department of Social Services.

20 (3) Dormitories owned and operated by an institution of higher
21 education or a kindergarten and grades 1 to 12, inclusive, school.

22 (4) Housing accommodations in which the tenant shares
23 bathroom or kitchen facilities with the owner who maintains their
24 principal residence at the residential real property.

25 (5) Single-family owner-occupied residences, including both
26 of the following:

27 (A) A residence in which the owner-occupant rents or leases
28 no more than two units or bedrooms, including, but not limited to,
29 an accessory dwelling unit or a junior accessory dwelling unit.

30 (B) A mobilehome.

31 (6) A property containing two separate dwelling units within a
32 single structure in which the owner occupied one of the units as
33 the owner's principal place of residence at the beginning of the
34 tenancy, so long as the owner continues in occupancy, and neither
35 unit is an accessory dwelling unit or a junior accessory dwelling
36 unit.

37 (7) Housing that has been issued a certificate of occupancy
38 within the previous 15 years, unless the housing is a mobilehome.

39 (8) Housing restricted by deed, regulatory restriction contained
40 in an agreement with a government agency, or other recorded

1 document as affordable housing for persons and families of very
2 low, low, or moderate income, as defined in Section 50093 of the
3 Health and Safety Code, or subject to an agreement that provides
4 housing subsidies for affordable housing for persons and families
5 of very low, low, or moderate income, as defined in Section 50093
6 of the Health and Safety Code or comparable federal statutes.

7 (9) Residential real property, including a mobilehome, that is
8 alienable separate from the title to any other dwelling unit, provided
9 that both of the following apply:

10 (A) The owner is not any of the following:

11 (i) A real estate investment trust, as defined in Section 856 of
12 the Internal Revenue Code.

13 (ii) A corporation.

14 (iii) A limited liability company in which at least one member
15 is a corporation.

16 (iv) Management of a mobilehome park, as defined in Section
17 798.2.

18 (B) (i) The tenants have been provided written notice that the
19 residential property is exempt from this section using the following
20 statement:

21 “This property is not subject to the rent limits imposed by Section
22 1947.12 of the Civil Code and is not subject to the just cause
23 requirements of Section 1946.2 of the Civil Code. This property
24 meets the requirements of Sections 1947.12 (d)(5) and 1946.2
25 (e)(8) of the Civil Code and the owner is not any of the following:
26 (1) a real estate investment trust, as defined by Section 856 of the
27 Internal Revenue Code; (2) a corporation; or (3) a limited liability
28 company in which at least one member is a corporation.”

29 (ii) (I) Except as provided in subclause (II), for a tenancy
30 existing before July 1, 2020, the notice required under clause (i)
31 may, but is not required to, be provided in the rental agreement.

32 (II) For a tenancy in a mobilehome existing before July 1, 2022,
33 the notice required under clause (i) may, but is not required to, be
34 provided in the rental agreement.

35 (iii) (I) Except as provided in subclause (II), for any tenancy
36 commenced or renewed on or after July 1, 2020, the notice required
37 under clause (i) must be provided in the rental agreement.

38 (II) For any tenancy in a mobilehome commenced or renewed
39 on or after July 1, 2022, the notice required under clause (i) shall
40 be provided in the rental agreement.

1 (iv) Addition of a provision containing the notice required under
2 clause (i) to any new or renewed rental agreement or fixed-term
3 lease constitutes a similar provision for the purposes of
4 subparagraph (E) of paragraph (1) of subdivision (b).

5 (f) An owner of residential real property subject to this section
6 shall provide notice to the tenant as follows:

7 (1) (A) Except as provided in subparagraph (B), for any tenancy
8 commenced or renewed on or after July 1, 2020, as an addendum
9 to the lease or rental agreement, or as a written notice signed by
10 the tenant, with a copy provided to the tenant.

11 (B) For a tenancy in a mobilehome commenced or renewed on
12 or after July 1, 2022, as an addendum to the lease or rental
13 agreement, or as a written notice signed by the tenant, with a copy
14 provided to the tenant.

15 (2) (A) Except as provided in subparagraph (B), for a tenancy
16 existing prior to July 1, 2020, by written notice to the tenant no
17 later than August 1, 2020, or as an addendum to the lease or rental
18 agreement.

19 (B) For a tenancy in a mobilehome existing prior to July 1,
20 2022, by written notice to the tenant no later than August 1, 2022,
21 or as an addendum to the lease or rental agreement.

22 (3) The notification or lease provision shall be in no less than
23 12-point type, and shall include the following:

24
25 “California law limits the amount your rent can be increased. See
26 Section 1947.12 of the Civil Code for more information. California
27 law also provides that after all of the tenants have continuously
28 and lawfully occupied the property for 12 months or more or at
29 least one of the tenants has continuously and lawfully occupied
30 the property for 24 months or more, a landlord must provide a
31 statement of cause in any notice to terminate a tenancy. See Section
32 1946.2 of the Civil Code for more information.”

33
34 The notification or lease provision shall be subject to Section 1632.

35 ~~(g) An owner terminating a tenancy pursuant to this section~~
36 ~~shall allege and prove that the recovery of possession is proceeding~~
37 ~~in good faith and honest intent, and there is not an ulterior motive~~
38 ~~for the reason stated in the written termination notice.~~

39 ~~(h)~~

(g) An owner's failure to comply with any provision of this section shall render the written termination notice void.

(i)

(h) (1) An attempt to recover possession of a rental unit in material violation of this section shall render the owner liable to the tenant in a civil action for damages of ~~not less than~~ *up to* three times the actual damages. *An award may also be entered for punitive damages for the benefit of the tenant against the owner.*

(2) The state and the local government in which the rental unit is located shall have the authority to ~~do both of the following:~~ *bring actions for injunctive relief on behalf of the state, city, or county, or on behalf of tenants seeking compliance by landlords with this section. Nothing in this paragraph is intended to limit the remedies that a state or local government has under existing law.*

~~(A) Enforce the provisions of this section.~~

~~(B) Bring actions for injunctive relief on behalf of the state, city, or county, or on behalf of tenants seeking compliance by landlords with this section.~~

~~(C) With respect to a local government, enact additional consequences for no-fault evictions which are carried out in violation of this section.~~

(3) A prevailing party in an action brought pursuant to this subdivision that is not an unlawful detainer action shall recover costs, any damages allowable by law, and reasonable attorney's fees.

(j)

(i) (1) This section does not apply to the following residential real property:

(A) Residential real property subject to a local ordinance requiring just cause for termination of a residential tenancy adopted on or before September 1, 2019, in which case the local ordinance shall apply.

(B) Residential real property subject to a local ordinance requiring just cause for termination of a residential tenancy adopted or amended after September 1, 2019, that is more protective than this section, in which case the local ordinance shall apply. For purposes of this subparagraph, an ordinance is "more protective" if it meets all of the following criteria:

1 (i) The just cause for termination of a residential tenancy under
2 the local ordinance is consistent with this section.

3 (ii) The ordinance further limits the reasons for termination of
4 a residential tenancy, provides for higher relocation assistance
5 amounts, or provides additional tenant protections that are not
6 prohibited by any other provision of law.

7 (iii) The local government has made a binding finding within
8 their local ordinance that the ordinance is more protective than the
9 provisions of this section.

10 (2) A residential real property shall not be subject to both a local
11 ordinance requiring just cause for termination of a residential
12 tenancy and this section.

13 (3) A local ordinance adopted after September 1, 2019, that is
14 less protective than this section shall not be enforced unless this
15 section is repealed.

16 ~~(k)~~

17 (j) Any waiver of the rights under this section shall be void as
18 contrary to public policy.

19 ~~(h)~~

20 (k) For the purposes of this section, the following definitions
21 shall apply:

22 (1) “Owner” includes any person, acting as principal or through
23 an agent, having the right to offer residential real property for rent,
24 and includes a predecessor in interest to the owner.

25 (2) “Residential real property” means any dwelling or unit that
26 is intended for human habitation, including any dwelling or unit
27 in a mobilehome park.

28 (3) “Tenancy” means the lawful occupation of residential real
29 property and includes a lease or sublease.

30 ~~(m)~~

31 (l) This section shall not apply to a homeowner of a mobilehome,
32 as defined in Section 798.9.

33 ~~(n)~~

34 (m) This section shall remain in effect only until January 1,
35 2030, and as of that date is repealed.

36 SEC. 2. Section 1947.12 of the Civil Code is amended to read:

37 1947.12. (a) (1) Subject to subdivision (b), an owner of
38 residential real property shall not, over the course of any 12-month
39 period, increase the gross rental rate for a dwelling or a unit more
40 than 5 percent plus the percentage change in the cost of living, or

1 10 percent, whichever is lower, of the lowest gross rental rate
2 charged for that dwelling or unit at any time during the 12 months
3 prior to the effective date of the increase. In determining the lowest
4 gross rental amount pursuant to this section, any rent discounts,
5 incentives, concessions, or credits offered by the owner of such
6 unit of residential real property and accepted by the tenant shall
7 be excluded. The gross per-month rental rate and any owner-offered
8 discounts, incentives, concessions, or credits shall be separately
9 listed and identified in the lease or rental agreement or any
10 amendments to an existing lease or rental agreement.

11 (2) If the same tenant remains in occupancy of a unit of
12 residential real property over any 12-month period, the gross rental
13 rate for the unit of residential real property shall not be increased
14 in more than two increments over that 12-month period, subject
15 to the other restrictions of this subdivision governing gross rental
16 rate increase.

17 (b) For a new tenancy in which no tenant from the prior tenancy
18 remains in lawful possession of the residential real property, the
19 owner may establish the initial rental rate not subject to subdivision
20 (a). Subdivision (a) is only applicable to subsequent increases after
21 that initial rental rate has been established.

22 (c) A tenant of residential real property subject to this section
23 shall not enter into a sublease that results in a total rent for the
24 premises that exceeds the allowable rental rate authorized by
25 subdivision (a). Nothing in this subdivision authorizes a tenant to
26 sublet or assign the tenant's interest where otherwise prohibited.

27 (d) This section shall not apply to the following residential real
28 properties:

29 (1) Housing restricted by deed, regulatory restriction contained
30 in an agreement with a government agency, or other recorded
31 document as affordable housing for persons and families of very
32 low, low, or moderate income, as defined in Section 50093 of the
33 Health and Safety Code, or subject to an agreement that provides
34 housing subsidies for affordable housing for persons and families
35 of very low, low, or moderate income, as defined in Section 50093
36 of the Health and Safety Code or comparable federal statutes.

37 (2) Dormitories owned and operated by an institution of higher
38 education or a kindergarten and grades 1 to 12, inclusive, school.

39 (3) Housing subject to rent or price control through a public
40 entity's valid exercise of its police power consistent with Chapter

2.7 (commencing with Section 1954.50) that restricts annual increases in the rental rate to an amount less than that provided in subdivision (a).

(4) Housing that has been issued a certificate of occupancy within the previous 15 years, unless the housing is a mobilehome.

(5) A property containing two separate dwelling units within a single structure in which the owner occupied one of the units as the owner's principal place of residence at the beginning of the tenancy, so long as the owner continues in occupancy, and neither unit is an accessory dwelling unit or a junior accessory dwelling unit.

(6) Residential real property that is alienable separate from the title to any other dwelling unit, including a mobilehome, provided that both of the following apply:

(A) The owner is not any of the following:

(i) A real estate investment trust, as defined in Section 856 of the Internal Revenue Code.

(ii) A corporation.

(iii) A limited liability company in which at least one member is a corporation.

(iv) Management of a mobilehome park, as defined in Section 798.2.

(B) (i) The tenants have been provided written notice that the residential real property is exempt from this section using the following statement:

"This property is not subject to the rent limits imposed by Section 1947.12 of the Civil Code and is not subject to the just cause requirements of Section 1946.2 of the Civil Code. This property meets the requirements of Sections 1947.12 (d)(5) and 1946.2 (e)(8) of the Civil Code and the owner is not any of the following: (1) a real estate investment trust, as defined by Section 856 of the Internal Revenue Code; (2) a corporation; or (3) a limited liability company in which at least one member is a corporation."

(ii) For a tenancy existing before July 1, 2020, or July 1, 2022, if the lease is for a tenancy in a mobilehome, the notice required under clause (i) may, but is not required to, be provided in the rental agreement.

(iii) For a tenancy commenced or renewed on or after July 1, 2020, or July 1, 2022, if the lease is for a tenancy in a mobilehome,

1 the notice required under clause (i) must be provided in the rental
2 agreement.

3 (iv) Addition of a provision containing the notice required under
4 clause (i) to any new or renewed rental agreement or fixed-term
5 lease constitutes a similar provision for the purposes of
6 subparagraph (E) of paragraph (1) of subdivision (b) of Section
7 1946.2.

8 (e) An owner shall provide notice of any increase in the rental
9 rate, pursuant to subdivision (a), to each tenant in accordance with
10 Section 827.

11 (f) (1) On or before January 1, 2030, the Legislative Analyst's
12 Office shall report to the Legislature regarding the effectiveness
13 of this section and Section 1947.13. The report shall include, but
14 not be limited to, the impact of the rental rate cap pursuant to
15 subdivision (a) on the housing market within the state.

16 (2) The report required by paragraph (1) shall be submitted in
17 compliance with Section 9795 of the Government Code.

18 (g) For the purposes of this section, the following definitions
19 shall apply:

20 (1) "Consumer Price Index for All Urban Consumers for All
21 Items" means the following:

22 (A) The Consumer Price Index for All Urban Consumers for
23 All Items (CPI-U) for the metropolitan area in which the property
24 is located, as published by the United States Bureau of Labor
25 Statistics, which are as follows:

26 (i) The CPI-U for the Los Angeles-Long Beach-Anaheim
27 metropolitan area covering the Counties of Los Angeles and
28 Orange.

29 (ii) The CPI-U for the Riverside-San Bernardino-Ontario
30 metropolitan area covering the Counties of Riverside and San
31 Bernardino.

32 (iii) The CPI-U for the San Diego-Carlsbad metropolitan area
33 covering the County of San Diego.

34 (iv) The CPI-U for the San Francisco-Oakland-Hayward
35 metropolitan area covering the Counties of Alameda, Contra Costa,
36 Marin, San Francisco, and San Mateo.

37 (v) Any successor metropolitan area index to any of the indexes
38 listed in clauses (i) to (iv), inclusive.

39 (B) If the United States Bureau of Labor Statistics does not
40 publish a CPI-U for the metropolitan area in which the property

1 is located, the California Consumer Price Index for All Urban
2 Consumers for All Items as published by the Department of
3 Industrial Relations.

4 (C) On or after January 1, 2021, if the United States Bureau of
5 Labor Statistics publishes a CPI-U index for one or more
6 metropolitan areas not listed in subparagraph (A), that CPI-U index
7 shall apply in those areas with respect to rent increases that take
8 effect on or after August 1 of the calendar year in which the
9 12-month change in that CPI-U, as described in subparagraph (B)
10 of paragraph (3), is first published.

11 (2) “Owner” includes any person, acting as principal or through
12 an agent, having the right to offer residential real property for rent,
13 and includes a predecessor in interest to the owner.

14 (3) (A) “Percentage change in the cost of living” means the
15 percentage change, computed pursuant to subparagraph (B), in the
16 applicable, as determined pursuant to paragraph (1), Consumer
17 Price Index for All Urban Consumers for All Items.

18 (B) (i) For rent increases that take effect before August 1 of
19 any calendar year, the following shall apply:

20 (I) The percentage change shall be the percentage change in the
21 amount published for April of the immediately preceding calendar
22 year and April of the year before that.

23 (II) If there is not an amount published in April for the applicable
24 geographic area, the percentage change shall be the percentage
25 change in the amount published for March of the immediately
26 preceding calendar year and March of the year before that.

27 (ii) For rent increases that take effect on or after August 1 of
28 any calendar year, the following shall apply:

29 (I) The percentage change shall be the percentage change in the
30 amount published for April of that calendar year and April of the
31 immediately preceding calendar year.

32 (II) If there is not an amount published in April for the applicable
33 geographic area, the percentage change shall be the percentage
34 change in the amount published for March of that calendar year
35 and March of the immediately preceding calendar year.

36 (iii) The percentage change shall be rounded to the nearest
37 one-tenth of 1 percent.

38 (4) “Residential real property” means any dwelling or unit that
39 is intended for human habitation, including any dwelling or unit
40 in a mobilehome park.

1 (5) “Tenancy” means the lawful occupation of residential real
2 property and includes a lease or sublease.

3 (h) (1) This section shall apply to all rent increases subject to
4 subdivision (a) occurring on or after March 15, 2019, except as
5 provided in subdivision (i).

6 (2) In the event that an owner has increased the rent by more
7 than the amount permissible under subdivision (a) between March
8 15, 2019, and January 1, 2020, both of the following shall apply:

9 (A) The applicable rent on January 1, 2020, shall be the rent as
10 of March 15, 2019, plus the maximum permissible increase under
11 subdivision (a).

12 (B) An owner shall not be liable to the tenant for any
13 corresponding rent overpayment.

14 (3) An owner of residential real property subject to subdivision
15 (a) who increased the rental rate on that residential real property
16 on or after March 15, 2019, but prior to January 1, 2020, by an
17 amount less than the rental rate increase permitted by subdivision
18 (a) shall be allowed to increase the rental rate twice, as provided
19 in paragraph (2) of subdivision (a), within 12 months of March
20 15, 2019, but in no event shall that rental rate increase exceed the
21 maximum rental rate increase permitted by subdivision (a).

22 (i) (1) Notwithstanding subdivision (h), this section shall apply
23 only to rent increases for a tenancy in a mobilehome subject to
24 subdivision (a) occurring on or after February 18, 2021.

25 (2) In the event that an owner has increased the rent for a
26 tenancy in a mobilehome by more than the amount permissible
27 under subdivision (a) between February 18, 2021, and January 1,
28 2022, both of the following shall apply:

29 (A) The applicable rent on January 1, 2022, shall be the rent as
30 of February 18, 2021, plus the maximum permissible increase
31 under subdivision (a).

32 (B) An owner shall not be liable to the tenant for any
33 corresponding rent overpayment.

34 (3) An owner of residential real property subject to subdivision
35 (a) who increased the rental rate on that residential real property
36 on or after February 18, 2021, but prior to January 1, 2022, by an
37 amount less than the rental rate increase permitted by subdivision
38 (a) shall be allowed to increase the rental rate twice, as provided
39 in paragraph (2) of subdivision (a), within 12 months of February

1 18, 2021, but in no event shall that rental rate increase exceed the
2 maximum rental rate increase permitted by subdivision (a).

3 (j) This section shall not apply to a homeowner of a mobilehome,
4 as defined in Section 798.9.

5 ~~(k) (1) The amendments to this section made by the act adding
6 this subdivision shall apply to all rent increases subject to
7 subdivision (a) occurring on or after March 1, 2023.~~

8 ~~(2) In the event that an owner has increased the rent by more
9 than the amount permissible under subdivision (a), as amended by
10 the act adding this subdivision, between March 1, 2023, and
11 January 1, 2024, both of the following shall apply:~~

12 ~~(A) The applicable rent on January 1, 2024, shall be the rent as
13 of March 1, 2023, plus the maximum permissible increase under
14 subdivision (a), as amended by the act adding this subdivision.~~

15 ~~(B) An owner shall not be liable to the tenant for any
16 corresponding rent overpayment.~~

17 ~~(3) An owner of residential real property subject to subdivision
18 (a) who increased the rental rate on that residential real property
19 on or after March 1, 2023, but before January 1, 2024, by an
20 amount less than the rental rate increase permitted by subdivision
21 (a), as amended by the act adding this subdivision, shall be allowed
22 to increase the rental rate twice, as provided in paragraph (2) of
23 subdivision (a), before March 1, 2024, but that rental rate increase
24 shall not exceed the maximum rental rate increase permitted by
25 subdivision (a), as amended by the act adding this subdivision.~~

26 ~~(4)~~

27 (k) (1) A landlord who demands, accepts, receives, or retains
28 any payment of rent in excess of the maximum rent allowed by
29 this section shall be liable in a civil action to the tenant from whom
30 those payments are demanded, accepted, received, or retained for
31 all of the following:

32 (A) Reasonable attorney's fees and costs.

33 (B) Injunctive relief.

34 (C) Damages in the amount by which any payment demanded,
35 accepted, received, or retained exceeds the maximum allowable
36 rent.

37 (D) Upon a showing that the landlord has acted willfully or with
38 oppression, fraud, or malice, a civil penalty of treble the amount
39 by which any payment demanded, accepted, received, or retained
40 exceeds the maximum allowable rent.

(2) A local government within whose jurisdiction the residential real property is located shall have the authority to do both of the following:

(A) Enforce the provisions of this section.

(B) Bring actions for injunctive relief on behalf of the city or county or on behalf of tenants seeking compliance by landlords with this section.

(3) In an action pursuant to this subdivision for injunctive relief, it shall be presumed that a tenant suffers irreparable harm through violation of this section.

(4) An action pursuant to this subdivision shall not be brought after the date that is three years from the date on which the cause of action accrued.

~~(m)~~

(l) Any waiver of the rights under this section shall be void as contrary to public policy.

~~(n)~~

(m) This section shall remain in effect until January 1, 2030, and as of that date is repealed.

~~(o)~~

(n) (1) The Legislature finds and declares that the unique circumstances of the current housing crisis require a statewide response to address rent gouging by establishing statewide limitations on gross rental rate increases.

(2) It is the intent of the Legislature that this section should apply only for the limited time needed to address the current statewide housing crisis, as described in paragraph (1). This section is not intended to expand or limit the authority of local governments to establish local policies regulating rents consistent with Chapter 2.7 (commencing with Section 1954.50), nor is it a statement regarding the appropriate, allowable rental rate increase when a local government adopts a policy regulating rent that is otherwise consistent with Chapter 2.7 (commencing with Section 1954.50).

(3) Nothing in this section authorizes a local government to establish limitations on any rental rate increases not otherwise permissible under Chapter 2.7 (commencing with Section 1954.50), or affects the existing authority of a local government to adopt or maintain rent controls or price controls consistent with that chapter.

1 SEC. 3. No reimbursement is required by this act pursuant to
2 Section 6 of Article XIII B of the California Constitution because
3 a local agency or school district has the authority to levy service
4 charges, fees, or assessments sufficient to pay for the program or
5 level of service mandated by this act, within the meaning of Section
6 17556 of the Government Code.

O



Legislation Text

File #: ID#23-364, Version: 1

2023-2024 Prioritization of Traffic Calming Projects

Approve a Resolution approving the proposed neighborhood traffic calming project prioritization list for fiscal year 2023-2024.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: DAVID JACOBS P.E., L.S., PUBLIC WORKS DIRECTOR

BY: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: 2023-2024 PRIORITIZATION OF TRAFFIC CALMING PROJECTS

RECOMMENDED MOTION:

A motion to approve the proposed neighborhood traffic calming project prioritization list for fiscal year 2023-2024.

EXECUTIVE SUMMARY:

Numerous requests for traffic calming projects have exceeded City's budgeted resources to respond to and provide traffic calming solutions for all the neighborhoods currently petitioning for projects. City staff evaluated and ranked traffic calming request using the Council approved prioritization criteria. The Traffic and Transportation Commission reviewed the draft prioritization ranking and modified the traffic calming project prioritization list for fiscal year 2023-2024. It is recommended City Council approve the proposed neighborhood traffic calming project prioritization list for fiscal year 2023-2024.

BACKGROUND:

The City receives numerous complaints and requests from residents regarding neighborhood traffic related issues. Many residential concerns relate to driver behavior in the form of speeding or cut-through traffic on residential streets.

In 2009, the City of Salinas adopted the Neighborhood Traffic Management Programs to respond to residents' requests to reduce the speed of vehicles and discourage cut-through traffic on residential streets. With the success and community support for the first complete traffic calming projects on Rosarita Drive and Little River Drive, requests for traffic calming projects began rapidly increasing. City staff evaluate requests as they are received but traffic calming projects are now backlogged due to limited time and budgetary resources. In 2017, staff recommended the adoption of a priority rating system based on fair and impartial methodologies to deliver projects based on identified needs and benefits. The recommended prioritization criteria was approved by City Council with Traffic and Transportation Commission support.

Staff estimates the average cost of a neighborhood traffic calming project typically ranges \$70,000 to \$150,000 depending on the size and complexity of the project. The project can take several months of community meetings with additional time for a voting period before advancing to implementation. The 2022-2023 budget for traffic calming projects was \$435,000, which is being distributed to four neighborhood traffic calming projects which include West Acacia Street, Paseo Grande, Iverson Street, and Victor Street. If there are remaining funds the City will work with the next neighborhood from the 2022-2023 prioritized traffic calming project list. Staff will continue working on the next highest priority until funds are depleted.

As of December 31, 2022, the backlog of traffic calming projects included 25 neighborhoods. Petitions for traffic calming projects received after December 31, 2022, will be included in the 2024-2025 prioritization report once traffic data is available. Staff prioritized the traffic calming projects based on the prioritization scoring from the approved criteria and presented it to the Traffic and Transportation Commission. The Commission adjusted the Coventry Street neighborhood to third highest priority despite receiving a lower prioritization score. Staff is recommending traffic calming improvement projects to be considered in the order shown in Table 1 for fiscal year 2023-2024 and continued on Attachment 1. Depending on the budget that the City Council allocates for traffic calming for the FY 23-24, City staff will work on the projects in the order listed in the table below until the budget is depleted. With an anticipated annual CIP budget for traffic calming of \$200,000, the staff expects to be able to complete three (3) projects for FY 23-24. Once the budget gets depleted, the backlogged traffic calming petitions will be held until resources become available or until the next re-prioritization list is developed.

Table 1: Traffic Calming Prioritization

Rank	Neighborhood	Score
1	Rainier Drive	61
2	Nogal Drive	52
3	Coventry Street	48
4	Rochex Avenue	51
5	Chardonnay Drive	50
6	Swaner Avenue	44
7	Ranchero Drive	39
8	Calaveras Drive	39
9	Alamo Way	36
10	Santa Teresa Way	31
11	Pueblo Drive	30
12	Alameda Avenue	27
13	Paloma Avenue	24
14	Pescadero Drive	23
15	Fairview Avenue	21
16	Mimbrera Way	20

**Streets with equal scores rank the highest collision history first*

For all other neighborhoods requesting traffic calming projects, which scored less than 20 out of 100, staff recommends closing out the request. The traffic studies found that these neighborhoods have relatively low speeds, volumes and collision history when compared to other neighborhoods. Given the abundance of traffic calming requests in the City it is reasonably foreseeable that these neighborhoods will not be prioritized for traffic calming in the foreseeable future. Therefore, staff recommends that requests for traffic calming projects that do not meet the threshold be closed and the petitioners notified.

The City developed the Neighborhood Traffic Management Program, which establishes a process for a community led effort to develop the design of a traffic calming plan that is supported by the residents themselves who will be most impacted by the project once it is completed. There are several countermeasures available to help mitigate traffic issues, however, the predominate request from the community are rubberized speed cushions. Staff notes that there are other countermeasures available which can be more effective, and may have additional benefits beyond traffic calming, such as curb extensions and raised pedestrian crosswalks. However, the planning and design of traffic calming projects is a community led effort which tends to result in more rubberized speed cushions.

TRAFFIC AND TRANSPORTATION COMMISSION:

The 2023-24 Prioritization of Traffic Calming Projects was presented to the Traffic and Transportation Commission at its May 11, 2023 meeting. The Commission voted (6-0) to approve a motion to approve a modification of staff's proposed neighborhood traffic calming project prioritization list for fiscal year 2023-2024, whereas the top three priorities include the Rainer Drive, Nogal Drive and Coventry Street neighborhoods. Furthermore, the Commission recommended that the City continue to keep all traffic calming petitions active and continue to collect data for neighborhoods with low traffic volumes and speeds which received a low priority score. However, continuing to monitor neighborhoods which are unlikely to rank high requires additional resources and funds to carry on. These operating costs will limit available traffic calming funds and consequently staff estimates the City may only be able to deliver two projects if all neighborhoods carry forward next fiscal year. Staff recommends that neighborhoods with scores less than 20 be closed so that operating funds can be allocated towards delivering projects.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

The 2023-2024 Prioritization of Traffic Calming Projects supports the Council goal of “Effective and Culturally Responsive Government”.

The City developed the Neighborhood Traffic Management Program to respond to residents’ concerns regarding traffic safety. Through before and after studies, the City has determined that the neighborhood traffic calming projects have some effect to lower traffic speeds and volumes. However, the City also completed a comprehensive 10-year collision analysis, the Vision Zero Action Plan, which reveals that very few traffic collisions occur on residential streets. The Neighborhood Traffic Management Program may help respond to residential requests, but the program has little effect to support the City Council’s goal of “Public Safety”.

FISCAL AND SUSTAINABILITY IMPACT:

There will be no additional impact to the General Fund. Based on the FY 2023-2024 CIP budget for Traffic Calming, staff will work on the neighborhoods from the above table until the budget is depleted. Once the allotted budget has been depleted, the backlogged traffic calming petitions will be held until resources become available or until the next re-prioritization recommendation.

ATTACHMENTS:

- Attachment 1: Neighborhood Traffic Calming Scoring Master List
- Attachment 2: Neighborhood Traffic Calming Scoring Worksheets
- Attachment 3: Neighborhood Traffic Studies
- Attachment 4: Neighborhood Traffic Management Program Manual

RESOLUTION No. _____ (N.C.S.)

A RESOLUTION TO APPROVE THE PROPOSED NEIGHBORHOOD TRAFFIC CALMING PROJECT PRIORITIZATION LIST FOR FISCAL YEAR 2023-2024

WHEREAS, numerous requests for traffic calming projects have exceeded City's budgeted resources to respond to and provide traffic calming solutions for all the neighborhoods currently petitioning for projects; and

WHEREAS, City staff evaluated and ranked traffic calming request using the Council approved prioritization criteria; and

WHEREAS, the Traffic and Transportation Commission reviewed the draft prioritization ranking and modified the traffic calming project prioritization list for fiscal year 2023-2024; and

WHEREAS, the Council may choose to recommend changes to the neighborhood traffic calming project prioritization list for fiscal year 2023-2024; and

WHEREAS, the City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

NOW, THEREFORE, BE IT RESOLVED BY THE SALINAS CITY COUNCIL approves the neighborhood traffic calming project prioritization list for fiscal year 2023-2024.

PASSED AND APPROVED this 13th day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

Attachment 1: Neighborhood Traffic Calming Scoring Master List

Rank	Neighborhood	Score
1	Rainier Drive	61
2	Nogal Drive	52
3	Coventry Street	48
4	Rochex Avenue	51
5	Chardonnay Drive	50
6	Swaner Avenue	44
7	Ranchero Drive	39
8	Calaveras Drive	39
9	Alamo Way	36
10	Santa Teresa Way	31
11	Pueblo Drive	30
12	Alameda Avenue	27
13	Paloma Avenue	24
14	Pescadero Drive	23
15	Fairview Avenue	21
16	Mimbrera Way	20
17	Hartford Street	18
18	Carmelita Drive	16
19	Beverly Drive	14
20	Sharon Drive	10
21	Florence Place	9
22	Carol Drive	8
23	Barbara Place	5
24	Jean Avenue	4
25	Harryette Drive	1

**Streets with equal scores rank the highest collision history first*

Note: The Coventry Street neighborhood was recommended as the third highest priority by the Traffic and Transportation Commission, despite receiving a lower prioritization score, and subsequent scores were adjusted accordingly.

STREET:			RAINIER DRIVE
FROM	SHIRES WAY	TO	NATIVIDAD ROAD
STAFF			
DATE	APRIL 4-6, 2023		

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	2,308	ADT
		16

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	32	MPH	14
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	4	Each	12
Fatal	0	Each	
Pedestrian/Bike	0	Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	1	Each	15
Pedestrian Generator	1	Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	4	/20	4
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TOTAL SCORE	61
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STREET:			NOGAL DRIVE
FROM	LAS CASITAS DRIVE	TO	FREEDOM PARKWAY
STAFF			
DATE	MAY 10-12, 2022		

CATEGORY

POINTS

1 Traffic Volumes (20 Points)

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility

Collector Facility

AWDT ADT

2 Speed (20 Points)

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile MPH

3 Crash History (20 Points)

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions Each

Fatal Each

Pedestrian/Bike Each

4 Land Use (20 Points)

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School Each

Pedestrian Generator Each

5 Geometrics and Engineering Considerations (20 Points)

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score /20

TOTAL SCORE

STREET:	ROCHEX AVENUE	
FROM	NORTH MAIN STREET	TO
STAFF	CRESCENT WAY	
DATE	MARCH 21-23, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	930 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	29 MPH	8
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	6 Each	18
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	1 Each	15
Pedestrian Generator	1 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	10 /20	10
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TOTAL SCORE	51
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STREET:	CHARDONNAY DRIVE		
FROM	MCKINNON STREET	TO	CROMWELL DRIVE
STAFF			
DATE	APRIL 4-6, 2023		

CATEGORY	POINTS
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1 Traffic Volumes (20 Points)

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	<input type="text" value="2,481"/> ADT	<input type="text" value="20"/>

2 Speed (20 Points)

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	<input type="text" value="45"/> MPH	<input type="text" value="20"/>
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3 Crash History (20 Points)

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	<input type="text" value="0"/> Each	<input type="text" value="0"/>
Fatal	<input type="text" value="0"/> Each	
Pedestrian/Bike	<input type="text" value="0"/> Each	

4 Land Use (20 Points)

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	<input type="text" value="0"/> Each	<input type="text" value="5"/>
Pedestrian Generator	<input type="text" value="1"/> Each	

5 Geometrics and Engineering Considerations (20 Points)

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	<input type="text" value="5"/> /20	<input type="text" value="5"/>
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TOTAL SCORE	<input type="text" value="50"/>
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STREET:	COVENTRY STREET	
FROM	GLENDORA WAY	TO
STAFF	INGLEWOOD STREET	
DATE	JANUARY 24-26, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	483 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	40 MPH	20
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	0 Each	0
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	2 Each	20
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	8 /20	8
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TOTAL SCORE	48
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STREET:	SWANER AVENUE	
FROM	SANTA RITA STREET	TO
STAFF	VAN BUREN AVENUE	
DATE	MARCH 21-23, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	681 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	32 MPH	14
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	3 Each	9
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	1 Each	10
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	11 /20	11
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TOTAL SCORE	44
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STREET:	RANCHERO DRIVE	
FROM	LAS CASITAS DRIVE	TO
STAFF	LA HONDA COURT	
DATE	MARCH 21-23, 2023	

CATEGORY	POINTS
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1	Traffic Volumes (20 Points) Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.	
	Facility Residential street AWDT <input type="text" value="719"/> ADT	<input type="text" value="0"/>
2	Speed (20 Points) Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.	
	85th Percentile <input type="text" value="34"/> MPH	<input type="text" value="18"/>
3	Crash History (20 Points) Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.	
	Collisions <input type="text" value="1"/> Each Fatal <input type="text" value="0"/> Each Pedestrian/Bike <input type="text" value="0"/> Each	<input type="text" value="3"/>
4	Land Use (20 Points) Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.	
	Designated School <input type="text" value="1"/> Each Pedestrian Generator <input type="text" value="0"/> Each	<input type="text" value="10"/>
5	Geometrics and Engineering Considerations (20 Points) Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.	
	Score <input type="text" value="8"/> /20	<input type="text" value="8"/>
TOTAL SCORE		<input type="text" value="39"/>

STREET:	CALAVERAS DRIVE		
FROM	EL DORADO DRIVE	TO	YREKA DRIVE
STAFF			
DATE	JULY 14-15, 2021		

CATEGORY

POINTS

1 Traffic Volumes (20 Points)

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	<input type="text" value="2,679"/> ADT	<input type="text" value="20"/>

2 Speed (20 Points)

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	<input type="text" value="30"/> MPH	<input type="text" value="10"/>
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3 Crash History (20 Points)

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	<input type="text" value="1"/> Each	<input type="text" value="3"/>
Fatal	<input type="text" value="0"/> Each	
Pedestrian/Bike	<input type="text" value="0"/> Each	

4 Land Use (20 Points)

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	<input type="text" value="0"/> Each	<input type="text" value="5"/>
Pedestrian Generator	<input type="text" value="1"/> Each	

5 Geometrics and Engineering Considerations (20 Points)

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	<input type="text" value="1"/> /20	<input type="text" value="1"/>
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TOTAL SCORE

STREET:	ALAMO WAY	
FROM	GARNER AVENUE	TO
STAFF	LAS CASITAS DRIVE	
DATE	NOVEMBER 1-3, 2022	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	1,884 ADT	8

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	32 MPH	14
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	3 Each	9
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0 Each	0
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	5 /20	5
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TOTAL SCORE 36

STREET:	SANTA TERESA WAY	
FROM	GRANADA AVENUE	TO
STAFF	EAST LAUREL DRIVE	
DATE	APRIL 26-28, 2022	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	801 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	32 MPH	14
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	1 Each	3
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	1 Each	10
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	4 /20	4
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TOTAL SCORE	31
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STREET:	PUEBLO DRIVE	
FROM	ADAMS STREET	TO
STAFF	NORTH FIRST STREET	
DATE	MARCH 7-9, 2023	

CATEGORY

POINTS

1 Traffic Volumes (20 Points)

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility Residential street
AWDT 540 ADT

0

2 Speed (20 Points)

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile 36 MPH

20

3 Crash History (20 Points)

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions 0 Each
Fatal 0 Each
Pedestrian/Bike 0 Each

0

4 Land Use (20 Points)

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School 0 Each
Pedestrian Generator 0 Each

0

5 Geometrics and Engineering Considerations (20 Points)

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score 10 /20

10

TOTAL SCORE 30

STREET:	ALAMEDA AVENUE	
FROM	ABBOTT STREET	TO
STAFF	EAST ROMIE LANE	
DATE	MARCH 28-30, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Collector Facility	
AWDT	1,394	ADT
		0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	31	MPH	12
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	0	Each	0
Fatal	0	Each	
Pedestrian/Bike	0	Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0	Each	0
Pedestrian Generator	0	Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	15	/20	15
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TOTAL SCORE	27
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STREET:	PALOMA AVENUE	
FROM	QUILLA STREET	TO
STAFF	MARGARET STREET	
DATE	JANUARY 24-26, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	1,370 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	33 MPH	16
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	1 Each	3
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0 Each	0
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	5 /20	5
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TOTAL SCORE	24
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STREET:	PESCADERO DRIVE	
FROM	LOS COCHES AVENUE	TO
STAFF	INGLEWOOD STREET	
DATE	MARCH 7-9, 2023	

CATEGORY	POINTS
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1 Traffic Volumes (20 Points)	
<p>Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.</p>	
<p>Facility Residential street</p> <p>AWDT <input type="text" value="845"/> ADT</p>	<input type="text" value="0"/>
2 Speed (20 Points)	
<p>Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.</p>	
<p>85th Percentile <input type="text" value="29"/> MPH</p>	<input type="text" value="8"/>
3 Crash History (20 Points)	
<p>Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.</p>	
<p>Collisions <input type="text" value="0"/> Each</p> <p>Fatal <input type="text" value="0"/> Each</p> <p>Pedestrian/Bike <input type="text" value="0"/> Each</p>	<input type="text" value="0"/>
4 Land Use (20 Points)	
<p>Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.</p>	
<p>Designated School <input type="text" value="1"/> Each</p> <p>Pedestrian Generator <input type="text" value="0"/> Each</p>	<input type="text" value="10"/>
5 Geometrics and Engineering Considerations (20 Points)	
<p>Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.</p>	
<p>Score <input type="text" value="5"/> /20</p>	<input type="text" value="5"/>
TOTAL SCORE	<input type="text" value="23"/>

STREET:	FAIRVIEW AVENUE		
FROM	SHARON DRIVE	TO	CAROL DRIVE
STAFF			
DATE	MARCH 7-9, 2023		

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	1,409 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	32 MPH	14
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	2 Each	6
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0 Each	0
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	1 /20	1
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TOTAL SCORE 21

STREET:	MIMBRERA WAY	
FROM	NOGAL DRIVE	TO
STAFF	RIDER AVENUE	
DATE	JANUARY 24-26, 2023	

CATEGORY

POINTS

1 Traffic Volumes (20 Points)

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	615 ADT	0

2 Speed (20 Points)

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	27 MPH	4
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3 Crash History (20 Points)

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	0 Each	0
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 Land Use (20 Points)

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	1 Each	15
Pedestrian Generator	1 Each	

5 Geometrics and Engineering Considerations (20 Points)

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	1 /20	1
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TOTAL SCORE 20

STREET:	HARTFORD STREET	
FROM	COVENTRY STREET	TO
STAFF	INGLEWOOD STREET	
DATE	MARCH 7-9, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	<input type="text" value="129"/> ADT	<input type="text" value="0"/>

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	<input type="text" value="22"/> MPH	<input type="text" value="0"/>
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	<input type="text" value="1"/> Each	<input type="text" value="3"/>
Fatal	<input type="text" value="0"/> Each	
Pedestrian/Bike	<input type="text" value="0"/> Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	<input type="text" value="1"/> Each	<input type="text" value="10"/>
Pedestrian Generator	<input type="text" value="0"/> Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	<input type="text" value="5"/> /20	<input type="text" value="5"/>
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TOTAL SCORE	<input type="text" value="18"/>
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STREET:	CARMELITA DRIVE		
FROM	WEST ALISAL STREET	TO	PALMA DRIVE
STAFF			
DATE	APRIL 4-6, 2023		

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	324 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	28 MPH	6
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	0 Each	0
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0 Each	5
Pedestrian Generator	1 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	5 /20	5
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TOTAL SCORE	16
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STREET:	FAIRVIEW AVENUE		BEVERLY DRIVE
FROM		TO	FLORENCE PLACE
STAFF			
DATE	FEBRUARY 21-23, 2023		

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	<input type="text" value="244"/> ADT	<input type="text" value="0"/>

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	<input type="text" value="28"/> MPH	<input type="text" value="6"/>
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	<input type="text" value="1"/> Each	<input type="text" value="3"/>
Fatal	<input type="text" value="0"/> Each	
Pedestrian/Bike	<input type="text" value="0"/> Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	<input type="text" value="0"/> Each	<input type="text" value="0"/>
Pedestrian Generator	<input type="text" value="0"/> Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	<input type="text" value="5"/> /20	<input type="text" value="5"/>
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TOTAL SCORE	<input type="text" value="14"/>
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STREET:	SHARON DRIVE	
FROM	BARBARA PLACE	TO
STAFF	FAIRVIEW AVENUE	
DATE	FEBRUARY 21-23, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	405 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	23 MPH	0
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	0 Each	0
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0 Each	0
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	10 /20	10
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TOTAL SCORE	10
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STREET:	FLORENCE PLACE	
FROM	FAIRVIEW AVENUE	TO
STAFF	BEVERLY DRIVE	
DATE	FEBRUARY 21-23, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	225 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	29 MPH	8
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	0 Each	0
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0 Each	0
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	1 /20	1
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TOTAL SCORE	9
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STREET:			CAROL DRIVE
FROM	FLORENCE PLACE	TO	FAIRVIEW AVENUE
STAFF			
DATE	MARCH 7-9, 2023		

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	<input type="text" value="83"/> ADT	<input type="text" value="0"/>

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	<input type="text" value="22"/> MPH	<input type="text" value="0"/>
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	<input type="text" value="0"/> Each	<input type="text" value="0"/>
Fatal	<input type="text" value="0"/> Each	
Pedestrian/Bike	<input type="text" value="0"/> Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	<input type="text" value="0"/> Each	<input type="text" value="0"/>
Pedestrian Generator	<input type="text" value="0"/> Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	<input type="text" value="8"/> /20	<input type="text" value="8"/>
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TOTAL SCORE	<input type="text" value="8"/>
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STREET:	BARBARA PLACE	
FROM	FAIRVIEW AVENUE	TO
STAFF	BEVERLY DRIVE	
DATE	FEBRUARY 21-23, 2023	

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	135 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	27 MPH	4
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	0 Each	0
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0 Each	0
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	1 /20	1
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TOTAL SCORE	5
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STREET:			JEAN AVENUE
FROM	SHARON DRIVE	TO	CAROL DRIVE
STAFF			
DATE	MARCH 28-30, 2023		

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	<input type="text" value="102"/> ADT	<input type="text" value="0"/>

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	<input type="text" value="17"/> MPH	<input type="text" value="0"/>
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	<input type="text" value="1"/> Each	<input type="text" value="3"/>
Fatal	<input type="text" value="0"/> Each	
Pedestrian/Bike	<input type="text" value="0"/> Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	<input type="text" value="0"/> Each	<input type="text" value="0"/>
Pedestrian Generator	<input type="text" value="0"/> Each	

5 **Geometrics and Engineering Considerations (20 Points)**

Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	<input type="text" value="1"/> /20	<input type="text" value="1"/>
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TOTAL SCORE	<input type="text" value="4"/>
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STREET:	HARRYETTE DRIVE		
FROM	FAIRVIEW AVENUE	TO	CAROL DRIVE
STAFF			
DATE	MARCH 7-9, 2023		

CATEGORY	POINTS
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1 **Traffic Volumes (20 Points)**

Measure weekday average daily traffic volumes on the residential roadway. Counts should be collected over a 3-day duration and averaged. Seasonal considerations should be considered and volumes should be measured during the regular school calendars. A typical two-lane undivided residential street has a maximum capacity of 2,000 average daily trips. For typical residential streets, the traffic calming score for volume shall be determined as 1 point for every 50 vehicles per day exceeding 1,500 with a maximum possible score of 20 points. Special consideration is given to a local collector facility. A Local Collector (Residential Type II) roadways are designed with a larger cross-section and may serve as a bus route, and typically has a capacity of 5,000 average trips per day. For typical collector facilities, the traffic calming score for volume shall be determined as 1 point for every 100 vehicles per day exceeding 2,500 with a maximum possible score of 20 points.

Facility	Residential street	
AWDT	147 ADT	0

2 **Speed (20 Points)**

Measure the speed at which 85 percent of traffic travels that speed or below. Collected speeds should only be measured under conditions of free flow and should omit data observed from following vehicles or interrupted flow. A typical two-lane undivided residential street has a posted speed limit of 25 miles per hour. The traffic calming score for speed shall be determined as 2 point for mile per hour measured from the 85th percentile speed over the posted (25mph) speed limit with a maximum possible score of 20 points.

85th Percentile	19 MPH	0
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3 **Crash History (20 Points)**

Review accident data for the three most recent years for which data is available. The traffic calming score for speed shall be calculated as 3 point for every accident. Adjustment factors of 3 and 2 are used respectively, to weight crash history for fatal and pedestrian/bicyclist collisions. A maximum possible score of 20 points.

Collisions	0 Each	0
Fatal	0 Each	
Pedestrian/Bike	0 Each	

4 **Land Use (20 Points)**

Proximity to designated schools and pedestrian generators (e.g. parks, libraries, and other public facilities) within 500 feet of the roadway section. The traffic calming score should add 10 points for every school and 5 points for every additional pedestrian generator with in vicinity of the study area with a maximum possible score of 20 points.

Designated School	0 Each	0
Pedestrian Generator	0 Each	

5 **Geometrics and Engineering Considerations (20 Points)**

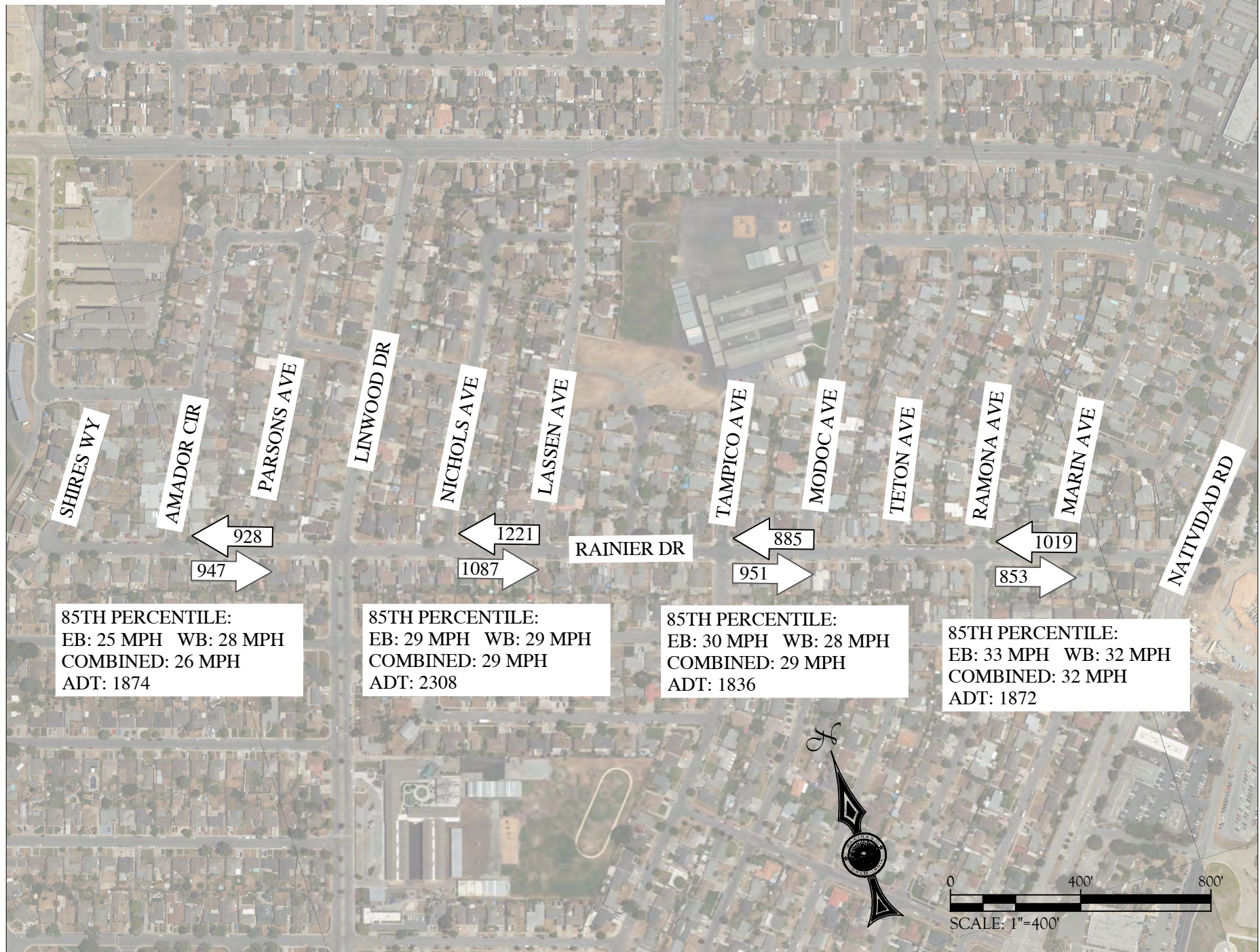
Presence of sight distance issues, changes in vertical or horizontal curvature, corner sight considerations, presence of sidewalks, uncontrolled crosswalks and other unusual conditions or characteristics not aforementioned.

Score	1 /20	1
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TOTAL SCORE	1
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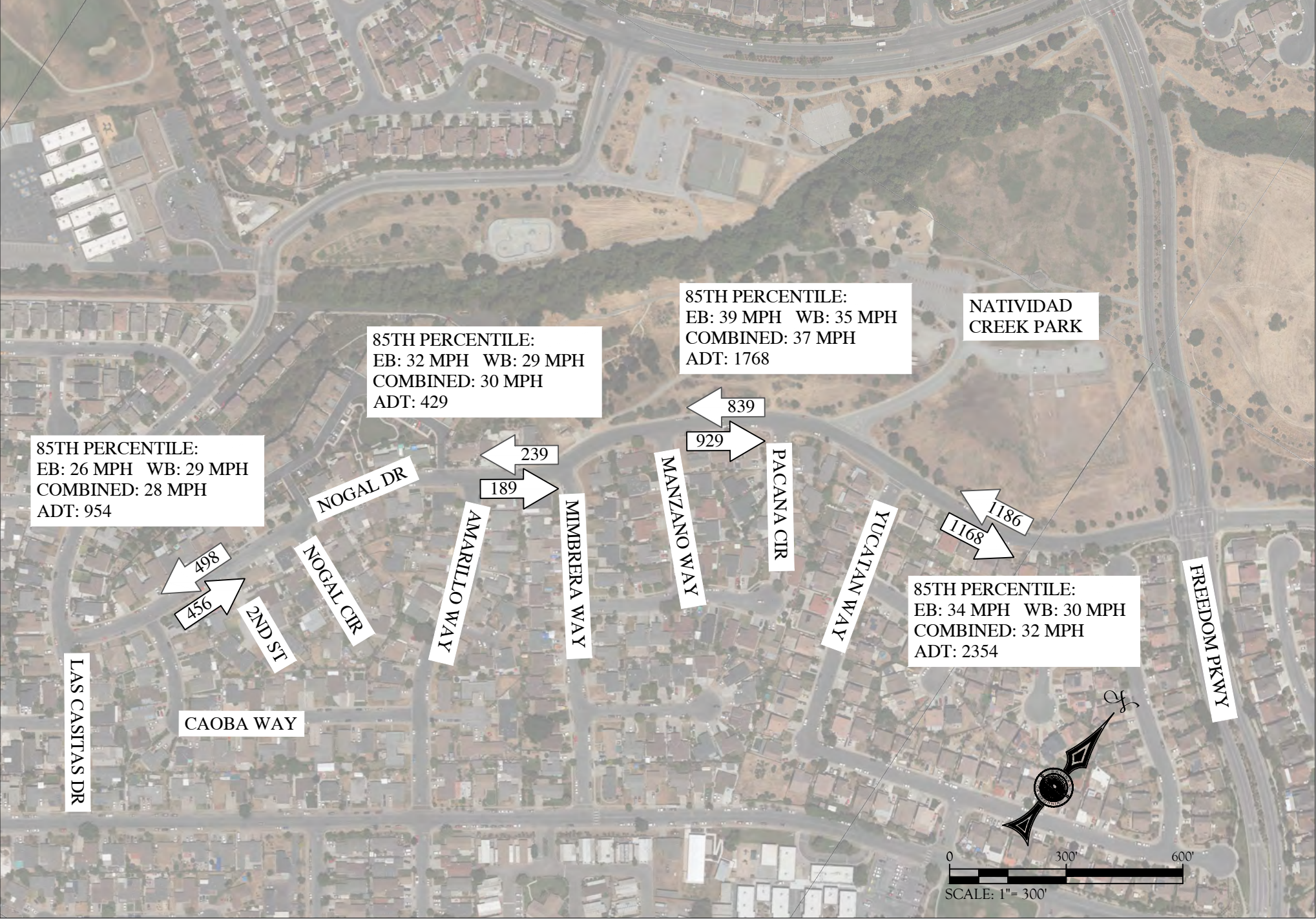
RAINIER DRIVE TRAFFIC STUDY

APRIL 4-6, 2023 (WEEKDAY)



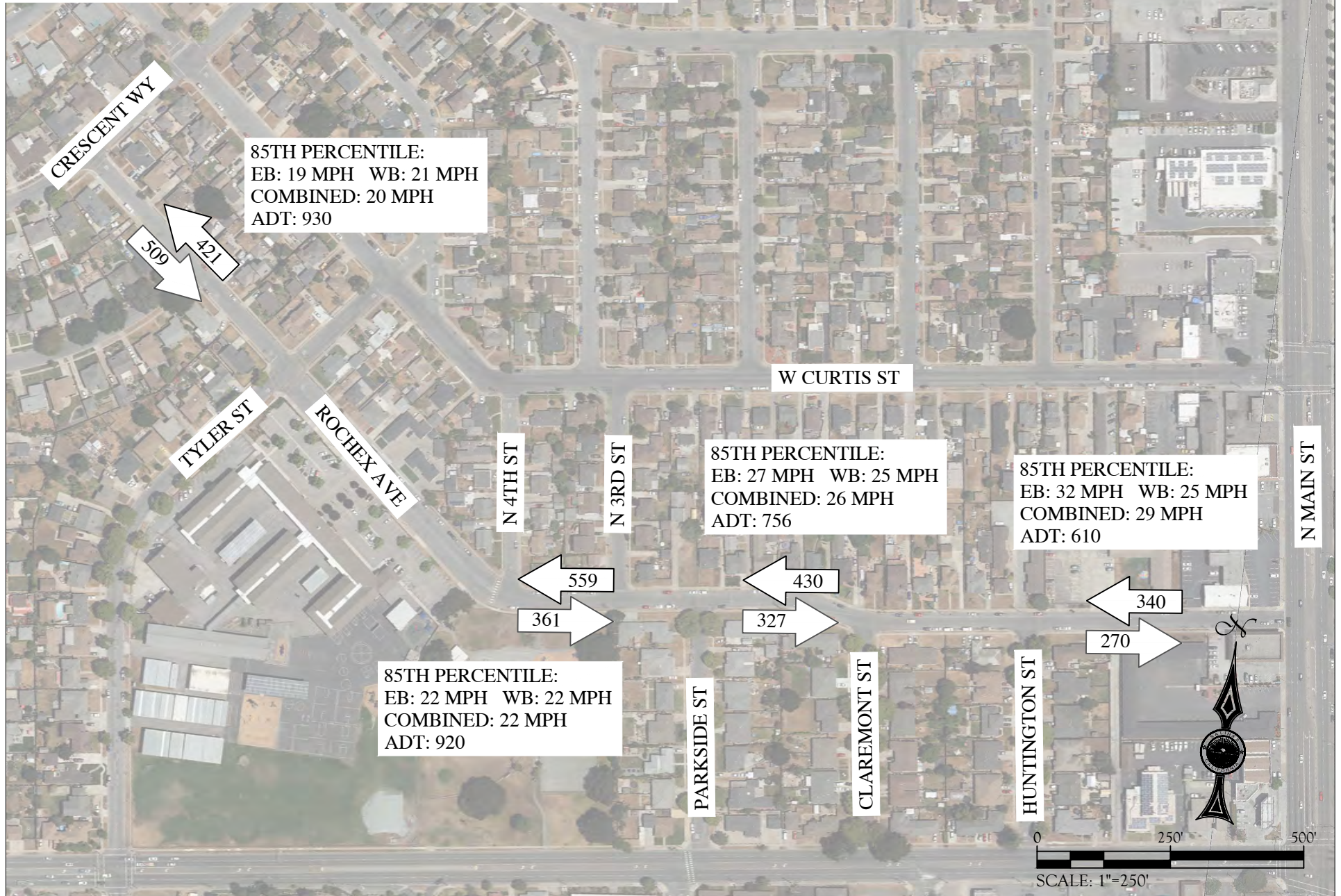
NOGAL DRIVE TRAFFIC STUDY

MAY 10-12, 2022 (WEEKDAY)



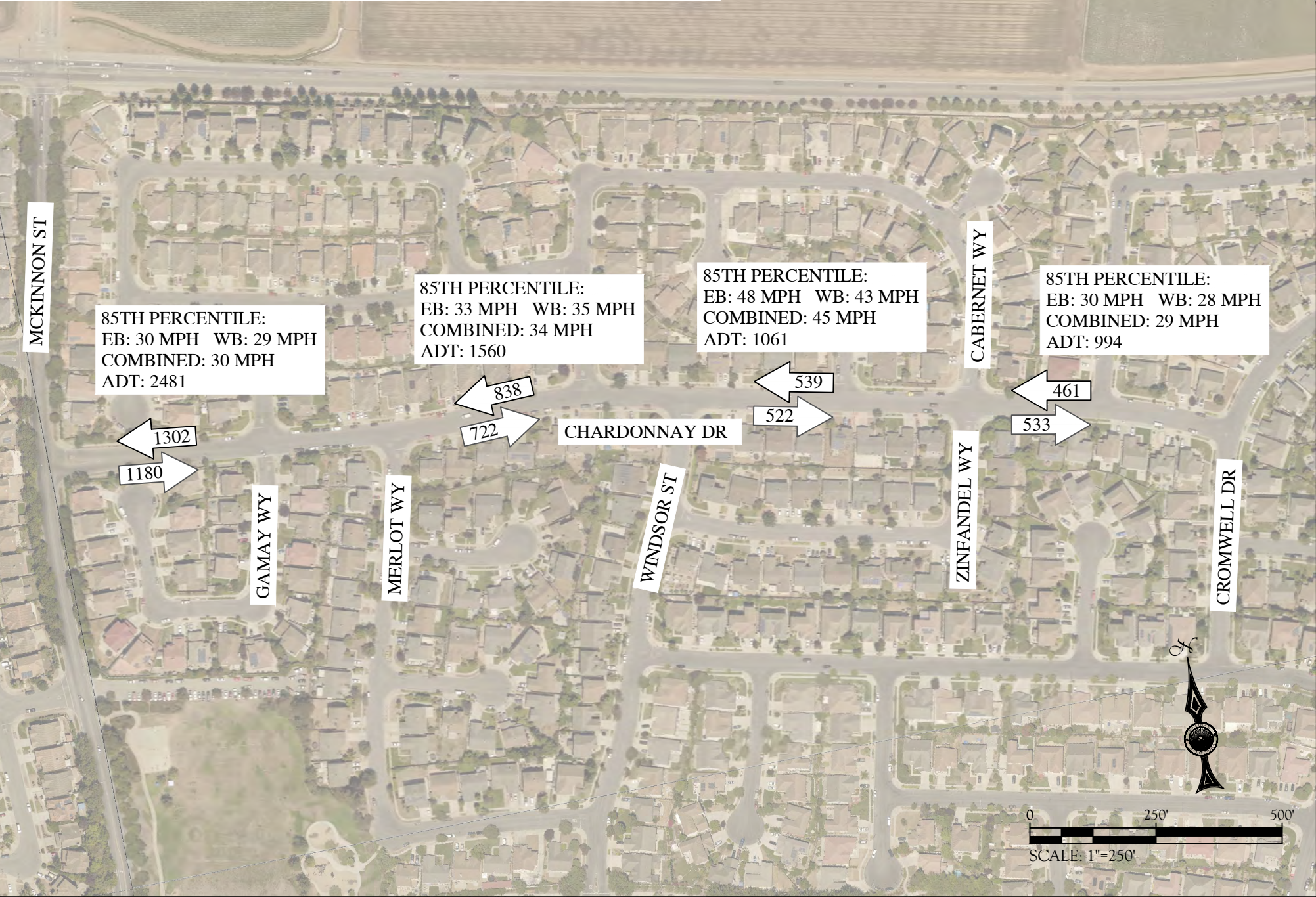
ROCHEX AVENUE TRAFFIC STUDY

MARCH 21-23, 2023 (WEEKDAY)



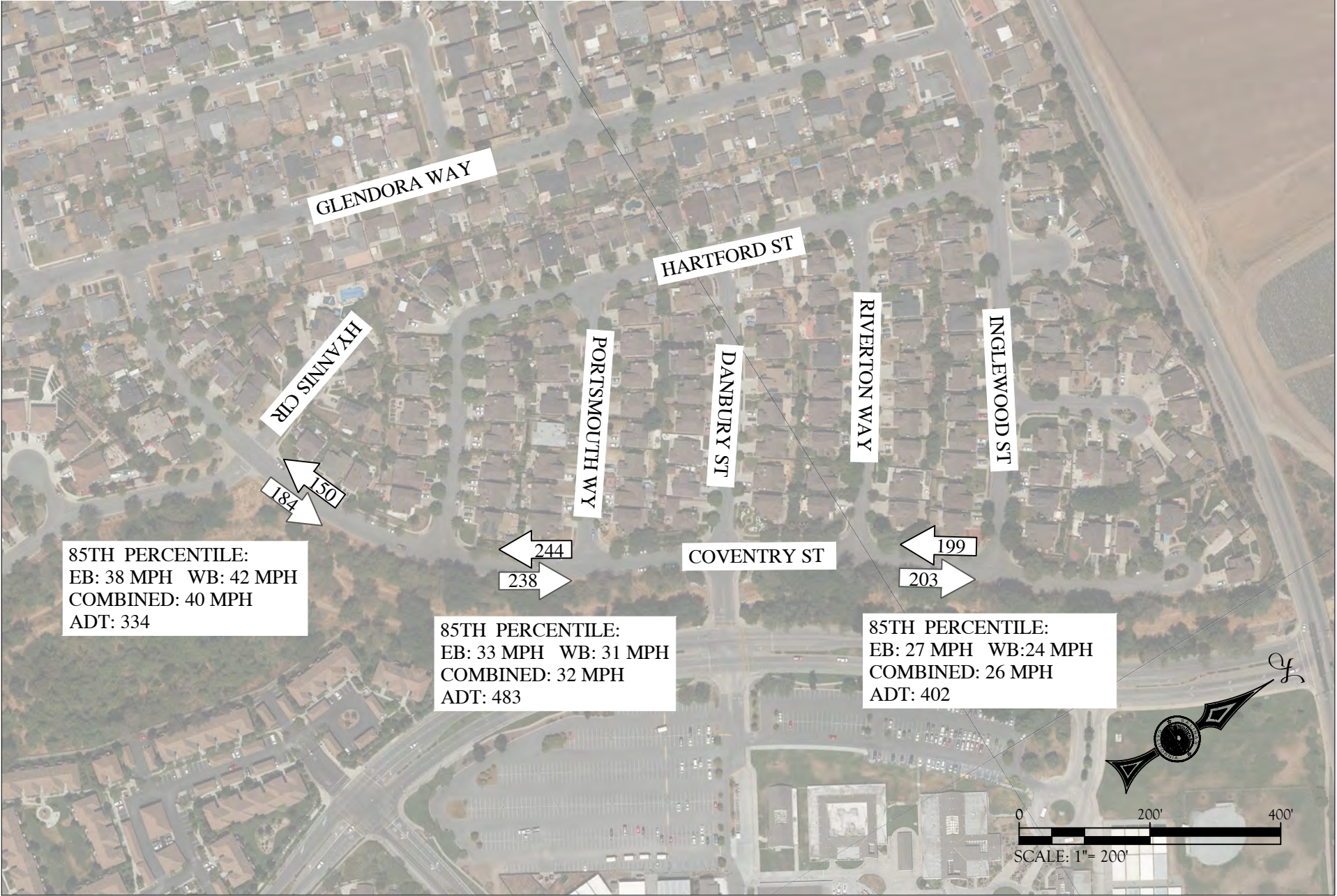
CHARDONNAY DRIVE TRAFFIC STUDY

APRIL 4-6, 2023 (WEEKDAY)



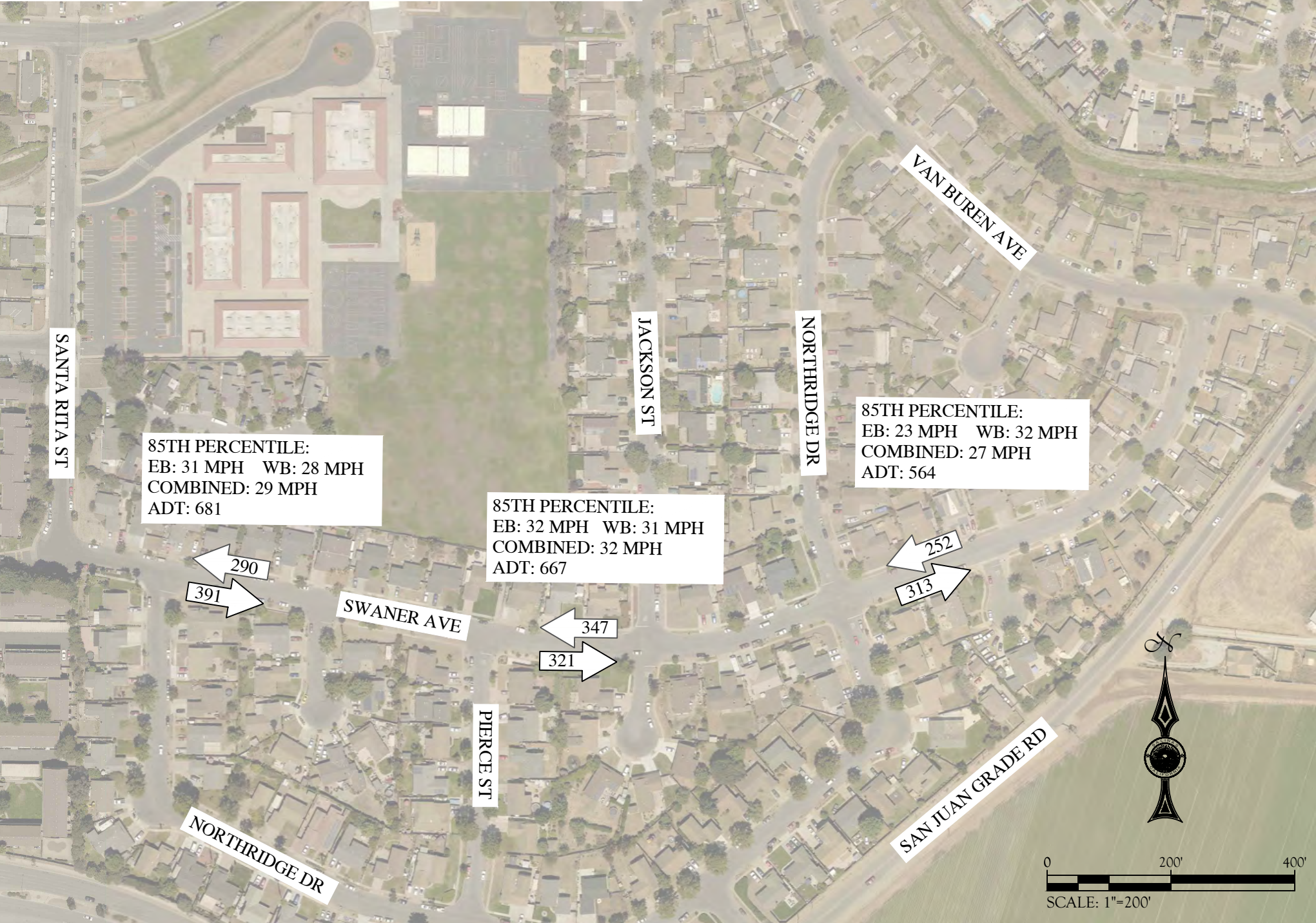
COVENTRY STREET TRAFFIC STUDY

JANUARY 24-26, 2023 (WEEKDAY)



SWANER AVENUE TRAFFIC STUDY

MARCH 21-23, 2023 (WEEKDAY)

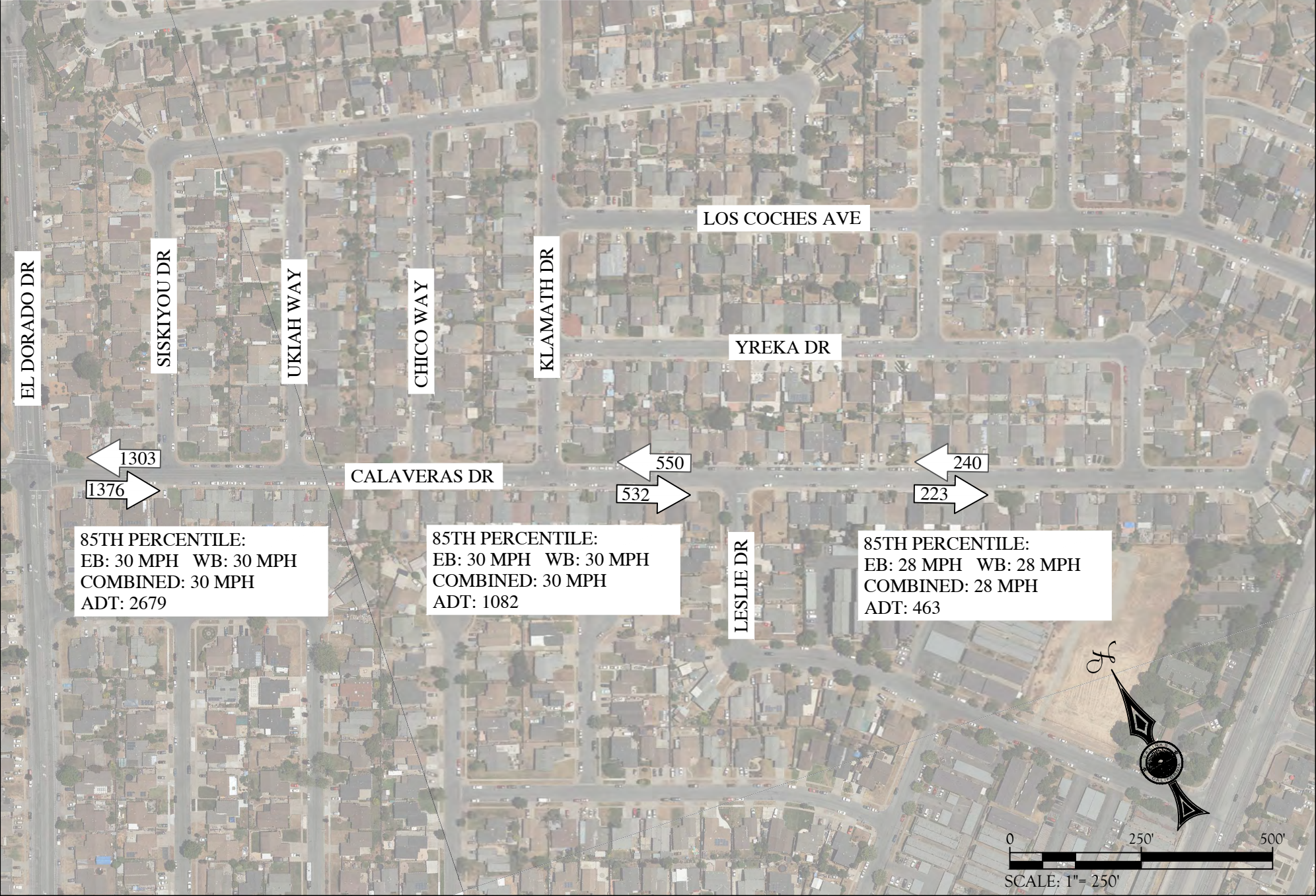


RANCHERO DRIVE TRAFFIC STUDY MARCH 21-23, 2023 (WEEKDAY)



CALAVERAS DRIVE TRAFFIC STUDY

JULY 14-15, 2021 (WEEKDAY)



ALAMO WAY TRAFFIC STUDY NOVEMBER 1-3, 2022 (WEEKDAY)



SANTA TERESA WAY TRAFFIC STUDY

MARCH 28-30, 2023 (WEEKDAY)



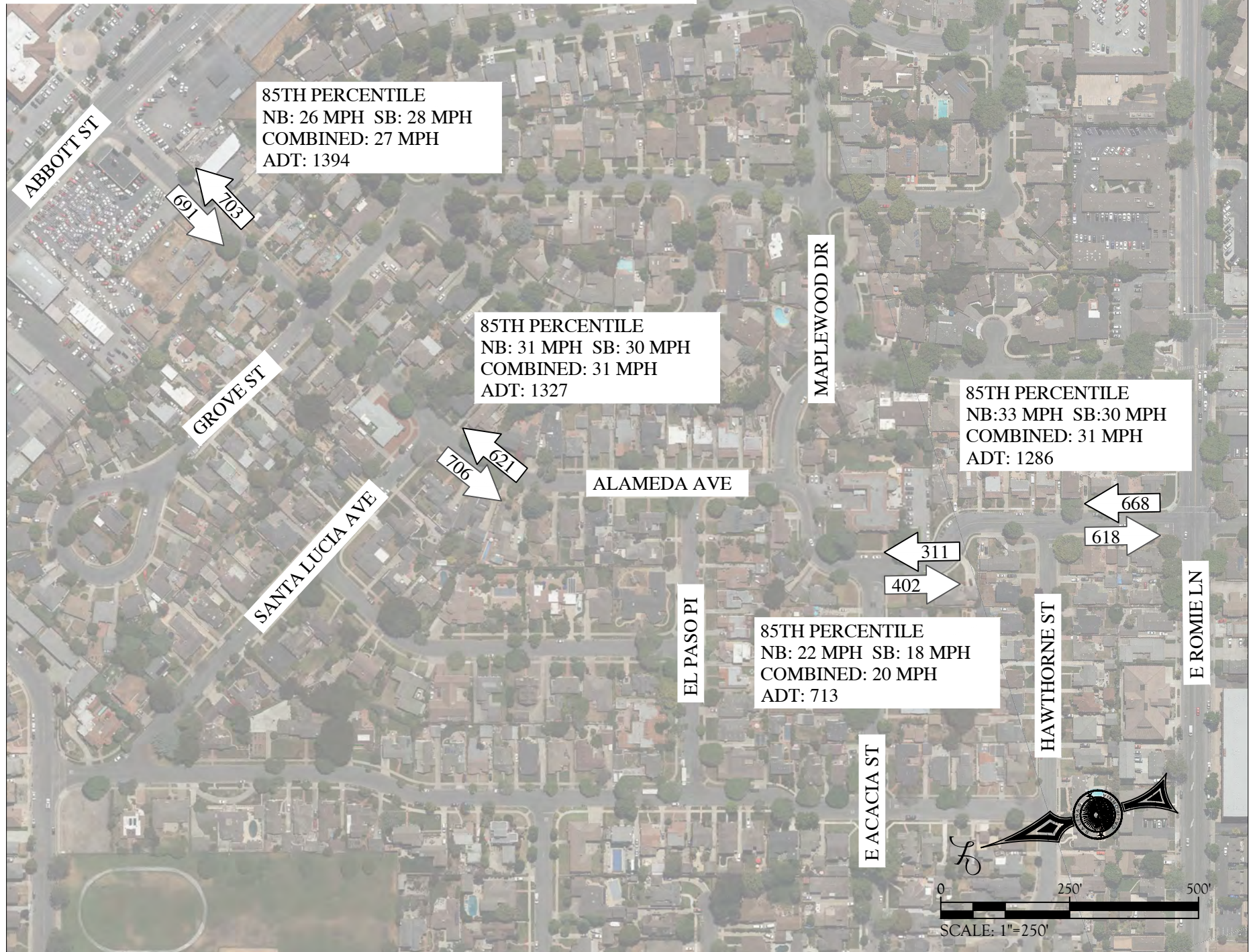
PUEBLO DRIVE TRAFFIC STUDY

MARCH 7-9, 2023 (WEEKDAY)



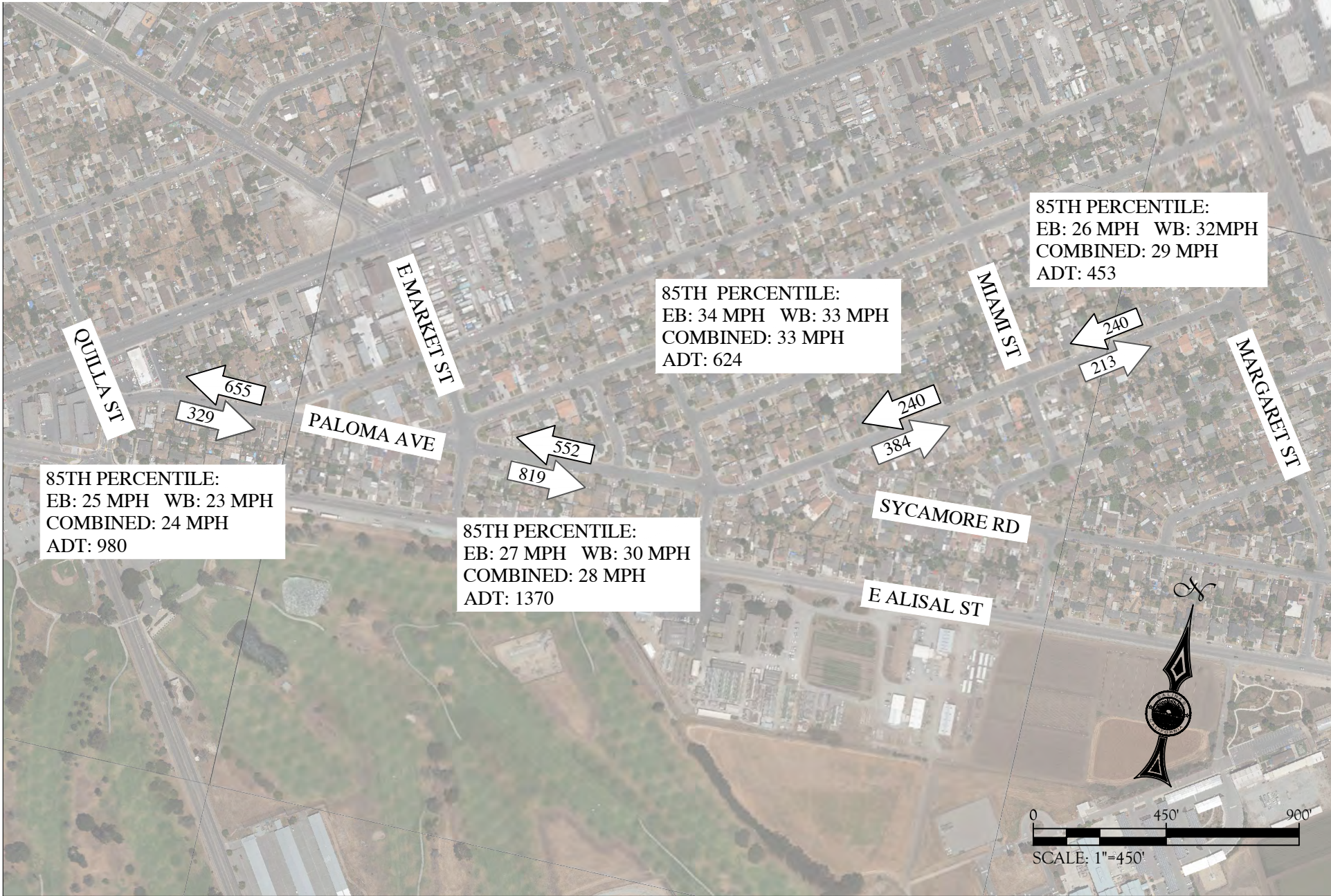
ALAMEDA AVENUE TRAFFIC STUDY

MARCH 28-30, 2023 (WEEKDAY)



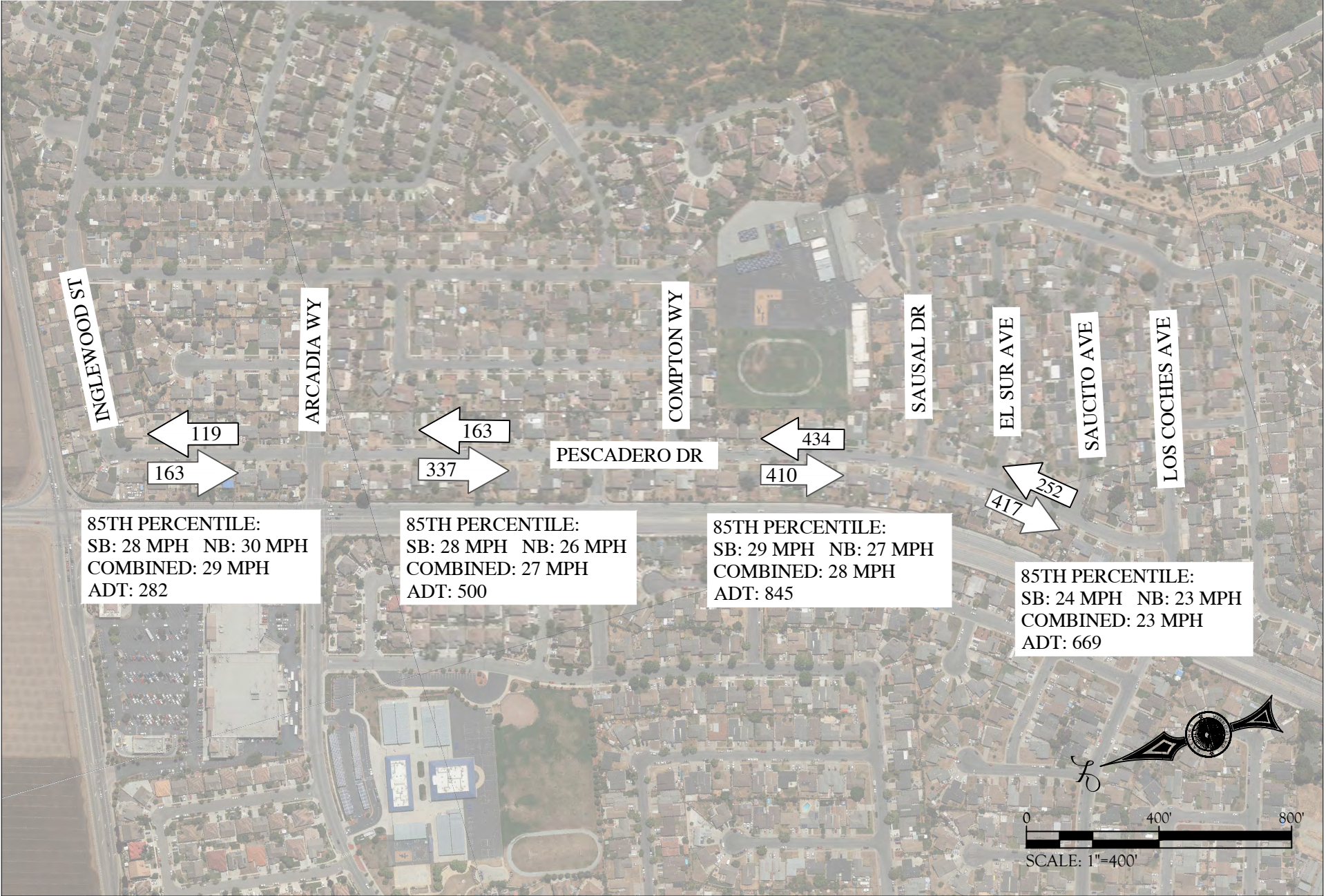
PALOMA AVENUE TRAFFIC STUDY

JANUARY 24-26, 2023 (WEEKDAY)



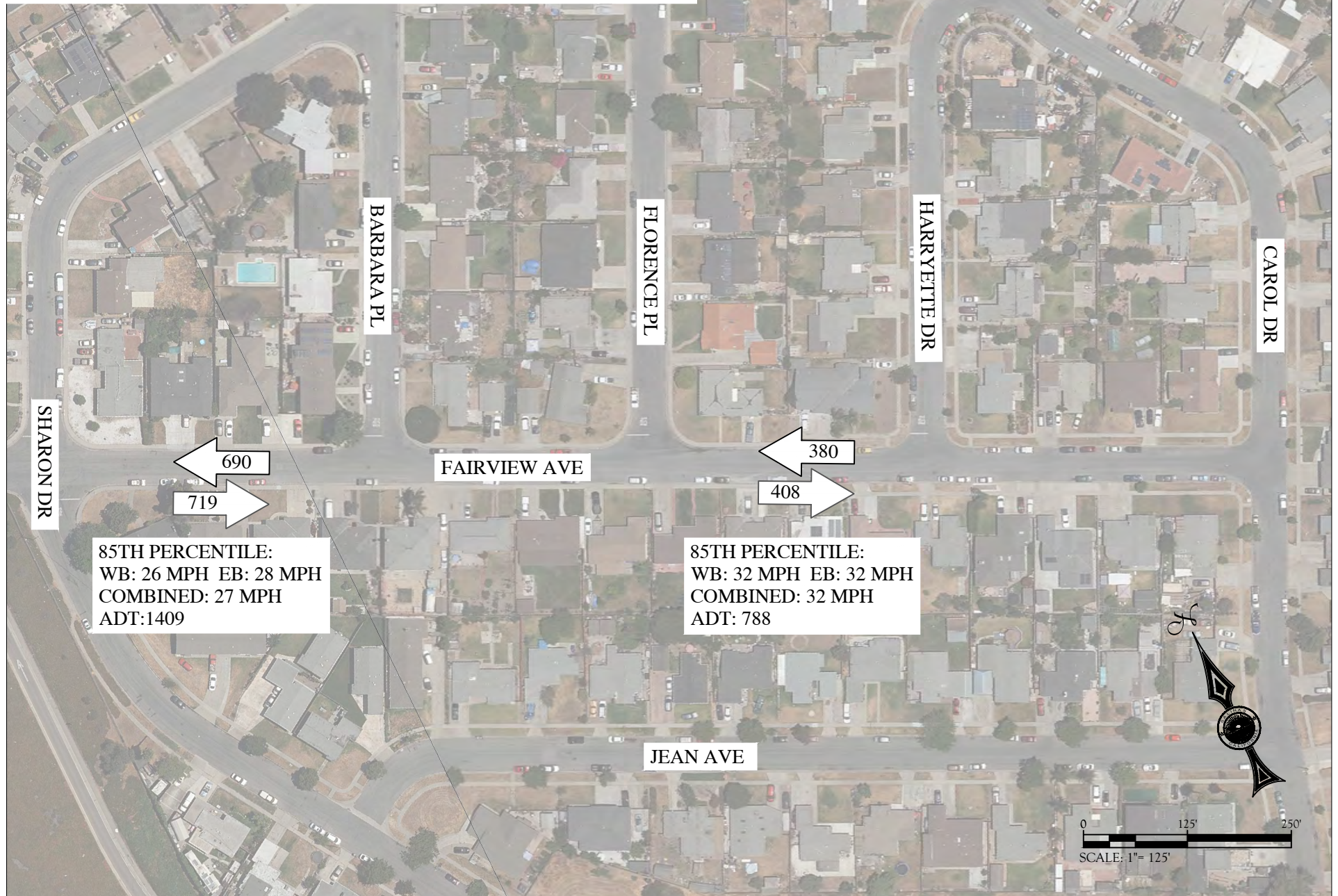
PESCADERO DRIVE TRAFFIC STUDY

MARCH 7-9, 2023 (WEEKDAY)



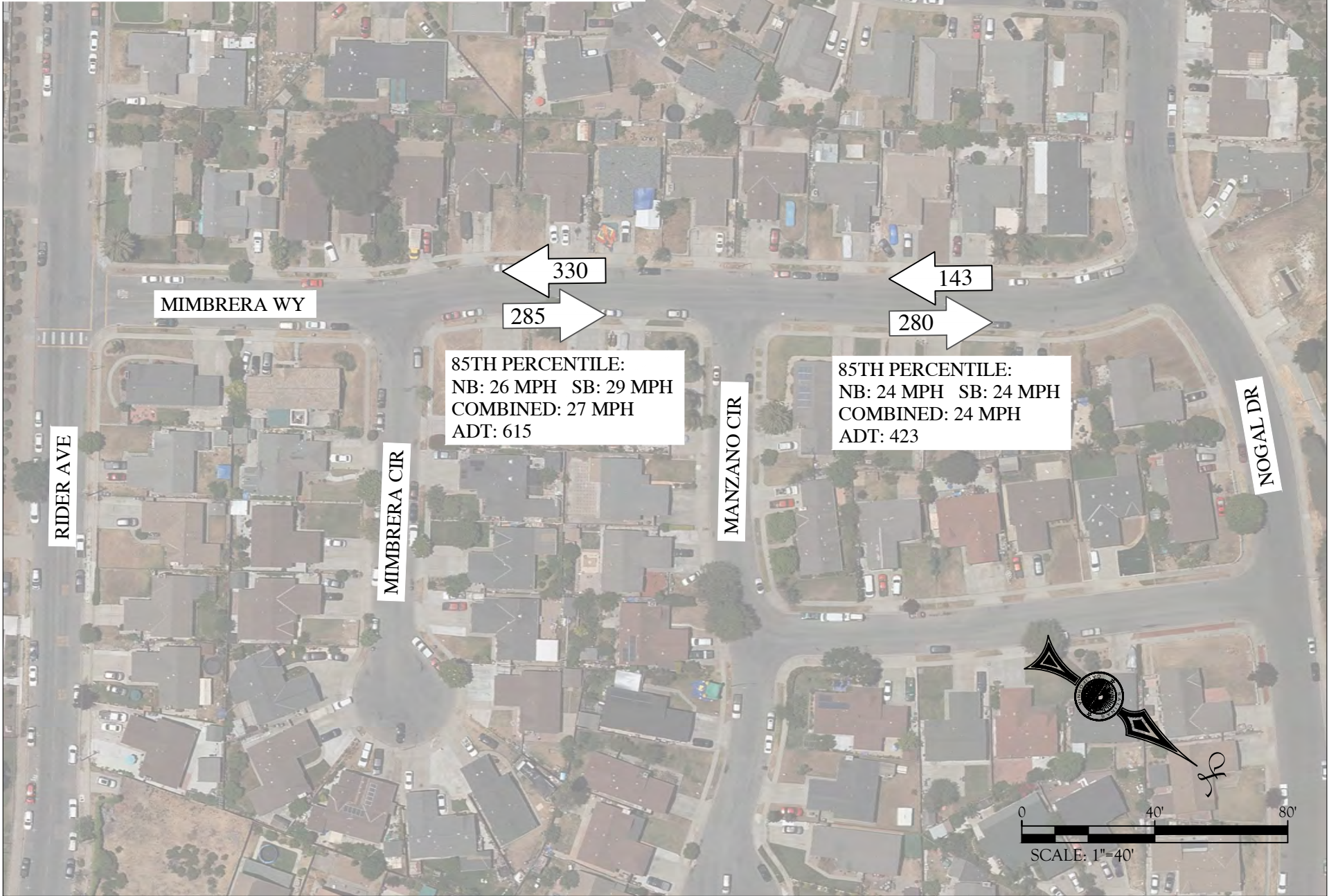
FAIRVIEW AVENUE TRAFFIC STUDY

MARCH 7-9, 2023 (WEEKDAY)



MIMBRERA WAY TRAFFIC STUDY

JANUARY 24-26, 2023 (WEEKDAY)



HARTFORD STREET TRAFFIC STUDY

MARCH 7-9, 2023 (WEEKDAY)



CARMELITA DRIVE TRAFFIC STUDY

APRIL 4-6, 2023 (WEEKDAY)



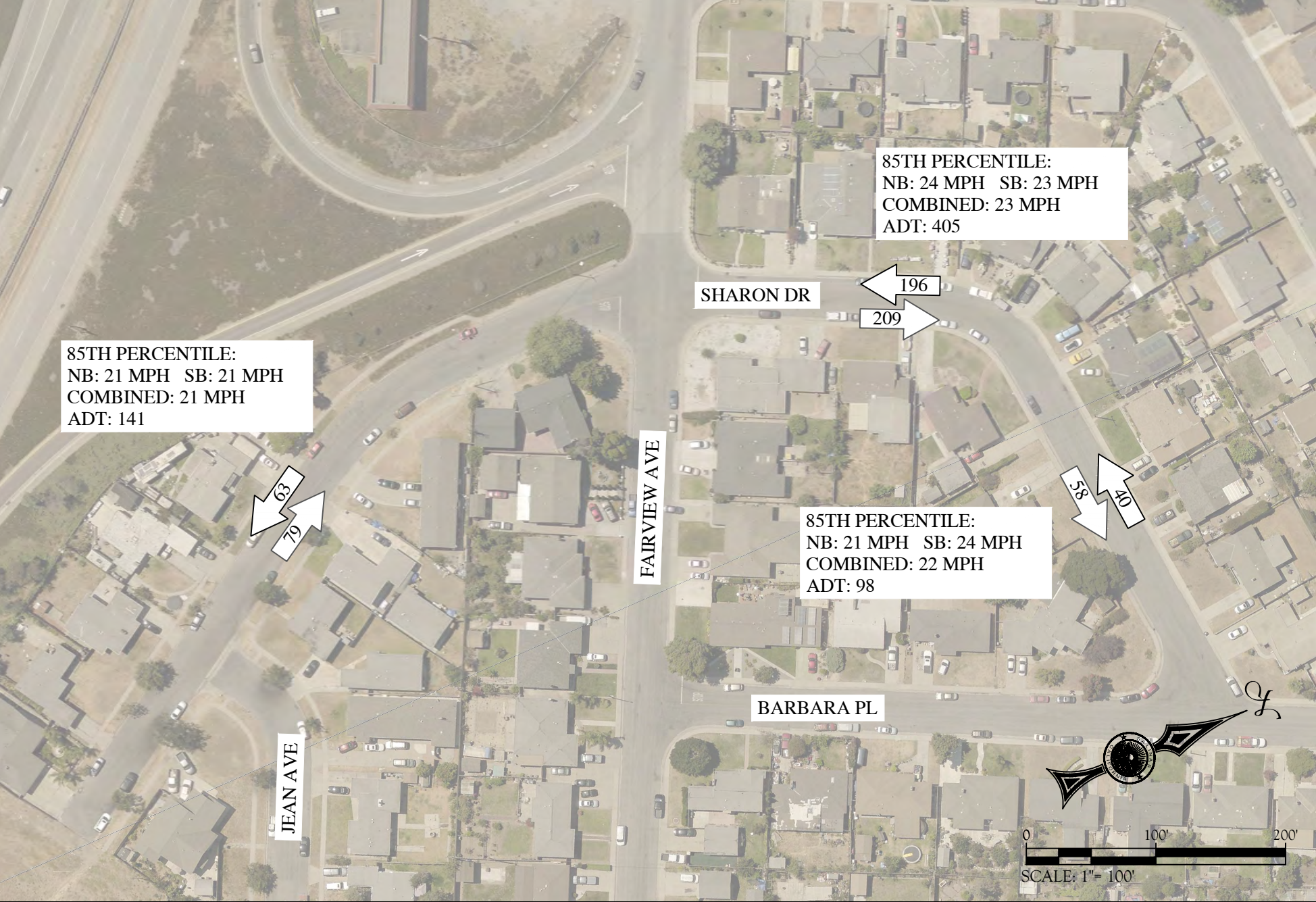
BEVERLY DRIVE TRAFFIC STUDY

FEBRUARY 21-23, 2023 (WEEKDAY)



SHARON DRIVE TRAFFIC STUDY

FEBRUARY 21-23, 2023 (WEEKDAY)



FLORENCE PLACE TRAFFIC STUDY

FEBRUARY 21-23, 2023 (WEEKDAY)



CAROL DRIVE TRAFFIC STUDY MARCH 7-9, 2023 (WEEKDAY)



BARBARA PLACE TRAFFIC STUDY FEBRUARY 21-23, 2023 (WEEKDAY)



JEAN AVENUE TRAFFIC STUDY MARCH 28-30, 2023 (WEEKDAY)



HARRYETTE DRIVE TRAFFIC STUDY

MARCH 7-9, 2023 (WEEKDAY)



Final Report

City of Salinas

Neighborhood Traffic Management Program

TRANSPORTATION



160 W. Santa Clara St., Ste. 675
San Jose, CA 95113

SJ07-905

November 2008

Final Report

**City of Salinas
Neighborhood Traffic
Management Program**

Prepared For:

City of Salinas

Prepared By:

Fehr & Peers

November 2008

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ACKNOWLEDGMENTS

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1. INTRODUCTION

PURPOSE

Growth in traffic volumes in Salinas and the broader region has increased the frequency and severity of traffic-related issues on neighborhood streets. Numerous agencies across the nation have confronted these problems using a proven process and tools to address both safety and quality-of-life concerns. The process is known as a Neighborhood Traffic Management Program (NTMP), which uses traffic calming tools and techniques.

The purpose of this document is to define a NTMP that is customized to the needs and unique characteristics of Salinas residential streets.

OVERVIEW

As defined in an *ITE Journal* article, “[t]raffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”¹ This definition suggests that the negative effects of vehicle speeds and/or excessive traffic volumes on neighborhood streets can diminish the residential quality of life. While residential life “quality” is subjective, vehicle speeds and traffic volumes can be quantified and compared against adopted community or industry standards. Experiences reinforce this notion as some community residents embrace traffic calming, while others are not so willing to accept the inconveniences of “managed traffic” in lieu of a perceived improvement in residential quality of life.

With this in mind, the Development and Engineering Services (DES) Department has requested assistance with preparation of a comprehensive program that includes a systematic approach to handling neighborhood traffic requests, and applying the most appropriate traffic calming measures for the situation at hand. The NTMP will also engage community residents during the development of individual neighborhood traffic calming plans and determine local support for the plan through neighborhood participation.

The process defined herein is intended solely for use on public streets and is not applicable to non-City maintained roadways (i.e., private roads, or county roadways). However, use of this manual as a guideline for non-City roadways, will require oversight by the Fire Department on the planning, design, and implementation of such features. Eligible City maintained roadways (i.e., public roads) include two-lane local, collector, and some minor arterials located within the City limits.

The terms “local” and “collector” streets refer to the functional classification that denotes a specific level in the transportation network hierarchy and specifies the design according to City of Salinas standards. While the streets may have been designed for a particular purpose, they may function differently in the field than intended. Therefore, it may be difficult to differentiate between the two classifications. Following is a narrative description of each roadway classification:

- Local Streets provide direct access to residential properties and facilitate short neighborhood trips. Typical local street features include:
 - Two-lane 24- to 34-foot travel way width (curb face to curb face)

¹ Lockwood, I.M., “ITE Traffic Calming Definition.” *ITE Journal*, Vol. 67, July 1997, pp. 22-24.

- Serves fewer than 75 residential units on a through cul-de-sac or street
- Collector Streets are secondary roads that connect motorists from surrounding local streets to arterial roadways and freeways and facilitate intermediate trip lengths. Typical collector street features include:
 - 34- to 40-foot travel way
 - Connects local streets to arterials
 - May or may not include front-on housing

The underpinnings of the NTMP are based on a combination of parallel strategies, known collectively as the “Three E’s”:

- Education – Providing information and raising awareness; targeting drivers, pedestrians, and cyclists about the safest and best ways to share the road.
- Engineering – Physical measures constructed to lower speeds, improve safety, or otherwise reduce the impacts of automobiles, on residents and other transportation modes.
- Enforcement – Targeted enforcement by the City of Salinas Police Department to reinforce the emphasis on education and engineering aspects of the program.

This document focuses on the engineering aspects of neighborhood traffic calming, though education and enforcement play an important role in any engineering strategy. This document and informational flyers provide education, while the City of Salinas Police Department, Monterey County Sheriff Department, and California Highway Patrol conduct targeted speed enforcement. Although targeted speed enforcement provides a positive influence on neighborhood streets, the demand for this service can easily outstrip the resources of any enforcement agency. Therefore, neighborhood traffic calming is a viable alternative that is typically self-enforcing and minimizes operating costs.

This program also considers the roadway network and design of new developments. Developers, with guidance from DES staff, can reduce the need for future traffic calming by designing new streets that discourage speeding and cut-through traffic. To supplement these design principles, developers can incorporate traffic calming concepts and measures as part of the initial development.

NTMP DEVELOPMENT

This manual was adapted to meet the needs of the City of Salinas. An advisory committee composed of representatives from City of Salinas Planning, Engineering, and Traffic Divisions; Salinas Fire Districts, Salinas Police Department; Monterey Salinas Transit; City Council Districts, and local agencies and interested parties convened to review material and provide input on specific aspects of the NTMP process framework and toolbox.

The material presented to the TAC was based on a 2004 national survey conducted of 21 leading jurisdictions’ traffic calming practices. The survey provided insight into the evolution of the traffic calming field since the last in-depth report² almost a decade ago. The various approaches, policies, and uses of traffic

² Ewing, R. *Traffic Calming State-of-the-Practice*. Washington, D.C., USA: Institute of Transportation Engineers /Federal Highway Administration, 1999.

calming devices reported in this survey provided a menu of alternatives to develop a Neighborhood Traffic Management Program unique to the City of Salinas.

FUNDING

Funding for the Salinas NTMP will likely come from the City's limited street funding, which will compete annually for funding amongst other programs. Funding will go towards staff time (operating cost) and construction costs (capital cost) of standard devices. As DES identifies needs in the next fiscal budget, City staff and decision-makers may recognize that other funding sources may be necessary to maintain the program or meet the anticipated demand. To offset the public demand and stretch the funding, residents will be required to contribute 75 percent of the costs for speed humps (or other vertical devices). Additional cost sharing may be necessary depending on annual funding and level of public demand. The need and proportional share to residents will be determined annually.

In the absence of funding or to expedite treatment, residents may elect to fund a local traffic calming plan. The neighborhood must prove the financial ability to fund 100 percent of the anticipated costs, which include plan development, engineering drawings, and construction. Upon proof of financial ability, DES can elect to authorize the neighborhood's request to develop a traffic calming plan. Regardless of resident contributions, physical measures will be implemented only if warranted through an engineering study or as part of another City sponsored project (e.g., a streetscape plan).

In addition, residents could voluntarily elect to fund aesthetic upgrades to the standard devices. Such aesthetic upgrades could include landscaping or use of decorative materials.

HOW TO USE THIS DOCUMENT

This document provides guidelines, not rigid requirements. These guidelines are primarily intended for DES staff and residents to help develop an appropriate NTMP, and for builders and staff to create and review new subdivision plans.

This manual will likely evolve as staff and community members work through the program; and identify more efficient or different methods of implementing the program and better ways of disseminating information. DES staff may also revise the design guidelines and cost estimates to ensure updated material is presented.

WHO TO CONTACT

To find out more information about the Neighborhood Traffic Management Program or whether your street is eligible for traffic calming, please contact:

- The Traffic and Transportation Division of the Development and Engineering Services Department at (831) 758-7241 or deveng@ci.salinas.ca.us.

HOW TO USE THIS DOCUMENT

If you are a Resident, you should focus on the following chapters:

Chapter 2, Process Framework, to find out how to request traffic calming on your street and the steps necessary to implement a traffic calming plan.

Chapter 3, Toolbox, to discover what particular traffic calming devices are available and the advantages and disadvantages of each.

If you are an Engineer/Planner involved in the development of a new subdivision, you should focus on the following chapters:

Chapters 3 and 4, Toolbox and Toolbox Guidelines, to discover what devices you can incorporate into your development.

Chapter 5, New Development Guidelines, for techniques to minimize the potential for future speeding and traffic-related concerns.

DES staff members should focus on the above Chapters as well as the following appendices:

Appendix A – Design Guidelines provides recommended design features to minimize design issues once implemented.

Appendix B – Standard Traffic Calming Templates provides standard designs templates that can be easily modified to fit specific roadways.

2. PROCESS FRAMEWORK

The Neighborhood Traffic Management Program is a partnership between the City and its residents. Participation begins with the initial petition filing, continues with the development of a neighborhood traffic calming plan, then moves to the final step of determining neighborhood support. The process framework identifies the steps by which the Development and Engineering Services (DES) staff and community members interact and participate in the NTMP. Figure 1 on the following page graphically illustrates the NTMP process framework. The accompanying text below provides greater detail.

The process framework is comprised of four key elements that focus on specific tasks and conclude with the implementation of a traffic calming plan.

- Plan Initiation – Is my street eligible for traffic calming consideration?
- Plan Development – Who develops the traffic calming plan?
- Plan Support – What are the requirements for neighborhood support?
- Plan Implementation – How are the supported traffic calming measures installed?

Each step of the Process Framework is numbered and corresponds with Figure 1.

This chapter also includes a “Process for Removal”. This process presents the framework for removal of neighborhood calming devices in the event residents wish to have certain aspects of the implemented plan removed.

PLAN INITIATION

This component describes how to initiate the NTMP and determine eligibility.

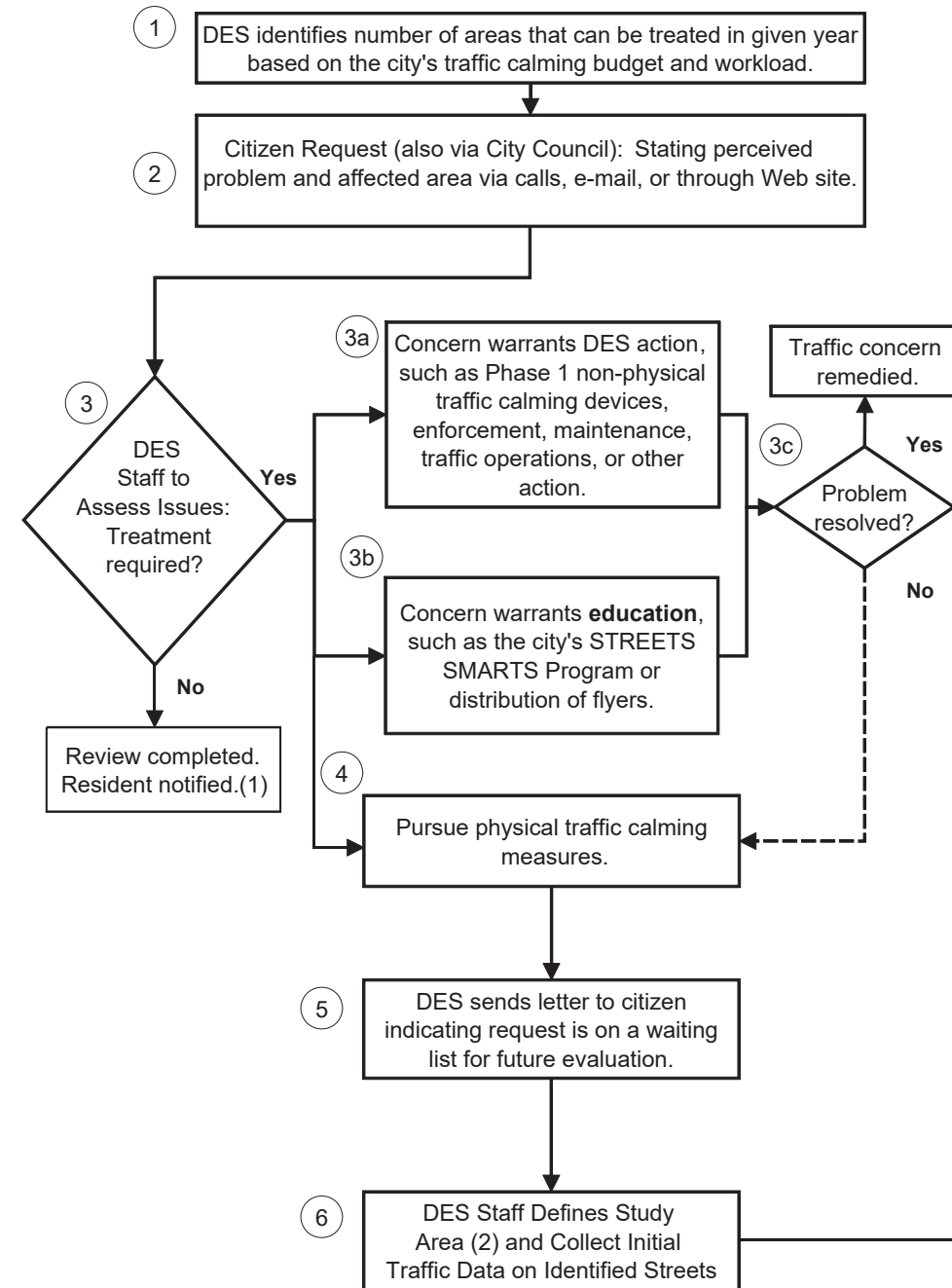
1 –Assess DES Workload and Determine Number of Areas to be Treated

Before initiating a local traffic calming plan, staff will review the number of areas that can be treated in given year based on the city’s traffic calming budget and workload. This assessment is important to balance the resources of the department due to the close oversight and required level of staff involvement.

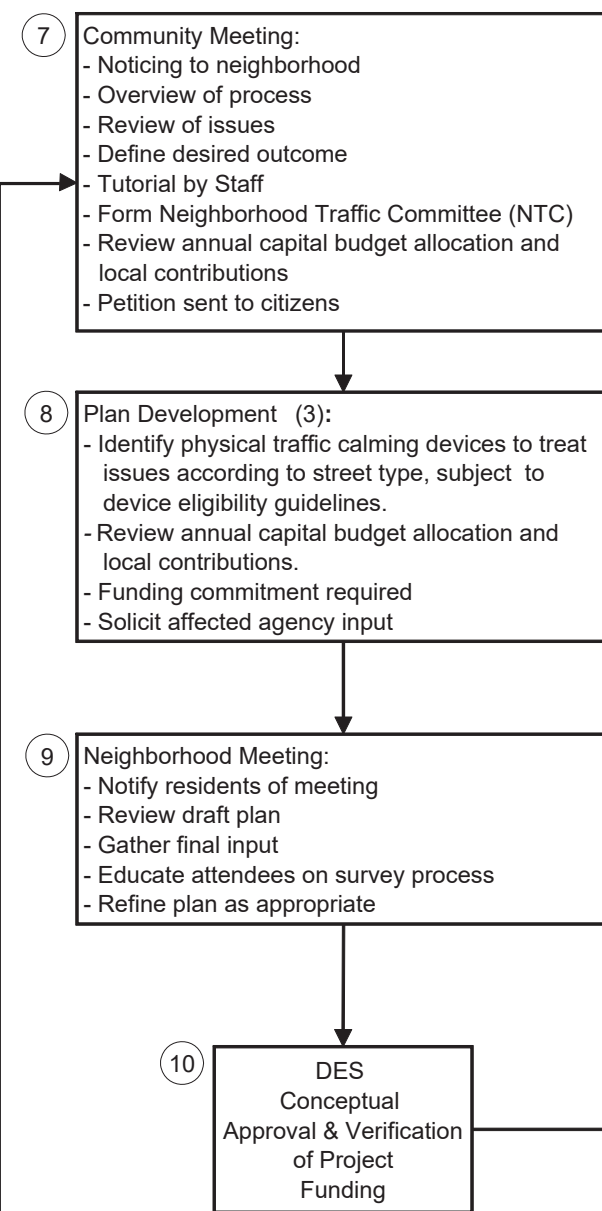
2 – Citizen Request

The process is initiated when a resident(s) submits a request to DES staff to investigate speeding, traffic volumes, or traffic-related safety concerns within their neighborhood. Requests for City-maintained streets should provide sufficient detail for staff to understand the traffic-related concern and magnitude. The action initiates the dialogue between the resident(s) and DES staff. Requests can be submitted via letter or e-mail. Requests in writing from City Council will also initiate the process.

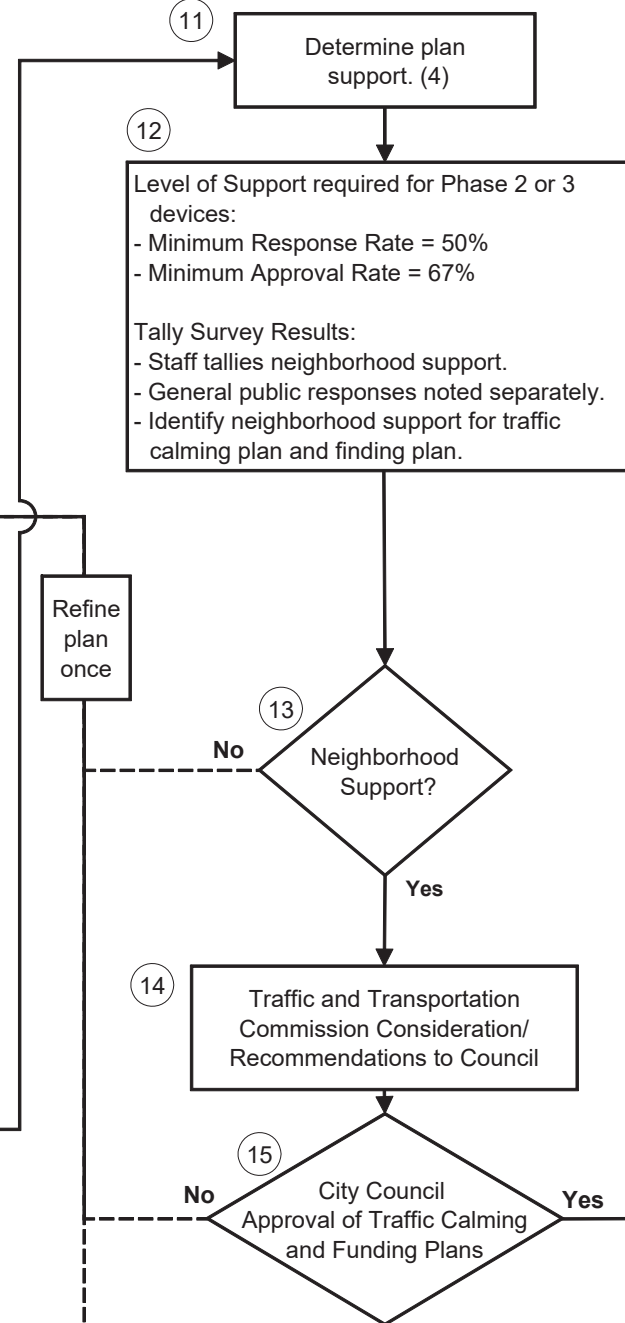
1. Plan Initiation



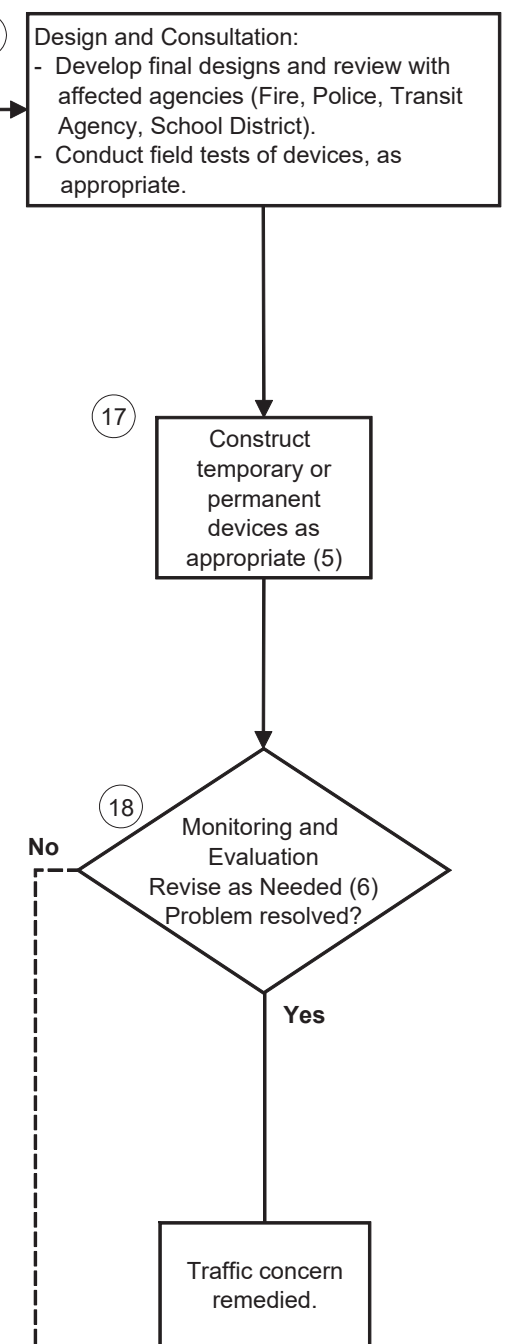
2. Plan Development



3. Plan Support



4. Plan Implementation



- (1) A response is sent to every citizen who made a request informing them of the course of action.
- (2) Study area to include all streets that may experience a significant change in traffic due to treatment and will generally be bounded by arterials, freeways, rivers, etc.
- (3) First round of plan development will focus on speed control devices, if Development and Engineering Services (DES) implementation of non-physical measures in Step 3a/3b.
- (4) Surveys distributed within study area. Multi Unit Dwellings' responses do not count toward the minimum response rate. Survey includes three questions: (a) Do you support the proposed plan? (b) Would you oppose a traffic calming device adjacent to your property? (c) Would you contribute to neighborhood funding of the proposed traffic calming measures?
- (5) Temporary devices are constructed at staff discretion based on previous experience. Temporary devices can be converted to permanent devices after 6 months of acceptable performance.
- (6) If non-physical and speed control devices are found to be ineffective, DES may initiate volume control plan.

3 – Assess Traffic

DES staff will review the petition and determine the appropriate course of action. Certain traffic concerns may be remedied through methods other than physical traffic calming devices **(3a)**. For instance, staff may initially install non-physical traffic calming devices (see Chapter 3) that utilize signs and roadway striping, conduct landscaping maintenance (e.g., trees blocking a stop sign), request targeted speed enforcement by the Salinas Police Department, or provide other engineering related improvements. Additionally, DES staff may distribute or assist residents with distribution of educational flyers reminding local residents of the rules of the road and safe neighborhood driving habits **(3b)**. Following these actions, staff will determine whether the treatments remedied the cited concern based on technical documentation **(3c)**.

The City will send a response letter to the individual who submitted the original request, indicating the initial action City staff intends to undertake. If the non-physical traffic calming measures or other actions do not eliminate the concern, staff may recommend physical traffic calming treatments.

4 – Traffic Calming Issue

Upon receipt of the request or determination that previous non-physical traffic calming actions did not address the cited concerns, DES staff may elect to pursue a traffic calming plan with local residents.

5 – Citizen Notified of Course of Action

Staff will send a letter to those residents indicating that their request is on a waiting list for future evaluation pending available City resources. If the number of requests exceeds staff resources, staff will select requests first on a safety priority basis (i.e., locations with a higher than expected number of collisions, higher pedestrian/bicycle concentration locations such as schools, community centers, or libraries) and second on a first-come-first-served basis. The remaining locations will be placed on a waiting list.

To provide residents with another avenue for treatment, neighborhoods can elect to fund the analysis and construction of traffic calming devices to consider expedited neighborhood treatment. The neighborhood must prove the financial ability to fund 100 percent of the anticipated costs, which include field analysis, plan development, engineering drawings, and construction. Upon proof of financial ability, the City can elect to authorize the neighborhood's request to develop a traffic calming plan.

6 – DES Defines Study Area and Collect Initial Traffic Data

Upon notification to proceed, DES staff will initially define the study area, which may be a specific street or much larger area such as a neighborhood. The size of the study area depends on the extent of the traffic-related concerns and should include any streets that could serve as an alternative route to the treated street. The study area may also include streets that have their only access to the treated street (e.g., cul-de-sac). Boundary lines can also follow geographic features such as a creek, hillside, open space, or an arterial roadway. The study area may later be refined with resident input.

**City of Salinas
Neighborhood Traffic Calming Petition Form**

Name of Person Submitting Petition form: _____

Date: _____

Phone Number: _____

Address: _____

Your street or neighborhood is being considered for participation in the City of Salinas Neighborhood Traffic Management Program (NTMP). This program addresses neighborhood speeding and traffic volume concerns through the use of traffic calming devices. Individual neighborhood plans will partially or completely be funded by the City of Salinas Development and Engineering Services (DES) Division; however, a percentage of the costs may be borne by the neighborhood.

Initial Description of Problem: _____

To verify local support, please provide the names, signatures, and contact information of at least 10 residents and/or property owners 18 years and older (from separate households) who support requesting that this neighborhood be considered for selection in the next NTMP cycle.

If the necessary signatures are attained, the City of Salinas Development and Engineering Services (DES) Division will initiate a neighborhood meeting to discuss neighborhood traffic issues and begin development of a traffic calming plan.

	Printed Name	Signature	Address	Phone No.
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____
4.	_____	_____	_____	_____
5.	_____	_____	_____	_____
6.	_____	_____	_____	_____
7.	_____	_____	_____	_____
8.	_____	_____	_____	_____
9.	_____	_____	_____	_____
10.	_____	_____	_____	_____

Based on the study area, DES staff will collect traffic data on streets identified as a concern. Traffic data collection will include the following:

- Street width and length
- Traffic speeds
- Traffic volumes
- Collision history

Traffic speeds and volumes should be collected for a minimum of 48 hours using a mechanical traffic counter or other appropriate device. Staff may elect to conduct a radar speed surveys to verify traffic speeds or conduct a time specific speed survey. Surveys should be collected on all potentially affected streets to insure a comprehensive set of base data for comparison purposes.

PLAN DEVELOPMENT

The plan development component is a collaborative effort between DES staff and a Neighborhood Traffic Calming Committee (NTC). They will work together to develop a traffic calming plan by completing the following steps:

7 – Neighborhood Kick-off Meeting

For those requests selected by DES staff, they will send a petition to the individual who initially requested the investigation. The petition requires a minimum of 10 signatures in support of pursuing a traffic calming plan. The signatures must be from individuals 18 years and older and from separate households. If the requesting individual cannot attain the minimum required 10 signatures, the request will be terminated. For streets or street segments with fewer than 10 residential units, the City may elect to accept the signatures from a majority of household residents.

Staff will notify study area residents, property owners, and business owners of a neighborhood meeting to learn more about the selection of their neighborhood area to participate in the NTMP. DES staff will host a neighborhood meeting to provide an overview of the NTMP and the process to develop, approve, and implement a neighborhood traffic calming plan. At this meeting, staff will accomplish the following:

- Review traffic-related issues – Discuss the type of issue(s), location(s), and time of occurrences. Collect any additional information regarding traffic-related issues.
- Refine Study area (if necessary) – Staff will refine the study area based on street(s) affected by the traffic-related issues or that may be potentially affected by development of a neighborhood traffic management plan.
- Review traffic data – Review the initial data collected and determine whether additional data collection is necessary.
- Neighborhood traffic management tutorial – Present an overview of available neighborhood traffic calming devices.
- Discuss Funding – The DES will identify the available funding sources and the anticipated amount of funding to be borne by the neighborhood for the construction of traffic calming devices. In addition, residents will be informed of the opportunity to fund enhanced aesthetic features, such as landscaping.

DES staff will provide interested residents the opportunity to volunteer and participate on the NTC. The NTC will meet with DES staff to review and develop a plan for their neighborhood. Although all residents have the opportunity to provide input and receive updates as the plan develops, the NTC is more actively involved, committing the time and effort necessary to develop a comprehensive plan.

8 – Plan Development

The NTC and DES staff will develop a short list of traffic calming devices to most appropriately treat the traffic concerns. Staff will provide guidance on the selection and placement of the devices. The Toolbox Guideline Tables 1-3 (see Chapter 4) can help to determine the most appropriate devices. The NTC will ultimately present the proposed plan to residents of the study area for public review and comment.

Following implementation on non-physical devices in the initial phase (step 3), Staff will use the following types of physical traffic calming measures to treat the traffic related concerns (see Toolbox chapter for more information):

- Vertical Devices – Speed humps, speed lumps, speed tables, etc.
- Narrowing Devices – Bulbouts, chokers, center island narrowings, etc.
- Horizontal Devices – Traffic circles, chicanes, lateral shifts, etc.

Because volume control measures (e.g., partial closures or forced turn islands) intentionally divert traffic to another street, new issues are likely to occur as a result. The City strongly promotes connectivity in and between neighborhoods to distribute traffic and minimize all modes of travel. For these reasons, volume control devices should be reserved until all other options have proven ineffective at reducing the traffic-related impacts.

Once DES staff and NTC have developed a plan that will adequately address the neighborhood concerns and finalized the committed funding sources, staff will solicit feedback from local service providers that may be affected by the plan. The intent is to identify concerns and develop viable alternatives to strike a balance between goals of the NTMP and the needs of other agencies. The following service providers should be included as appropriate when coordinating the plan review.

- City of Salinas Fire District
- City of Salinas Police Department
- Ambulance Service Providers
- Monterey Salinas Transit
- Local School District / Bus Service
- Solid waste collection companies

9 – Proposed Plan Neighborhood Meeting

DES staff will notify the study area residents of a neighborhood meeting to review the Proposed Plan. Residents will have the opportunity to review and provide input on the proposed plan. At this meeting, the NTC will present a map of the proposed plan, describe the types and locations of devices proposed, and discuss the estimated construction costs. If applicable, the NTC will also discuss the aesthetic improvements to gauge resident support. Changes to the proposed plan can be made as necessary.

The DES will also inform residents of the approval process and ballots they will receive once the proposed plan is refined.

10 – DES Conceptual Approval and Verification of Project Funding

Prior to determining neighborhood support, DES staff will conceptually approve the plan and verify placement of all proposed traffic calming devices. Staff will also verify the residents' financial responsibility for the proposed plan. The residents' financial responsibility may include a portion of the construction costs and any costs for aesthetic upgrades.

NEIGHBORHOOD SUPPORT

The neighborhood support component assesses the amount of local neighborhood support for the proposed plan in the form of mail-in ballots. DES staff will mail the ballots to the study area residents, property owners, and applicable business owners.

11 – Determine Plan Support

Before distributing ballots, staff will inform residents in the study area regarding the pending vote with an informational brochure. The combination of this step and the neighborhood meeting (Step 9) will help to ensure that residents of the study area are properly informed.

Ballots will be distributed to study area residents, property owners, apartment units, and businesses owners (if applicable). The ballots will include a description and map of the proposed plan indicating the type and location of devices being proposed. The ballot will also include a mail-back postcard with three questions for residents to respond to:

- Do you support the proposed plan?
- Would you oppose traffic calming devices along your property frontage?
- Would you contribute to neighborhood funding for the construction of the proposed traffic calming measures?

The mail-back postcard will also provide a space for residents to write comments regarding the proposed plan.

In addition to determining the local neighborhood support, staff will provide the opportunity for residents living outside of the immediate study area to voice their opinions, such as posting a neighborhood sign with city contact information or accepting comments through e-mail or a Web site. The magnitude of support by the general public will also be considered in the plan approval, but safety issues should govern the final decision for implementation.

12 – Minimum Neighborhood Support

A minimum response rate and approval rate must be obtained before staff can construct the proposed plan. At least 50 percent of all ballots must be returned with at least 67 percent of returned ballots in favor. For example, if 100 ballots are mailed out, at least 50 must be returned with 34 in favor of the proposed plan.

Apartments present a unique situation because residents may be less likely to respond. For this reason, ballots from apartment units are not counted toward the minimum response rate, but will be counted in favor or against the proposed plan.

DES staff will count all received ballots and determine whether the minimum response rate and approval rate are satisfied. Staff will also tally the general public input.

13 – Neighborhood Support

If the minimum response rate and approval rate is satisfied, the DES will approve the proposed plan and submit the project for funding consideration.

If staff does not receive the minimum number of ballots, staff can assist the NTC in reminding neighborhood residents to submit their mail-back postcards in order to meet the minimum response rate. NTC members are encouraged to solicit input from their neighbors.

If the minimum response rate is met but the approval rate is not satisfied, the NTC has one opportunity to revise the plan. The DES staff and NTC will identify the aspects of the plan not favored by the neighborhood residents. Modifying the plan may also require soliciting a second review by the local service providers, holding a public meeting to present the revised plan, and redistributing ballots to the affected area. Before supplemental work, the DES will need to assess the department's workload and financial needs to revise the plan.

If the minimum response rate and approval rate are satisfied, then the plan continues to the final component of the process.

14 – TTC Consideration/Recommendation to City Council

DES staff will present to the Traffic and Transportation Commission (TTC) a map of the community approved plan, describe the types and locations of devices proposed, and summarize the estimated construction costs. If applicable, DES staff will also discuss the aesthetic improvements provided by selected measures. The TTC will make its recommendation to the City Council based on this presentation.

15 – City Council Approval of Traffic Calming and Funding Plans

Similar to the TTC public meeting, DES staff will present a map of the community approved plan, describe the types and locations of devices proposed, summarize the estimated construction costs, and discuss the recommendation from the TTC. The City Council will either approve the traffic calming and funding plans to initiate construction, or recommend additional improvements and modifications to the plan – requiring a return to step 8.

PLAN IMPLEMENTATION

The final component consists of preparing the design plans, constructing, and monitoring the approved traffic calming devices.

16 – Design and Consultation

Upon approval of the proposed plan, DES staff will prepare the necessary design plans for each traffic calming device and consult with local service providers if necessary. The DES may conduct field tests to verify that local service providers' vehicles can navigate through or around the proposed designs. DES will make modifications to the approved devices as necessary.

17 – Construction

Before constructing the traffic calming devices, the DES will inform the public and local service providers of the pending traffic calming devices. The DES will also provide education materials to inform local residents how to negotiate unfamiliar devices, as necessary.

The DES or a City contractor will construct the approved traffic calming devices. The staff may decide to construct temporary devices based on previous experience. DES staff will incorporate aesthetics into the design and construction of temporary devices where possible, but these devices may not be visually appealing due to cost limitations. Aesthetics will be a higher priority for permanent devices.

18 – Monitoring and Evaluation

The DES will monitor the effectiveness and neighborhood perception of the constructed devices for three to six months. Following the monitoring period, the DES will collect traffic speed and volume data for the treated streets and quantitatively determine the effects of the plan.

After constructing the approved plan, the DES will rely on the NTC and community members for feedback on the constructed devices. Based on the NTC and/or community members' feedback, the DES will determine the next steps. For example, the approved plan may have produced reasonable and satisfactory results, and, therefore, no further action is required.

If the approved plan has not produced reasonable and satisfactory results, the DES can recommend one of the following:

- Collect additional traffic data as deemed appropriate
- Modify constructed devices as deemed appropriate
- Construct additional speed control devices as deemed appropriate

If the DES determines that additional speed control devices will not adequately address the traffic-related concern, the DES can recommend the use of alternative measures or programs.

Before supplemental work begins, the DES will assess the department's workload and financial needs to revise the plan.

PROCESS FOR REMOVAL

The DES recognizes that after devices are approved and implemented, residents may wish to remove these devices. Historically, once installed, most traffic calming devices remain due to local support. This section provides guidelines for a systematic removal process.

Similar to the process for implementing neighborhood traffic calming devices, the removal process is resident-driven. The process requires that the same affected area be involved in the decision process for the removal of devices. As detailed below, greater neighborhood support is also required to verify that the neighborhood truly wants the devices removed. *Residents must bear the costs for removal.*

The removal process is described below, and the flowchart in Figure 2 outlines the removal process. Each step below is numbered and corresponds to the flowchart on Figure 2.

1 – Citizen Petition for Removal of Device(s)

To initiate the removal process, a resident living in the neighborhood where the device removal is being considered must submit a petition. The petition cannot be submitted within the first year of operation. The petition must be submitted with a minimum of 10 signatures from separate households. The petition must also state the location(s) of device(s) and reason for removal.

Once DES staff receives the petition, they will organize and distribute ballots for the removal process.

2 – Distribute Ballots

Ballots will be distributed to those residents, property owners, and business owners from the original study area. Although tenants or property owners may have changed, the same addresses will be provided the opportunity to participate in the approval process. The ballots will contain descriptions and maps of devices and locations proposed for removal. The ballot will also include a mail-back postcard that residents can use to indicate their support for or against the proposed removal. The ballot will also provide a space for residents to write comments regarding the removal.

3 – Required Neighborhood Support

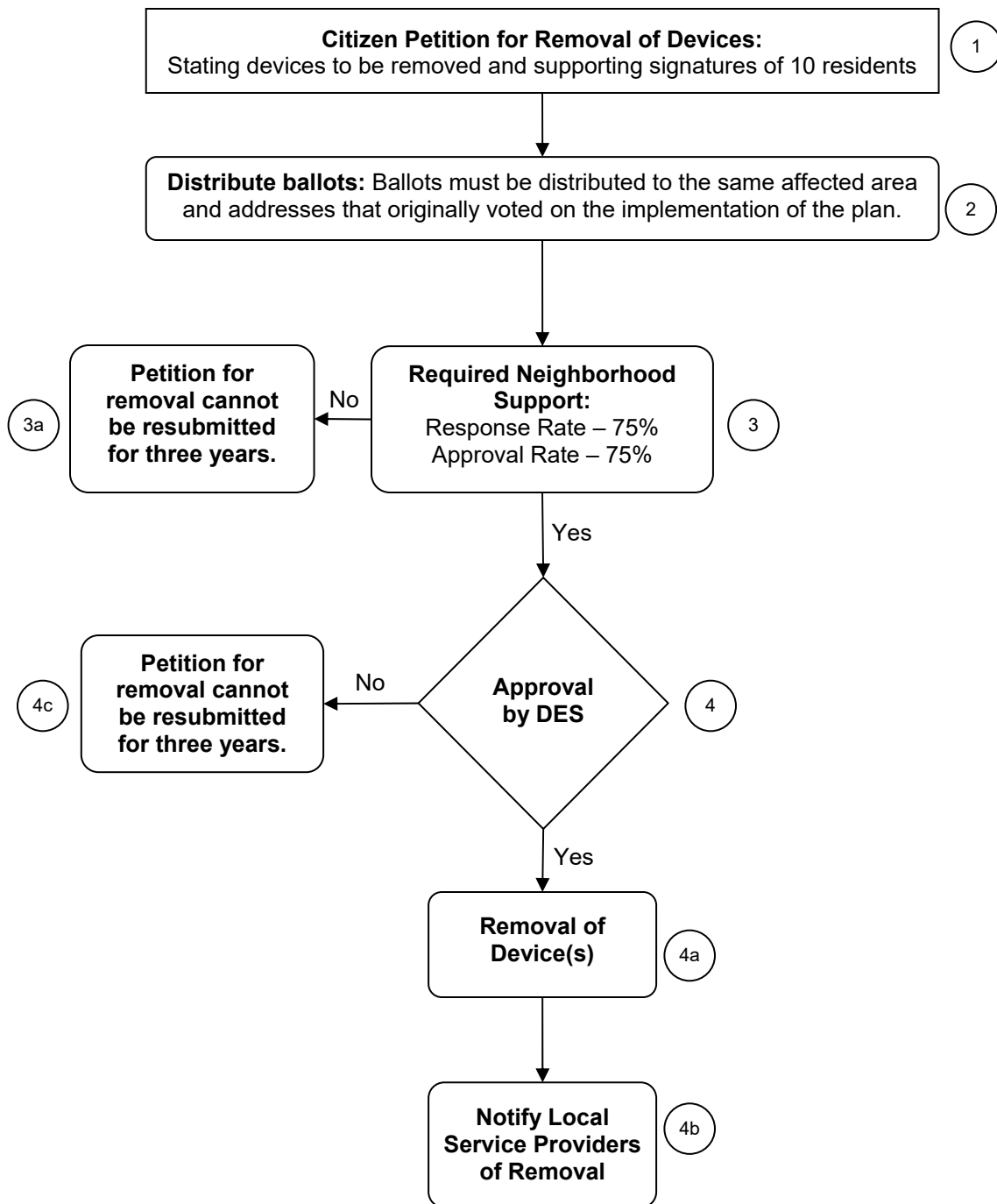
A higher minimum response rate and approval rate must be met by those households on the treated street. A minimum of 75 percent of all ballots must be returned with at least 75 percent of all ballots received in favor of removal.

Similar to the installation process, apartment units do not count toward the minimum response rate. If the minimum response or approval rates are not met, residents must wait three years before refiling the petition **(3a)**.

4 – Approval by DES

If the neighborhood support meets the minimum response and approval rates, the DES will calculate the estimated removal cost. The neighborhood must prove the ability to fund 100 percent of the anticipated costs. Upon proof of financial ability, the DES can elect to authorize the removal of the specified devices **(4a)**. A letter will be sent to all local service providers (e.g., Fire Department) indicating the location of device(s) to be removed **(4b)**. If the full cost of removal is not provided, residents must wait three years before refiling the petition **(4c)**.

Figure 2 NTMP Process For Removal



3. TOOLBOX

This chapter of the NTMP summarizes the “toolbox” of devices that are available to the City of Salinas and community members when developing neighborhood traffic calming plans. The “toolbox” contains 31 different devices that address neighborhood traffic related concerns such as speeding vehicles, high traffic volumes, cut-through traffic, or collisions at neighborhood intersections. The devices vary in their ability to treat various traffic related concerns. For this reason, Chapter 4, “Toolbox Guidelines,” provides guidance on selecting the most appropriate devices given the type of specific traffic-related concern and street being treated.

The “toolbox” of neighborhood traffic management devices can be grouped into three categories:

- Non-Physical devices
- Speed Control
 - Narrowing devices
 - Horizontal devices
 - Vertical devices
- Volume Control devices

For each device in the “toolbox,” the following information relating to each device is provided:

- Description of the measure
- Photograph and/or schematic
- List of advantages and disadvantages
- Data sheet indicating speed, volume, or collision reduction potential
- Estimated costs

Cost approximations are based on 2006 costs and are provided for information purposes only. Actual costs depend on many factors, including dimensions of device, construction materials, and actual construction costs.

NON-PHYSICAL DEVICES

Description

Non-physical devices include any measures that do not require physical changes to the pavement section or curbs. Non-physical devices are intended to increase drivers' awareness of surroundings and influence driver behavior without physical obstructions. DES staff will initially implement non-physical devices to treat traffic related concerns. However, these devices are not self enforcing and may have limited effectiveness as stand-alone devices. This category includes the following devices:

- Targeted Speed Enforcement
- Speed Radar Trailers
- Speed Feedback Sign
- Centerline/Edgeline Lane Striping
- Optical Speed Bars
- Signage
- Speed Legend
- Centerline/Edgeline Reflectors
- High Visibility Crosswalks
- Angled Parking

Targeted Speed Enforcement

City Staff or NTC members can identify locations for temporary targeted enforcement, based on personal observations and survey comments. A request can be submitted to the Salinas Police Department (SPD) for the desired enforcement. Because of limited SPD resources, the duration of the targeted enforcement may be limited.



Targeted enforcement may also be used in conjunction with new neighborhood traffic management devices to help drivers become aware of the new restrictions.

Advantages

- Inexpensive if used temporarily
- Does not physically slow emergency vehicles or buses
- Quick implementation

Disadvantages

- Expensive to maintain an increased level of enforcement
- Effectiveness may be temporary

Approximate Cost: No additional cost.

Speed Radar Trailers

A radar trailer is a device that measures each approaching vehicle's speed and displays it next to the legal speed limit in clear view of the driver. They can be easily placed on a street for a limited amount of time then relocated to another street, allowing a single device to be effective in many locations.



Advantages

- Portable
- Does not physically slow emergency vehicles or buses
- Quick implementation

Disadvantages

- Effectiveness may be temporary
- Drivers may divert to alternate streets due to uncertainty of device implications
- Subject to vandalism

Approximate Cost: No direct cost. (Purchase \$6,000 - \$12,000)

Speed Feedback Signs

Speed feedback signs perform the same functions as radar trailers but are permanent. Real-time speeds are relayed to drivers and flash when speeds exceed the limit. Speed feedback signs are typically mounted on or near speed limit signs.



Approximate Cost: \$7,500 - \$10,000

Advantages

- Real-time speed feedback
- Does not physically slow emergency vehicles or buses
- Permanent installation

Disadvantages

- May require power source
- Only effective for one direction of travel
- Long-term effectiveness uncertain
- Subject to vandalism

Centerline/Edgeline Lane Striping

Lane striping can be used to create formal travel lanes, bicycle lanes, parking lanes, or edge lines. As a neighborhood traffic management measure, they are used to narrow the travel lanes for vehicles, thereby inducing drivers to lower their speeds. The past evidence on speed reductions is, however, inconclusive.



Approximate Cost: \$2.00 per linear foot

Advantages

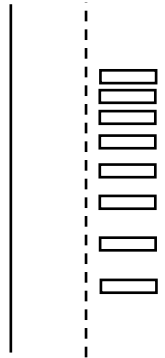
- Inexpensive
- Can be used to create bicycle lanes or delineate on-street parking
- Does not slow emergency vehicles

Disadvantages

- Has not been shown to significantly reduce travel speeds
- Requires regular maintenance

Optical Speed Bars

Optical speed bars are a series of pavement markings spaced at decreasing distances. They have typically been used in construction areas to provide drivers with the impression of increased speed. They do not provide long-term speed reduction benefits.



Advantages

- Inexpensive
- Does not physically slow emergency vehicles or buses

Disadvantages

- Long-term effects in residential area unknown
- Increases regular maintenance

Approximate Cost: \$1.00 per linear foot

Signage

Various signs may also be useful in alerting driver of certain conditions. Examples include:

- "Cross Traffic Does Not Stop" Signs
- Truck Restriction Signs



Advantages

- Inexpensive
- Truck restrictions can reduce through truck traffic
- Does not slow emergency vehicles or buses

Disadvantages

- Requires regular maintenance
- Speed limit signs are not applicable because they do not necessarily change driver behavior
- If speed limits are set unreasonably low, drivers are more likely to exceed it

Approximate Cost: \$150 - \$500 per sign

Speed Legend

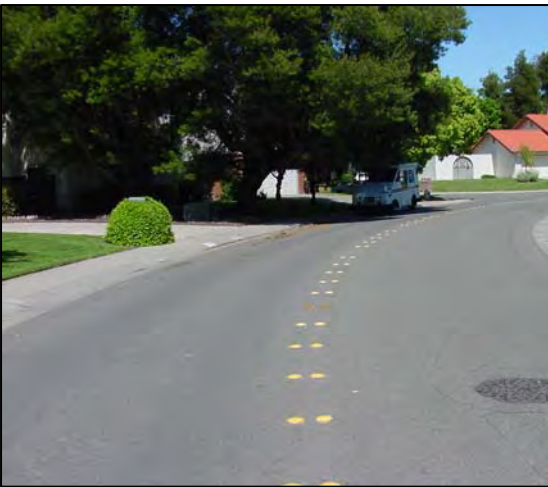
Speed legends are numerals painted on the roadway indicating the current speed limit in miles per hour. They are usually placed near speed limit signposts. Speed legends can be useful in reinforcing a reduction in speed limit between one segment of a roadway and another segment. They may also be placed at major entry points into a residential area.



Approximate Cost: \$75 per location

Centerline/Edgeline Reflectors

Reflectors (also known as Botts dots or “raised pavement markers”) are small bumps lining the centerline or edgeline of a roadway. They are often used on curves where vehicles have a tendency to deviate outside of the proper lane, risking collision. Raised reflectors improve the nighttime visibility of the roadway edges and provide a low impact physical reminder to drivers if driven over.



Approximate Cost: \$4.50 per marker

Advantages

- Inexpensive
- Helps reinforce a change in speed limit
- Does not slow emergency vehicles

Disadvantages

- Has not been shown to significantly reduce travel speeds
- Requires regular maintenance

Advantages

- Inexpensive
- Does not physically slow emergency vehicles or buses
- Can help keep drivers in the appropriate travel lane on curves and under low-visibility conditions

Disadvantages

- Noise caused by tire impact
- Requires regular maintenance
- Has not been shown to significantly reduce travel speeds

High Visibility Crosswalks

High-visibility crosswalks use special marking patterns and raised reflectors to increase the visibility of a crosswalk. A “triple-four” marking pattern is created by painting two rows of four-foot wide rectangles, separated by four feet of unpainted space across the roadway. Raised reflectors are placed at the approach edges of these rectangles. The unpainted space along the center of the crosswalk provides an untreated path for wheelchair users and foot traffic, as markings may become slippery in rainy/wet conditions. See Appendix C for the City of Salinas



Pedestrian Safety Enhancement Devices Policy, which describes the City accepted standards of high visibility crosswalks in school zones.

Advantages

- Increased visibility of crosswalk
- Focus crossing pedestrians at a single location

Disadvantages

- May give pedestrians a false sense of security, causing them to pay less attention to traffic
- Requires more maintenance than normal crosswalks

Approximate Cost: \$1,600 per location

Angled Parking

Angled parking reorients on-street parking spaces to a 45-degree angle, increasing the number of parking spaces and reducing the width of the roadway available for travel lanes. Angled parking is also easier for vehicles to maneuver into and out of than parallel parking.



Consequently, it works well in areas with high parking demand and turnover rates, and where street widths are wider than normal 50 foot or greater cross-sections.

Advantages

- Reduces speeds by narrowing the travel lanes
- Increases the number of parking spaces
- Provides for easier parking maneuvers that take less time than parallel parking
- Favored by businesses and multi-family residences

Disadvantages

- Precludes the use of bike lanes (unless roadway is wider than 58 feet)
- Ineffective on streets with frequent driveways
- Potential for collisions when backing out

Approximate Cost: Dependent on amount of parking

SPEED CONTROL – NARROWING DEVICES

Description

Narrowing devices use raised islands and curb extensions to physically narrow the travel lane for motorists. The narrowing devices in the toolbox include:

- Neckdown/Bulbout
- Center Island Narrowing/Pedestrian Refuge
- Two-Lane Choker
- One-Lane Choker

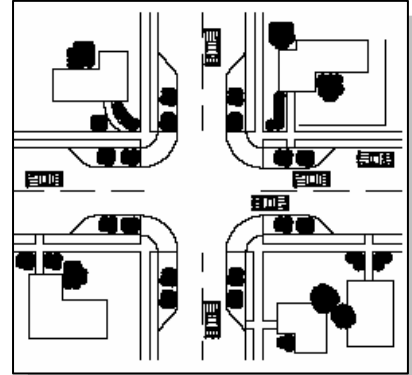
Each narrowing device is illustrated and described on the following pages.

Neckdown/Bulbout

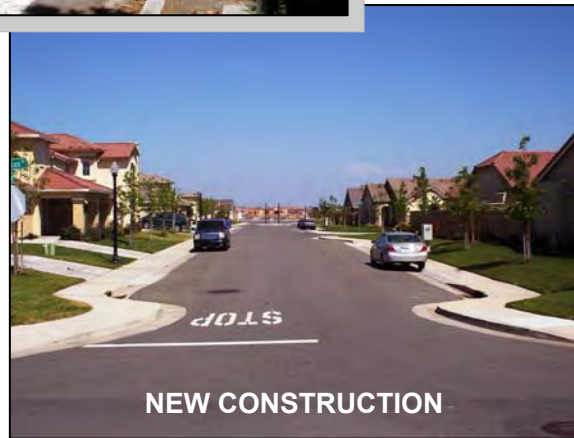
Neckdowns/bulbouts are raised curb extensions that narrow the travel lane at intersections or midblock locations. Neckdowns/bulbouts “pedestrianize” intersections by shortening the crossing distance and decreasing the curb radii, thus reducing turning vehicle speeds. Both of these effects increase pedestrian comfort and safety at the intersection.

The magnitude of speed reduction is dependent on the spacing of neckdowns between points that require drivers to slow (see page 56). On average, neckdowns achieve a 7 percent reduction in speeds.

Approximate Cost: \$6,000 – \$12,000 per corner



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Reduces pedestrian crossing distance and exposure to vehicles
- Through and left-turn movements are easily negotiable by large vehicles
- Creates protected on-street parking bays
- Reduces speeds (especially right-turning vehicles) and traffic volumes

Disadvantages

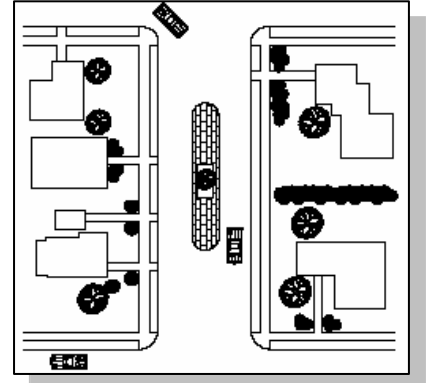
- Effectiveness is limited by the absence of vertical or horizontal deflection
- May slow right-turning emergency vehicles
- Potential loss of on-street parking
- May require bicyclists to briefly merge with vehicular traffic

Center Island Narrowing/Pedestrian Refuge

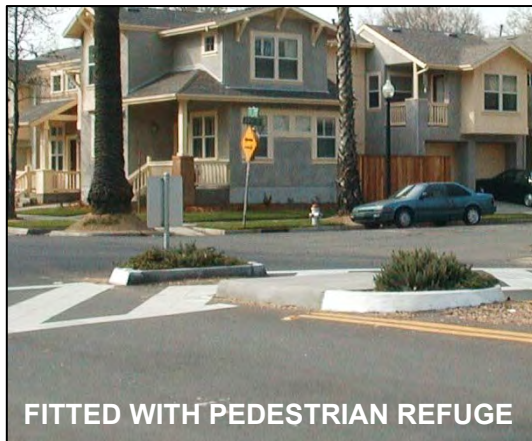
Center island narrowings are raised islands located along the centerline of a street that narrow the travel lanes at that location. Placed at the entrance to a neighborhood, and often combined with textured pavement, they are often called "gateways." Fitted with a gap to allow pedestrians to walk through at a crosswalk, they are often called "pedestrian refuges." They can also be landscaped to increase visual aesthetics.

The magnitude of speed reduction is dependent on the spacing of center island narrowings between points that require drivers to slow (see page 56). On average, center island narrowings achieve a 7 percent reduction in speed.

Approximate Cost: \$10,000 - \$15,000 per location



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect. Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Can increase pedestrian safety
- Aesthetic upgrades can have positive aesthetic value
- Reduces traffic volumes if alternative routes are available

Disadvantages

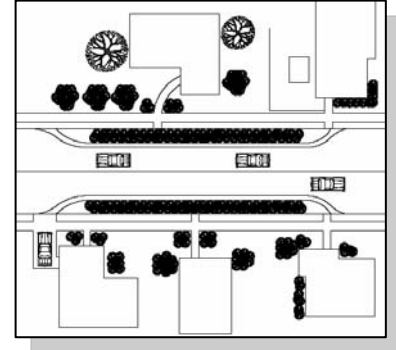
- Effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection
- Potential loss of on-street parking

Two-Lane Choker

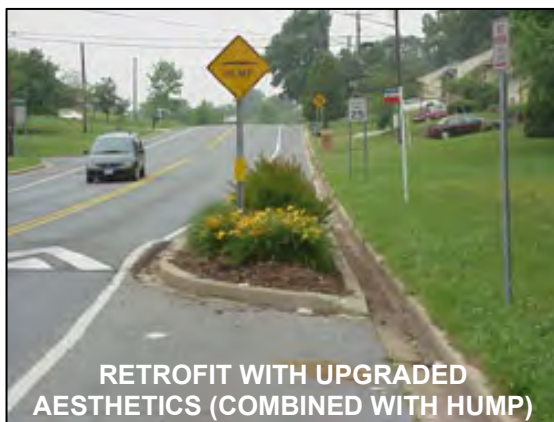
Chokers are curb extensions at midblock that narrow a street. Chokers leave the street cross section with two lanes that are narrower than the normal cross section.

The magnitude of speed reduction is dependent on the spacing of two-lane chokers between points that require drivers to slow (see page 56). On average two-lane chokers achieve a 7 percent reduction in speed.

Approximate Cost: \$7,000 - \$8,000 per location



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-7%
Volume Reduction	Reduction in Vehicles per Day	-10%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Easily negotiable by emergency vehicles and buses
- Can have positive aesthetic value
- Reduces both speeds and volumes

Disadvantages

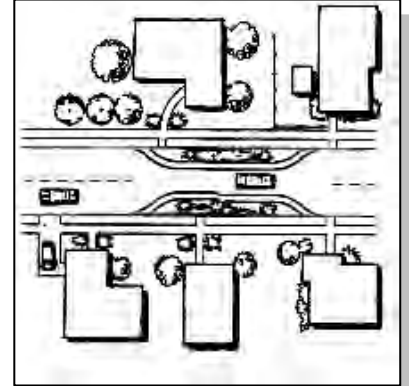
- Effect on vehicle speeds is limited by the absence of any vertical or horizontal deflection
- May require bicyclists to briefly merge with vehicular traffic
- Loss of on-street parking
- Build-up of debris in gutter

One-Lane Choker

One-lane chokers narrow the roadway width such that there is only enough width to allow travel in one direction at a time. They operate similarly to one-lane bridges, where cars approaching on one side must wait until all traffic in the other direction has cleared before proceeding.

The magnitude of speed reduction is dependent on the spacing of one-lane chokers between points that require drivers to slow (see page 56). On average, one-lane chokers achieve a 14 percent reduction in speed.

Approximate Cost: \$8,000 - \$9,000 per location



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-14%
Volume Reduction	Reduction in Vehicles per Day	-20%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Maintains two-way vehicle access, except at choker
- Very effective in reducing speeds and traffic volumes

Disadvantages

- Perceived as unsafe because opposing traffic is vying for space in a single lane
- Can be used only on low-volume, low speed roads
- Loss of on-street parking

SPEED CONTROL – HORIZONTAL DEVICES

Description

Horizontal deflection devices use raised islands and curb extensions to physically eliminate straight-line paths along roadways and through intersections. The horizontal deflection devices in the toolbox include:

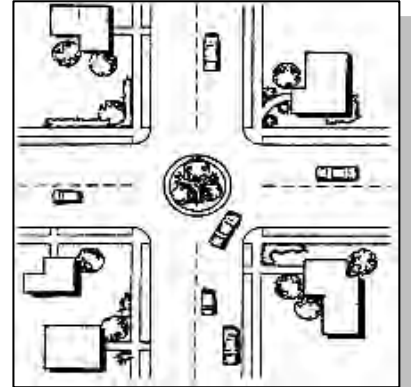
- Traffic Circle
- Roundabout (Single-Lane)
- Chicane
- Lateral Shift
- Realigned Intersection

Traffic Circle

Traffic circles are raised islands, placed in intersections, around which traffic circulates. Stop signs or yield signs can be used as traffic controls at the approaches of the traffic circle. Circles prevent drivers from speeding through intersections by impeding the straight-through movement and forcing drivers to slow down to yield. Depending upon the size of the intersection and circle, trucks may be permitted to turn left in front of the circle.

The magnitude of speed reduction is dependent on the spacing of traffic circles between points that require drivers to slow (see page 56). On average, traffic circles achieve an 11 percent reduction in speeds and a dramatic 71 percent decrease in collisions.

Approximate Cost: \$10,000 - \$25,000 per location



Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-11%
Volume Impacts	Reduction in Vehicles per Day	-5%
Safety Impacts	Reduction in Average Annual Number of Collisions	-71%
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Very effective in moderating speeds and improving safety
- Can have positive aesthetic value

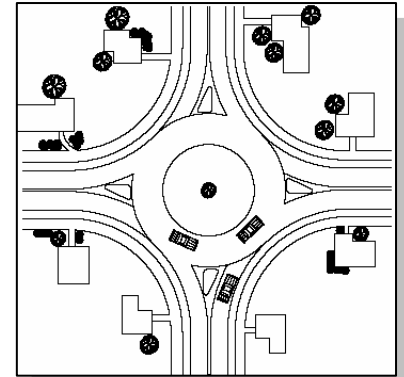
Disadvantages

- If not designed properly, difficult for emergency vehicles or large trucks to travel around
- Must be designed so that the circulating traffic does not encroach on crosswalks
- Potential loss of on-street parking

Roundabout (Single-Lane)

Like traffic circles, roundabouts require traffic to circulate counterclockwise around a center island. But unlike circles, roundabouts are used on higher volume streets to allocate right-of-way among competing movements. They are found primarily on collector streets, often substituting for traffic signals. They are larger than neighborhood traffic circles, have raised splitter islands to channel approaching traffic to the right, and do not have stop signs. Due to large amount of required right-of-way and construction costs, roundabouts may be most appropriate for new developments.

Roundabouts have an insignificant effect in reducing traffic speeds, but serve to allocate right-of-way at an intersection similar to a traffic signal. On average, roundabouts can reduce the average number of accidents up to 33 percent when compared to a signalized intersection.



Approximate Cost: Varies by intersection and whether new construction or a retrofit.

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Impacts	Reduction in Vehicles per Day	I/D
Safety Impacts	Reduction in Average Annual Number of Collisions	-15% to -33%
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Roundabouts: An Informational Guide, 2000.		



Advantages

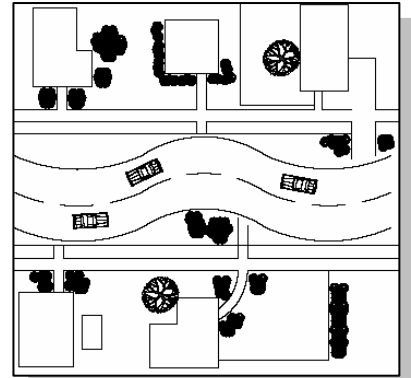
- Enhanced vehicle safety compared to a traffic signal or stop sign
- Minimizes queuing at approaches to the intersection
- Less expensive to operate than traffic signals
- Can have positive aesthetic value
- Shorter pedestrian crossing distance

Disadvantages

- May require major reconstruction of an existing intersection
- Loss of on-street parking
- Continuous flow of traffic limits opportunity for pedestrians to cross (compared to signal)

Chicane

Chicanes are curb extensions that alternate from one side of the street to the other, forming S-shaped curves. Chicanes can also be created by alternating on-street parking between one side of the road and the other. Each parking bay can be created either by restriping the roadway or by installing raised center islands at each end, creating a protected parking area. Chicanes have limited effectiveness in reducing traffic speeds and volumes as compared to other devices. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DES staff can collect before and after data to determine the effectiveness of chicanes.



Approximate Cost: \$8,000 - \$14,000 per location

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Impacts	Reduction in Vehicles per Day	I/D
Safety Impacts	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient data to predict reduction effect.		



Advantages

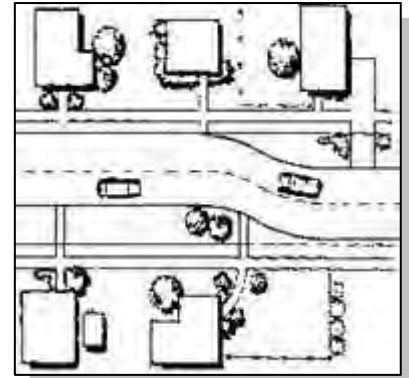
- Discourages high speeds by forcing horizontal deflection
- Easily negotiable by emergency vehicles and buses

Disadvantages

- Must be designed carefully to discourage drivers from deviating out of the appropriate lane
- Curb realignment and landscaping can be costly, especially if there are drainage issues
- Loss of on-street parking

Lateral Shift

Lateral shifts are curb extensions on otherwise straight streets that cause a shift in the travel. Lateral shifts, with just the right degree of deflection, can be effective. However, lateral shifts have had limited use in the United States, and, consequently, insufficient data prevents accurate prediction of speed reduction and traffic volumes.



Approximate Cost: Dependent on size of offset and length of transition

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



Advantages

- Can accommodate higher traffic volumes than many other neighborhood traffic management measures
- Easily negotiable by large emergency vehicles and buses

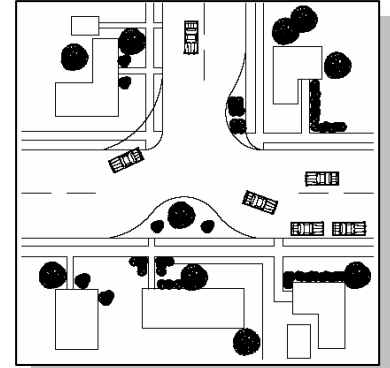
Disadvantages

- Potential for loss of on-street parking
- Must be designed carefully to discourage drivers from deviating out of the appropriate lane

Realigned Intersection

Realigned intersections provide deflection on an otherwise straight approach of a T-intersection. By providing deflection in the form of a curb extension or realignment, drivers are required to slow through the intersection or come to a stop before turning. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DES staff can collect before and after data to determine the effectiveness of realigned intersections.

Approximate Cost: \$15,000 - \$30,000 per location



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



Advantages

- Can be effective at reducing speeds at T-intersections
- Can be effective in increasing safety at T-intersections

Disadvantages

- Modifying curbs or drainage can be costly
- Acquiring additional right-of-way can be costly

SPEED CONTROL – VERTICAL DEVICES

Description

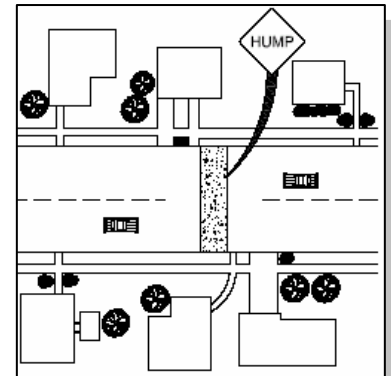
Vertical deflection devices use variations in pavement height and alternative paving materials to physically reduce travel speeds. The design speeds for these devices are approximately 15 to 20 mph depending on the device. The vertical deflection devices in the toolbox include:

- Speed Hump
- Speed Lump
- Speed Cushion
- Speed Table
- Raised Crosswalk
- Raised Intersection
- Textured/Colored Pavement
- Rumble Strip

Speed Hump

Speed humps are rounded raised areas placed across the road. They are generally 12 feet long (in the direction of travel), 3 to 3 ½ inches high, parabolic in shape, and have a design speed of 15 to 20 mph. They are usually constructed with a taper on each side to allow unimpeded drainage between the hump and curb. When placed on a street with rolled curbs or no curbs, bollards are placed at the ends of the speed hump to discourage vehicles from veering outside of the travel lane to avoid the device.

The magnitude of reduction in speed is dependent on the spacing of speed humps between points that require drivers to slow (see page 56). On average, speed humps achieve a 22 percent reduction in speeds.



Approximate Cost: \$2,000 - \$3,000 per location

Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-22%
Volume Impacts	Reduction in Average Daily Traffic	-18%
Safety Impacts	Reduction in Average Annual Number of Collisions	-13%
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Relatively inexpensive
- Relatively easy for bicyclists to cross
- Very effective in slowing travel speeds

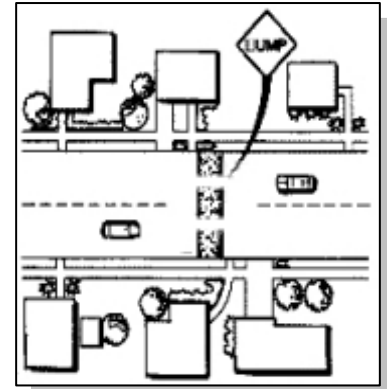
Disadvantages

- Causes a "rough ride" for drivers, and can discomfort people with certain skeletal disabilities
- Slows emergency vehicles and buses
- Aesthetics
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

Speed Lump

The speed lump is a variation on the speed hump, adding two wheel cut-outs designed to allow large vehicles, such as emergency vehicles and buses, to pass with minimal impedance. The design limits passenger cars and most SUVs from fully passing through the cut-outs, but allows one set of wheels to pass through the cut-out while the other set is required to travel over the lump.

The magnitude of speed reduction is dependent on the spacing of speed lumps between points that require drivers to slow (see page 56). Speed lumps have a similar reduction in speeds when compared to speed humps.



Approximate Cost: \$2,000 - \$3,000 per location

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D, but comparable to speed humps
Volume Reduction	Reduction in Average Daily Traffic	
Safety Reduction	Reduction in Average Annual Number of Collisions	
Note: I/D = Insufficient Data to predict reduction effect.		



Advantages

- Effective in reducing speeds
- Maintains rapid emergency response times
- Relatively easy for bicyclists to cross

Disadvantages

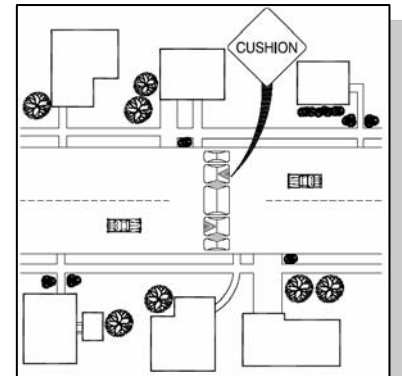
- Passenger vehicles with wide wheel base can pass through the lump using the wheel cut-outs
- Aesthetics
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

Speed Cushion

Speed cushions are constructed from durable recycled rubber and are a variation of the speed lump. These prefabricated devices consistently have a more uniform shape than asphalt humps. Speed cushions provide wheel gaps for emergency vehicles and buses, and can be arranged to fit any street width. They can also be easily relocated if needed.

The magnitude of speed reduction is dependent on the spacing of speed cushions between points that require drivers to slow (see page 56). On average, speed cushions achieve a 14 percent reduction in speeds.

Approximate Cost: \$4,500 - \$6,000 per location



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-14%
Volume Reduction	Reduction in Average Daily Traffic	Comparable to Speed Lumps
Safety Reduction	Reduction in Average Annual Number of Collisions	
Source: City of Portland, Rubber Speed Bump Research, 1995.		



Advantages

- Provides a more consistent ride than asphalt humps
- Can be used as a temporary device during a testing phase
- Reduces impacts to emergency vehicles due to cut-outs
- Easily accommodates street resurfacing

Disadvantages

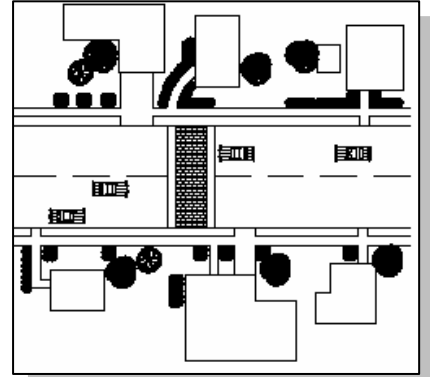
- Aesthetics
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

Speed Table

Speed tables are flat-topped speed humps approximately 22 feet long. They are typically long enough for the entire wheelbase of a passenger car to rest on top. Their long, flat fields, plus ramps that are more gently sloped than speed humps, give speed tables higher design speeds than humps, and, thus, may be more appropriate for streets with higher ambient speeds. Brick or other textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed reduction.

The magnitude of speed reduction is dependent on the spacing of speed tables between points that require drivers to slow (see page 56). On average, speed tables achieve an 18 percent reduction in speeds.

Approximate Cost: \$4,000 for basic treatment



Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-18%
Volume Impacts	Reduction in Vehicles per Day	-12%
Safety Impacts	Reduction in Average Annual Number of Collisions	-45%
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Smoother on large vehicles (such as fire trucks) than speed humps
- Effective in reducing speeds, though not to the extent of speed humps

Disadvantages

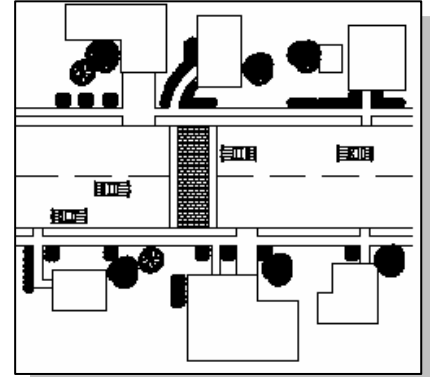
- Aesthetics
- Textured materials, if used, can be expensive
- Signs may be unwelcome by adjacent residents
- Increased noise for nearby residents

Raised Crosswalk

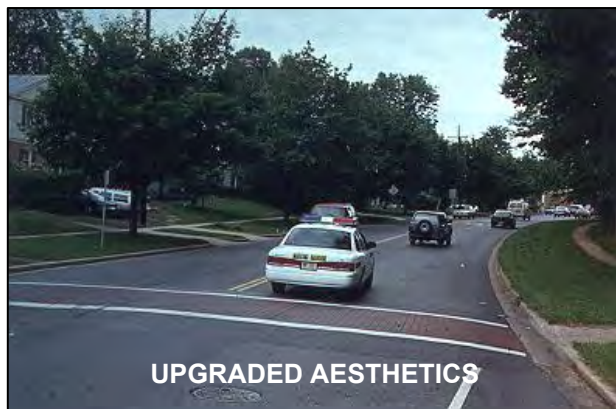
Raised crosswalks are speed tables striped with crosswalk markings and signage to channelize pedestrian crossings, providing pedestrians with a level street crossing. Also, by raising the level of the crossing, pedestrians are more visible to approaching motorists.

The magnitude of speed reduction is dependent on the spacing of raised crosswalks between points that require drivers to slow (see page 56). On average, raised crosswalks achieve an 18 percent reduction in speeds.

Approximate Cost: \$5,000 for basic treatment



Measured Effectiveness		
Speed Impacts	Reduction in 85th Percentile Speeds between Slow Points	-18%
Volume Impacts	Reduction in Vehicles per Day	-12%
Safety Impacts	Reduction in Average Annual Number of Collisions	-45%
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

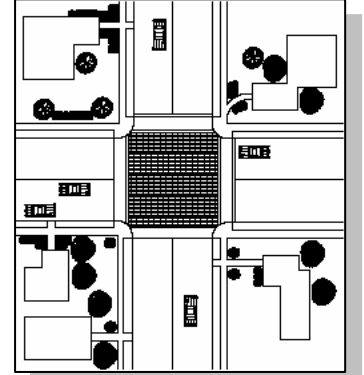
- Improve safety for both vehicles and pedestrians
- Aesthetic upgrades can have positive aesthetic value
- Effective in reducing speeds, though not to the extent of speed humps

Disadvantages

- Textured materials, if used, can be expensive
- Impact to drainage needs to be considered
- Textured pavement can increase noise to adjacent residents
- Signs may be unwelcome by adjacent residents

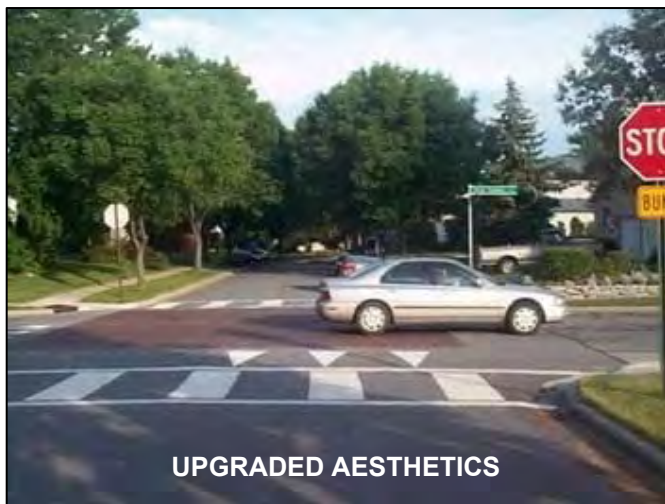
Raised Intersection

Raised intersections are flat raised areas covering entire intersections, with ramps on all approaches. They usually rise to sidewalk level, or slightly below, to provide a “lip” for the visually impaired. By modifying the level of the intersection, the crosswalks are more readily perceived by motorists to be a pedestrian area. They are particularly useful where loss of on-street parking due to other traffic calming devices is considered unacceptable. Raised intersections are ineffective at reducing traffic speeds or volumes.



Approximate Cost: Varies based on size of intersection

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-1%
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

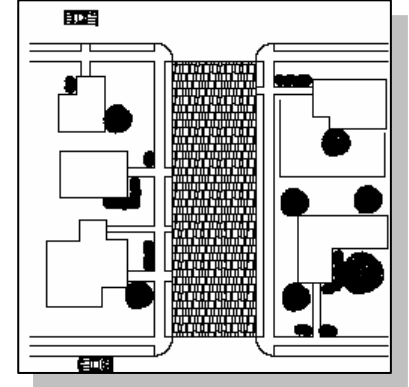
- Can improve safety for pedestrians and motorists
- Aesthetic upgrades can have positive aesthetic value
- Can treat two streets at once

Disadvantages

- Less effective in reducing vehicle speeds than speed humps and speed tables
- Expensive, particularly as a retrofit
- Textured pavement can increase noise to adjacent residents

Textured/Colored Pavement

Textured colored pavement includes the use of stamped pavement (asphalt) or alternate paving materials to create an uneven surface for vehicles to traverse. Textured pavement may have limited effectiveness as a standalone device and should be used to supplement other devices such as raised crosswalks or center median islands. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DES staff can collect before and after data to determine the effectiveness of textured pavement.



Approximate Cost: \$8.00 per square foot

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



Advantages

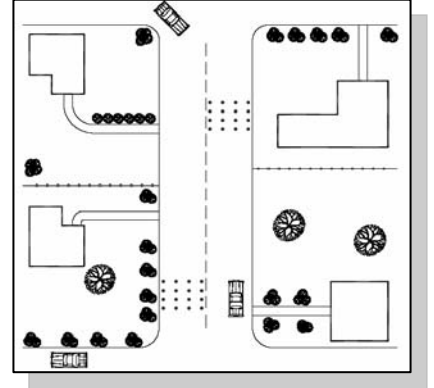
- Can reduce vehicle speeds
- Aesthetic upgrades can have positive value
- Placed at an intersection, it can slow two streets at once

Disadvantages

- Expensive, varying by materials used
- Can be uncomfortable for bicyclists or handicapped.
- Textured pavement can increase noise to adjacent properties

Rumble Strip

Rumble strips are closely spaced raised pavement markers at regular intervals on the roadway that create noise and vibration to the vehicle. Rumble strips can be used to warn drivers of a change in speed limit, leading up to a residential or school area, and upcoming stop sign or intersection. Rumble strips should be used only in areas where the noise impact would be minimal. Little data has been collected to predict the reduction in speed, traffic volumes, or collisions, and use of this device may not result in significant decreases. Resources permitting, DES staff can collect before and after data to determine the effectiveness of rumble strips.



Approximate Cost: \$500 per location

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Average Daily Traffic	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		



Advantages

- Relatively inexpensive
- Can be effective in slowing travel speeds in specific locations

Disadvantages

- Raised pavement markers can be slippery when wet
- Increased noise in vicinity of rumble strips
- Maintenance of raised pavement markers
- Aesthetics
- Uncomfortable for motorcyclists and bicyclists

VOLUME CONTROL – DEVICES

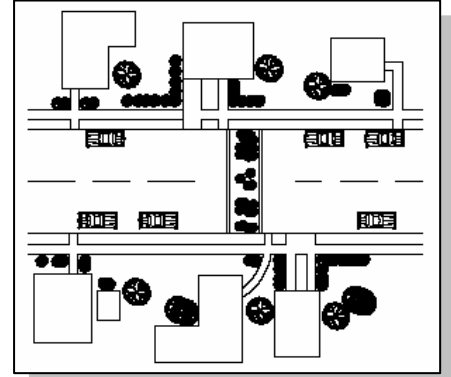
Description

Diversion devices use raised islands and curb extensions to physically preclude particular vehicle movements, such as left-turn or through movements, usually at an intersection. These devices can be considered only after all other devices have been attempted and failed to resolve the traffic problem. The diversion devices in the toolbox include:

- Full Closure
- Partial Closure
- Diagonal Diverter
- Median Barrier
- Forced Turn Island
- Turn-Movement Restriction

Full Closure

Full street closures are barriers placed across a street to close the street completely to through traffic, usually leaving only sidewalks or bicycle paths open. The barriers may consist of landscaped islands, walls, gates, side-by-side bollards, or any other obstructions that leave an opening smaller than the width of a passenger car. Emergency vehicles can be accommodated via removable bollards or similar devices.



Approximate Cost: \$50,000 - \$100,000 per location (dependent on size and treatment)

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	-44%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

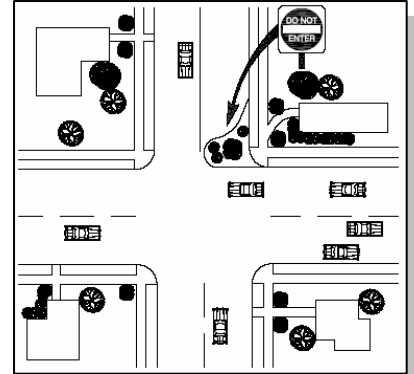
- Very effective in reducing cut-through traffic volumes
- Able to maintain pedestrian and bicycle connectivity

Disadvantages

- Requires statutory actions for public street closures
- Causes circuitous routes for local residents
- Diverts traffic to another street
- Delays for emergency services unless through access is provided
- May limit access to businesses
- Cost

Partial Closure

Half street closures are barriers that block travel in one direction for a short distance on otherwise two-way streets. Half closures are the most common volume control measure after full street closures. Half closures are often used in sets to make travel through neighborhoods with a grid street pattern circuitous rather than direct.



Approximate Cost: \$5,000 - \$7,000 per location

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-19%
Volume Reduction	Reduction in Vehicles per Day	-42%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Able to maintain two-way bicycle access
- Effective in reducing traffic volumes

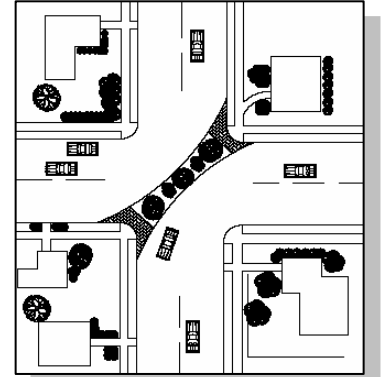
Disadvantages

- Causes circuitous routes for local residents
- May limit access to businesses
- Drivers can bypass the barrier

Diagonal Diverter

Diagonal diverters are barriers placed diagonally across an intersection, blocking through movement. Like half closures, diagonal diverters are usually staggered to create circuitous routes through neighborhoods.

Approximate Cost: \$20,000 - \$25,000 per location



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	-4%
Volume Reduction	Reduction in Vehicles per Day	-35%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Able to maintain full pedestrian and bicycle access
- Reduces traffic volumes

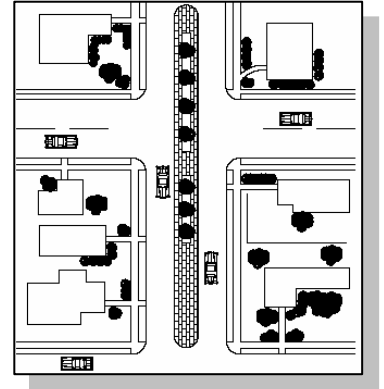
Disadvantages

- Causes circuitous routes for local residents
- Delays for emergency services
- May be expensive
- May require reconstruction of corner curbs

Median Barrier

Median barriers are raised islands that are located along the centerline of a street and continue through an intersection so as to block through (and left-turn) movement at a cross street.

Approximate Cost: \$15,000 - \$20,000 per 100 feet (dependent on length and width)



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D%
Volume Reduction	Reduction in Vehicles per Day	-31%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Can improve safety at an intersection of a local street and a major street by prohibiting critical through or left-turn movements
- Can reduce traffic volumes on a cut-through route that crosses a major street

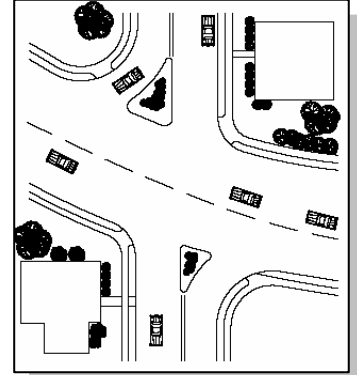
Disadvantages

- Requires available street width on the major street
- Limits turns to and from the side streets and driveways for local residents and emergency services

Forced-Turn Island

Forced turn islands are raised islands that prohibit certain movements on approaches to an intersection.

Approximate Cost: \$3,000 - \$5,000 per location



Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D%
Volume Reduction	Reduction in Vehicles per Day	-31%
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		
Source: Traffic Calming: State of the Practice, 2000.		



Advantages

- Can improve safety at an intersection by prohibiting critical turning movements
- Reduces traffic volumes

Disadvantages

- If designed improperly, drivers can maneuver around the island to make an illegal movement
- May divert a traffic problem to a different street

Turn-Movement Restrictions

Turn movement restrictions involve the use of signs to prevent undesired turning movements without the use of physical devices. The restrictions may generally apply to turning movements in or out of a residential street to a larger street. The turn movement restrictions may be permanent or only during peak commute hours.

Measured Effectiveness		
Speed Reduction	Reduction in 85th Percentile Speeds between Slow Points	I/D
Volume Reduction	Reduction in Vehicles per Day	I/D
Safety Reduction	Reduction in Average Annual Number of Collisions	I/D
Note: I/D = Insufficient Data to predict reduction effect.		

Approximate Cost: \$150 per sign (enforcement may be necessary to be effective)



Advantages

- Can reduce cut-through traffic at specific times of day
- Can increase safety at an intersection by prohibiting certain turning movements
- Low cost

Disadvantages

- Restrictions apply to resident and non-residents
- Requires enforcement during time of restriction to be effective
- May divert a traffic problem to another street

4. TOOLBOX GUIDELINES

This section provides guidance on selecting the most appropriate neighborhood traffic management measure for a specific problem. This involves narrowing the toolbox of neighborhood traffic management measures to those that will most closely target the key traffic issue; are appropriate for the existing street characteristics; and are compatible with the traffic volumes, geometrics, and adjacent land uses near the given location. When the list has been narrowed, devices should be considered that are likely supported by affected residents. Finally, the selected devices need to be placed in a manner that will produce the desired results.

GUIDELINES

Step 1 – Identify Traffic Related Concern

The first task when selecting the most appropriate traffic calming device is to narrow the field of devices to those that address the primary traffic concern. The most common traffic related concerns are:

- Speeding – motor vehicle speeds are too high
- Traffic Volumes – motor vehicle usage levels (all trips or non-local trips only) are too high
- Safety – locations with higher occurrences of collisions, higher concentrations of bicyclists and pedestrians, or potential hazards (e.g., sight distance limitations)

Each device in the toolbox is appropriate to a different subset of the above traffic-related concerns. Table 1 summarizes the appropriateness of each device.

Non-Physical Measures

The first solutions to consider should be non-physical measures, such as signs and markings, since these can devices increase driver awareness, are relatively inexpensive, and are the least intrusive to residents.

Speed Control Measures

Speed control measures can address any of the major problem types:

- **Narrowing Measures** – Narrowing devices, such as neckdowns, center island narrowings, or chokers, are less obtrusive than other devices and can be more aesthetically pleasing if residents opt to fund upgraded landscaping and assume the maintenance cost and responsibilities.
- **Horizontal Measures** – Horizontal deflection devices, such as chicanes and traffic circles, are more intrusive but also more effective than narrowings because they force vehicles to navigate horizontally around physical objects. Residents can also elect to fund upgraded landscaping.
- **Vertical Measures** – Vertical deflection devices provide the greatest speed reduction, and consequently have the greatest potential to slow emergency response vehicles, buses, and trucks. Therefore, the placement of these devices should be carefully considered, especially to limit any potential impact on emergency vehicles or transit access.

Volume Control Measures

If speed-control measures fail to produce desired results, then diversion measures, such as street closures or forced turns may be considered. These devices redirect traffic to an adjacent street, and, therefore, should be considered after all other measures fail to produce the desired results. Volume control measures limit through traffic or turning movements at specific locations for both residents and non-residents. The full effect of the traffic diversion should be investigated before device implementation.

Step 2 – Identify Location Type

The appropriate device for a given problem is a function of the location (midblock or at an intersection). Special consideration will be given to streets used by the City of Salinas Fire Department or ambulance services as primary emergency response routes. Appendix D presents the City of Salinas Primary Fire Response routes with functional roadway classifications. Generally, traffic calming of emergency response routes is limited to non-physical treatments on major arterials; however, there are certain conditions for which traffic calming measures may be appropriate on emergency response routes classified as minor arterials and collectors.

Table 2 indicates the location(s) where each type of traffic calming measure is applicable.

Step 3 – Consider Street Classification, Location, and Other Constraints

The third step in determining the most appropriate device is to consider how each device is compatible with the street classification, traffic volumes, posted speeds, and special roadway users. Table 3 illustrates where each device is appropriate with certain constraints.

EFFECTIVENESS COMPARISON

When more than one traffic calming device is available, decision-makers should understand the levels of effectiveness for each device to better determine which device will have the greatest effect in meeting the specified objective(s). Table 4 summarizes the effectiveness data (including excluded devices) that have been compiled for each of the neighborhood traffic management measures in the toolbox. These data are averages and the actual effectiveness will vary based on site-specific circumstances, such as proximity to major roads and the availability of alternate routes.

PLACING THE NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES

Strategies for the specific placement of devices differ depending on whether the concern is speed-control, volume-control, or safety related. The placement of devices is described below.

Placing Speed-Control Measures

Where feasible, neighborhood traffic management measures should be spaced in such a way to achieve the following two design speeds:

- **Slow-Point 85th Percentile Design Speed:** the speed that 85 percent of vehicles are traveling less than, when they are crossing a neighborhood traffic management device; the target slow-point speed is defined as 5 mph below the posted speed limit.
- **Midpoint 85th Percentile Design Speed:** the speed that 85 percent of vehicles are traveling less than, when they are halfway between a traffic calming device or other roadway feature that requires

significant slowing (e.g., stop sign or curve). The target midpoint speed is defined as 5 mph above the posted speed limit.

Figure 3 illustrates how to estimate the midpoint speed.

TABLE 1 APPLICABILITY OF TREATMENTS BY TRAFFIC RELATED CONCERN						
Types of Measures		Type of Traffic Related Concern				
		Speeding	Traffic Volume	Vehicle Collisions	Pedestrian Safety	Noise
Non-Physical Control Measures						
	Targeted Speed Enforcement	●	○	◐	◐	◐
	Speed Radar Trailer	●	○	○	○	◐
	Speed Feedback Sign	●	○	○	○	◐
	Centerline/Edgeline Lane Striping	●	○	○	○	○
	Optical Speed Bars	◐	○	○	○	○
	Signage	●	◐	◐	○	○
	Speed Legend	●	○	○	○	○
	Centerline/Edgeline Reflectors	○	○	●	◐	○
	High Visibility Cross Walks	◐	○	○	●	○
	Angled Parking	●	◐	○	○	○
Speed Control – Narrowing Measures						
	Neckdown/Bulbout	●	◐	○	●	○
	Center Island Narrowing/ Pedestrian Refuge	●	◐	◐	●	○
	Two-Lane Choker	●	◐	○	○	○
	One-Lane Choker	●	◐	○	○	○
Speed Control - Horizontal Measures						
	Traffic Circle	●	◐	●	◐	○
	Roundabout (Single-Lane)	◐	◐	●	○	●
	Chicane	●	◐	○	○	○
	Lateral Shift	◐	◐	○	○	○
	Realigned Intersection	◐	◐	●	○	○
Speed Control – Vertical Measures						
	Speed Hump	●	●	◐	◐	×
	Speed Lump	●	●	◐	◐	×
	Speed Cushion	●	●	◐	◐	×
	Speed Table	●	◐	◐	◐	×
	Raised Crosswalk	●	◐	◐	●	×
	Raised Intersection	●	◐	◐	●	×
	Textured/Colored Pavement	◐	○	○	◐	×
	Rumble Strips	◐	○	○	○	×
Volume Control Measures						
	Full Closure	●	●	○	○	○
	Partial Closure	●	●	○	○	○
	Diagonal Diverter	●	●	○	○	○
	Median Barrier	○	●	◐	○	○
	Forced Turn Island	○	●	◐	○	○
	Turn-Movement Restriction	○	●	◐	○	○
Key:	● = Strongly Appropriate × = Inappropriate/Counterproductive ◐ = Moderately Appropriate ○ = Indifferent					

**TABLE 2
APPLICABILITY OF TREATMENTS BY LOCATION**

Type of Measure	Mid-Block	Intersection	Study Perimeter	Collectors	Transit Routes
Non-Physical Control Measures					
Targeted Speed Enforcement	●	●	●	●	●
Speed Radar Trailer	●	●	●	●	●
Speed Feedback Sign	●	●	●	●	●
Centerline/Edgeline Lane Striping	●	x	x	●	●
Optical Speed Bars	●	x	x	●	●
Signage	●	●	●	●	●
Speed Legend	●	●	●	●	●
Centerline/Edgeline Reflectors	On Curves	x	x	●	●
High Visibility Crosswalks	●	Unsignalized Intersections	Unsignalized Intersections	●	●
Angled Parking	●	x	x	●	○
Speed Control – Narrowing Measures					
Neckdown/Bulbout	x	●	●	●	●
Center Island Narrowing/ Pedestrian Refuge	●	●	●	●	●
Two-Lane Choker	●	x	x	●*	●
One-Lane Choker	●	x	x	x	x
Speed Control – Horizontal Measures					
Traffic Circle	x	●	○	●	●
Roundabout (Single-Lane)	x	○	○	●	●
Chicane	●	x	x	●	●
Lateral Shift	●	x	x	●	●
Realigned Intersection	x	Unsignalized Intersections	Unsignalized Intersections	●	●
Speed Control – Vertical Measures					
Speed Hump	●	x	x	○*	x
Speed Lump	●	x	x	○	●
Speed Cushion	●	x	x	○	●
Speed Table	●	x	x	○	○
Raised Crosswalk	●	○	○	○	○
Raised Intersection	x	●	●	○	○
Textured/Colored Pavement	●	●	●	●	●
Rumble Strips	●	●	○	●	●
Volume Control Measures					
Full Closure	x	●	●	○*	x
Partial Closure	x	●	●	●	●
Diagonal Diverter	x	●	x	○*	x
Median Barrier	x	○	●	○*	x
Forced Turn Island	x	○	●	○	○
Turn-Movement Restriction	x	○	●	○	○
Key: * Not generally acceptable for Primary Fire Response Routes – See Appendix D for specific streets.					
x = Never applicable. ○ = Seldom, except in some cases. ● = Generally applicable.					

**TABLE 3
APPLICABILITY BY STREET TYPE**

Types of Measures	Roadway Classification		
	Local	Collector	Other Considerations
Non-Physical Control Measures			
Targeted Speed Enforcement	No Limitations with respect to ADT or Speed		None
Speed Radar Trailer			
Speed Feedback Sign			
Centerline/Edgeline Lane Striping			
Optical Speed Bars			
Signage			
Speed Legend			
Centerline/Edgeline Reflectors			
High Visibility Crosswalks			
Angled Parking	ADT <4,000; Width ≥48 feet: Speed Limit ≤30 mph		
Speed Control – Narrowing Measures			
Neckdown/Bulbout	ADT ≤ 20,000; Speed Limit ≤ 35		None
Center Island Narrowing/ Pedestrian Refuge			
Two-Lane Choker			
One-Lane Choker	ADT ≤ 3,000; Speed Limit ≤ 30	No	DES must review sight distance.
Speed Control – Horizontal Measures			
Traffic Circle	Daily Entering Volume <10,000; Speed Limit ≤ 35 mph		Grades ≤ 4%
Roundabout (Single-Lane)	No	Daily Entering Volume <16,000; Speed Limit ≤ 45 mph	
Chicane	No	ADT ≤ 5,000; Speed Limit ≤ 35	Grades ≤ 8%
Lateral Shift	No	ADT ≤ 20,000; Speed Limit ≤ 35	None
Realigned Intersection	Daily Entering Volume <5,000; Speed Limit ≤ 35 mph		
Speed Control – Vertical Measures			
Speed Hump	ADT<4,000; Speed Limit ≤ 30mph		Grades ≤ 8%
Speed Lump			
Speed Cushion			
Speed Table ¹	ADT<7,500: Speed Limit 30 mph or 35 mph		
Raised Crosswalk			
Raised Intersection	No		
Textured/Colored Pavement ²	No	Yes	Noise impact to adjacent residential units
Rumble Strips ²	Yes	Yes	Noise impact to adjacent residential units
Notes: ¹ Not appropriate for streets without curbs, gutter, or sidewalks. ² Use of this device should be limited to locations where noise impacts would be minimal.			

TABLE 3 (CONTINUED) APPLICABILITY BY STREET TYPE			
Types of Measures	Roadway Classification		
	Local	Collector	Other Considerations
Volume Control Measures			
Full Closure	<p>≥ 25% non-local traffic. Evaluation should be conducted to determine effects of diverted traffic to alternate routes</p>	No	None
Partial Closure			
Diagonal Diverter			
Median Barrier			
Forced Turn Island			
Turn-Movement Restriction			

**TABLE 4
QUANTITATIVE IMPACTS OF NEIGHBORHOOD TRAFFIC MANAGEMENT MEASURES**

Types of Measures		Effectiveness									
		85 th Percentile Change				Vehicles Per Day		Average Annual Collisions			
		Before	After	Change	Percent Change	Change	Percent Change	Before	After	Change	Percent Change
Non-Physical Measures											
All Non-Physical Measures		Limited Effectiveness as stand alone device									
Speed Control – Vertical Measures											
	Entry Feature	I/D				I/D		I/D			
	Speed Hump	35.0	27.4	-7.6	-22%	-355	-18%	2.62	2.29	-0.33	-13%
	Speed Lump	Comparable to speed hump but I/D									
	Speed Cushion ¹	Comparable to speed hump but I/D			-14%	Comparable to speed hump but I/D					
	Split Speed Hump	37	32	-5	-14%	I/D		I/D			
	Speed Table	36.7	30.1	-6.6	-18%	-415	-12%	6.71	3.66	-3.05	-45%
	Raised Crosswalk										
	Raised Intersection	34.6	34.3	-0.3	-1%	Ineffective					
	Textured Pavement	Limited Effectiveness as stand alone device									
Rumble Strips	I/D and Limited Effectiveness										
Speed Control – Narrowing Measures											
	Neckdown/Bulbout	34.9	32.3	-2.6	-7%	-293	-10%	I/D			
	Center Island Narrowing										
	Two-Lane Choker										
	One-Lane Choker										
Speed Control – Horizontal Measures											
	Traffic Circle	34.2	30.3	-3.9	-11%	-293	-5%	2.19	0.64	-1.55	-71%
	Roundabout (Single-Lane)	Insignificant Speed Effects				Insignificant Volume Effects		Not Recorded			-15% to -33%
	Chicane	I/D and Limited Effectiveness									
	Lateral Shift	Ineffective									
	Realigned Intersection	I/D				I/D		I/D			
Volume Control Measures											
	Full Closure	I/D	I/D	I/D	I/D	-671	-44%	I/D			
	Partial Closure	32.3	26.3	-6.0	-19%	-1,611	-42%	I/D			
	Diagonal Diverter	29.3	27.9	-1.4	-4%	-501	-35%	I/D			
	Median Barrier	I/D				I/D		I/D			
	Forced Turn Island										
	Turn-Movement Restrictions										
Stop Signs											
	Stop Signs	I/D				I/D		I/D			
Notes: I/D = Insufficient Data											
Source: Traffic Calming State-of-the Practice (Ewing, 1999)											
¹ City of Portland, Rubber Speed Bump Research, 1995											

Figure 3 Estimating Midpoint Speed

In mathematical terms, the following exponential function gives the relationship between midpoint speed and spacing of slow points:

$$85^{\text{th}}_{\text{midpoint (mph)}} = 85^{\text{th}}_{\text{slow point (mph)}} + (85^{\text{th}}_{\text{street (mph)}} - 85^{\text{th}}_{\text{slow point (mph)}}) * 0.56 * (1 - e^{-0.004 * \text{spacing (ft.)}})$$

where;

$85^{\text{th}}_{\text{midpoint}}$ = resulting 85th percentile speed at midpoint after treatment;

$85^{\text{th}}_{\text{slow point}}$ = estimated 85th percentile speed at the slow point after treatment;

$85^{\text{th}}_{\text{street}}$ = 85th percentile speed of street before treatment;

spacing = distance in feet between two devices.

When placing speed-control measures, use the above formula to test proposed spacings to determine whether the estimated midpoint speeds would meet the targeted midpoint speed.

Example (speed humps on street with starting speed of 32 mph):

Where spacing is 350 feet:

$$85^{\text{th}}_{\text{midpoint (mph)}} = 15 \text{ mph} + ((32 \text{ mph} - 15 \text{ mph}) * 0.56 * (1 - e^{-0.004 * 350 \text{ feet}}))$$

$$85^{\text{th}}_{\text{midpoint (mph)}} = \underline{22 \text{ mph}}$$

Where spacing is 750 feet:

$$85^{\text{th}}_{\text{midpoint (mph)}} = 15 \text{ mph} + ((32 \text{ mph} - 15 \text{ mph}) * 0.56 * (1 - e^{-0.004 * 750 \text{ feet}}))$$

$$85^{\text{th}}_{\text{midpoint (mph)}} = \underline{24 \text{ mph}}$$

The spacing of neighborhood traffic management measures directly affects the midpoint speeds: the farther apart they are, the higher the midpoint speed. In general, speed control measures placed 350 to 750 feet from another slow-point can result in speed reductions similar to those indicated in Table 4. Measures placed at intervals of less than 350 feet can become a nuisance to drivers, and measures placed greater than 750 feet apart decrease the ability to slow speeds to the target midpoint speed. In addition, vertical measures should be placed a minimum of 250 feet from an adjacent intersection.

Placing Volume-Control Measures

Neighborhood traffic management devices intended to divert traffic can be located either external or internal to the neighborhood.

- Gateway Measures – Volume-control measures placed at entrances or gateways to neighborhoods can be more effective in reducing volumes because drivers encounter these devices upon entering a neighborhood, which may deter future use. However, these measures can also cause local traffic to take more circuitous paths than internal measures would.
- Internal Measures – When placed within a neighborhood, measures have a less direct effect on non-local traffic. First-time attempts to travel through the neighborhood will occur more frequently, and drivers will seek alternative routes within the neighborhood. However, this type of placement can cause less of an inconvenience to local traffic.

Placing Safety Measures

The placement of safety-oriented neighborhood traffic management devices is dependent on the particulars of the traffic-related concern and on the characteristics of the selected neighborhood traffic management device. For example, if the traffic related concern involves pedestrian safety, then the solution – a raised crosswalk, for example – should be placed at a location where it is likely to be heavily used by pedestrians.

5. NEW DEVELOPMENT GUIDELINES

Proposed developments can benefit from neighborhood traffic management strategies. Developers can anticipate and prevent concerns about speeding and traffic volumes by reviewing neighborhood plans and proposing refinements to reduce or avoid future traffic-related concerns. In addition, neighborhood traffic management measures incorporated with project construction often receive greater acceptance than a retrofit approach. Traffic calming measures can be included as off-site mitigation measures for infill or redevelopment projects that are surrounded by existing developments that may be impacted by project traffic.

This information in this chapter is a tool for staff and project designers to identify potential problem areas and suggested remedies. Anticipating future problems and remedies is a subjective activity, not conducive to absolute standards. However, it may be appropriate to incorporate general language into City documents regarding the role of staff in identifying potential neighborhood traffic problems and suggesting remedies.

In most cases, staff and the developer's representatives should be able to identify mutually acceptable neighborhood traffic management features, which are then incorporated into the proposed plans. However, in some cases, staff may need to develop conditions-of-approval that can be discussed, modified, and/or approved by the relevant governing bodies.

SUGGESTED DEVELOPMENT REVIEW PROCESS

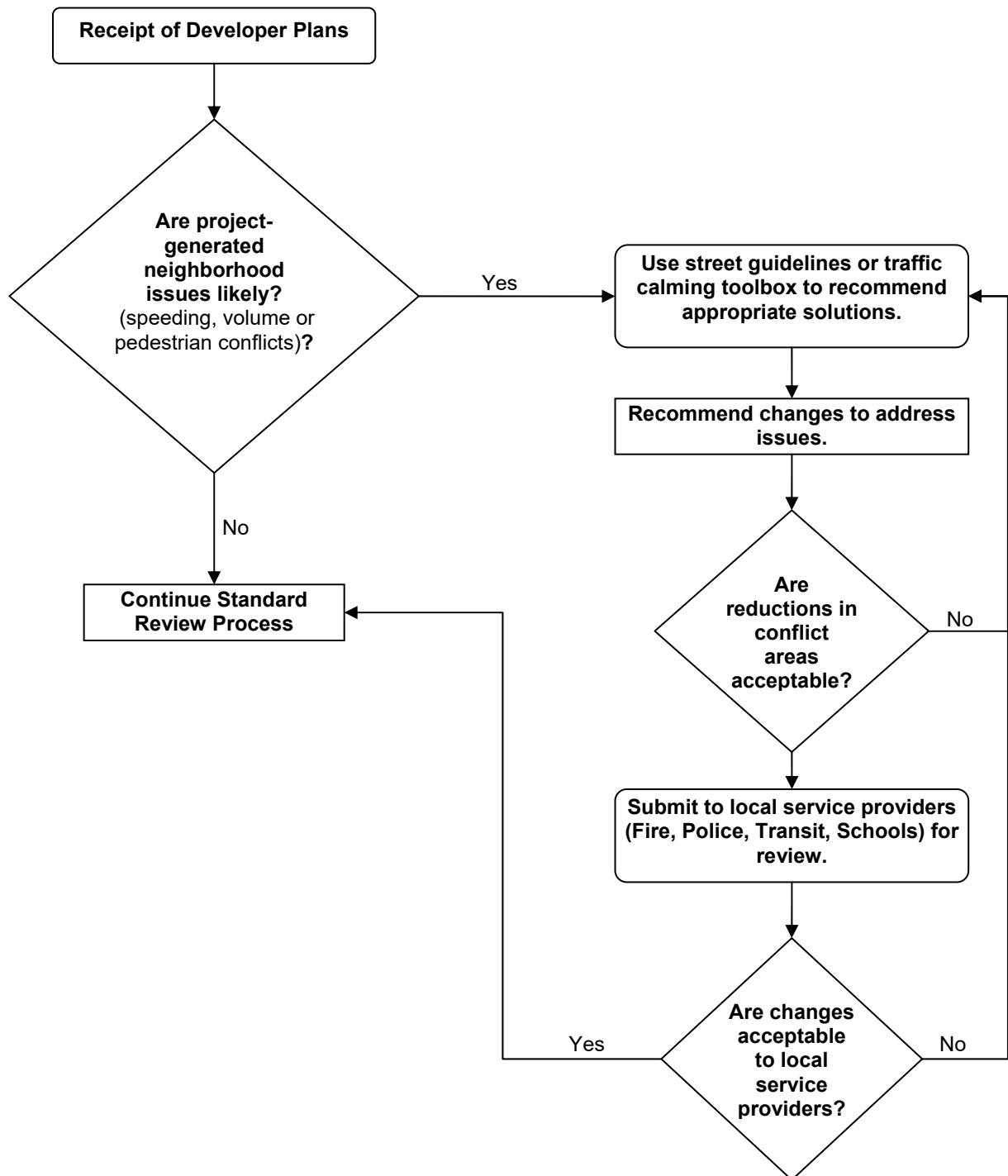
As part of the City of Salinas development review process, City staff may consider the need for neighborhood traffic management measures within the proposed development or off-site. New development and redevelopment projects may be required to design, build, and maintain traffic calming features as part of the development project through the subdivision improvement agreement, development agreement, homeowners' association, and other development-related mechanisms.

The City's process of reviewing new residential subdivisions varies and is dependent on the decision type. Information contained in the development application determines the permit type and subsequent process. Although the processes differ, they all require staff review after the submission of the plans. At this point, City staff may recommend or condition the inclusion of traffic calming measures.

The toolbox and application guidelines contained in other sections of this document should provide staff and developer representatives with both ideas and guidance on selecting the most appropriate treatments for the identified problem.

The following flowchart is a suggested approach for City staff during the development review process.

Figure 4 New Development Review Process



DEVELOPMENT REVIEW PRACTICES

During the development review process, staff should review the street network and intersection traffic controls to determine areas of potential speeding, excessive volume on residential streets, or pedestrian conflict areas. Where appropriate, developers should be required to incorporate traffic calming measures into their development plan. The process for reviewing street and lot plans for new developments and prescribing refinements may include the following, at staff discretion:

- **Traffic Volumes** – Estimate the average daily traffic (ADT) on residential roadways within and surrounding the proposed project.
 - If traffic volumes on residential streets are projected to be less than 1,500 vehicles per day (vpd), then no action is needed, nor will it be taken.
 - If the projected traffic volume on a residential street is 1,500 - 3,000 vpd, then consider traffic calming treatments depending upon the context (such as area history, resident expectations, or magnitude of change).
 - For projected volumes of above 3,000 vpd on a residential street, consider as a priority incorporate traffic calming measures to lessen the impact.
- **Traffic Speeds** – Identify potential speeding concerns on new streets and adjacent existing streets. Potential problem areas may include:
 - Streets with unimpeded block lengths (i.e. slow points) greater than 600 feet between traffic control or traffic calming devices, or as determined by staff.
 - Areas where roadway grades may increase the potential for speeding, as determined by staff.
 - Areas with potential pedestrian/vehicle conflicts, such as schools, parks, or community centers.
 - Areas with design attributes that encourage speeding, such as wide travel lane width, absence of on-street parking lane, absence of a bike lane, and long block lengths.
- **Street Layout** – Staff may request street design and layout modifications if an area is likely to experience cut-through traffic.
- **Adjacent Neighborhoods** – Consider traffic calming measures in new developments where adjacent neighborhoods include traffic calming, as determined by staff.
- **Traffic Calming Plan** – Based on the size and nature of the proposed development, staff will determine if a traffic calming plan is necessary. As described above, a traffic calming plan should be developed when the proposed street layout cannot be modified in such a way that will eliminate foreseeable traffic problems. The applicant's representative should develop the traffic calming plan with DES oversight.

DESIGNING STREET NETWORKS

Neighborhood traffic management measures have traditionally been installed as retrofit measures in existing neighborhoods in response to a particular traffic concern. The guidelines below describe some common street design features and their propensity to lead to neighborhood traffic management concerns such as speeding and cut-through traffic. The guidelines should assist developers in laying out streets in new residential developments and staff in reviewing them pursuant to the process described above. This chapter

is by no means comprehensive on the layout of new residential streets. For detailed information on street design and layout, refer to the following City of Salinas documents:

- City of Salinas General Plan, September 2002
- City of Salinas City Code – Section 31-804.5, November 2006
- Standard Specifications, Design Standards, and Standard Plans – Standard Plan No. 3, 2004

The following documents provide supplemental readings on the subject of designing residential streets. These are guidance documents only:

- *Residential Street Design and Traffic Control*, Homburger, Deakin, Bosselmann, Smith, and Beukers (Institute of Transportation Engineers), 1989
- *Residential Streets*, 3rd Edition, American Society of Civil Engineers, Institute of Transportation Engineers, National Association of Home Builders, and the Urban Land Institute, 2001
- *Traditional Neighborhood Development: Street Design Guidelines*, Institute of Transportation Engineers, 1999

DESIGNING FOR APPROPRIATE SPEEDS

The design of residential streets can often influence vehicles speeds. Residential streets that are wide, long, straight, and have few uninterrupted blocks have been shown to have a positive correlation to higher vehicle speeds. To minimize vehicle speeds, consider the following attributes when designing residential streets:

- **Travel Lane Width** – Current City standards for street width varies depending on the adjacent land use, and presence of on-street parking. Figures C-1 through C-4 of the Salinas General Plan specify standard cross-sections for new and existing streets. Provisions for on-street parking are also provided within these standards. Figure 5 shows a positive correlation between pavement width and increased traffic speeds.³

New streets should not exceed the current City standards. However, if additional width is provided in anticipation of high on-street parking demand, the roadway should be treated with appropriately spaced chokers, center median islands or other neighborhood traffic calming devices.

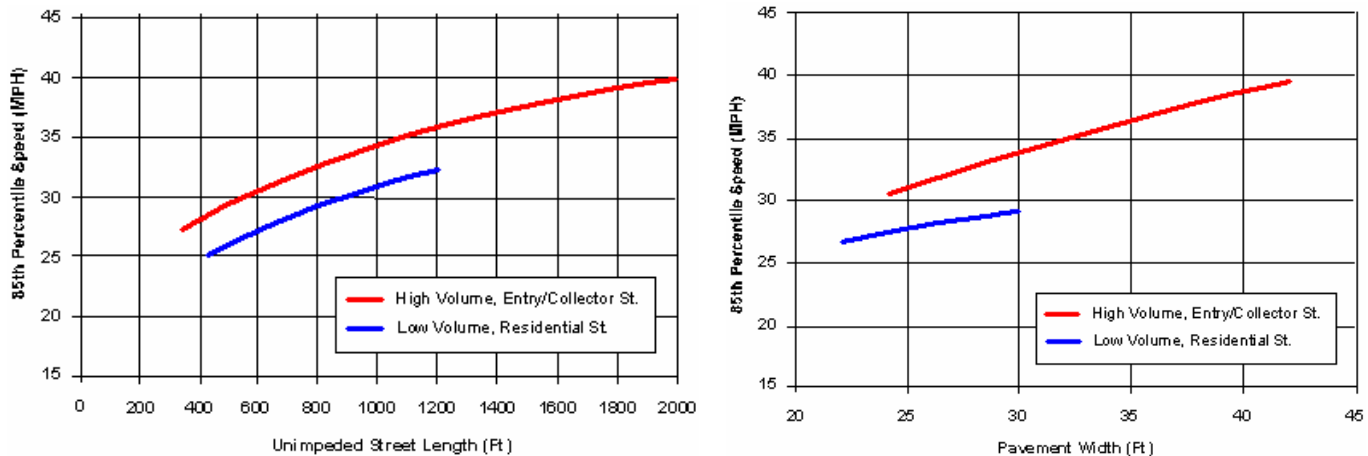
- **Block Length** – Some street networks leave excessively long blocks with few side street intersections. Drivers who travel distances 600 feet or greater, as illustrated in the chart below, without being required to slow or stop by traffic control or neighborhood traffic management devices, tend to travel at speeds higher than the posted limit. To minimize this effect, the street network can be designed such that street blocks are frequently interrupted by streets of sufficient traffic volumes to warrant a traffic control device (e.g., stop sign) or a traffic calming device. Shorter block lengths also facilitate pedestrian movement throughout the neighborhood. The chart shows the correlation between unimpeded block length and travel speed.

Acceptable block lengths for urban local streets should not exceed 600-800 feet, while urban collector street block lengths should not exceed 1,000 feet.

³ Ballard, Andrew J. and Haldeman, David M. "Low Speed Design Criteria for Residential Streets." *ITE Journal* December 2002: 44-46.

- **Parking Lanes** – In circumstances where adjacent land uses generate low on-street parking demand (such as large-lot subdivisions or collectors without fronting uses) the street can function as if it were wider than intended. If the parking demand can be accommodated elsewhere, the parking lanes should be eliminated or restricted to one side of the street and the street width reduced accordingly.

Figure 5 Correlation Between Pavement Width, Unimpeded Street Length and Speed



DESIGNING FOR LOCAL TRAFFIC

Some residential collector streets can become cut-through routes, or routes used by non-local motorists as a means of bypassing congested or circuitous arterial roads. In these cases, the residential collector should be modified in one of two ways:

- The collector can be designed with a deviating path so that the overall distance by collector is greater than the distance by arterial.
- The residential roadway network can be designed such that traffic-controlled intersections interrupt the parallel collector route sufficiently that the travel time by collector is greater than the travel time by arterial.

PEDESTRIAN/VEHICLE CONFLICT AREAS

Some elements of residential areas, such as schools, parks, community centers, or other high pedestrian generators, have particularly high potential for vehicle and pedestrian conflicts. The major pedestrian routes to school should be identified and traffic controls should be structured so that the number of crossings at uncontrolled cross-streets is minimized and pedestrians are directed to the most appropriate crossing locations. For both schools and parks, entrances tend to focus pedestrian street crossings at particular locations. These entrances can be made safer by combining them with roadway intersections, so that the intersection's traffic control can also allocate right-of-way to pedestrians.

If a pedestrian-oriented land use is located in an area where speeding or high traffic volumes are unavoidable, then select neighborhood traffic management measures that accommodate and provide benefit to pedestrians. For example, at an intersection, bulbouts or center island narrowings should be given some preference over other measures, such as intersection realignment or speed humps. While a realigned intersection or speed hump may slow traffic in the area, a bulbout or center island narrowing assists

pedestrians by creating a shorter crossing distance and physical roadway narrowing, thereby reducing driver speed.

DEVELOPING A NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN

When a proposed street layout cannot be modified in such a way that will eliminate foreseeable potential traffic problems, the City should require preparation of a neighborhood traffic management plan (NTMP). Follow the procedure for developing an NTMP as described in the Toolbox Chapter, with the following exceptions:

- For speed-related problems, existing travel speed data will not be available. Consequently, a response to anticipated speeding problems must rely on roadway geometry. For example, if a block length is greater than 600 feet, then the developer could use neighborhood traffic management measures to divide the block into segments that are each shorter than 600 feet.
- For volume-related problems, traffic volume data will be available only in the form of traffic forecasts, and these will typically be limited to the major roads. The City or developer may need to prepare manual traffic volume estimates using land use quantities and trip generation rates for the proposed development.
- Anticipated safety problems will likely revolve around land uses that generate pedestrian activity, such as schools, parks, and community centers. For these land uses, consider the planned locations of walkways, gates, and building entrances when placing neighborhood traffic management devices (such as raised crosswalks or bulb-outs). Likewise, land use planning should consider existing and future traffic safety features.
- For some neighborhood traffic management measures, particularly those involving modified curbs, the developer can achieve significant cost-savings by constructing them concurrent with roadway construction. Consequently, when selecting a type of neighborhood traffic management measure, additional preference should be given to measures that take advantage of these cost-savings.

APPENDIX A – DESIGN GUIDELINES

This section describes the guiding design principles relating to various physical traffic calming devices. The design guidelines are based on recommended designs published in *Traffic Calming State-of-the Practice*⁴ and *Canadian Guide to Traffic Calming*⁵. Appendix B contains standard engineering design templates for the most common traffic calming devices.

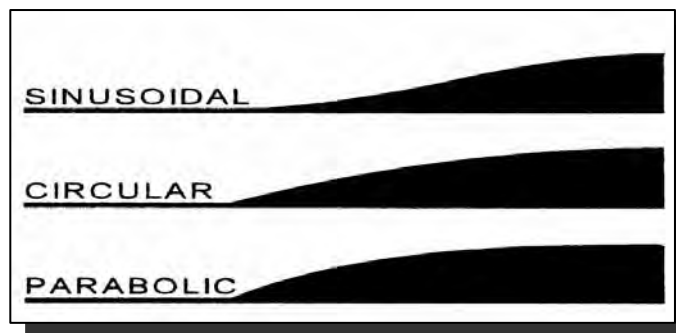
SPEED CONTROL – VERTICAL MEASURES

Ramp Profiles

Ramp profile describes the angle or approach of the vertical measure that a vehicle would traverse. Vertical measures (e.g., speed humps) should use Parabolic profiles on the approach and departure ramps to the device. Parabolic profiles have consistently been used in other programs around the nation and are a recommended design according to Institute of Transportation Engineers: *Guidelines for the Design & Application of Speed Humps* (ITE, 1993). Figure A-1 shows three commonly used profiles, and a description of each follows below:

- Sinusoidal profiles have slightly less reduction effects on speed than circular and parabolic profiles but higher comfort levels for vehicles and bicyclists and are typically more difficult and expensive to construct due to the slope of the profile.
- Circular profiles have moderate reduction effects on speeds (compared to the two other profiles) and comfort levels for vehicles and bicyclists.
- Parabolic profiles have the greatest reduction effects on speeds but have the lowest comfort levels for vehicles and bicyclists due to the greater rise in the slope of the profile.

Figure A-1 Vertical Measure Ramp Profiles



⁴ Ewing, R. (1999). *Traffic Calming: State of the Practice*. Washington, DC: Institute of Transportation Engineers/Federal Highway Administration.

⁵ *Canadian Guide to Neighbourhood Traffic Calming*, (1998) Ottawa, Canada: Transportation Association of Canada.

Edge Tapers

The edge taper refers to the transition area between a vertical measure at its full height and the edge of the device. Edge tapers on vertical measures (e.g., speed humps and excluding raised crosswalks) should extend to the edge of the pavement (i.e., not into the gutter) to prevent blocking the gutter drainage.

On streets without vertical curbs, the edge taper should extend the full length of the pavement width to discourage drivers from straddling or driving around the vertical measure. In addition, an advisory sign (or other barrier) should be placed on either approach of the vertical device to prevent drivers from driving around the device.



Example: Bollards and advisory sign encourage drivers to travel over speed hump.

Edge Tapers – Parking and Bikeways

Vertical devices should extend across any parking or bike lane to prevent drivers from veering into the bike lane. Consequently, bicyclists will traverse the even section (as opposed to the tapered portion) of the device. In addition, vehicles parking on the street will have the option to park on a portion of the device or avoid the device entirely.



Example: Speed lump extends to the edge of pavement across bike lane.

Raised Crosswalk Tapers

Raised crosswalks should always be designed to a height equal to the curb height, but not fully extend to the curb, as this will impede drainage. To bridge the gap between the sidewalk and raised crosswalk, a metal connector plate or other approved device may be used to allow unimpeded flow of the gutter. The design should also include truncated dome plates to indicate the entrance to the crosswalk from the sidewalk. Raised crosswalks may not be appropriate where curbs do not exist.



Example: Unimpeded drainage.

HORIZONTAL DEFLECTION MEASURES

Traffic Circle Center Island Profile

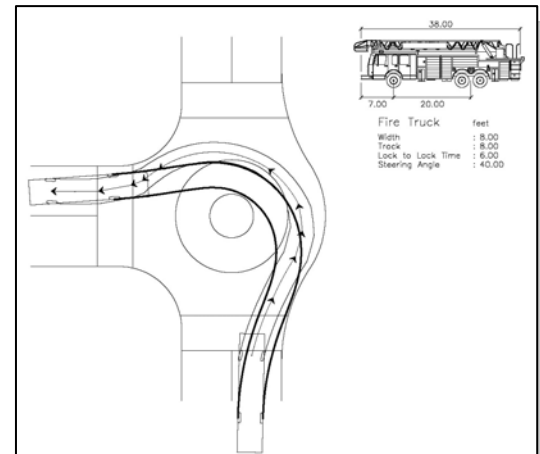
Traffic circles should be designed with both a vertical inner curb and a mountable apron. The vertical inner curb prevents vehicles from driving over the circle. The apron is a shallow-sloped curb extending out from the bottom of a vertical curb; the apron has a low lip at its pavement-side edge. This apron effectively reduces the diameter of the center island for large vehicles, facilitating easier turns. The lip at the apron's edge discourages vehicles from using it unnecessarily.



Example: Vertical inner curb and mountable apron.

Traffic Circle Turn Operations

All vehicles should circulate around the center island on left-turns. However, an exception can be made for large trucks and buses in some cases if geometric constraints require it. If a specific intersection has a high proportion of trucks and/or bus traffic, alternative treatments may provide similar results without impact to trucks or busses. All traffic circles should be designed using the appropriate truck turning templates from Caltrans Highway Design Manual (Caltrans, 2006). Software packages such as AutoCAD or AutoTURN may also be used to identify whether emergency response vehicles and buses can maneuver around the circle.

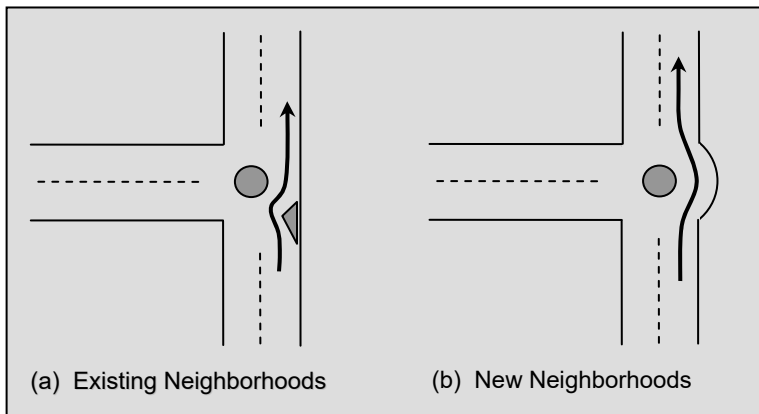


Example: Truck turning radius using mountable apron.

Traffic Circles at T-Intersections

Traffic circles should have deflection on all approaches if implemented at a T-intersection. This can be implemented in both existing neighborhoods in retrofit situations and in new neighborhood. First, a raised island can be placed at the right side of the un-deflected approach to the traffic circle to artificially introduce deflection, as shown in Figure A-2 (a). In new neighborhoods, the street curbs can be modified to allow the center island to be located at the center of the intersection, as shown in Figure A-2 (b).

Figure A-2 Traffic circles at T-Intersections



NARROWING MEASURES

Drainage

Narrowing measures, such as chokers, should be constructed to minimize or avoid blocking gutter flow, as illustrated in the photo. Modifying the drainage can be cost prohibitive and could require regular maintenance to clear debris from the modified gutter.



Example: Retrofit design with unimpeded drainage.

Neckdowns/Bulbouts

Narrowing measures, such as neckdowns or chokers, should not be constructed wider than the approximate width of a parked vehicle. Extension of these devices any further than the width of a parked vehicle could present potential safety issues to other drivers.



LANDSCAPING

Example: Neckdown at intersection.

The standard treatment for all neighborhood traffic management devices will be hardscape (i.e., grouted cobblestone). Residents may fund aesthetic upgrades to neighborhood traffic calming devices such as landscaping or stamped and colored concrete (i.e., simulated brick work). Aesthetics upgrades not only improve the aesthetic quality of the device but increase the visual presence of the device. Landscaping should be limited to low-lying shrubs and plants. Trees planted on center islands must allow adequate sight distances for motorists.



Example: Standard treatment



Example: Upgraded aesthetics

SIGNAGE AND STRIPING

Signage

Signage should be provided at or near traffic calming devices advising motorists of the device. Signage should be visible to both motorists and bicyclists. The signs should be comprised mostly of symbols and be easily understandable to motorists. Figure A-3 illustrates examples of several common warning signs.

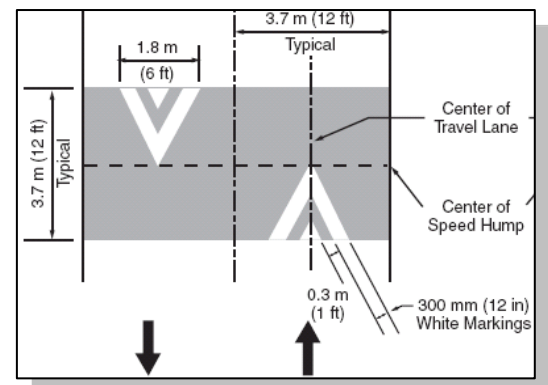
The warning sign for a traffic circle or roundabout shown on Figure A-3 should be the standard used at such intersections. The warning sign is clear and concise, showing drivers the route around and turning options of the upcoming traffic circle or roundabout.

Special signing specific to bicyclists may be used as determined by Public Works staff. Examples of this signing include advising motorists not to pass bicyclists through narrow traffic calming devices or informing bicyclists of proper maneuvering of devices. This signage should be used when the travel rights of bicyclists warrant emphasis.

Striping

Pavement markings assist in warning motorists and bicyclists of traffic calming devices in the roadway. Vertical devices should always include pavement markings on the device and may also include advanced warning legends (see Figure C-6). In certain situations, vertical devices may be unmarked, such as revitalization or beautification plans in a given area. In such cases, the device must be designed to provide a clear contrast with the surrounding environment.

The example image to the right illustrates the preferred striping option for vertical devices, such as speed humps. This marking option is compliant with the Manual on Uniform Traffic Control Devices (FHWA, 2003).

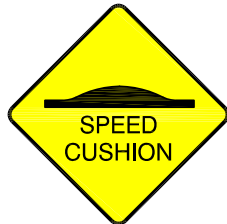


Example: Recommended striping.

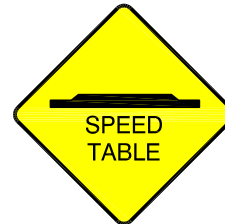
COMBINED MEASURES

Some measures from the toolbox can be combined to increase the combined effect on traffic volumes and speeds. For example, a raised crosswalk may be combined with neckdowns, the effect being a crosswalk that is both shortened and raised above the level of the roadway. Motorists must then react to both a vertical deflection and a narrowing. In assessing the suitability of combined measures, the guidelines in Tables 1, 2, and 3 should be applied for both devices.

Sign Dimensions	Color Code		
	Background	Message	Border
30" x 30"	Flourescent Yellow or Yellow-Green	Black	Black



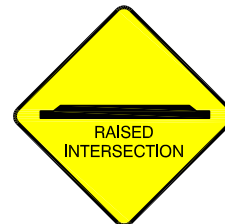
SPEED CUSHION



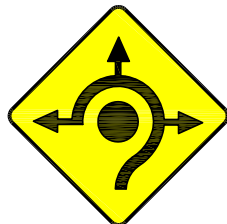
SPEED TABLE



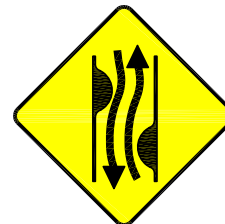
RAISED CROSSWALK



RAISED INTERSECTION



TRAFFIC CIRCLE OR ROUNDABOUT

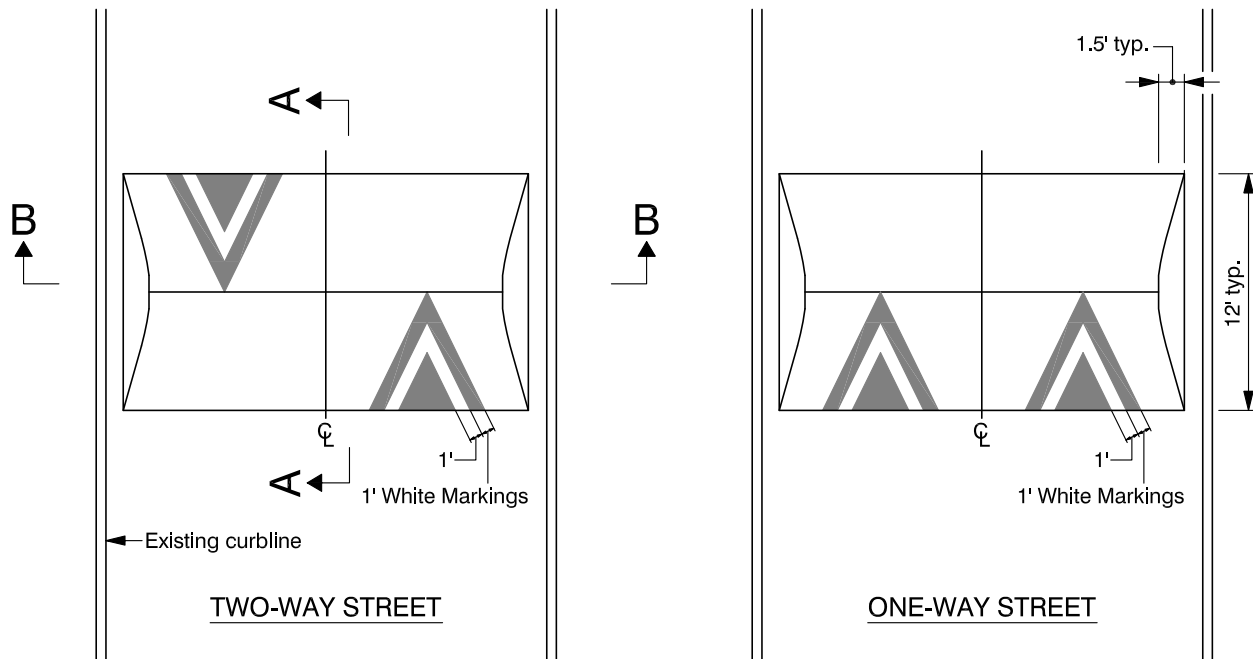


CHICANE

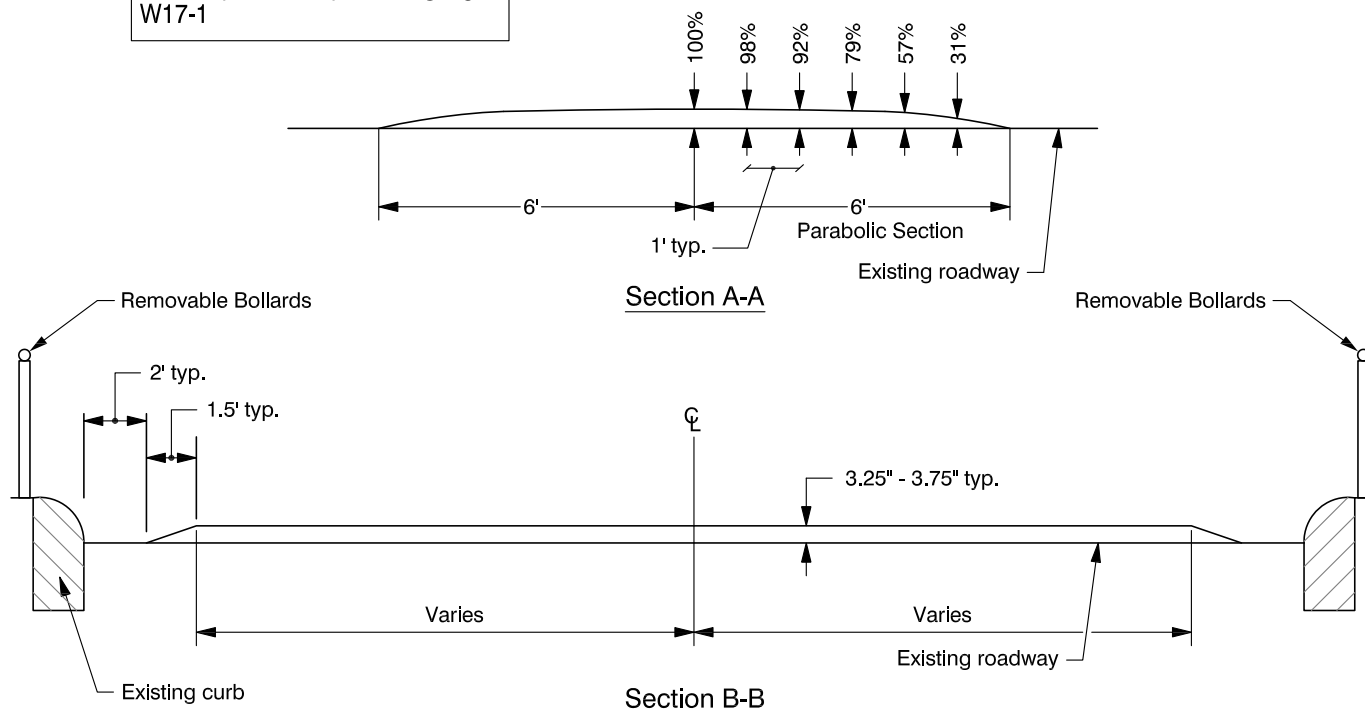
APPENDIX B – STANDARD TRAFFIC CALMING TEMPLATES

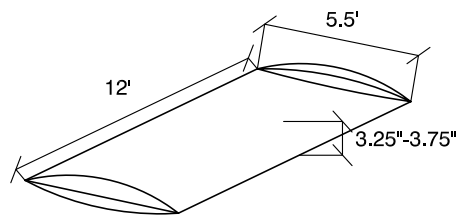
Standard neighborhood traffic management device designs are provided for the following measures. Measures that do not have standard designs should be designed according to each situation specific to the roadway and traffic conditions.

<u>Measure</u>	<u>Figure</u>
Speed Hump – Parabolic Profile	B-1A
Speed Hump – Sinusoidal Profile	B-1B
Speed Lump	B-2
Speed Table	B-3
Raised Crosswalk	B-4
Raised Intersection	B-5
Vertical Device – Advance Warning Markings	B-6
Neckdown/Bulbout – Intersection	B-7
Neckdown/Bulbout – Midblock	B-8
Center Island Narrowing	B-9
Two-lane Choker	B-10
Traffic Circle	B-11
Chicane	B-12
Partial Closure	B-13
Diagonal Diverter	B-14
Median Barrier	B-15
Forced Turn Island	B-16



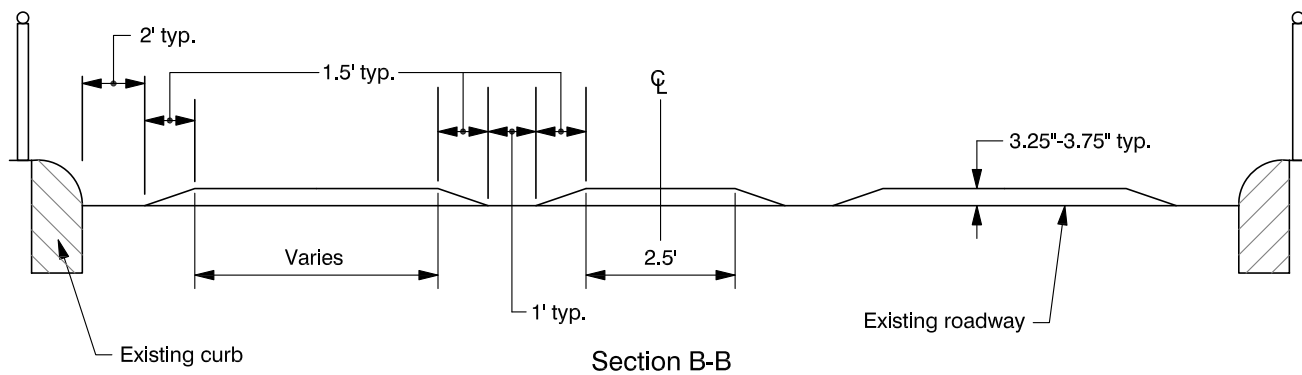
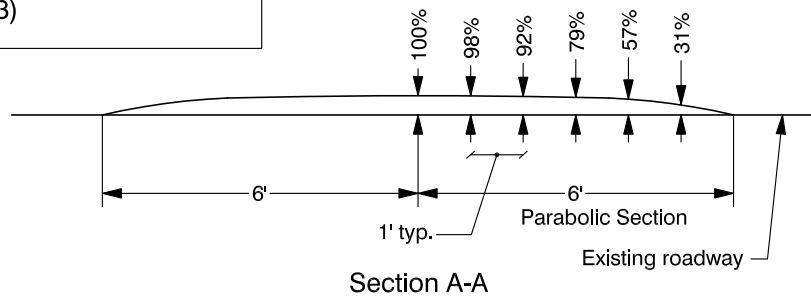
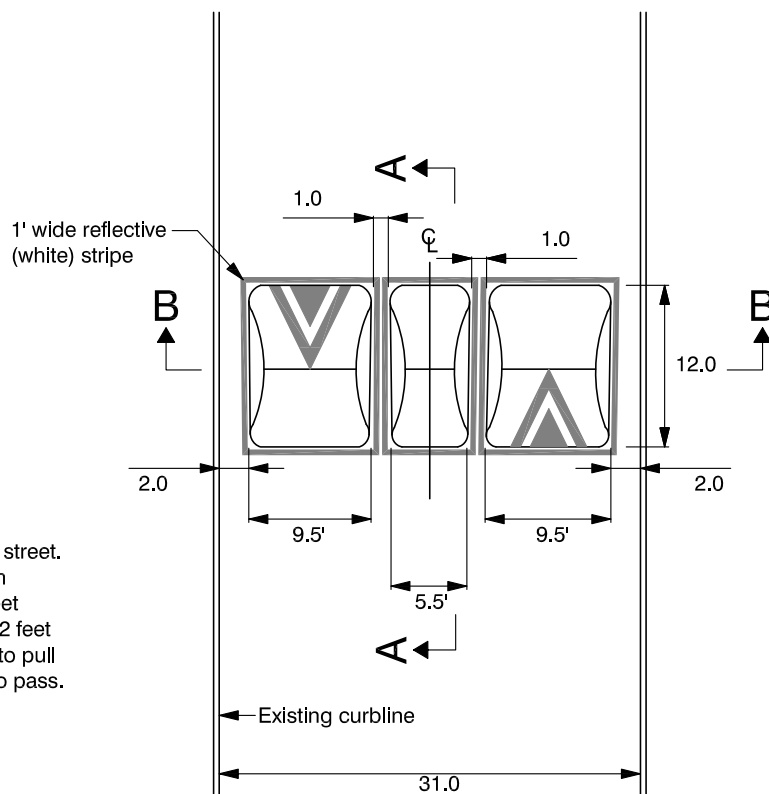
Install speed hump warning signs
W17-1

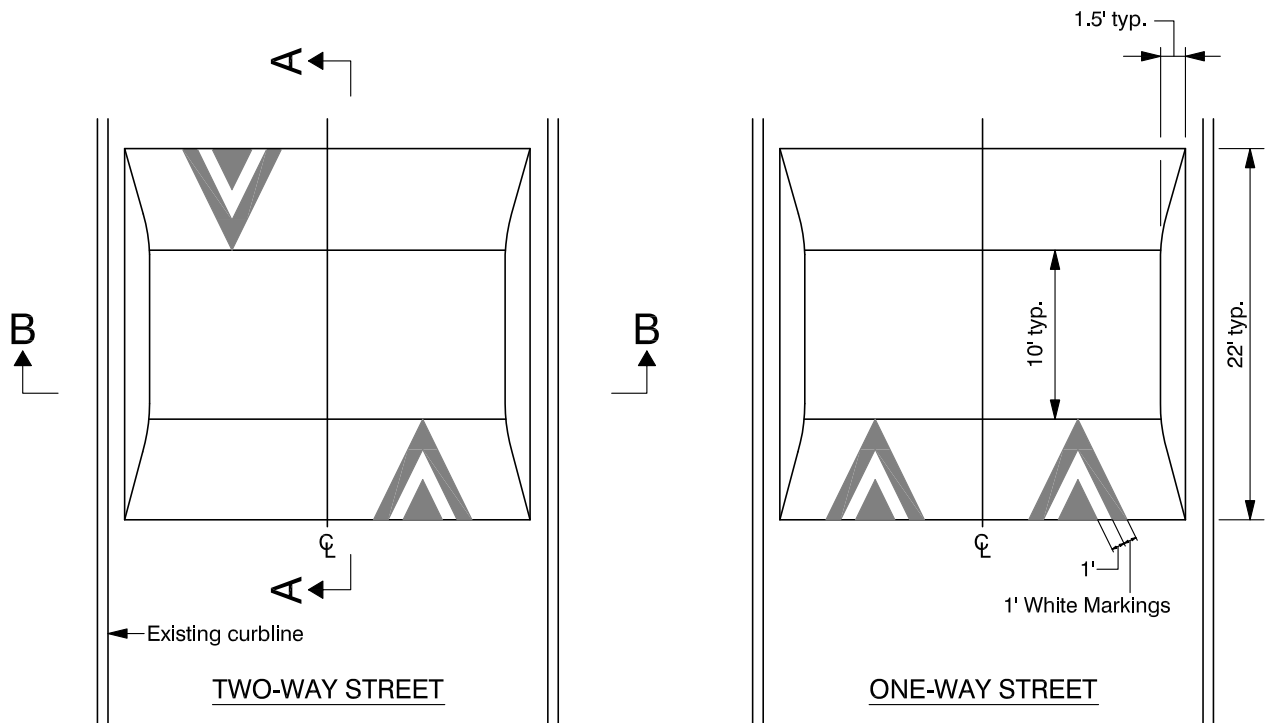




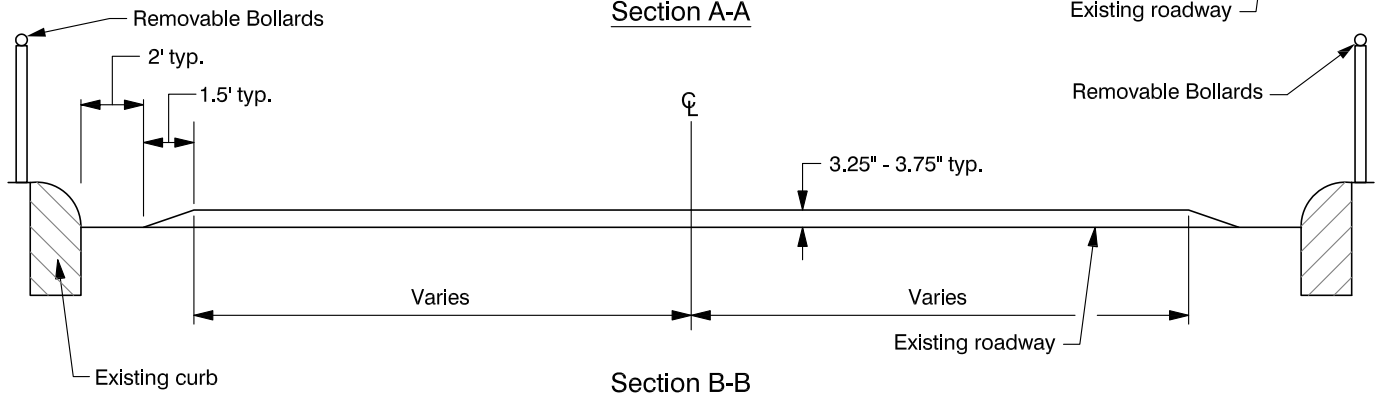
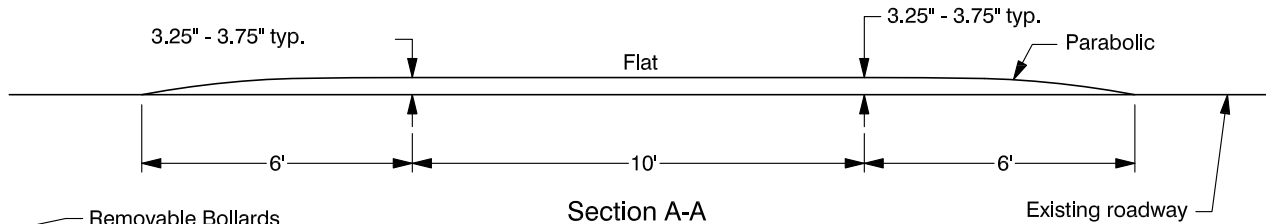
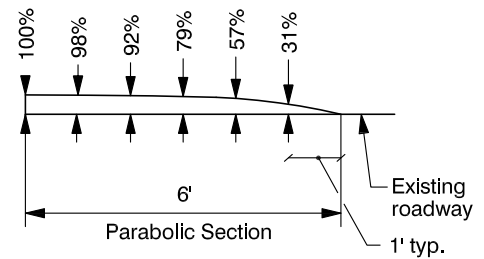
The speed cushion drawing shown is for a 31-foot wide street. If a street is wider, another cushion may be added. Each center cushion (only one shown) is 12 feet deep, 5 1/2 feet wide, 1 foot between outer lumps and center lump and 2 feet from curb & drainage. It may be necessary for vehicles to pull to the right and allow an opposing emergency vehicle to pass.

Install speed cushion warning signs
(See Figure A-3)





Install speed table warning signs
(See Figure A-3)



Sign Description

W11-2 Pedestrian Crossing

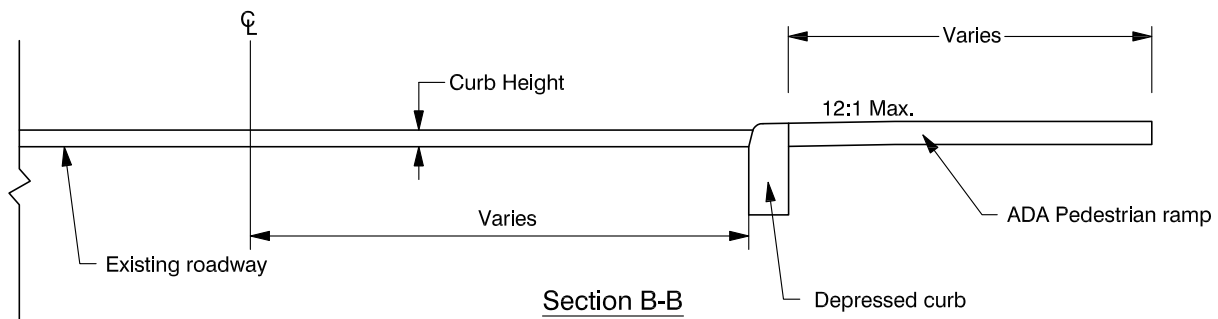
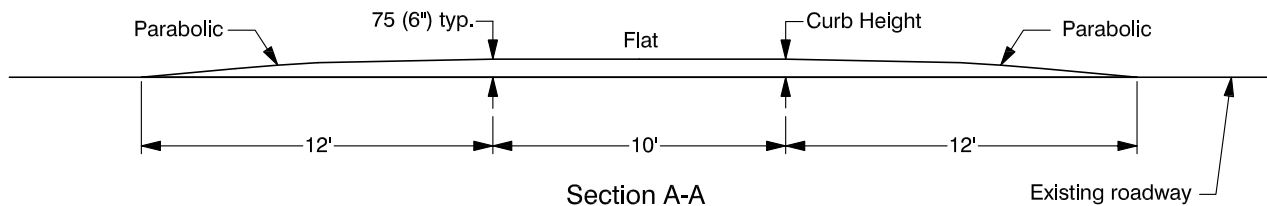
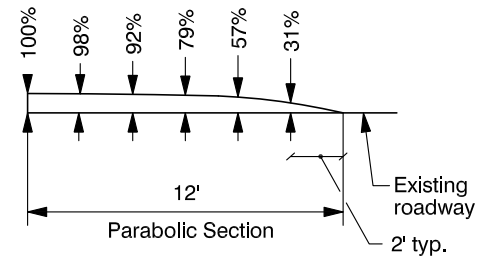
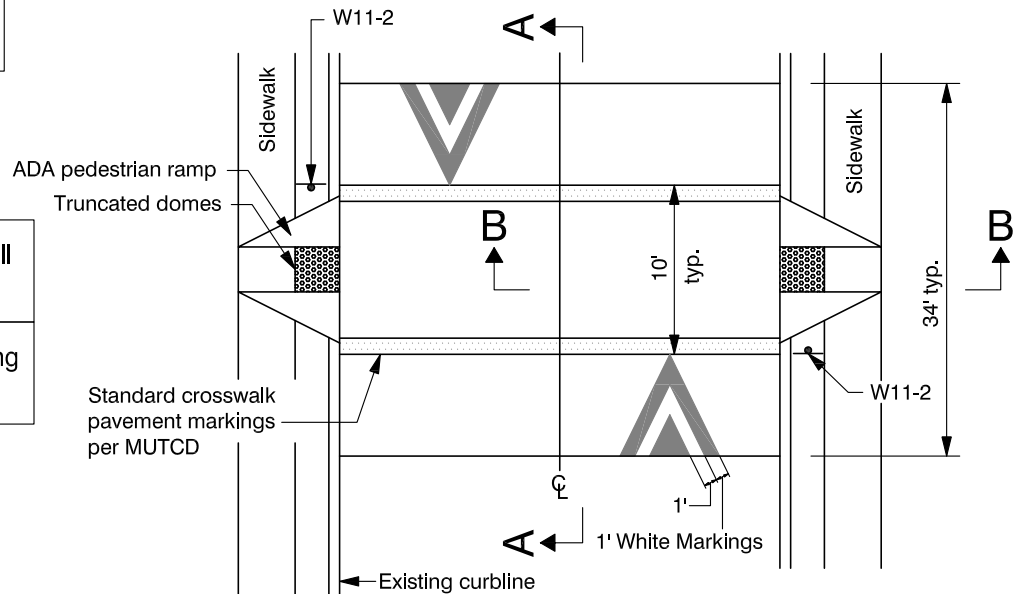
Inlets are required on the uphill side of a raised crosswalk

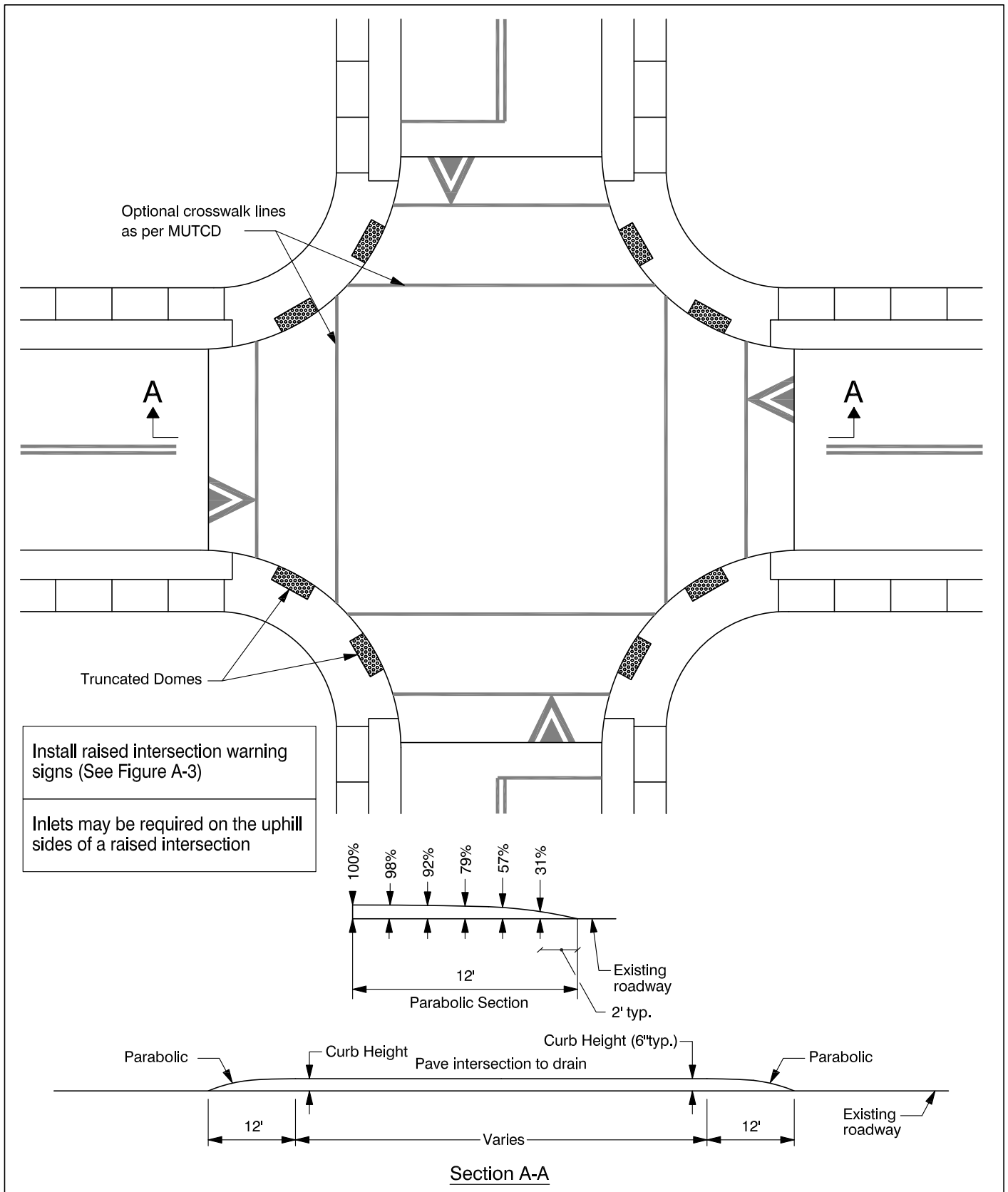
Install raised crosswalk warning signs (Shown below)

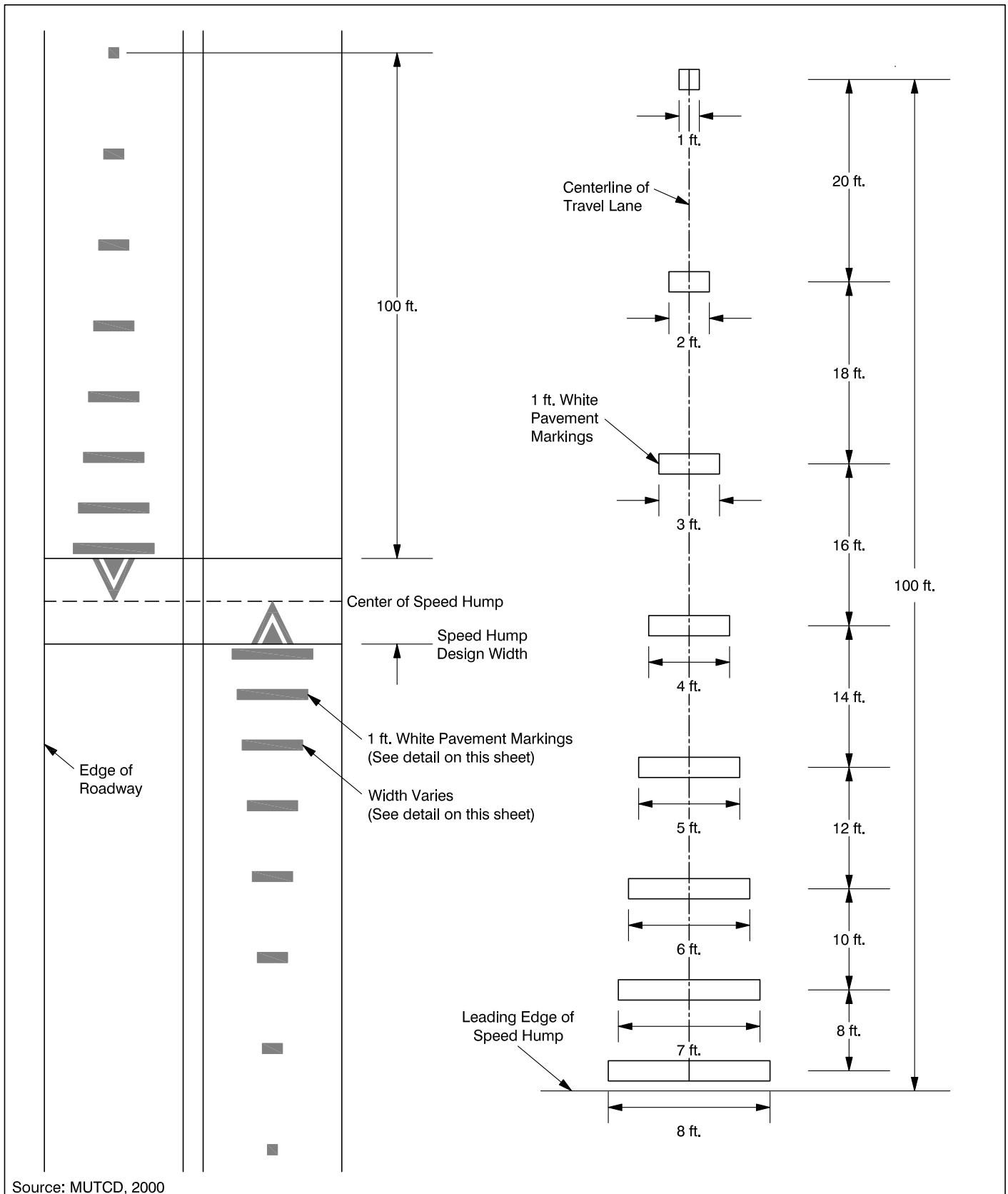


RAISED CROSSWALK

Sign Dimensions	Color Code		
	Background	Message	Border
30" x 30"	Flourescent Yellow or Yellow-Green	Black	Black

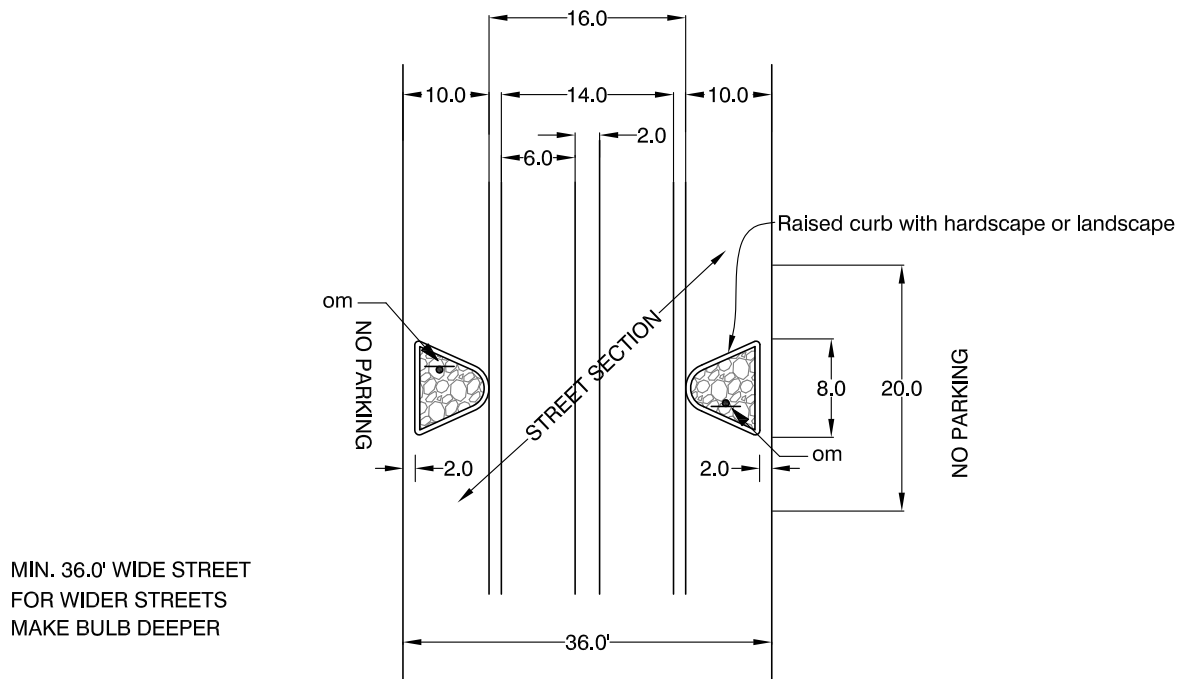






Source: MUTCD, 2000

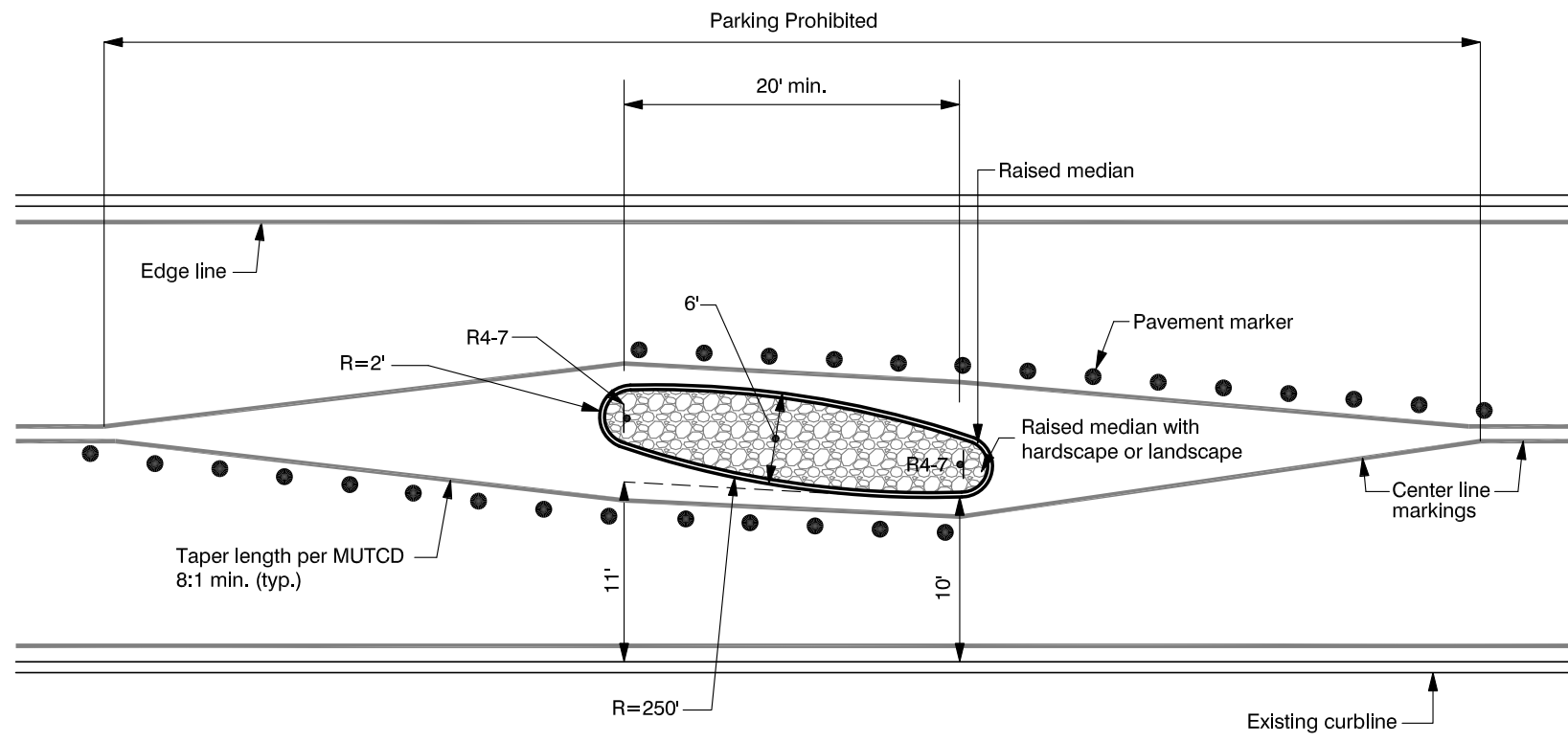
Sign Description
om Object Marker

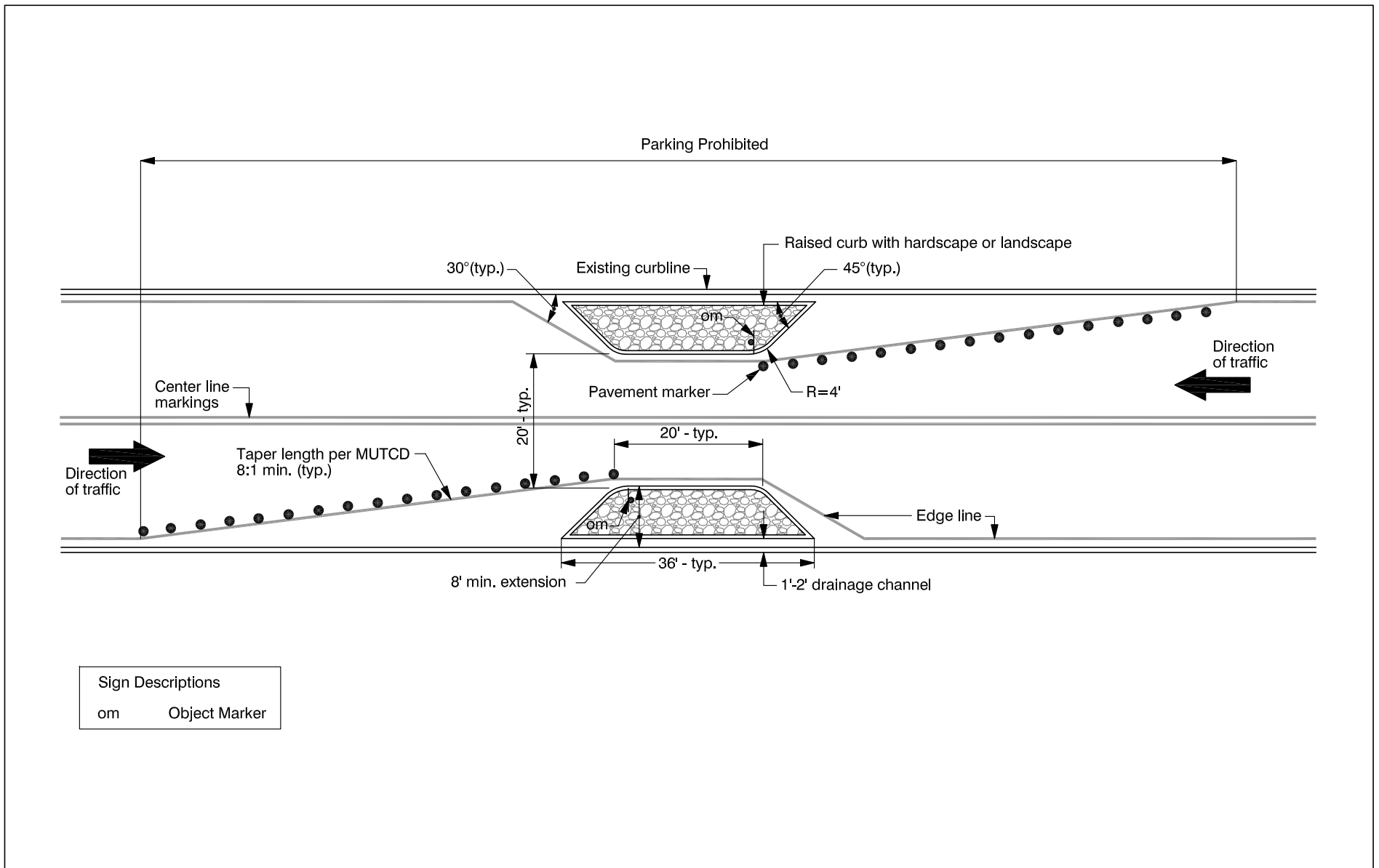


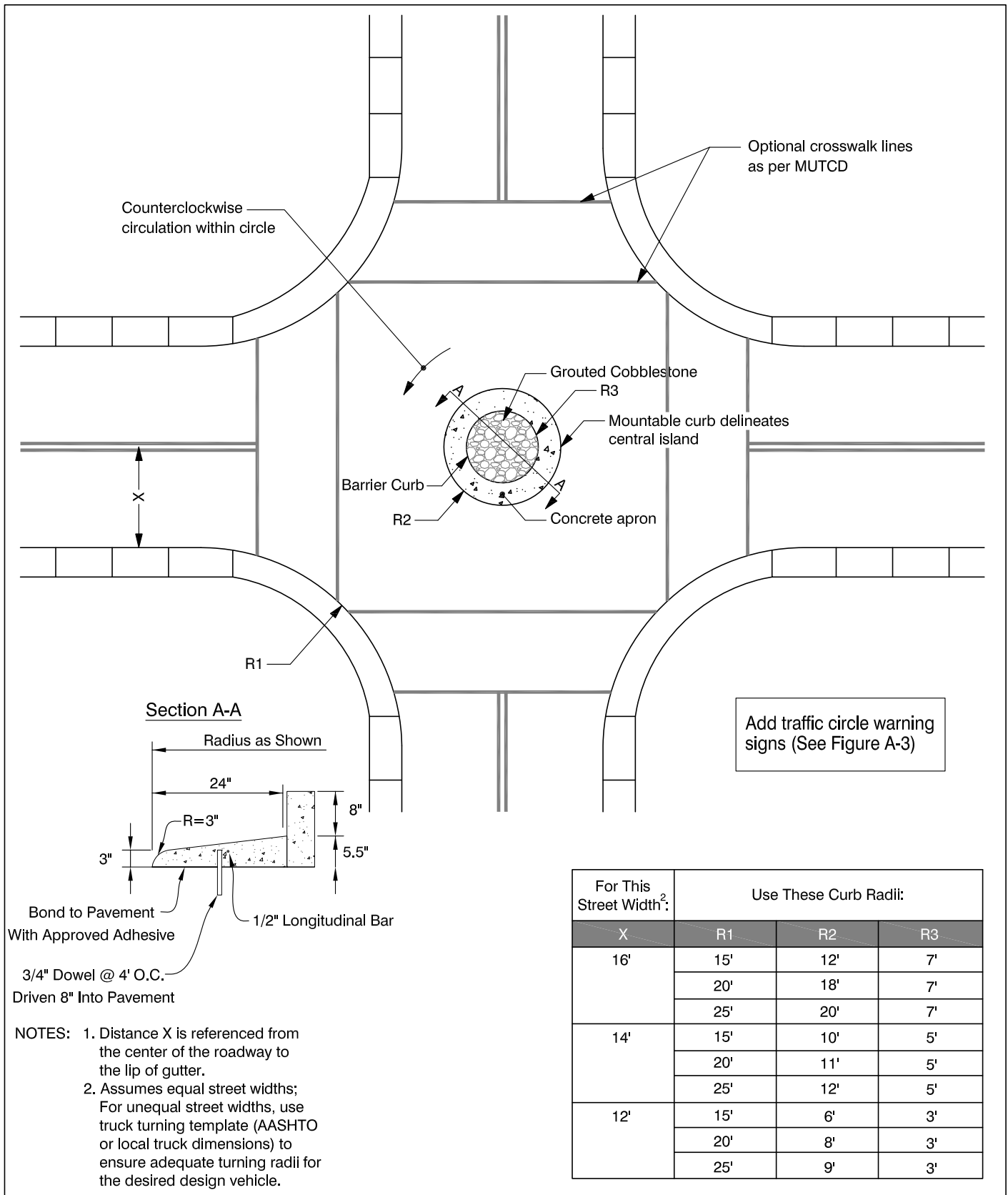
THE BULB-OUT DRAWING SHOWN IS FOR A 36 FOOT WIDE STREET. IF A STREET IS WIDER, THE BULB WOULD BE DEEPER; EACH BULB SHOWN IS EIGHT FEET DEEP SET TWO FEET OFF OF CURB. THE WIDTH BETWEEN BULBS SHOULD BE 16 FEET, WHICH ALLOWS FOR ONE FOOT BETWEEN BULB AND CAR, SIX FEET PER CAR AND TWO FEET BETWEEN CARS. THIS WOULD REQUIRE CARS TO SLOW DOWN SUBSTANTIALLY IN ORDER TO PASS. THE BULB WOULD RESTRICT PARKING FOR APPROXIMATELY 20 FEET (ONE CAR LENGTH FOR PARKING PURPOSES) IN ORDER FOR THE BULB TO BE VISIBLE, ALLOW WIDER VEHICLES TO PULL TO THE RIGHT AND ALLOW AN OPPOSING VEHICLE TO PASS.

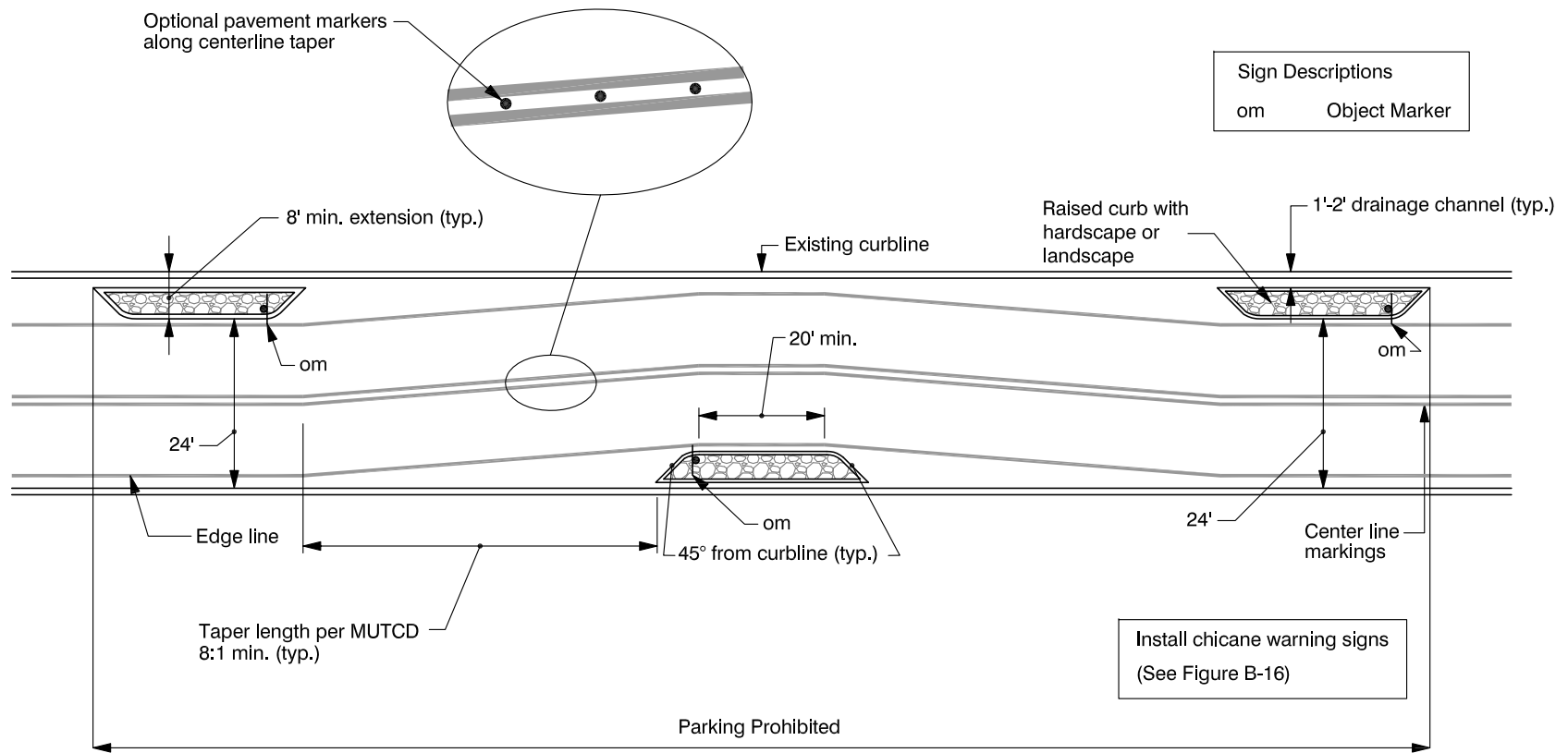
NOTE: ON STREETS WITH EDGELINE STRIPING, TAPER EDGELINE PER MUTCD (8:1 MIN TYP.)

Sign Description
R4-7 Keep Right

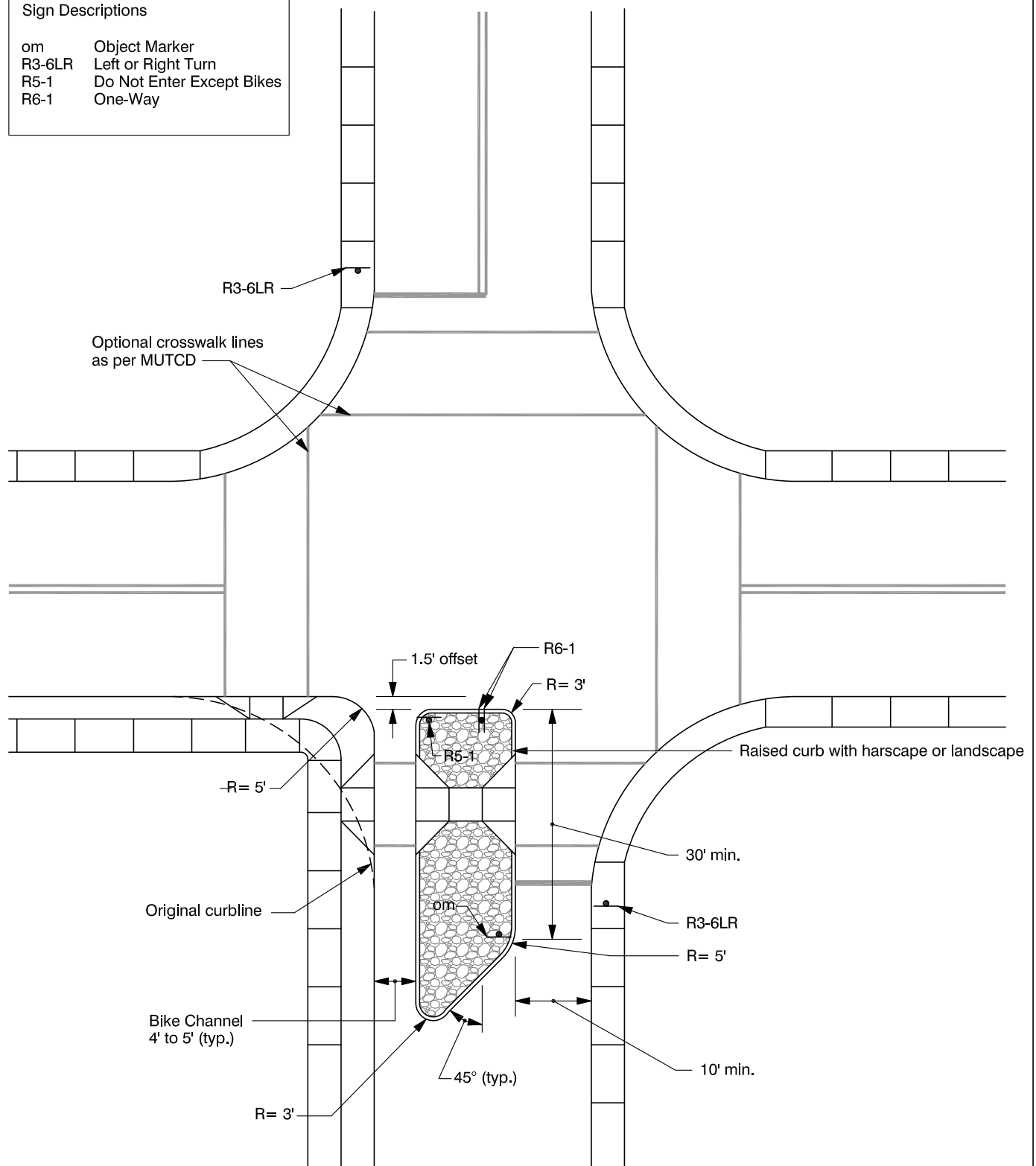






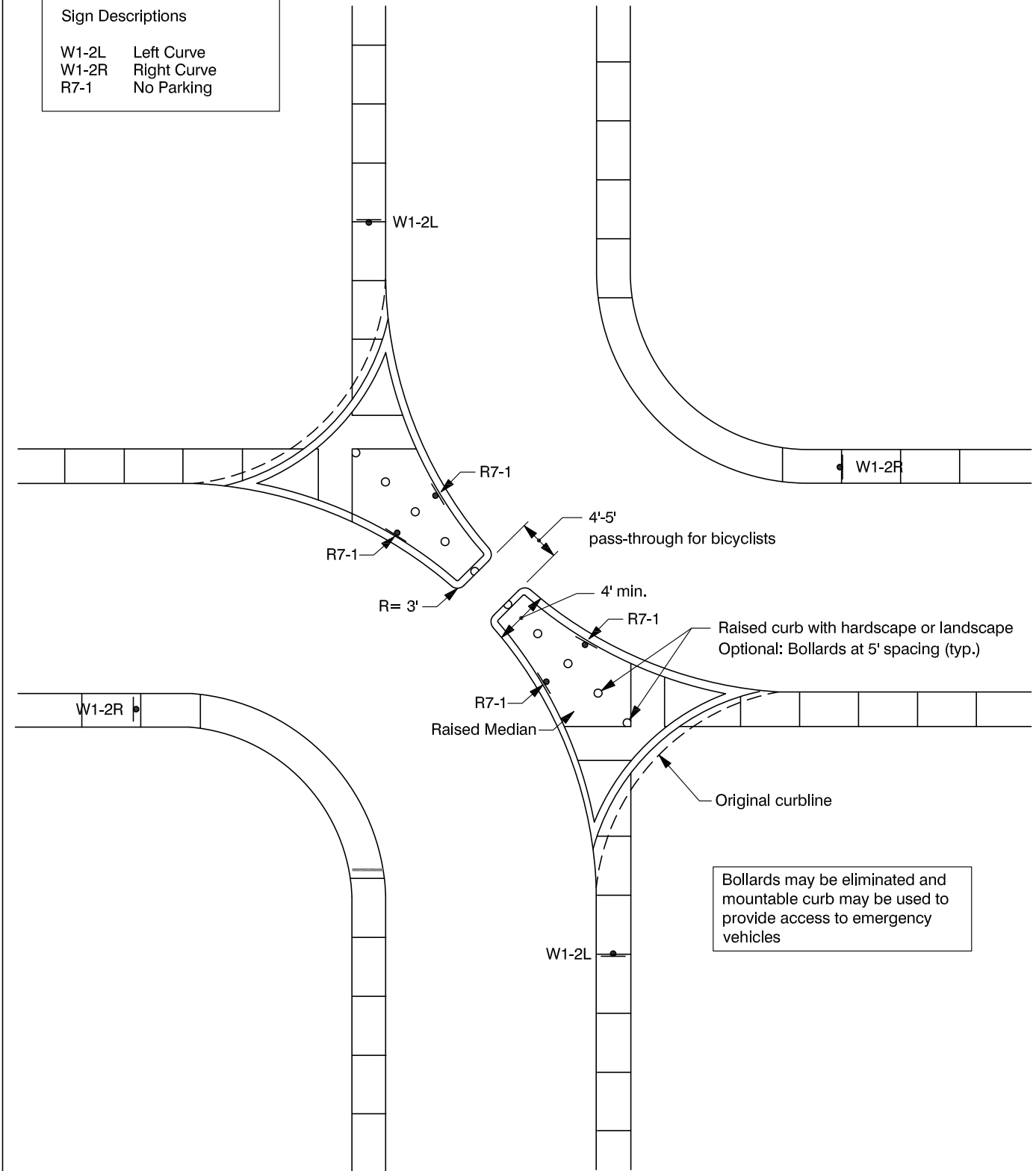


om	Object Marker
R3-6LR	Left or Right Turn
R5-1	Do Not Enter Except Bikes
R6-1	One-Way



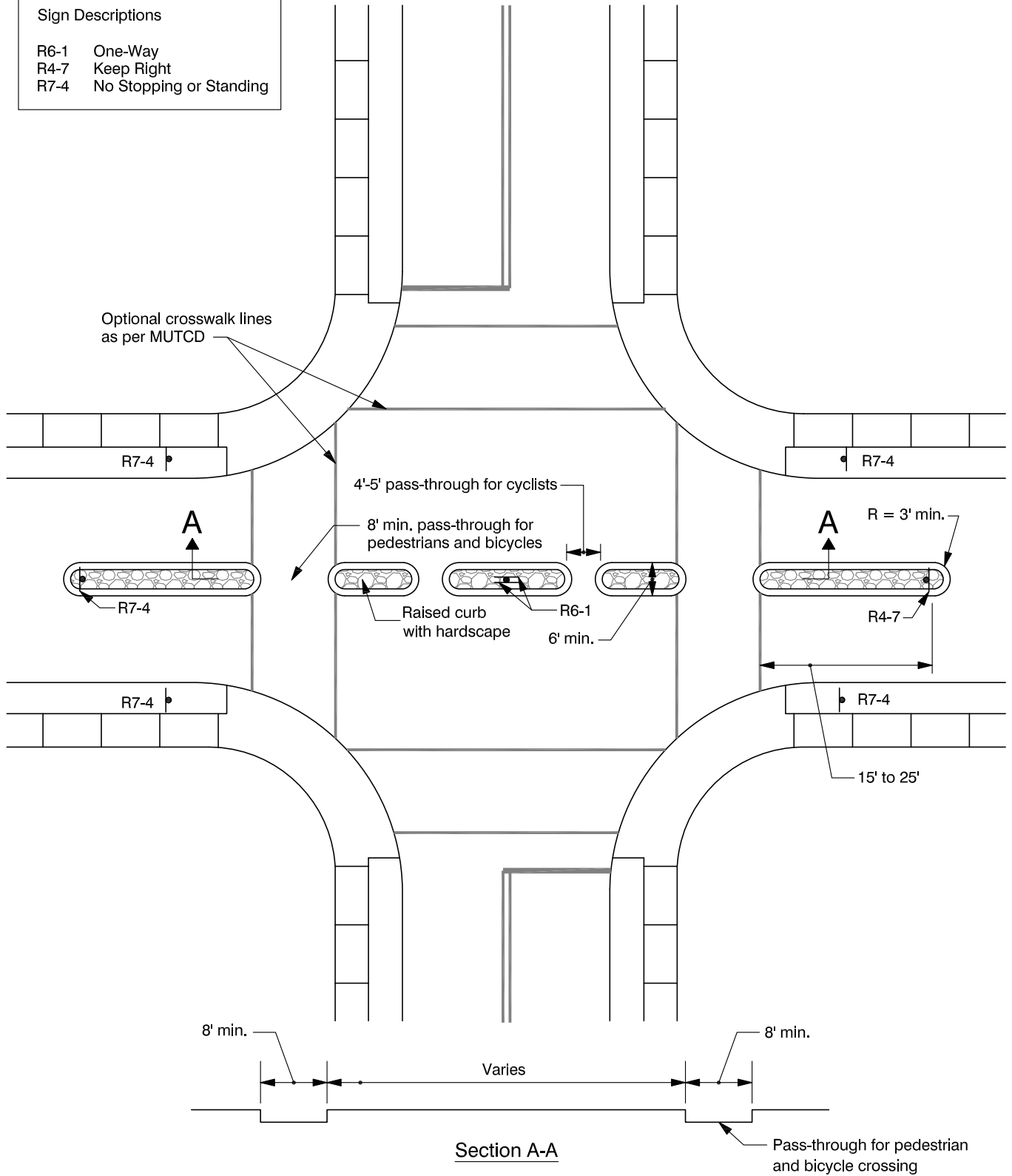
Sign Descriptions

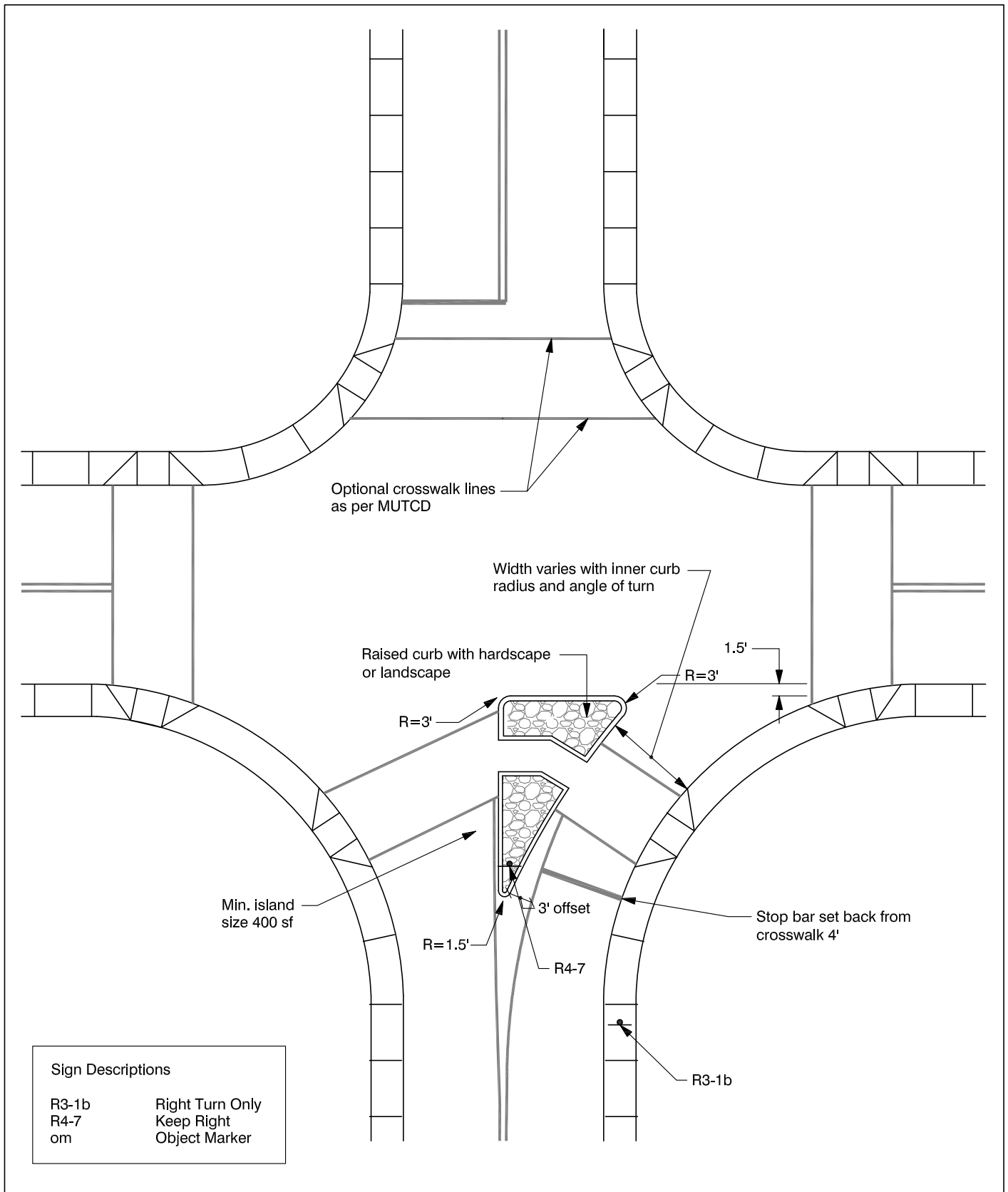
W1-2L	Left Curve
W1-2R	Right Curve
R7-1	No Parking



Sign Descriptions

- R6-1 One-Way
- R4-7 Keep Right
- R7-4 No Stopping or Standing





APPENDIX C – CITY OF SALINAS PEDESTRIAN SAFETY ENHANCEMENT DEVICES POLICY

For reference, this appendix presents the City of Salinas Pedestrian Safety Enhancement Devices Policy near schools.

The City of Salinas Pedestrian Safety Enhancement Devices Policy

Policy adopted on _____. Resolution No. _____

The Manual of Uniform Traffic Control Devices states that “...uniformity means treating similar situations in a similar way. The use of uniform traffic control devices does not, in itself, constitute uniformity. A standard device used where it is not appropriate is as objectionable as a nonstandard device; in fact, this may be worse, because such misuse might result in disrespect at those locations where the device is needed and appropriate.”

To be consistent with appropriate use of traffic control devices and in response to increasing requests for traffic safety enhancements at school locations, the City has approved policy with criteria for when to install Pedestrian Safety Enhancements on City Streets. More specifically, this policy restricts the installation of these enhancements to specific locations at school zones only. The specific safety enhancement installations that are governed by this policy are:

- 1) High visibility crosswalks with an integrated Pedestrian LOOK pavement/sidewalk marking,
- 2) In-Street Pedestrian Crossing Sign

The City of Salinas is committed to the installation of the appropriate and the required traffic control devices on City Streets, including locations along school zones. However, the effectiveness of these and any traffic control device requires an appropriate amount of enforcement for violators of the control devices and appropriate education for users of these devices (motorists, pedestrians and bicyclists). Without appropriate enforcement and education, any installation of traffic control devices will not be as effective.

In response to budget constraints that prevent more frequent enforcement of traffic control devices at school zones, the City will consider the installation of traffic safety enhancements at school zones. This policy will provide the criteria for the use of a High Visibility Crosswalk and an integrated Pedestrian “LOOK” sign at school zones and the In-Street Pedestrian Crossing Sign. These enhancements supports pedestrian crossings at school zones.

- I. **Application.** In order to receive consideration under this policy, an applicant must submit a written request to the **City of Salinas Development and Engineering Services Department, ATTN: Traffic Section, 200 Lincoln Avenue, Salinas, California 93901**. A letter from the School and the School District must accompany the request stating the school’s and the district’s concurrence with the request.

- II. **Consideration.** Effective on the adoption of this policy, requests for High Visibility Crosswalks and the integrated Pedestrian LOOK Sign shall be subject to the following criteria:
1. School Zone Criteria. Said Pedestrian Safety Enhancement Devices will be located at an existing school crosswalk adjacent to the school property, and along the suggested route to school; and
 2. No installations at Controlled Intersections. Said Pedestrian Safety Enhancement Devices shall not be installed at intersections where ALL WAY STOPS or a Traffic Signal is already present; and
 3. Installation only on two lane streets. Said Pedestrian Safety Enhancement Devices shall only be installed on two-lane streets. (Existing studies support installation on two-lane streets but results are mixed on multi-lane streets. It is not clear if these crosswalks increase yielding of motor vehicles to pedestrians on multi-lane streets); and
 4. School Pedestrian Warrant.
 - a) At least 40 school pedestrians are crossing the uncontrolled street during each of any two hours (not necessarily consecutive) of a normal school day; and
 - b) The vehicle volume through the crossing exceeds 500 vehicles per hour during the same hour the students are going to and/or from school during normal school hours; or
 - c) The number of pedestrians that are crossing the uncontrolled street in 4.a multiplied by the vehicle volume through the crossing during the same hour students are going to and/or from school during normal school hours exceeds 32,000.

This Policy provides a technically-based and uniform process for the recommendation of the above Pedestrian Safety Enhancements. However, each location requested for high visibility crosswalk will have its unique characteristics that may not be addressed by these criteria. Other criteria that may have to be considered include unique street configuration, sight visibility requirements, other heavy uses of the street that are not school related, and other equally important considerations.

The decision to use a particular traffic control device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. Thus while the MUTCD, the California Supplement or this Policy provides standards, guidance or options for design and application of a traffic control device, the MUTCD, California Supplement or this Policy should not be considered a substitute for sound engineering judgment.

At the City Engineer's discretion, traffic studies may be conducted to examine other considerations not part of this Policy's criteria. Results of these studies may become the basis to support or oppose recommendation resulting from previously considered criteria.

- III. **Commission Consideration** City staff will bring its recommendation to the Traffic and Transportation Commission (T&TC). The meeting of the T&TC provides a public forum for the applicant or any impacted party to support or protest City staff's recommendation. The Traffic and Transportation Commission may recommend approval or denial of the applicant's request based on the criteria above for these Pedestrian Safety Enhancement Devices.
- IV. **Council Consideration.** The City Council makes the final decision regarding the request for a school high visibility crosswalk. The meeting of the City Council provides another public forum to appeal decisions of the T&TC made following the application of this policy.



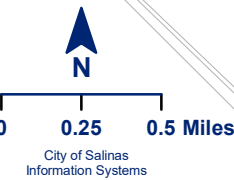
APPENDIX D – CITY OF SALINAS PRIMARY FIRE RESPONSE ROUTES

For reference, this appendix presents the City of Salinas Primary Fire Response Routes figure.



City of Salinas
Primary Fire Response Routes

- **Major Arterial**
- **Minor Arterial**
- **Collector**
- Salinas City Limits**





City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-365, Version: 1

2023-2024 Prioritization of Restriping Projects

Approve a Resolution approving the 2023-2024 Prioritization of Restriping Projects.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: DAVID JACOBS P.E., L.S., PUBLIC WORKS DIRECTOR

BY: ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: 2023-2024 PRIORITIZATION OF RESTRIPIING PROJECTS

RECOMMENDED MOTION:

A motion to approve the 2023-2024 Prioritization of Restriping Projects.

EXECUTIVE SUMMARY:

Several service requests to restripe roads have been received from Salinas residents. The number of requests exceed the City's budgeted resources, and there is therefore a need to prioritize restriping requests. Staff has developed a prioritization of the requested streets. The Council is requested to review and provide feedback on the proposed 2023-2024 Prioritization of Restriping Projects. Staff recommends the approval of the 2023-2024 Prioritization of Restriping Projects. The Council may choose to recommend changes to the Prioritization of Restriping Projects.

BACKGROUND:

Most thermoplastic pavement markings have an upper limit life expectancy of (six) 6 to (nine) 9 years depending on weather and traffic conditions. Historically, the City replaced pavement markings whenever a road was resurfaced, which traditionally occurred at a similar frequency. However, the City has not been able to perform pavement maintenance on all of its streets within this time frame and some streets now have faded pavement markings. The City has received several requests to restripe roads and the number of requests exceeds the City's budgeted resources. There is therefore a need to prioritize restriping requests.

The City's street maintenance crews can perform minor restriping work, but for larger projects the City cannot restripe entire streets using its own work forces and must contract the work out. On October 22, 2019, the City awarded an On-Call Services for Traffic Control Devices Contract to Chrisp Company via Resolution No. 21722. Unit prices for restriping work were competitively bid and using this contract the estimated cost to restripe a road can vary between roughly \$6 to \$28 per linear feet (LF) depending on the number of lanes and legends on any given roadway.

As of December 31, 2022, numerous restriping requests have been submitted to the City. Two segments were screened out where pavement work was planned, including East Romie Lane and

Boronda Road, and of the remaining service requests sixteen (16) road segments were requested for restriping and do not have any planned pavement work. Based on the On-Call Services Contract pricing, staff estimates the total costs to restripe all sixteen (16) of these facilities is roughly \$715,000.00. The City's anticipated restriping budget (CIP 9081-66.4000) for FY 23-24 is \$200,000, including soft costs. Staff estimates the City can restripe at least five (5) segments within the anticipated budget depending on the length and complexity of the individual restriping projects. Additionally, staff recommends retaining roughly \$30,000 in the account, which will provide resources to respond to smaller service requests, such as crosswalks, through the end of the fiscal year.

The City has no established prioritization policy for restriping projects and staff is recommending that the 2023-2024 Prioritization of Restriping Projects are based on staffs' opinion of needs and budgetary constraints. On small two-lane, two-way roads centerlines are not always required by the Manual on Uniform Traffic Control Devices (MUTCD), the City's standard for pavement markings. The City previously installed centerlines on Maple Street, Rider Avenue, and Schilling Place, however these roads do not require centerline markings based on the MUTCD. Consequently, with a finite amount of funding and a growing list of roads which need to be restriped, staff is recommending these roads be prioritized last.

Table 1: 2023-2024 Prioritization of Restriping Projects

Recommended Priority Ranking	Segment	Limits	Length (LF)	Total Estimate	Notes
1	Independence Boulevard	E Boronda Road to Nantucket Boulevard	1,875	\$51,243.79	Original request stated in front of school
2	East Market Street	Front Street to Sherwood Drive	2,549	\$30,068.86	3 service requests
3	West Romie Lane	South Main Street to Padre Drive	1,071	\$19,135.55	
4	Terven Avenue	Sanborn Place to Airport Boulevard	2,064	\$10,068.48	
5	Riker Street at Clay Street	Intersection approaches	N/A	\$7,422.00	Original request is about intersection
6	West Rossi Street	South Davis Road to South Main Street	1,071	\$135,670.32	
7	Harkins Road	Hansen Street to Southernly City Limits	7,550	\$96,394.68	
8	El Dorado Drive	Harden Parkway to Mendocino Drive	4,074	\$64,582.62	Original request between Calaveras and Mendocino
9	North Main Street	Boronda Road to Russell Road	4,690	\$155,919.54	
10	Williams Road	Old Stage Road to East Boronda Road	3,117	\$30,484.92	
11	Old Stage Road	Williams Road to 900 Block	7,632	\$40,354.08	
12	East Alisal Street	Griffin Street to Work Street	17,160	\$33,615.42	Original request is about faded bike lane
13	Schilling Place	Harkins Road to Eden Street	2,970	\$10,479.60	Original request is WB approach. The centerline is not warranted per MUTCD
14	Towt Street	East Alisal Street to East Market Street	1,609	\$12,846.36	
15	Rider Avenue	Del Monte Avenue to Mimbrera Way	1,550	\$9,326.64	Centerline is not warranted per MUTCD
16	Maple Street	South Main Street to Pajaro Street	3,156	\$7,698.67	Parking tees and centerline are not warranted per MUTCD
Subtotal (1-5)				\$117,938.68	
Estimated Remaining Balances (Reserves)				\$32,061.32	
Subtotal (6-16)				\$597,372.85	
Total Requests				\$715,311.53	

Table 2: Relevant Traffic Data

Segment	Limits	ADT	Fatal + Injury Collisions (2021-2022)	Collision Rate (Fatal + Injury per million vehicle miles)	Pavement Condition Index (2020)
Independence Boulevard	East Boronda Road to Nantucket Boulevard	7,464	2	2.07	35-37
East Market Street	Front Street to Sherwood Drive	22,984	0	0.00	77
West Romie Lane	South Main Street to Padre Drive	10,817	0	0.00	35
Terven Avenue	Sanborn Place to Airport Boulevard	16,633	5	2.11	53
Riker Street at Clay Street	Intersection approaches	N/A	1	N/A	48
West Rossi Street	South Davis Road to South Main Street	28,134	11	0.96	40-50
Harkins Road	Hansen Street to Southernly City Limits	7,550*	4	1.46	40-59
El Dorado Drive	Harden Parkway to Mendocino Drive	4,074	2	3.46	31
North Main Street	Boronda Road to Russell Road	11,764	34	8.91	74
Williams Road	Old Stage Road to East Boronda Road	3,117	7	6.74	29
Old Stage Road	Williams Road to 900 Block	7,632	4	N/A	33
East Alisal Street	Griffin Street to Work Street	17,160*	2	2.64	67
Schilling Place	Harkins Road to Eden Street	2,970*	0	0.00	58
Towt Street	East Alisal Street to East Market Street	4,120	1	2.18	80
Rider Avenue	Del Monte Avenue to Mimblera Way	3,871	4	9.64	25
Maple Street	South Main Street to Pajaro Street	3,156	0	0.00	40

*ADT approximated from peak hour count, and K=0.10

Staff recommends retaining roughly \$30,000 in the CIP account to be able to respond to smaller service requests, such as crosswalks, through the end of the fiscal year. Once the allotted budget has been depleted, the backlogged restriping service requests will be held until resources become available or until the next re-prioritization recommendation.

TRAFFIC AND TRANSPORTATION COMMISSION:

The 2023-24 Prioritization of Restriping Projects was presented to the Traffic and Transportation Commission at its May 11, 2023 meeting. The Commission voted (3-3) on an alternative motion to recommend staff evaluate and measure restriping needs for every City street and provide a full report to the Commission.

There is not a well establish engineering method for measuring restriping needs, however there are several recognized methods for measuring pavement markings' retro-reflectivity. These techniques can be timing consuming and cost prohibitive. The City has nearly 300 centerline miles of roads to maintain, and with a relatively small restriping budget, the estimated cost for surveying City streets would exceed the annual budget and leave no funding available for actual restriping work. Therefore, staff recommends the 2023-24 Prioritization of Restriping Projects based on the service requests received from residents, without a City-wide retro-reflectivity survey. Staff notes that the pavement condition index (PCI) score provides a measurement for the pavement condition and therefor the PCI score may provide some indication of striping conditions.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The 2023-2024 Prioritization of Restriping Projects supports the Council's goals of "Infrastructure and Environmental Sustainability" and "Public Safety".

DEPARTMENTAL COORDINATION:

The Public Works Department and Finance Department manage the project accounting. The Public Works Department manages construction contract, inspection, and final acceptance of construction projects.

FISCAL AND SUSTAINABILITY IMPACT:

There is no impact to the General Fund. The City's anticipated restriping budget, CIP Account 5800.50.9081-66.4000 is anticipated for \$200,000, leaving approximately \$150,000 for restriping work for fiscal year 2023-2024. The CIP account is funded using SB1 Maintenance and Rehab funds. The 2023-2024 Prioritization of Restriping Projects establishes the priority ranking of projects. Once the first projects are completed and final costs are known, and if remaining resources are available, staff will work on the next highest scoring project until the budget is depleted. If the next highest priority project cannot be completed with remaining funds, but lower priority projects can be completed within the remaining budget, staff recommends treating the lower priority project in order to maximize the use of available funds.

ATTACHMENTS:

Resolution

Attachment 1: Current Conditions Photos

RESOLUTION No. _____ (N.C.S.)

A RESOLUTION TO APPROVE THE 2023-2024 PRIORITIZATION OF RESTRIPING PROJECTS

WHEREAS, several service requests to restripe roads have been received from Salinas residents; and

WHEREAS, the number of requests exceed the City's budgeted resources, and there is therefore a need to prioritize restriping requests; and

WHEREAS, the Council is requested to review and provide feedback on the proposed 2023-2024 Prioritization of Restriping Projects; and

WHEREAS, the Traffic and Transportation Commission voted (3-3) on an alternative motion to recommend staff evaluate and measure restriping needs for every City street and provide a full report to the Commission; and

WHEREAS, staff recommends the 2023-24 Prioritization of Restriping Projects based on the service requests received from residents, without a City-wide retro-reflectivity survey; and

WHEREAS, the Council may choose to recommend changes to the Prioritization of Restriping Projects; and

WHEREAS, the City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

NOW, THEREFORE, BE IT RESOLVED BY THE SALINAS CITY COUNCIL approves the 2023-2024 Prioritization of Restriping Projects.

PASSED AND APPROVED this 13th day of June 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

Attachment 1: Current Conditions Photos

Independence Boulevard between East Boronda Road and Nantucket Boulevard



Independence Blvd between E Boronda Rd and Danbury St



Independence Blvd S/O E Boronda Rd



Independence Blvd N/O Danbury St



Independence Blvd S/O Danbury St

East Market St/Front St between Front Street and Sherwood Dr



E Market St Northbound



E Market St Southbound



E Market St at Front St

West Romie Lane between South Main Street and Padre Drive



W Romie Ln at S Main St



W Romie Ln Westbound



W Romie Ln between S Main St and Padre Dr



W Romie Ln at Padre Dr

Terven Avenue between Sanborn Place and Airport Boulevard



Terven Ave E/O Sanborn Pl



Terven Ave W/O Vertin Ave



Terven Ave E/O Vertin Ave



Terven Ave W/O Airport Blvd

Riker Street at Clay Street



Riker St at Clay St Stop Approach



Riker St at Clay St



Riker St at Clay St Eastbound



Riker St at Clay St Northbound

West Rossi Street between North Davis Road and North Main Street



W Rossi St W/O S Main St



W Rossi St E/O Martella St



W Rossi St at Rico St



W Rossi St E/O Powell St



W Rossi St E/O Quail Run Cir

Harkins Road between Hansen Street and Southernly City Limits



Harkins Rd at Hansen St



Harkins Rd between Hansen St and Abbott St



Harkins Rd S/O Abbott St



Harkins Rd at Burton St

El Dorado Drive between Harden Parkway and Mendocino Drive



El Dorado Dr at Calaveras Dr



El Dorado Dr between Napa Wy and Mendocino Dr



El Dorado Dr at Mendocino Dr



El Dorado Dr N/O Calaveras Dr

North Main Street between Boronda Road and Russell Road



N Main St at Bolivar Dr



N Main St between Boronda Rd and Bolivar Dr



N Main St N/O Bolivar St



N Main St S/O Russell Rd

Williams Road between Old Stage Road and E Boronda Road



Williams Rd at Old Stage Rd



Williams Rd between E Boronda Rd and Old Stage Rd



Williams Rd between E Boronda Rd and Old Stage Rd



Williams Rd between E/O E Boronda Rd

Old Stage Road between Williams Road and 900 Block



Old Stage Rd N/O Williams Rd



Old Stage Road N/O Williams Rd



Old Stage Rd 900 Block



Old Stage Rd 900 Block

East Alisal Street between Griffin Street and Work Street



E Alisal St at Work St



E Alisal St E/O Work St



E Alisal St between Work St and Griffin St

Schilling Place between Hansen Street/Harkins Road and Eden Street



Schilling St at Harkins Rd



Schilling Pl E/O Harkins Rd



Schilling Pl between Harkins Rd and Eden St



Schilling Pl W/O Eden St

Towt Street between East Alisal Street and East Market Street



Towt St N/O E Alisal St



Towt St at Second Ave



Towt St N/O E Alisal St



Towt St S/O E Market St

Rider Avenue between Mimbrera Way and Del Monte Ave



Rider Ave at Del Monte Ave



Rider Ave between Del Monte Ave and Mimbrera Wy



Rider Ave W/O Mimbrera Way



Rider Ave E/O Amarillo Wy

Maple Street between South Main Street and Pajaro Street



Maple St at Pajaro St



Maple St W/O Pajaro St



Maple St E/O S Main St



Maple St at S Main St



Legislation Text

File #: ID#23-374, Version: 1

City Hall Emergency Roof Repair, Project No. 8170

Approve a Resolution approving Contract Change Order No. 1 to F C & Sons Roofing, Inc. for the City Hall Emergency Roof Repair, Project No. 8170 in the amount of \$412,031.00 plus an additional 20% for construction contingency in the amount of \$129,254.20; authorize the City Manager to execute all necessary documents; and authorize expenditure cost for all professional emergency moving, Information Technology changes and unforeseen moving/transition expenses in an amount not to exceed \$100,000.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: PUBLIC WORKS DEPARTMENT

FROM: DAVID JACOBS, P.E., L.S., PUBLIC WORKS DIRECTOR

BY: ADRIANA ROBLES, PE, CFM, CITY ENGINEER
JONATHAN ESTEBAN, ASSISTANT ENGINEER

TITLE: CITY HALL EMERGENCY ROOF REPAIR, PROJECT NO. 8170

RECOMMENDED MOTION:

A motion to approve a Resolution to:

- 1) Approve Contract Change Order No. 1 to F C & Sons Roofing, Inc. for the City Hall Emergency Roof Repair, Project No. 8170 In the amount of \$412,031.00 and authorize the City Manager to execute all necessary documents related to Contract Change Order No. 1; and
- 2) Authorize 20% of the new contract amount for construction contingencies (\$211,660.40) for the City Hall Emergency Roof Repair, Project No. 8170; and
- 3) Authorize expenditure cost for all professional emergency moving, Information Technology changes and unforeseen moving/transition expenses relating to the Emergency Roof Project in an amount not to exceed \$100,000.

EXECUTIVE SUMMARY:

On April 4, 2023, City Council approved Resolution No. 22627 awarding an emergency construction contract to F C & Sons Roofing, Inc. for the City Hall Emergency Roof Repair, Project No. 8170 in the amount of \$646,271.00. Following the execution of the agreement and during the pre-construction phase, the Contractor discovered that the existing asbestos-containing fireproofing spray below the roof deck was friable and would be disturbed during emergency roof repair activities, creating a potential hazard to staff below the first-floor roof. The Contractor recommended for the asbestos fireproofing located above the first floor of City Hall be abated prior to construction activities. Contract Change Order No. 1 for the abatement of asbestos within City Hall in the amount of \$412,031.00 is above the authorized 15% construction contingency of \$96,941.00 and requires Council approval, per Policy 75-1.

BACKGROUND:

On April 4, 2023, City Council approved Resolution No. 22627 awarding an emergency construction contract to F C & Sons Roofing, Inc. for the City Hall Emergency Roof Repair, Project No. 8170 in the amount of \$646,271.00.

The contract was awarded to resolve the immediate need for repair of roof leaks causing damage to staff and equipment within City Hall. It was intended to move forward prior to abatement and other building improvements. However, following contract execution and during pre-construction project discussions, the Contractor discovered that the existing asbestos-containing fireproofing material below the roof deck was friable and would be disturbed during emergency roof repair activities, creating a potential hazard to staff below the first-floor roof. The Contractor recommended for the asbestos fireproofing material within the first floor of City Hall be abated prior to emergency roof repair work.

Contract Change Order No. 1 (CCO1) directs the Contractor to perform asbestos abatement necessary within the first floor of City Hall to safely perform roof repairs thereafter in the amount of \$412,031.00. The scope of work for Change Order No. 1 includes removal and disposal of approximately 9,890 SF of asbestos fireproofing material, 13,400 SF of carpet, floor tiles, and asbestos containing mastic under full containment and negative pressure. Removal and disposal of all materials shall comply with all applicable codes, ordinances, rules, regulations, orders, and other legal requirements of local, state, and federal agencies such as Federal Occupational Safety and Health Administration (OSHA), California OSHA (Cal/OSHA), the United States Environmental Protection Agency (EPA), and the Monterey Bay Air Resources District (MBARD).

Department Policy 75-1, Item 3, requires City Council approval for issuance of contract change orders of more than \$100,000.00, or when the cumulative total of Contract Change Orders exceeds 10% of the original contract amount. At contract award, 15% of the contract amount was authorized for construction contingencies per Resolution No. 22627 for an amount of \$96,941.00. However, this amount of authorized contingency is insufficient to cover CCO 1 of \$412,031.00.

Staff is seeking Council approval of Contract Change Order No. 1 to address potential hazard from disturbance of existing asbestos materials by the emergency roof repair activities in the amount of \$412,031.00 and approval of an additional 20% construction contingencies of the new contract amount, \$211,660.40 for construction contingencies. If approved, the new contract amount will be \$1,058,302.00 with CCO1 and the new total not to exceed amount for construction will be \$1,269,962.40. The net change in overall authorized amount is \$526,750.75. See Table 1 below for a breakdown.

Table 1 – Construction Cost Request Breakdown

Original Contract Amount:	\$ 646,271.00
Original 15% Contingency Amount:	\$ 96,940.65
Council Resolution 22627 Authorized Amount	\$ 743,211.65
Contract Change Order No. 1	\$ 412,031.00
New Contract Amount With CCO1	\$ 1,058,302.00
New 20% Construction Contingency Request	\$ 211,660.40
Additional Not to Exceed (CCO1 and 20% Contingencies)	\$ 526,750.75
New Total Contract Not to Exceed Amount	\$ 1,269,962.40

Construction of the project has yet to commence, and the additional asbestos abatement scope is the basis for the additional 20% contingency request.

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is categorically exempt from environmental review under the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15301).

STRATEGIC PLAN INITIATIVE:

This project addresses the current City Council's Goals of Operational Efficiency and Public Safety.

DEPARTMENTAL COORDINATION:

The Public Works Department is collaborating with Legal, Administration and Finance Departments. Abatement of asbestos materials will require relocation of City Hall staff and this effort is requiring coordination with Human Resources, Administration and Library and Community Services.

FISCAL AND SUSTAINABILITY IMPACT:

There are sufficient funds within the project CIP 8170 to approve Contract Change Order No. 1, \$412,031.00, authorize an additional 20% of the new contract amount, \$211,660.40 for construction contingencies, and authorize expenditure cost for all professional emergency moving, Information Technology changes and unforeseen moving/transition expenses relating to the Emergency Roofing Project in an amount not to exceed \$100,000.

ATTACHMENTS:

Resolution

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION AUTHORIZING APPROVAL OF CONTRACT CHANGE ORDER NO. 1 FOR THE CITY HALL EMERGENCY ROOF REPAIR AND AUTHORIZING 20% OF THE NEW CONTRACT AMOUNT FOR CONSTRUCTION CONTINGENCIES AND AN AMOUNT NOT TO EXCEED \$100,000 FOR ALL PROFESSIONAL EMERGENCY MOVING, INFORMATION TECHNOLOGY CHANGES AND UNFORESEEN MOVING/TRANSITION EXPENSES RELATING TO THE EMERGENCY ROOF PROJECT

WHEREAS, On April 4, 2023, City Council pursuant to Resolution No.22627 awarded an emergency construction contract to F C & Sons Roofing, Inc. for the City Hall Emergency Roof Repair, Project No. 8170 in the amount of \$646,271.00; and

WHEREAS, during pre-construction of the project, the Contractor determined that the existing asbestos-containing fireproofing material below the roof deck is friable and would become disturbed during construction creating hazard to staff below; and

WHEREAS, it is recommended to abate the existing asbestos fireproofing material prior the roof repair; and

WHEREAS, Contract Change Order No. 1 in the amount of \$412,031.00 directs the contractor to perform asbestos abatement necessary within the first floor of City Hall to safely perform roof repairs compliant with all applicable codes, ordinances, rules, regulations, orders and other legal requirements of local, state, and federal agencies such as Federal Occupational Safety and Health Administration (OSHA), California OSHA (Cal/OSHA), the United States Environmental Protection Agency (EPA), and the Monterey Bay Air Resources District (MBARD); and

WHEREAS, Department Policy 75-1 (Resolution No. 21528), requires Council approval for all contract change orders above \$100,000 or above 10% of the contract amount; and

WHEREAS, upon approval of Contract Change Order No. 1 the initial 15% construction contingency authorized per Resolution 22627 will be exhausted; and

WHEREAS, staff requests approval of an additional 20% construction contingencies of the new contract amount; and

WHEREAS, staff requests approval for expenditure cost for all professional emergency moving, Information Technology changes and unforeseen moving/transition expenses relating to the Emergency Roof Project in an amount not to exceed \$100,000; and

WHEREAS, the City of Salinas has determined that the proposed action is categorically exempt from environmental review under the California Environmental Quality Act (CEQA Guidelines Section 15301).

NOW, THEREFORE, BE IT RESOLVED that the City Council approves Contract Change Order No. 1 to F C & Sons Roofing, Inc. for the City Hall Emergency Roof Repair, Project No. 8170 in the amount of \$412,031.00 and authorizes the City Manager to execute all necessary documents related to Contract Change Order No. 1; and

BE IT FURTHER RESOLVED that the City Council authorizes an additional 20% of the new contract amount of \$211,660.40 for construction contingencies for the City Hall Emergency Roof Repair, Project No. 8170; and

BE IT FURTHER RESOLVED that the City Council authorizes expenditure cost for all professional emergency moving, Information Technology changes and unforeseen moving/transition expenses relating to the Emergency Roof Project in an amount not to exceed \$100,000.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-382, Version: 1

Microsoft Office 365 and Azure AD License Renewal

Approve a Resolution authorizing the purchase and renewal of Microsoft Office 365 Software and Azure Active Directory from Dell, Inc., in an amount not to exceed \$321,000.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: ADMINISTRATION

FROM: JIM PIA, ASSISTANT CITY MANAGER

BY: ERIC SANDOVAL, GIS ADMINISTRATOR

TITLE: MICROSOFT OFFICE 365 AND AZURE AD LICENSE RENEWAL

RECOMMENDED MOTION:

A motion to approve a resolution to allow the purchase and renewal of Microsoft Office 365 Software and Azure Active Directory renewal from Dell, LP., in an amount not to exceed \$321,000.

EXECUTIVE SUMMARY:

The City of Salinas continues to maintain and support various technology programs and platforms for City Departments. The Microsoft 365 licensing program is for customers, like the City who use Microsoft Windows, Microsoft Office, and other desktop applications. The software licenses provide City staff access to required applications such as Word, Excel, Power Point, Teams, Azure AD and Outlook email via the cloud and/or desktop environments.

BACKGROUND:

The City currently uses Microsoft software and platforms for its day-to-day operations. Software includes Word, Excel, Power Point, Teams, Azure AD and Outlook email via the cloud and/or desktop environments. Each of these applications requires seat licenses that are renewed on an annual basis. Due to the timing of this renewal, the City has requested a 38-month contract, so renewal does not take place during the fiscal year transition period in July. Subsequent annual renewals will be brought to Council for approval during those future years.

Maintaining software licenses is necessary for the maintenance and operations of multiple staff activities, maintain staff collaboration tools, email, and Microsoft authentication tools (Azure AD). The current resolution will authorize the continuation of maintaining core Microsoft applications in cloud and virtual desktop environments.

Funding has been submitted for Council approval as part of the FY 2023-24 Annual Budget.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

This request supports City Council's Strategic Goals and Strategies of Effective and Culturally Responsive Government, by ensuring that the information systems can support City programs, projects, and City services for the community.

DEPARTMENTAL COORDINATION:

The Finance department will continue to work with all affected departments during software upgrades or patch releases.

FISCAL AND SUSTAINABILITY IMPACT:

Funding for this purchase is part of the FY 2023-24 Annual Budget. There is no recommended action for new appropriations.

ATTACHMENTS:

1. Resolution
2. Dell Quote

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION OF THE CITY COUNCIL OF SALINAS TO APPROVE THE
RENEWAL OF MICROSOFT 365 LICENSES**

WHEREAS, the City desires to renew and maintain its Microsoft 365 and application licensing; and

WHEREAS, Dell LP., will provide Microsoft 365 and application software licensing for the City of Salinas

NOW, THEREFORE, BE IT RESOLVED that pursuant to Salinas Municipal Code section 12-27 the Salinas City Council hereby authorizes the City Manager and the Purchasing Agent to purchase the renewal of Microsoft 365 licenses from Dell LP., in an amount not to exceed \$321,000.

PASSED AND APPROVED this 13th day of June, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



QUOTE

Sam Andrews
sam.andrews@dell.com
512.720-4469

Microsoft Enterprise Agreement (EA) - TBD (effective 7/1/2023)
Customer: City of Salinas

Date of Issue: 5/10/2023
Quote Expires: 6/30/2023
Quote Number: EA-SALINAS38

Monthly Subscriptions - Custom Initial 2 Month Term					
Product Description	Mfg#	Quantity	Months	Unit Price	Ext. Price
M365 G3 Unified FUSL GCC Sub Per User	AAD-34704	700	2	\$31.50	\$44,100.00
M365 F3 Unified GCC Sub Per User	AAD-63092	20	2	\$6.80	\$272.00
M365 F1 GCC Sub Per User	3EB-00001	20	2	\$1.91	\$76.40
Exchange Online Kiosk GCC Sub Per User	3PS-00001	8	2	\$1.75	\$28.00
Power BI Pro GCC Sub Per User	DDJ-00001	1	2	\$7.44	\$14.88
Project P3 GCC Sub Per User	7MS-00001	9	2	\$22.34	\$402.12
Project P5 GCC Sub Per User	7VX-00001	10	2	\$40.96	\$819.20
Visio P2 GCC Sub Per User	P3U-00001	4	2	\$11.17	\$89.36
Teams AC with Dial Out US/CA GCC Sub Add-on	NYH-00001	873	2	\$0.00	\$0.00
Azure Active Directory Premium P2 GCC SU AADP P1 Per User	MQN-00002	10	2	\$2.23	\$44.60
AzureprepaymentG ShrdSvr ALNG SubsVL MVL Commit Provision	J5U-00004	1	2	\$0.00	\$0.00
Initial 2-Month Term (write your PO for this)					\$45,846.56
Years 1, 2 & 3 Payments					
M365 G3 Unified FUSL GCC Sub Per User	AAD-34704	700	12	\$31.50	\$264,600.00
M365 F3 Unified GCC Sub Per User	AAD-63092	20	12	\$6.80	\$1,632.00
M365 F1 GCC Sub Per User	3EB-00001	20	12	\$1.91	\$458.40
Exchange Online Kiosk GCC Sub Per User	3PS-00001	8	12	\$1.75	\$168.00
Power BI Pro GCC Sub Per User	DDJ-00001	1	12	\$7.44	\$89.28
Project P3 GCC Sub Per User	7MS-00001	9	12	\$22.34	\$2,412.72
Project P5 GCC Sub Per User	7VX-00001	10	12	\$40.96	\$4,915.20
Visio P2 GCC Sub Per User	P3U-00001	4	12	\$11.17	\$536.16
Teams AC with Dial Out US/CA GCC Sub Add-on	NYH-00001	873	12	\$0.00	\$0.00
Azure Active Directory Premium P2 GCC SU AADP P1 Per User	MQN-00002	10	12	\$2.23	\$267.60
AzureprepaymentG ShrdSvr ALNG SubsVL MVL Commit Provision	J5U-00004	1	12	\$0.00	\$0.00
Year 1 Payment (months 3-14), due by Sept 1, 2023					\$275,079.36
M365 G3 Unified FUSL GCC Sub Per User	AAD-34704	700	12	\$31.50	\$264,600.00
M365 F3 Unified GCC Sub Per User	AAD-63092	20	12	\$6.80	\$1,632.00
M365 F1 GCC Sub Per User	3EB-00001	20	12	\$1.91	\$458.40
Exchange Online Kiosk GCC Sub Per User	3PS-00001	8	12	\$1.75	\$168.00
Power BI Pro GCC Sub Per User	DDJ-00001	1	12	\$7.44	\$89.28
Project P3 GCC Sub Per User	7MS-00001	9	12	\$22.34	\$2,412.72
Project P5 GCC Sub Per User	7VX-00001	10	12	\$40.96	\$4,915.20
Visio P2 GCC Sub Per User	P3U-00001	4	12	\$11.17	\$536.16
Teams AC with Dial Out US/CA GCC Sub Add-on	NYH-00001	873	12	\$0.00	\$0.00
Azure Active Directory Premium P2 GCC SU AADP P1 Per User	MQN-00002	10	12	\$2.23	\$267.60
AzureprepaymentG ShrdSvr ALNG SubsVL MVL Commit Provision	J5U-00004	1	12	\$0.00	\$0.00
Year 2 Payment (months 15-26)					\$275,079.36
M365 G3 Unified FUSL GCC Sub Per User	AAD-34704	700	12	\$31.50	\$264,600.00
M365 F3 Unified GCC Sub Per User	AAD-63092	20	12	\$6.80	\$1,632.00
M365 F1 GCC Sub Per User	3EB-00001	20	12	\$1.91	\$458.40
Exchange Online Kiosk GCC Sub Per User	3PS-00001	8	12	\$1.75	\$168.00
Power BI Pro GCC Sub Per User	DDJ-00001	1	12	\$7.44	\$89.28
Project P3 GCC Sub Per User	7MS-00001	9	12	\$22.34	\$2,412.72
Project P5 GCC Sub Per User	7VX-00001	10	12	\$40.96	\$4,915.20

Visio P2 GCC Sub Per User	P3U-00001	4	12	\$11.17	\$536.16
Teams AC with Dial Out US/CA GCC Sub Add-on	NYH-00001	873	12	\$0.00	\$0.00
Azure Active Directory Premium P2 GCC SU AADP P1 Per User	MQN-00002	10	12	\$2.23	\$267.60
AzureprepaymentG ShrdSvr ALNG SubsVL MVL Commit Provision	J5U-00004	1	12	\$0.00	\$0.00
Year 3 Payment (months 27-38)					\$275,079.36
TOTAL 38 Months					\$871,084.64
Notes: Pricing/contract for this quote are leveraging the Riverside County / Dell Agreement# PSA-0001524 (Microsoft/Riverside County Agreement# 8084445) <hr/> Custom 38-month term				Total Initial 2 Month Payment	\$45,846.56
				Total Annual Payment Yr 1	\$275,079.36
				Total Annual Payment Yr 2	\$275,079.36
				Total Annual Payment Yr 3	\$275,079.36
				Grand Total	\$871,084.64



Legislation Text

File #: ID#23-395, Version: 1

Replacement of Playground Structures at Natividad and Steinbeck Neighborhood Parks

Approve a Resolution authorizing the City Manager to enter into an Agreement with Miracle Playsystems Inc. and Ross Recreation Inc. for the purchase of playground equipment and labor to replace playground structures at Natividad and Steinbeck Neighborhood Parks.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: LIBRARY & COMMUNITY SERVICES

FROM: KRISTAN LUNDQUIST, DIRECTOR

BY: ANA AMBRIZ, REC-PARK SUPERINTENDENT

TITLE: REPLACEMENT OF PLAYGROUND STRUCTURES AT
NATIVIDAD AND STEINBECK NEIGHBORHOOD PARKS

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing the City Manager to enter into an Agreement with Miracle Playsystems Inc. and Ross Recreation Inc. for the purchase of playground equipment and labor to replace playground structures at Natividad and Steinbeck Neighborhood Parks.

DISCUSSION:

On March 11, 2021, President Biden signed the American Rescue Plan Act (ARPA), which provided the City of Salinas with \$51,567,313 in relief funds. In September 2021, the City Council allocated ARPA funds for several government service projects, including \$2 million dollars for playground structures, park benches and BBQ grills, the majority of which was to be spent in the 93905 and 93906 zip codes which were hit hardest by the COVID-19 pandemic. With the allocation, the Council Resolution called for staff to check in with the Finance Committee on these and the Public Works sidewalk/street repair allocations.

The City of Salinas has 35 playgrounds located in parks/facilities across the City. An assessment of the playgrounds was conducted as part of the Parks, Recreation & Libraries Master Planning effort in 2017. The majority of the playgrounds were found to be in fair and/or good condition. The playground at Williams Ranch Neighborhood Park was found to be in poor condition and in need of replacement.

In September 2022 the Council approved a resolution authorizing the City Manager to enter into an Agreement with Miracle Playsystems and Ross Recreation for the purchase of playground equipment and labor to repair playground structures at designated locations throughout the park system, with a focus on ARPA funding direction provided by Council. In addition to the repairs approved in 2022, staff also recommended the full replacement of two (2) additional playground structures, one at Natividad Neighborhood Park and one Steinbeck Neighborhood Park. These two playground locations fall within the 93906 zip code and are in poor condition.

Across the system, we have playground apparatus from four different playground manufacturing companies including Ross Recreation, Miracle Playsystems, Playcraft (Park Planet) and Play World (David Bang Associates, Inc.). The City has Miracle Playsystem playgrounds in twelve (12) parks and Ross Recreation playgrounds in twelve (12) other parks making them the two major manufacturers in our system. For consistency purposes and to maintain standardization of the equipment systemwide, staff recommends utilizing Miracle Playsystems and Ross Recreation for the new playgrounds at Natividad Neighborhood and Steinbeck Neighborhood Parks. Park Maintenance Staff is most familiar with equipment from these two manufacturers, can make minor repairs inhouse and it allows us to purchase larger orders for items that regularly need repair, i.e., swing clevises. Consistent with Purchasing Policies and ordinance (2576) the purchase of equipment in the amount of more than \$30,000 with one vendor requires City Council authorization. The replacement of these two playgrounds will total \$339,706.98.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The playground repairs are consistent with the City Council Goals of:

- Youth and Seniors
- Infrastructure and Environmental Sustainability
- Public Safety

FISCAL AND SUSTAINABILITY IMPACT:

Funds are appropriated and available in account 3911.55.8171.

ATTACHMENTS:

Resolution

Agreement with Miracle Playsystems

Agreement with Ross Recreation (Landscape Structures)

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH MIRACLE PLAYSYSTEMS INC. AND ROSS RECREATION INC. FOR THE PURCHASE OF PLAYGROUND EQUIPMENT AND LABOR TO REPLACE PLAYGROUND STRUCTURES AT NATIVIDAD AND STEINBECK NEIGHBORHOOD PARKS

WHEREAS, on March 11, 2021, President Biden signed the American Rescue Plan Act (ARPA) which provided the City of Salinas with \$51,567,313 in relief funds; and;

WHEREAS, on September 1, 2021, the City Council allocated ARPA funds for a number of governmental service projects, including \$2 million dollars for playground structures, park benches and bar-be-que grills, the majority of which was to be spent in the 93905 and 93906 zip codes; and

WHEREAS, on September 20, 2022, staff recommended the full replacement of two (2) playground structures, one at Natividad Neighborhood Park and one Steinbeck Neighborhood Park. These two playground locations fall within the 93906 zip code and are in poor condition; and

WHEREAS, Miracle Playsystems has evaluated the playground at Natividad Neighborhood Park and provided a quote for the replacement totaling \$227,675.41; and

WHEREAS, Ross Recreation, Inc., has evaluated the playground at Steinbeck Neighborhood Park and provided a quote for the replacement totaling \$112,031.57.

NOW THEREFORE, BE IT RESOLVED BY THE SALINAS CITY COUNCIL that pursuant to Salinas Municipal Code Sections 12-27 and 12-28.080 the City Manager of Salinas is authorized to enter into Agreements with Miracle Playsystems and Ross Recreation, Inc., in the amounts of \$227,675.41 and \$112,031.57, respectively, for the purchase of playground equipment and labor to replace playground structures at Natividad and Steinbeck Neighborhood Parks.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

**AGREEMENT FOR SERVICES BETWEEN
THE CITY OF SALINAS AND MIRACLE PLAYSYSTEMS**

Natividad Neighborhood Park Playground Replacement

THIS AGREEMENT is executed this ____ day of _____, 20__, (“Agreement” or “Contract”) between the City of Salinas, a California Charter city and municipal corporation (hereinafter “City”) and Miracle Playsystems Inc. a California corporation (hereinafter “Contractor”).

IT IS HEREBY MUTUALLY AGREED AS FOLLOWS:

1. **Scope.** Contractor hereby agrees to provide to the City, as the scope of services under this Agreement, the following services: Replacement for Natividad Neighborhood Park. Scope of work is further discussed in the Contractor’s Proposal dated 3/13/2023, Attachment B.
2. **Timeliness.** Contractor shall perform all tasks in a timely fashion, as set forth more specifically in Section 3 below. Failure to so perform is hereby deemed a material breach of this Agreement, and City may terminate this Agreement with no further liability hereunder, or the city may agree in writing with Contractor to an extension of time.
3. **Term.** The work under this Agreement shall commence [**date of start of work**] and shall be completed by [**date of end of work**] unless City grants a written extension of time as set forth in Section 2 above.
4. **Payment.** City agrees to pay and Contractor agrees to accept as full and fair consideration for the performance of this Agreement, Two Hundred Twenty-Seven Thousand Six Hundred Seventy-Five And Forty-One Hundredths Dollars (\$227,675.41) as more fully described in title of Contractors fee schedule, Attachment B. Contractor has no right of reimbursement for expenses under this Agreement. Compensation shall become due and payable 30 days after City’s approval of Contractor’s submission of monthly written invoices to the City. The payment of any compensation shall be contingent upon performance of the terms and conditions of this Agreement to the satisfaction of the City. If City determines that the work set forth in the written invoice has not been performed in accordance with the terms of this Agreement, City shall not be responsible for payment until such time as the work has been satisfactorily performed.
5. **Meet & Confer.** Contractor agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by City to insure timely and adequate performance of this Agreement.
6. **Insurance.** Contractor shall procure and maintain for the duration of this Agreement insurance meeting the requirements specified in Attachment A hereto.
7. **Indemnification.** Contractor shall hold harmless, defend at its own expense, and

indemnify City and its officers, officials, employees, agents, and volunteers from and against all liability, claims, damages, losses, and/or expenses including reasonable City attorney fees arising from all acts or omissions of Contractor or its officers, agents, or employees arising out of the performance of the work under this Contract, caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the active negligence, sole negligence or willful misconduct of the City.

8. **Licensing.** Contractor warrants that it is properly licensed to perform the work specified under this Agreement, including but not limited to possession of a current City business license.

9. **Termination.** City may terminate this Agreement upon ten days' written notice. The amount of damages, if any, as a result of such termination may be decided by negotiations between the parties or before a court of competent jurisdiction.

10. **Agency.** In performing the services specified under this Agreement, Contractor is hereby deemed to be an independent contractor and not an agent or employee of City.

11. **Non-Assignability.** The rights and obligations of Contractor hereunder are not assignable and cannot be delegated without written consent of City.

12. **Entire Agreement.** This Agreement constitutes the entire Agreement between the parties hereto and supersedes any and all prior agreements, whether oral or written, relating to the subject matter thereof. Any modification of the Agreement will be effective only if it is in writing signed by both parties hereto.

13. **Validity.** If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will continue in full force without being impaired or invalidated in any way.

14. **Counterparts.** This Agreement may be executed in multiple originals, each of which is deemed to be an original, and may be signed in counterparts.

15. **Laws.** Contractor agrees that in the performance of this Agreement it will comply with all applicable State, Federal and local laws and regulations. This Agreement shall be governed by and construed in accordance with the laws of the State of California, County of Monterey, and City of Salinas.

IN WITNESS WHEREOF, this Agreement is entered into by the parties hereto on the day and year first written above.

CITY OF SALINAS

Steve Carrigan
City Manager

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney, or
Rhonda Combs, Assistant City Attorney

CONTRACTOR

By (Printed Name): _____

Its (Title): _____

Insurance Requirements

Contractor shall procure and maintain for the duration of the contract, and for three years thereafter, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his/her/its officers, agents, representatives, employees, and/or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability** (“CGL”): Insurance Services Office (“ISO”) Form CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO Form CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability**: ISO Form CA 0001 covering Code 1 (any auto), with limits no less than **\$1,000,000** per accident for bodily injury and property damage.
3. **Workers’ Compensation**: as required by the State of California, with Statutory Limits, and Employers’ Liability insurance with a limit of no less than \$1,000,000 per accident for bodily injury or disease.
4. **Contractors’ Pollution Legal Liability and/or Asbestos Legal Liability and/or Errors and Omissions** (if project involves environmental hazards): with limits no less than \$1,000,000 per occurrence or claim, and \$2,000,000 policy aggregate, on an annual basis.

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, the Contractor requires and shall be entitled to the broader coverage and/or higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the City. At the option of the City, either: the Contractor shall cause the insurer shall to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. **The City, its officers, officials, employees, and volunteers are to be covered as additional insureds** on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by

or on behalf of the Contractor. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used).

2. For any claims related to this project, the **Contractor's insurance coverage shall be primary** insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall provide that coverage shall not be canceled, except with notice to the City.

4. A copy of the claims reporting requirements must be submitted by Contractor to the City.

5. If the services involve lead-based paint or asbestos identification/remediation, the Contractor's Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractor's Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to the City.

Waiver of Subrogation

Contractor hereby agrees to waive rights of subrogation which any insurer of Contractor may acquire from Contractor by virtue of the payment of any loss. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Contractor, its employees, agents and subcontractors.

Verification of Coverage

Contractor shall furnish the City with original Certificates of Insurance including an additional insured endorsement and all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

Subcontractors

Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors. For CGL coverage subcontractors shall provide coverage with a form at least as broad as CG 20 38 04 13.

Maintenance of Insurance

Maintenance of insurance by Contractor as specified shall in no way be interpreted as relieving

Contractor of its indemnification obligations or any responsibility whatsoever and the Contractor may carry, at its own expense, such additional insurance as it deems necessary.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Attachment B

Job Number: 22-0611
Job: Natividad Creek Park
Quote Name: Quote-22-0611-Natividad Creek Park_002
Quote Number: Q-05119



Prepared by:
JeanTyan
jean@miracleplaygroup.com

Terms: Net 30
Remit to: Miracle Playsystems, Inc.
1276 S Main St., Salinas, CA 93901

Sub Total: \$205,463.60
Freight: \$11,623.00
Estimated Tax: \$10,588.81
Total: \$227,675.41

Miracle - Sourcewell Discount Applied

Product Code	Description	Qty	Rate	Total	Estimated Tax (if applicable)
MREC EQUIP	Miracle Play Equipment Per Plan_22_0611_Natividad Creek Park_002_2-5_BOM	1	\$71,007.00	\$56,805.60	\$5,254.52
MREC EQUIP	Miracle Play Equipment Per Plan_22_0611_Natividad Creek Park_002_5-12_BOM	1	\$72,085.00	\$57,668.00	\$5,334.29

Installation Services- State Prevailing Wages Applied Trucking and Bobcat Access Required

Product Code	Description	Qty	Rate	Total	Estimated Tax (if applicable)
B24	Provide labor and equipment to stockpile adjacent to work site approx. 195 CY playground wood chips figured at 12" depth, area 4056 SF.	1	\$7,908.00	\$7,908.00	\$0.00
B11	Removal and disposal of 2-5 & 5-12 steel white/teal/yellow play structures and 2-bay arch swings to include footings.	1	\$11,523.00	\$11,523.00	\$0.00
B15	Installation only of owner provided MREC 2-5 & 5-12 Play Structures and 2-Bay Arch Swings per plan 22_0611_Natividad Creek Park_002 dated 03/13/2023 to manufacturer recommendations through soil. Footing spoils disposed off-site.	1	\$50,210.00	\$50,210.00	\$0.00

B24	Provide labor and equipment to re-install approx. 195 CY wood chips to be spread evenly. Additional wood chips by others if required.	1	\$7,908.00	\$7,908.00	\$0.00
B13	Provide labor and trucking to Pick & Pull MREC components from City Corp Yard as needed, disposal of shipping packaging included. Offload and storage of MREC shipment by others.	1	\$6,809.00	\$6,809.00	\$0.00

Performance Bond

Product Code	Description	Qty	Rate	Total	Estimated Tax (if applicable)
BONDING	Bonding Fees	1	\$6,632.00	\$6,632.00	\$0.00

Sub Total: \$205,463.60
Total Freight: \$11,623.00
Total Estimated Tax: \$10,588.81
Grand Total: \$227,675.41

Company: _____

Signature: _____

Name: _____

Date: _____

Please confirm or edit order information below.

End User Company:

City of Salinas

End User Contact:

End User Email:

Delivery Contact:

Delivery Email:

Delivery Phone:

Delivery Address:

Site Address:

1450 Lassen Ave,
Salinas

Bill To Email:

Bill To:

City of Salinas
320 Lincoln Avenue
Salinas, CA 93901

Customer Reference #:

INDEMNITY

Client/Owner shall defend, indemnify and hold harmless Miracle Playsystems, Inc., its officers, directors, board of trustees, agents, or employees and each of them, from any and all claims, demands, causes of action in law or in equity, damages, penalties, costs, expenses, reasonable attorneys' fees, reasonable experts' fees, reasonable consultants' fees, judgments, losses or liabilities, of every kind and nature whatsoever arising out of or in any way connected with or incidental to, the performance of the services under this Agreement or any of the obligations contained in this Agreement ("CIP")

*** disease, or death to

**AGREEMENT FOR SERVICES BETWEEN
THE CITY OF SALINAS AND MIRACLE PLAYSYSTEMS**

Steinbeck Neighborhood Park Playground Replacement

THIS AGREEMENT is executed this ____ day of _____, 20__, (“Agreement” or “Contract”) between the City of Salinas, a California Charter city and municipal corporation (hereinafter “City”) and Ross Recreation Inc., a California corporation (hereinafter “Contractor”).

IT IS HEREBY MUTUALLY AGREED AS FOLLOWS:

1. **Scope.** Contractor hereby agrees to provide to the City, as the scope of services under this Agreement, the following services: Replacement for Steinbeck Neighborhood Park. Scope of work is further discussed in the Contractor’s Proposal dated 5/25/2023, Attachment B.
2. **Timeliness.** Contractor shall perform all tasks in a timely fashion, as set forth more specifically in Section 3 below. Failure to so perform is hereby deemed a material breach of this Agreement, and City may terminate this Agreement with no further liability hereunder, or the city may agree in writing with Contractor to an extension of time.
3. **Term.** The work under this Agreement shall commence [**date of start of work**] and shall be completed by [**date of end of work**] unless City grants a written extension of time as set forth in Section 2 above.
4. **Payment.** City agrees to pay and Contractor agrees to accept as full and fair consideration for the performance of this Agreement, One Hundred Twelve Thousand Thirty-One And Fifty-Seven Hundredths (\$112,031.57) as more fully described in title of Contractors fee schedule, Attachment B. Contractor has no right of reimbursement for expenses under this Agreement. Compensation shall become due and payable 30 days after City’s approval of Contractor’s submission of monthly written invoices to the City. The payment of any compensation shall be contingent upon performance of the terms and conditions of this Agreement to the satisfaction of the City. If City determines that the work set forth in the written invoice has not been performed in accordance with the terms of this Agreement, City shall not be responsible for payment until such time as the work has been satisfactorily performed.
5. **Meet & Confer.** Contractor agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by City to insure timely and adequate performance of this Agreement.
6. **Insurance.** Contractor shall procure and maintain for the duration of this Agreement insurance meeting the requirements specified in Attachment A hereto.
7. **Indemnification.** Contractor shall hold harmless, defend at its own expense, and indemnify City and its officers, officials, employees, agents, and volunteers from and against all

liability, claims, damages, losses, and/or expenses including reasonable City attorney fees arising from all acts or omissions of Contractor or its officers, agents, or employees arising out of the performance of the work under this Contract, caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the active negligence, sole negligence or willful misconduct of the City.

8. **Licensing.** Contractor warrants that it is properly licensed to perform the work specified under this Agreement, including but not limited to possession of a current City business license.

9. **Termination.** City may terminate this Agreement upon ten days' written notice. The amount of damages, if any, as a result of such termination may be decided by negotiations between the parties or before a court of competent jurisdiction.

10. **Agency.** In performing the services specified under this Agreement, Contractor is hereby deemed to be an independent contractor and not an agent or employee of City.

11. **Non-Assignability.** The rights and obligations of Contractor hereunder are not assignable and cannot be delegated without written consent of City.

12. **Entire Agreement.** This Agreement constitutes the entire Agreement between the parties hereto and supersedes any and all prior agreements, whether oral or written, relating to the subject matter thereof. Any modification of the Agreement will be effective only if it is in writing signed by both parties hereto.

13. **Validity.** If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will continue in full force without being impaired or invalidated in any way.

14. **Counterparts.** This Agreement may be executed in multiple originals, each of which is deemed to be an original, and may be signed in counterparts.

15. **Laws.** Contractor agrees that in the performance of this Agreement it will comply with all applicable State, Federal and local laws and regulations. This Agreement shall be governed by and construed in accordance with the laws of the State of California, County of Monterey, and City of Salinas.

IN WITNESS WHEREOF, this Agreement is entered into by the parties hereto on the day and year first written above.

CITY OF SALINAS

Steve Carrigan
City Manager

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney, or
Rhonda Combs, Assistant City Attorney

CONTRACTOR

By (Printed Name): _____

Its (Title): _____

Insurance Requirements

Contractor shall procure and maintain for the duration of the contract, and for three years thereafter, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his/her/its officers, agents, representatives, employees, and/or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability** (“CGL”): Insurance Services Office (“ISO”) Form CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO Form CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability**: ISO Form CA 0001 covering Code 1 (any auto), with limits no less than **\$1,000,000** per accident for bodily injury and property damage.
3. **Workers’ Compensation**: as required by the State of California, with Statutory Limits, and Employers’ Liability insurance with a limit of no less than \$1,000,000 per accident for bodily injury or disease.
4. **Contractors’ Pollution Legal Liability and/or Asbestos Legal Liability and/or Errors and Omissions** (if project involves environmental hazards): with limits no less than \$1,000,000 per occurrence or claim, and \$2,000,000 policy aggregate, on an annual basis.

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, the Contractor requires and shall be entitled to the broader coverage and/or higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the City. At the option of the City, either: the Contractor shall cause the insurer shall to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. **The City, its officers, officials, employees, and volunteers are to be covered as additional insureds** on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by

or on behalf of the Contractor. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used).

2. For any claims related to this project, the **Contractor's insurance coverage shall be primary** insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall provide that coverage shall not be canceled, except with notice to the City.

4. A copy of the claims reporting requirements must be submitted by Contractor to the City.

5. If the services involve lead-based paint or asbestos identification/remediation, the Contractor's Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractor's Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to the City.

Waiver of Subrogation

Contractor hereby agrees to waive rights of subrogation which any insurer of Contractor may acquire from Contractor by virtue of the payment of any loss. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Contractor, its employees, agents and subcontractors.

Verification of Coverage

Contractor shall furnish the City with original Certificates of Insurance including an additional insured endorsement and all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

Subcontractors

Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors. For CGL coverage subcontractors shall provide coverage with a form at least as broad as CG 20 38 04 13.

Maintenance of Insurance

Maintenance of insurance by Contractor as specified shall in no way be interpreted as relieving

Contractor of its indemnification obligations or any responsibility whatsoever and the Contractor may carry, at its own expense, such additional insurance as it deems necessary.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Attachment B

Ross Recreation Representative

Casey Hilbert

caseyh@rossrec.com


**National
Purchasing
Partners
Government**

ALL PURCHASE ORDERS, CONTRACTS, AND
CHECKS TO BE MADE OUT TO:
Ross Recreation Equipment, Inc.
100 Brush Creek Road, #206
Santa Rosa, CA. 95404
707.538.3800 - accounting@rossrec.com

PS21070

Prepared For:

Contact Name	Ana Ambriz	Phone	(831) 758-7166
Bill To Name	Salinas, City of	Ship To Name	Salinas, City of
Bill To	200 Lincoln Avenue Salinas, California 93901 United States	Ship To	426 Work Street Salinas, California 93901 United States
Quote Number	00039377	Quote Date	5/25/2023
Opportunity Name	Steinbeck Park Play	Quote Exp Date	7/25/2023
Quote Name	Steinbeck Park Playground Updates	Est Lead Time	20-24 weeks

Quantity	Product	Product Description	Sales Price	Total Price
1.00	Demolition	Demolition and disposal of existing play equipment; both play areas * Footings to remain unless they fall within footprint of new equipment. If all footings are to be removed, a change order can be provided for the additional labor and backfill material. * Installation price quoted for favorable working conditions. If rock, poor soil conditions, a high water table and/or other unforeseen site conditions exist requiring additional materials and labor, additional charges may be incurred.	\$6,500.00	\$6,500.00
1.00	PlayShaper	Landscape Structures PlayShaper Design #1168029-01-01 for Ages 2-5, Colors TBD	\$22,400.00	\$22,400.00
1.00	PlayBooster, 5-12	Landscape Structures PlayBooster Design #1168029-02-01 for Ages 5-12, Colors TBD	\$44,465.00	\$44,465.00
1.00	NPP Ross Discount	5% NPP Contract Discount on Materials	-\$3,343.25	-\$3,343.25
1.00	Install - Play Equipment	Installation of Landscape Structures PlayShaper Design #1168029-01-01 & PlayBooster Design #1168029-02-01 by a manufacturer certified installer at prevailing wage rates. * Project DIR # needed for State Prevailing Wage projects. * Does not include demolition of existing equipment or excavation of sand * Installation price quoted for favorable working conditions. If rock, poor soil conditions, a high water table and/or other unforeseen site conditions exist requiring additional materials and labor, additional charges may be incurred. * Installation quoted includes standard manufacturer provided footing details; if different footing details are provided by the owner/specifier, a change order will be required. * Installation quoted includes installing footings through native soil or 95% compacted base rock. If installing through concrete, asphalt or through less compacted or permeable base or drain rock, or in other conditions, please provide additional details and a change order may be required.	\$22,235.00	\$22,235.00
1.00	Bond	Bond - Standard 3% on total project amount including tax and freight.	\$3,263.06	\$3,263.06

Ross Recreation Representative

Casey Hilbert

caseyh@rossrec.com

Labor Amount	\$31,998.06
Freight Amount	\$10,636.00
Total	\$112,031.57

Notes to Customer

SIGNATURE BELOW ACCEPTING THIS PROPOSAL WILL CONSTITUTE A PURCHASE ORDER ONLY UPON APPROVAL BY ROSS RECREATION EQUIPMENT, INC. CUSTOMER RECEIPT OF AN ORDER ACKNOWLEDGEMENT CONSTITUTES SUCH APPROVAL.

New Section

Signature _____

Name _____

Title _____

Date _____

Note to Customer Thank you for the opportunity to quote your upcoming project. PLEASE NOTE: quote does not include site work, engineering calculations, security, storage, permits, safety surfacing or inspection unless otherwise noted.



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-397, Version: 1

SpeakWrite Transcription Agreement for Fiscal Year 2023-24

Approve a Resolution authorizing the execution of a Service Agreement for transcription services with SpeakWrite LLC in an amount not to exceed \$100,000 for Fiscal Year 2023-24.



CITY OF SALINAS COUNCIL STAFF REPORT

Jacob1991

DATE: JUNE 13, 2023

DEPARTMENT: SALINAS POLICE DEPARTMENT

FROM: ROBERTO FILICE, CHIEF OF POLICE

BY: TONYA ERICKSON, POLICE SERVICES ADMINISTRATOR

TITLE: SPEAKWRITE TRANSCRIPTION AGREEMENT FOR FY 2023-24

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing the execution of a Service Agreement for transcription services with SpeakWrite LLC in an amount not to exceed \$100,000 for FY 2023-24.

RECOMMENDATION:

Staff recommends City Council approve a Resolution authorizing a Service Agreement for transcription services with SpeakWrite LLC in an amount not to exceed \$100,000 for FY 2023-24.

EXECUTIVE SUMMARY:

The Salinas Police Department has utilized SpeakWrite LLC since 2018 to provide transcription services to support the timely production of police reports. The Department is requesting the execution of a new Agreement with SpeakWrite LLC for FY 2023-24 in an amount not to exceed \$100,000.

BACKGROUND:

The Police Department utilizes professional transcription services for use by Police Officers when completing Police Reports. When preparing reports, Officers have the option to dictate the narrative portion and send to SpeakWrite for transcription. The average turn-around time is just three hours, after which the Officer reviews the content, inserts into the report within the Records Management System, and completes his/her portion of the report. The utilization of professional transcription services has proven to be both efficient and cost effective.

The City has utilized the services of SpeakWrite LLC since 2018 and is needing to establish a new Agreement for Services. The new agreement shall commence July 1, 2023, upon expiration of the current Agreement, and continue through the end of the 2023-24 fiscal year. Payment will be at the rates specified in the Scope of Services, with a total amount not to exceed \$100,000.

POLICE COMMUNITY ADVISORY COMMITTEE:

The Police Chief will present this item to the Police Community Advisory Committee on June 28, 2023. The Committee will have an opportunity to ask questions and provide comments related to this requested action.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

Approving the proposed Resolution will support the City Council's Strategic Plan Goal of Public Safety as well as Effective and Culturally Responsive Government.

DEPARTMENTAL COORDINATION:

The Salinas Police Department has worked closely with the City Attorney's office on the development of the Agreement and will work with the Finance Department on the implementation and payment related to the Agreement.

FISCAL AND SUSTAINABILITY IMPACT:

No additional funds are requested to support this Agreement. Funds are appropriated and available within the Police Department's FY 2023-24 budget, account 1000.40.4130.

ATTACHMENTS:

Resolution
SpeakWrite Agreement

RESOLUTION NO. _____ (N.C.S.)

**A RESOLUTION AUTHORIZING THE EXECUTION OF A
SERVICE AGREEMENT WITH SPEAKWRITE LLC FOR FY 2023-24**

WHEREAS, the City of Salinas, through its Police Department, utilizes professional transcription services to support the timely production of police reports; and

WHEREAS, SpeakWrite LLC has provided timely and cost-effective services since 2018;

NOW, THEREFORE, BE IT RESOLVED pursuant to Salinas Municipal Code section 12-27 the City Council authorizes the City Manager to execute an Agreement with SpeakWrite LLC for transcription services in an amount not to exceed \$100,000 for FY 2023-24.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

**AGREEMENT FOR SERVICES BETWEEN
THE CITY OF SALINAS AND SPEAKWRITE, LLC**

Transcription Services

THIS AGREEMENT is executed this ____ day of June, 2023, (“Agreement” or “Contract”) between the City of Salinas, a California Charter city and municipal corporation (hereinafter “City”) and SpeakWrite LLC, a Texas Limited Liability Company (hereinafter “Contractor”).

IT IS HEREBY MUTUALLY AGREED AS FOLLOWS:

1. **Scope.** Contractor hereby agrees to provide to the City, as the scope of services under this Agreement, the following services: Transcription services as further discussed in Contractor’s 2023 Scope of Services, Attachment B.
2. **Timeliness.** Contractor shall perform all tasks in a timely fashion, as set forth more specifically in Section 3 below. Failure to so perform is hereby deemed a material breach of this Agreement, and City may terminate this Agreement with no further liability hereunder, or the city may agree in writing with Contractor to an extension of time.
3. **Term.** The work under this Agreement shall commence July 1, 2023 and shall be completed by June 30, 2024 unless City grants a written extension of time as set forth in Section 2 above.
4. **Payment.** City agrees to pay and Contractor agrees to accept as full and fair consideration for the performance of this Agreement according to the rates set forth within the Contractor’s 2023 Scope of Services, Attachment B. The total amount paid under this agreement shall not exceed one hundred thousand dollars (\$100,000). Contractor has no right of reimbursement for expenses under this Agreement. Compensation shall become due and payable 30 days after City’s approval of Contractor’s submission of monthly written invoices to the City. The payment of any compensation shall be contingent upon performance of the terms and conditions of this Agreement to the satisfaction of the City. If City determines that the work set forth in the written invoice has not been performed in accordance with the terms of this Agreement, City shall not be responsible for payment until such time as the work has been satisfactorily performed.
5. **Meet & Confer.** Contractor agrees to meet and confer with City or its agents or employees with regard to services as set forth herein as may be required by City to insure timely and adequate performance of this Agreement.
6. **Insurance.** Contractor shall procure and maintain for the duration of this Agreement insurance meeting the requirements specified in Attachment A hereto.

7. **Indemnification.** Contractor shall hold harmless, defend at its own expense, and indemnify City and its officers, officials, employees, agents, and volunteers from and against all liability, claims, damages, losses, and/or expenses including reasonable City attorney fees arising from all acts or omissions of Contractor or its officers, agents, or employees arising out of the performance of the work under this Contract, caused in whole or in part by any negligent act or omission of the Contractor, any subcontractor, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, except where caused by the negligence, sole negligence or willful misconduct of the City.
8. **Licensing.** Contractor warrants that it is properly licensed to perform the work specified under this Agreement, including but not limited to possession of a current City business license.
9. **Termination.** City may terminate this Agreement upon ten days' written notice. The amount of damages, if any, as a result of such termination may be decided by negotiations between the parties or before a court of competent jurisdiction.
10. **Agency.** In performing the services specified under this Agreement, Contractor is hereby deemed to be an independent contractor and not an agent or employee of City.
11. **Non-Assignability.** The rights and obligations of Contractor hereunder are not assignable and cannot be delegated without written consent of City.
12. **Entire Agreement.** This Agreement constitutes the entire Agreement between the parties hereto and supersedes any and all prior agreements, whether oral or written, relating to the subject matter thereof. Any modification of the Agreement will be effective only if it is in writing signed by both parties hereto.
13. **Validity.** If any provision in this Agreement is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions will continue in full force without being impaired or invalidated in any way.
14. **Counterparts.** This Agreement may be executed in multiple originals, each of which is deemed to be an original, and may be signed in counterparts.
15. **Laws.** Contractor agrees that in the performance of this Agreement it will comply with all applicable State, Federal and local laws and regulations. This Agreement shall be governed by and construed in accordance with the laws of the State of California, County of Monterey, and City of Salinas.

IN WITNESS WHEREOF, this Agreement is entered into by the parties hereto on the day and year first written above.

CITY OF SALINAS

Steven S. Carrigan
City Manager

APPROVED AS TO FORM:

Christopher A. Callihan, City Attorney

CONTRACTOR

Jen Reid, President
SpeakWrite, LLC

Insurance Requirements

Contractor shall procure and maintain for the duration of the contract, and for three years thereafter, insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Contractor, his/her/its officers, agents, representatives, employees, and/or subcontractors.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability** (“CGL”): Insurance Services Office (“ISO”) Form CG 00 01 covering CGL on an occurrence basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO Form CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability**: ISO Form CA 0001 covering Code 1 (any auto), with limits no less than **\$1,000,000** per accident for bodily injury and property damage.
3. **Workers’ Compensation**: as required by the State of California, with Statutory Limits, and Employers’ Liability insurance with a limit of no less than \$1,000,000 per accident for bodily injury or disease.
4. **Contractors’ Pollution Legal Liability and/or Asbestos Legal Liability and/or Errors and Omissions** (if project involves environmental hazards): with limits no less than \$1,000,000 per occurrence or claim, and \$2,000,000 policy aggregate, on an annual basis.

If the Contractor maintains broader coverage and/or higher limits than the minimums shown above, the Contractor requires and shall be entitled to the broader coverage and/or higher limits maintained by the Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Self-Insured Retentions

Self-insured retentions must be declared to and approved by the City. At the option of the City, either: the Contractor shall cause the insurer shall to reduce or eliminate such self-insured retentions as respects the City, its officers, officials, employees, and volunteers; or the Contractor shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration, and defense expenses. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City.

Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. **The City, its officers, officials, employees, and volunteers are to be covered as additional insureds** on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Contractor including materials, parts, or equipment furnished in connection with such work or operations and automobiles owned, leased, hired, or borrowed by

or on behalf of the Contractor. General liability coverage can be provided in the form of an endorsement to the Contractor's insurance (at least as broad as ISO Form CG 20 10, CG 11 85 or **both** CG 20 10, CG 20 26, CG 20 33, or CG 20 38; **and** CG 20 37 forms if later revisions used).

2. For any claims related to this project, the **Contractor's insurance coverage shall be primary** insurance coverage at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Contractor's insurance and shall not contribute with it.

3. Each insurance policy required by this clause shall provide that coverage shall not be canceled, except with notice to the City.

4. A copy of the claims reporting requirements must be submitted by Contractor to the City.

5. If the services involve lead-based paint or asbestos identification/remediation, the Contractor's Pollution Liability policy shall not contain lead-based paint or asbestos exclusions. If the services involve mold identification/remediation, the Contractor's Pollution Liability policy shall not contain a mold exclusion, and the definition of Pollution shall include microbial matter, including mold.

Acceptability of Insurers

Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best rating of no less than A: VII, unless otherwise acceptable to the City.

Waiver of Subrogation

Contractor hereby agrees to waive rights of subrogation which any insurer of Contractor may acquire from Contractor by virtue of the payment of any loss. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation. The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Contractor, its employees, agents and subcontractors.

Verification of Coverage

Contractor shall furnish the City with original Certificates of Insurance including an additional insured endorsement and all required amendatory endorsements (or copies of the applicable policy language effecting coverage required by this clause) and a copy of the Declarations and Endorsement Page of the CGL policy listing all policy endorsements to City before work begins. However, failure to obtain the required documents prior to the work beginning shall not waive the Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements, required by these specifications, at any time.

Subcontractors

Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors. For CGL coverage subcontractors shall provide coverage with a form at least as broad as CG 20 38 04 13.

Maintenance of Insurance

Maintenance of insurance by Contractor as specified shall in no way be interpreted as relieving

Contractor of its indemnification obligations or any responsibility whatsoever and the Contractor may carry, at its own expense, such additional insurance as it deems necessary.

Special Risks or Circumstances

City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Attachment B

See attached 12-page 2023 Scope of Services from SpeakWrite



SpeakWrite

Scope of Services

2023

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SpeakWrite

6300 Bridge Point Parkway,
Building 1 Suite 100
Austin, Texas 78730



Purpose

This document describes and defines the services required to establish transcription service; receive, transcribe and return recorded material in a confidential manner; provide account management and reporting tools; train and support users; and manage billing for the life of the account.

1 Length of Service

As defined by contract, if required by purchaser (SpeakWrite doesn't require a contract).

2 Introduction and Corporate Background

SpeakWrite, a limited liability corporation, produces quality transcriptions for over 60,000 clients nationwide. Since 1997, SpeakWrite has provided transcription solutions to law firms, state and local government, law enforcement agencies and general business practitioners. SpeakWrite users dictate their work directly via free Smartphone Apps for iPhone and Android or by calling a 24-hour toll-free dictation line. They can also upload prerecorded material, such as notes and interviews, directly to a secure website or via email 24/7/365. SpeakWrite's U.S. and Canadian-based typists transcribe the recording, which is then returned through the SpeakWrite system via email or secure link to the requesting user. SpeakWrite never uses voice recognition technology in any part of the process. The recording and transcribed document are accessible 24 hours a day to the user and designated account administrators via the SpeakWrite Individual Account and Group Account Pages.

3 Summary of Services

Key Scope Items	
Turnaround Time	3 hours (Monthly Average, dependent on audio quality and length)
Hours of Operation	24 hours a day, 7 days a week, 365 days a year
Location of Performance	United States and Canada– no offshore work performed
Resources	Human typists – no voice recognition technology used
Capacity	Unlimited
Methods of Submission	Free phone/desktop app, Toll-free dictation line from any phone, direct from computer with free SpeakWrite software, digital dictation device, recorded tapes, scanned documents, mail, secure website upload
Methods of Delivery	Word processing document via Email, URL link (Requires login to access), two factor authenticated, API and support provided for direct integration options
Security/confidentiality	256-bit SSL encryption, hosted on Microsoft Azure Government Cloud, CJIS Certified, separate data recovery site, redundant servers and multiple other safeguards; criminal background checks and confidentiality agreements for all typists; jobs assigned out of state; HIPAA compliant
Training and Support	Online and onsite training options available at no cost; Help Desk staffed 17 hours per day; dedicated Account Manager for the life of the account
Pricing	All-inclusive pricing, priced by the word for English transcription, per audio minute for Spanish translation.

****Figure 1. Key items addressed in the Scope of Services document.**

4 Set Up and Implementation

SpeakWrite provides set up and implementation services including establishing accounts, training users and working with client staff to answer questions throughout the process. As a part of implementation, SpeakWrite will perform the following:

- Provide a dedicated Account Manager as a point of contact during implementation
- Establish the appropriate account structure to enable reporting and customization at each organizational level
- Provide an online, automated account set up feature to enable designated Department personnel to establish User accounts
- Set up User accounts if requested
- Load agency and individual User document preferences, templates, instructions, word lists, reporting features, and billing preferences
- Provide training for client personnel via webinar and/or in person, to be agreed upon with the Department
- Complete set up within 24 hours of authorization to proceed

5 Transcription Process

5.1 Submission

Accepted File Types:

.3GP	.DCT	.MP3
.AAC	.DS2	.MP4
.AMR	.DSS	.MPG
.AIF/.AIFF	.DVF	.MSV
.AVI	.M4A	.PDF
.CAF	.MOV	.RA
.RM	.TS	.VOB
.WAV	.WMA	.WMV
.VOX	.M4V	.ASF

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SpeakWrite will provide the following methods for Department personnel to submit their transcription jobs:

- **Secure Web Portal** – Upload audio via password-protected personal page using 256-bit encryption protocols for added security.
- **Free Phone/Tablet/Computer App** - Record audio from any location and submit for transcription. You may integrate photos into the document if desired. Use the app to record calls and have call audio transcribed.
- **Telephone** – Dictate by telephone directly into the SpeakWrite system by calling a toll-free dictation line from any phone, entering the Account Number and PIN and following the automated prompts.
- **Digital Dictation Device** – Save digital files to a computer and submit by email, web upload.
- **Recorded Tapes and CD's** – Record dictation, then play the recorded tape into the phone using an adapter cable, or mail the recorded tapes to SpeakWrite.
- **Scan and Upload** – Submit scanned PDF documents including handwritten items or hard copies.
- **API** – Developer Interface and support provided for direct submission and delivery options, including document management and reporting systems.

5.2 Turnaround Time

SpeakWrite will maintain a 3-hour average monthly turnaround time across all accounts. Please note, this is an average turnaround time over a monthly period and is not a guarantee. Turnaround time will vary based on length and clarity of audio, as well as current job volume.

5.3 Document Delivery

SpeakWrite will deliver transcripts via email as a Word file attachment to the User's email address associated with each account. As an alternate option, SpeakWrite can deliver jobs via a secure URL link which requires login to gain access to the completed job.

5.4 Document Formats

SpeakWrite provides a wide array of formatting options. SpeakWrite will confer with the Department on the various options and configure the SpeakWrite system with the Department's preferences. Document formatting capabilities include the following:

- **Add User instructions to individual jobs.** For example, a User may include instructions such as, "Transcribe the audio from minute 2:00 to minute 30:56".
- **Create, use and store templates.** Templates are pre-formatted documents and forms uploaded by Users and stored in the system for repeated use. Templates can be created for Individual Users or the Department as a whole. SpeakWrite will restrict access to Department Templates to the typists who are actively working on Department transcripts.
- **Submit a job with a Custom Filename.** Having the flexibility to label transcription jobs helps the Department group and track transcriptions by project name, billing number or other identifying information.
- **Set formatting options.** Users may choose from SpeakWrite's existing array of formatting options (types, fonts, etc.). Should the Department require additional formatting options; the SpeakWrite Account Manager will work with Department representatives to identify the requirements.

5.5 Archive and Retrieval

SpeakWrite will retain transcribed work and the associated audio files for 90 days. Users will be able to download the completed documents and original audio via their Individual Account Page. The Department can customize this timeframe, by either shortening or increasing the length of archive to best meet their needs.

6 Availability of Resources

SpeakWrite will accept, transcribe and return documents 24 hours a day, 7 days a week, 365 days a year. Help Desk personnel will be available 17 hours a day during weekdays and 16 hour per day on weekends, 365 days a year.

7 Quality and Accuracy

SpeakWrite will monitor the quality of Department jobs through internal quality assurance practices. In addition, each completed job contains a customer comment link. SpeakWrite will review and address any concerns that are submitted through the link. If the Department identifies a job that does not meet our quality standards, SpeakWrite will correct the errors immediately upon notification and send the updated and complete document back to the designated User via the standard delivery method.

8 Security and Confidentiality

SpeakWrite will maintain internal security measures throughout the life of the account, which include the following:

Facilities

The SpeakWrite systems are housed in state-of-the-art data centers through Microsoft Azure Government Cloud.

Hardware/Software

SpeakWrite maintains full control and access SpeakWrite systems, which is monitored 24/7/365. Other system security measures include the following:

- **Virus Protection/Spam Blocking/Malware** – SpeakWrite uses modern antivirus and malware detection software to monitor all servers, desktops and laptops.
- **Real Time and Full Disk Virus Scans** – Servers, desktops and laptops are running real-time scans. A full disk scan is run on computers on a regular schedule.
- **Endpoint Security** – Anti-malware, web-threat protection, intrusion defense and data loss prevention safeguard endpoints.
- **Datacenter Security** – Anti-malware, IPS, firewall, file and system integrity monitoring, and application protection ensure security and compliance for physical and virtual servers.
- **Web Security** – Complete website and application protection; content scanning and URL filtering deliver web threat protection at the gateway.
- **Message Security** – Blocks spam, malware, phishing and data leaks at the email gateway and mail server.
- **Vulnerability Management** – Vulnerability management solutions reduce risk; Threat Management Service protects against evasive threats.

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- **Firewall / DMZ** – SpeakWrite environments are protected by modern firewalls utilizing strict rules to minimize exposed services.
- **Monitoring Security** – SpeakWrite IT is notified immediately when a virus or malware is detected on any computer. IT contacts the employee and rebuilds the employee's computer. SpeakWrite IT is notified when there is irregular network traffic and researches and responds to each alert.

Encryption and SSL Encryption

SpeakWrite uses encryption when sending and receiving files over the Internet. This includes client uploads of audio, client downloads of completed jobs, clients viewing and updating personal information, and the upload and download of client jobs to typists.

Authentication

Both Users and typists require authentication in the system. Clients are authenticated when they use the toll-free dictation line or login to the web site. Typists are authenticated at multiple steps in the transcription process to increase the level of security.

Authorization

Authorization verifies client access upon logging in and which functionality is available to each particular client. For typists, authorization is used to verify that they have been assigned a job and verifies the authority of a typist to download job information and upload finished documents.

Secure Network of Typists

SpeakWrite conducts a review of each typist's employment history and utilizes a 3rd party entity to perform a 7-year criminal background check, which includes a social security number trace, felony and misdemeanor search, multi-state instant criminal check with verification and a nationwide sex offender registry check on each one. Each typist signs Nondisclosure and Confidentiality Agreements. Typists complete training on handling client material, HIPAA compliance and undergo consistent internal review. U.S. and Canadian-based typists are geographically dispersed through the country. Jobs are assigned at random to ensure that no typist receives multiple jobs about the same case or subject, and a typist's identity is never available to other typists.

Criminal Justice Information Services (CJIS)

SpeakWrite operates under the security and data protection requirements of the FBI's CJIS compliance.

Optional two factor authentication

Clients may elect to employ two factor authentication on their accounts.

9 Volume/Capacity

SpeakWrite will accept and process any volume the Department submits without any prior notification or rate quote. Our network of typists work around the clock to ensure your transcription needs are met.

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10 Account Management and Reporting

SpeakWrite will provide online tools to enable agency personnel to monitor account usage and modify account settings.

10.1 Group Account Pages

SpeakWrite's administrative login feature enables designated agency personnel to manage users, view and retrieve jobs, and access billing and usage information in real time. Administrators may request custom reports from SpeakWrite to analyze usage data such as: total usage, usage by employee, usage by area, total dollars spent, dollars by employee, dollars by job, and turnaround time data. The Group Account Pages will provide the following functions:

- Add and remove accounts
- Maintain account information
- Update Word processing preferences
- Manage User and Departmental Templates, Word List, and all User and Group features
- View usage and billing data
- Retrieve completed transcriptions and audio from submitted jobs
- Designate who can submit jobs
- View who submitted jobs and when
- View word count for completed jobs
- View associated costs

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10.2 Individual Account Pages

SpeakWrite will provide each account holder with a personal page on the SpeakWrite web site. From this page, the User can view details about jobs and complete functions such as:

- Upload digital audio files for transcription
- Add instructions feature for notes to the typists (names, terminology, start/stop point within audio)
- Download completed transcriptions and/or original audio from submitted jobs
- Manage Templates, Word List, and all other account features
- Send a comment regarding a job
- Update account preferences
- Access training materials and tutorials

10.3 Invoicing and Billing

SpeakWrite will provide the following services related to invoicing and billing:

- Submit monthly invoices in Excel and PDF format with a detailed breakdown of each requirement of this section.
- Provide access to a password-protected site that displays billing and usage data 24 hours a day. Data includes the status of any job, account information, usage reports, and billing information.

10.4 Training and User Support

SpeakWrite offers the following services and support to help Users learn to use the SpeakWrite system effectively:

- **Online Tutorial** – SpeakWrite offers online tutorials to help users become acquainted with the features and capabilities of the service.
- **Webinars** – online, remote training courses, offered live to user groups at no cost to the agency.
- **Onsite Training** – as required, SpeakWrite will conduct onsite training sessions at no cost to the agency.
- **SpeakWrite Website** – the SpeakWrite website contains a plethora of useful instructions, tips and reference materials.
- **Account Management** – Each SpeakWrite user is assigned a dedicated Account Manager who serves as the go-to point of contact for assistance.
- **Customer Support** – Users can also call the toll-free help line or email questions to receive support from 7am-midnight CST Monday thru Friday and 8am-11pm CST Saturday and Sunday. Support is available on Holidays from 9am-6pm CST.

11 Insurance

For contracting purposes when applicable, SpeakWrite will maintain the required insurance allocations.

12 Pricing & Definitions

Use of the SpeakWrite service is completely pay-as-you-go. There are no fixed costs of any kind for using the service or having it available 24 hours a day. The Department is only charged for work transcribed and only at a per word cost. For words transcribed, the cost is:

Type of Work	Rate
General	1 ^{1/2} cents per word
Legal	1 ^{1/2} cents per word
Multi-Speaker	2 ^{1/4} cents per word
Spanish Translation	\$9.00 per audio minute

Figure 2. SpeakWrite charges by the word with a minimum charge of 100 words per submitted audio file. Job total is calculated on final word count x rate per word rounded to the nearest 100th.

Definitions of Categories of Jobs:

General – Work not requiring the use of a trained and experienced legal transcriptionist.

Legal – Work requiring the use of a trained and experienced legal transcriptionist.

Multi-Speaker – Transcription of recorded conversations, interviews, seminars, conference calls or anything which involves more than one person speaking. A User can name up to two speakers per recording.

Spanish – Work requiring the use of a trained and experienced bilingual transcriptionist. Please refer to our Spanish Scope of Service.

Word Count

SpeakWrite will use the word count feature in Microsoft Word to determine final charges. Since rates are per word, there are no price variables such as number of pages, length of the dictation, submission method, or audio quality. Each type of dictation submitted will be charged the same rate every time.

Templates

Words from any client template incorporated into a job are included in the final word count of that job. Text from the header or footer portion of a transcribed document is not included in that word count.

Urgent Pricing

Users have the ability to mark a job as “urgent” placing that job at the top of the queue thereby returning the finished product in a fraction of the time. Jobs that are marked as “urgent” are charged an additional \$24.95 in addition to the per word cost of the job.

Scope of Services 2023

13 Assumptions

- Upon authorization to proceed, designated account administrator will participate in the activities required to begin service including: determining User sign up procedures, establishing the security approach for emails, confirming report formats, and confirming and completing training requirements.
- SpeakWrite's average monthly turnaround time is based on routine dictations employees complete in their everyday work. Should the Purchaser encounter a frequent, ongoing and sustained need for a type of dictation that falls outside the norms of what can reasonably be done within the required timeframes, SpeakWrite will immediately notify the designated account administrator to determine the appropriate resolution.
- SpeakWrite follows the standards for preparing documents found in its Document Preparation Policy as described at www.speakwrite.com.
- All work done for SpeakWrite customers will be transcribed as dictated in the order dictated. SpeakWrite does not guess what a client might have meant, replace or correct formatting, transcribe music lyrics, or recreate forms. All work will be transcribed as dictated and based on the instructions provided within the audio or via the job instruction interface when uploading digital audio and video files. Any inaudible portions of the audio will be marked with four asterisks (****) in the typed document as an indication that the transcriptionist was unable to decipher that portion of the audio file.

Smartphone App



SpeakWrite

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Figure 3. SpeakWrite's Smartphone App for iPhone and Android enables Department users to record and submit dictation and other recorded material from anywhere. App features include the ability to record telephone calls and send for transcription and incorporate pictures into the final document



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-398, Version: 1

Direct Purchase of Emergency Equipment for Police Vehicles

Approve a Resolution authorizing the direct purchase of emergency equipment to upfit 10 police vehicles for a total cost not to exceed \$223,884.73.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: SALINAS POLICE DEPARTMENT

FROM: ROBERTO FILICE, CHIEF OF POLICE

BY: TONYA ERICKSON, POLICE SERVICES ADMINISTRATOR

TITLE: DIRECT PURCHASE OF EMERGENCY EQUIPMENT FOR
POLICE VEHICLES

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing the direct purchase of emergency equipment to upfit 10 police vehicles for a total cost not to exceed \$223,884.73.

RECOMMENDATION:

Staff recommends that City Council approve the direct purchase of emergency equipment from Lehr to upfit 10 police vehicles for a total cost not to exceed \$223,884.73.

EXECUTIVE SUMMARY:

On August 9, 2022 and December 13, 2022, City Council approved the direct purchase of ten (10) Ford Police Interceptor Utility vehicles which will be assigned to patrol functions. Staff are now recommending the direct purchase of emergency equipment to upfit these 10 new police vehicles for a total cost not to exceed \$223,884.73.

BACKGROUND:

During FY 2020-21, the Salinas Police Department, in collaboration with the Public Works Fleet Division, developed a comprehensive Police Vehicle Replacement Plan which established target replacement cycles based upon vehicle assignment, usage data and best practices in fleet management. The plan projected necessary replacement through the next two decades, and identified the annual funding needed based upon current costs. The Police Vehicle Replacement Plan is used to guide replacement decisions and is intended to be updated based upon current data and vehicle needs. For vehicles assigned to patrol functions, the target replacement cycle is 6 years and/or 120,000 miles and the plan identified the need to add additional patrol vehicles over the next few years to ensure vehicle usage would support replacement at this frequency.

On August 9, 2022, City Council approved the direct purchase of citywide fleet replacement vehicles, including ten (10) Ford Police Interceptor Utility vehicles which will be assigned to patrol functions. On December 13, 2022, Cit Council approved an amended Resolution with updated pricing for these vehicles. Emergency equipment was not previously requested as we did not want to delay the ordering of vehicles while we continued to evaluate our best options for the purchase and install of necessary emergency equipment.

The Public Works Fleet Division began consistently servicing police vehicles in mid-2020 and since then has expanded the work to include the maintenance and repair of the associated emergency equipment. Over the last two fiscal years, Fleet Division mechanics have performed additional work and attended trainings related to emergency vehicle equipment, and three of the mechanics are now certified Emergency Vehicle Technicians. In 2021, Fleet Division mechanics successfully completed the upfitting of one complete patrol vehicle and have since taken on the installation of emergency equipment on some administrative and specialty vehicles. Given the increased training and experience, as well as the approval of a new Upfitting Mechanic position dedicated to installation of emergency vehicle equipment during the FY 2022-23 budget process, Public Works had planned to assume all upfitting responsibilities. Unfortunately, despite the approval of the Upfitting Mechanic position allocation, the City has not yet completed the development of a job description for this critical position, nor progressed toward hiring this position. For this reason, the Police Department must now rely upon vendors for the installation of the emergency equipment.

Given the delays and challenges with the creation of the new Upfitting Mechanic position, we have requested a quote from Lehr which includes both the purchase and installation of equipment. Installation-related charges increase the cost of each vehicle by \$8,778.51, or a total of \$87,785.10 for these ten (10) patrols vehicles. Should the City make progress on the previously approved Upfitting Mechanic position, we will attempt to build the vehicles in-house which would result in significant cost savings.

The department is requesting approval for the direct purchase and installation of the necessary emergency equipment identified below. We are also requesting approval of a 2.5% contingency as market conditions have led to unexpected price increases and instances of vendors not being able to honor previously quoted prices.

Vendor	Vehicle Function	Price per Unit	# Units	Total Cost
Lehr	General Patrol	21,838.51	10	218,385.10
2.5% Contingency				5,459.63
Not to Exceed Total				223,884.73

There are no local vendors for the purchase of the emergency vehicle equipment indicated above. We have found Lehr to consistently provide the most competitive prices for specialized emergency equipment. The City Council has the authority to approve this direct purchase under Salinas Municipal code Section 12-27 and without application of the local purchasing preference pursuant to Salinas Municipal Code Section 12-28.080.

Police Community Advisory Committee

The Police Chief presented this direct purchase request to the Police Community Advisory Committee on May 24, 2023. The Committee had no questions or concerns regarding this requested action.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

Approving this Resolution will support the City Council's Strategic Plan Goal of Public Safety and Effective and Culturally Responsive Government.

DEPARTMENTAL COORDINATION:

The Police Department has coordinated with the Public Works Fleet Division on the selection and specification of emergency equipment for police vehicles and will coordinate with the Finance Department during the purchasing process.

FISCAL AND SUSTAINABILITY IMPACT:

No additional funds are requested to support this purchase. Funds are appropriated and available within the Police Vehicle Replacement account, 5800.40.9579.

ATTACHMENTS:

Resolution
Lehr Quote

RESOLUTION NO. _____ (N.C.S.)

**RESOLUTION AUTHORIZING THE DIRECT PURCHASE OF
EMERGENCY EQUIPMENT FOR POLICE VEHICLES**

WHEREAS, during FY 2020-21, the Police Department developed a comprehensive Fleet Replacement Plan and corresponding Police Vehicle Replacement funds were approved by City Council as part of subsequent Police Department Budgets; and

WHEREAS, on August 9, 2022 the City Council approved the direct purchase of citywide vehicles, including 10 Ford Interceptor Utility SUVs to support ongoing Police Department Patrol operations; and

WHEREAS, the department must purchase emergency equipment for the 10 new police vehicles; and

WHEREAS, there are no local vendors available for this specialized emergency equipment and Lehr has provided a quote for \$21,838.51 per vehicle for the purchase and installation of emergency equipment; and

WHEREAS, the department is requesting an additional 2.5% contingency, totaling \$5,459.63, given current market conditions which have led to unexpected price increases and instances of vendors not honoring quoted prices; and

WHEREAS, the City Council can approve this purchase pursuant to Salinas Municipal Code Section 12-27 (exception to low-bid based competition) in contracting for equipment, materials, supplies and services and pursuant to Salinas Municipal Code 12-28.080 (local purchasing preference).

NOW, THEREFORE, BE IT RESOLVED that pursuant to Salinas Municipal Code section 12-27 and section 12-28.080 the Salinas City Council authorizes the direct purchase and installation of emergency equipment for ten patrol vehicles from Lehr for a total cost not to exceed \$223,884.73.

PASSED AND APPROVED this 13th day of June, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



Sales Quote

Page: 1

661 Garcia Avenue Pittsburg, CA 94565
Phone: 925-370-2144 Fax: 925-370-2087

Quote Number: 41127
Document Date: 5/19/2023
Terms: Net 30
Payment Method:

Sell Salinas Police Department
To: Tonya Erickson
312 East Alisal St.
Salinas, CA 93901
Phone: 831-758-7325

Ship Salinas Police Department - City Yard
To: Tonya Erickson
426 Work Street
Salinas, CA 93901
Phone: 831-758-7325

Ship Via
Tax Ident. Type Legal Entity

Customer ID 60632
SalesPerson Mike McGee

Vehicle Information:

PRICES ARE VALID FOR 30 DAYS FROM DATE OF QUOTE UNLESS OTHERWISE SPECIFIED

Item No.	Description	Manufacturer Name	Quantity	Unit Price	Total Price
	2023 FORD PIU PATROL UNITS				
	Front End Equipment				
BK0534ITU20	PB400 PUSH BUMPER 2020-23 UTIL NO LIGHTS	Setina	1	404.25	404.25
FK0402ITU20	PB9 Fender Wraps ALUM. PB300/400 OEM - FRONT CORNERS OEM - WIG WAG	Setina	1	479.25	479.25
MCRNTR	MICRON RED STUD MOUNT	Whelen	1	104.99	104.99
MCRNTB	MICRON BLUE STUD MOUNT	Whelen	1	104.99	104.99
EX0011	PATROL POWER HARNESS FRT MNT PI UTIL 2020	Patrol Power	1	680.25	680.25
SA315P	SIREN SPEAKER 100W	Whelen	1	199.99	199.99
SAK66D	SPEAKER BRACKET-D/S UTILITY 2020	Whelen	1	29.40	29.40
I	INSTALLATION CHARGES	Labor Items	11.5	115.00	1,322.50
	Side Equipment				
PNT1CRV05	SURFACE ADPTORS	Sound Off	1	9.92	9.92
ENT2B3J	INTERSECTER LED R/B	Sound Off	1	230.64	230.64
ENT2B3J	INTERSECTER LED R/B	Sound Off	1	230.64	230.64
I	INSTALLATION CHARGES	Labor Items	3	115.00	345.00
	Roof Equipment				



Sales Quote

Page: 2

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Ship Salinas Police Department - City Yard
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426 Work Street
Salinas, CA 93901
Phone: 831-758-7325

Ship Via Customer ID 60632
Tax Ident. Type Legal Entity SalesPerson Mike McGee

Vehicle Information:

PRICES ARE VALID FOR 30 DAYS FROM DATE OF QUOTE UNLESS OTHERWISE SPECIFIED

Item No.	Description	Manufacturer Name	Quantity	Unit Price	Total Price
EB2DEDE-LEHR	WHELEN 54" LEGACY BAR WCX	Whelen	1	2,199.00	2,199.00
STPKT105	STRAP KIT UTILITY 2020-	Whelen	1		
	CSM - WHELEN VSG MODEM ANTENNA				
	CSM - CRADLEPOINT MODEM ANTENNA				
	CSM - RADIO ANTENNA				
LGMM-EXT-R	LGMM THICK PANEL ANTENNA ADAPTER KIT-UTILITY	Panorama	1	35.11	35.11
I	INSTALLATION CHARGES	Labor Items	3.5	115.00	402.50
	Drivers Compartment				
425-6505	FORD PIU 2020 CONTOUR CONSOLE	JottoDesk	1	465.70	465.70
425-6295	FACE PLATE 3" XTL, APX 05 HEAD	JottoDesk	1		
425-6101	FACE PLATE 4" CENCOM	JottoDesk	1		
425-6099	FACE PLATE 3"	JottoDesk	1		
425-6164	FACE PLATE USB-PP	JottoDesk	1	102.59	102.59
425-3704	CUP HOLDER 4"	JottoDesk	1	56.15	56.15
MMSU-1	MAGNETIC MIC KIT	Magnetic Mic	1	39.95	39.95
500-0001	(TM-5502UDB-UNIB-E) HINT TABLET & KEYBOARD MNT-DOUBLE POST	Hint	1	699.58	699.58
	CSM - MOTOROLA RADIO				
	CSM - AXON ICV				
	CSM - CF33 TABLET				
	CSM - CF33 DOCK				
	CSM - IKEY KEYBOARD				
GK10141S1U	D T-RAIL VAULT 1-SMALL LOCK 1-UNIV XL LOCK	Setina	1	509.25	509.25
I	INSTALLATION CHARGES	Labor Items	17.5	115.00	2,012.50



Sales Quote

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Tax Ident. Type Legal Entity SalesPerson Mike McGee

Vehicle Information:

PRICES ARE VALID FOR 30 DAYS FROM DATE OF QUOTE UNLESS OTHERWISE SPECIFIED

Item No.	Description	Manufacturer Name	Quantity	Unit Price	Total Price
Prisoner Compartment					
PK0369ITU20TM	#8VS RP 1/2 COATED POLY 1/2 EXP METAL PARTITON	Setina	1	681.75	681.75
QK0634ITU20	FULL REPL TRANSPORT SEAT CENTER PULL BELTS 2020	Setina	1	704.25	704.25
PK0316ITU202ND	#12VS COATED POLY REAR PARTITION 2020 UTILITY	Setina	1	441.75	441.75
WK0595ITU20	WINDOW BARRIER POLY	Setina	1	254.25	254.25
DK0100ITU20	TPO DOOR PANELS BLK, UTIL 2020	Setina	1	231.75	231.75
V-DRAIN II	V-DRAIN LONG SERIES II	V Drain	1	16.00	16.00
I	INSTALLATION CHARGES	Labor Items	8.5	115.00	977.50
Back End Equipment					
TK0241ITU20	CARGO BOX DSC-DRAWER/SLD/COMBO BSN-BASE/SLD/NO LK	Setina	1	1,281.75	1,281.75
TPA9289	CARGO BOX RADIO TRAY	Setina	1	292.49	292.49
TLI2J	ION T-SERIES LINEAR SUPER-LED DUO RED/BLUE	Whelen	2	104.99	209.98
	CSM - MODEM				
	CSM - FLARES				
VTX609R	VERTEX SUPER-LED LIGHT RED	Whelen	1	84.99	84.99
VTX609B	VERTEX SUPER-LED LIGHT BLUE	Whelen	1	84.99	84.99
	REAR TAIL LAMPS L/R				
DC-5E8Q-25BLMB	25' CAT 5 CABLE	Misc Parts	2	22.50	45.00
C399	CENCOM CORE WCX CONTROL CENTER	Whelen	1	1,049.00	1,049.00
CCTL6	WeCanX ROTARY KNOB/SLIDE CONTROL HEAD	Whelen	1		
C399K4	OBDII CANPORT CABLE KIT FORD W/O OEM OPTION 61B	Whelen	1		
CV2V	VEHICLE-TO-VEHICLE SYNC MODULE	Whelen	1	211.20	211.20
CANEM16	CANTROL/CARBIDE WC 16 OUTPUT EXPANSION MODULE	Whelen	1	166.20	166.20



Sales Quote

Page: 4

661 Garcia Avenue Pittsburg, CA 94565
Phone: 925-370-2144 Fax: 925-370-2087

Quote Number: 41127
Document Date: 5/19/2023
Terms: Net 30
Payment Method:

Sell Salinas Police Department
To: Tonya Erickson
312 East Alisal St.
Salinas, CA 93901
Phone: 831-758-7325

Ship Salinas Police Department - City Yard
To: Tonya Erickson
426 Work Street
Salinas, CA 93901
Phone: 831-758-7325

Ship Via
Tax Ident. Type Legal Entity

Customer ID 60632
SalesPerson Mike McGee

Vehicle Information:

PRICES ARE VALID FOR 30 DAYS FROM DATE OF QUOTE UNLESS OTHERWISE SPECIFIED

Item No.	Description	Manufacturer Name	Quantity	Unit Price	Total Price
I	CSM - WHELEN VSG MODEM /// WHELEN CLOUD CSM - CRADLEPOINT MODEM /// ICV INSTALLATION CHARGES	Labor Items	18	115.00	2,070.00
INSTALL	INSTALL MATERIALS	Service Items	1	225.00	225.00
F	Shipping Charges	Service Items	1	325.00	325.00

Agency Approval

Name: _____

Auth. Signature: _____

Amount Subject to Sales Tax
19692.00

Amount Exempt from Sales Tax
325.00

Subtotal: 20,017.00
Total Sales Tax: 1821.51

Total: 21,838.51

PLEASE READ: No returns without approval and an RMA# will be accepted. All shortages, damage, or return claims must be made within 10 days of invoice date. NO EXCEPTIONS. A copy of the invoice and RMA paperwork must be shipped with returns. All return orders or cancellations are subject to a 25% restocking fee plus freight. Any change orders made 60 days prior to the installation date may be subject to a production delay and pricing changes. PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.



Legislation Text

File #: ID#23-399, Version: 1

Direct Purchase of AB-481 Equipment

Approve a Resolution authorizing the direct purchase of unmanned aerial vehicles and associated equipment, diversionary devices, and ammunition for a total cost not to exceed \$59,994.91.



CITY OF SALINAS COUNCIL STAFF REPORT

DATE: JUNE 13, 2023

DEPARTMENT: SALINAS POLICE DEPARTMENT

FROM: ROBERTO FILICE, CHIEF OF POLICE

BY: TONYA ERICKSON, POLICE SERVICES ADMINISTRATOR

TITLE: DIRECT PURCHASE OF AB-481 EQUIPMENT

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing the direct purchase of unmanned aerial vehicles and associated equipment, diversionary devices, and ammunition for a total cost not to exceed \$59,994.91.

RECOMMENDATION:

Staff recommends that City Council authorize the direct purchase of two DJI Matrice 30T unmanned aerial vehicles and associated equipment for use by our Salinas Police Aerial Support (SPAS) Team, as well as 168 diversionary devices, and 21 cases of ammunition to be used by the department's Special Weapons and Tactics (SWAT) Team. Equipment will be purchased from UVT, LC Action, and San Diego Police Equipment Co. Inc. for a total cost not to exceed \$59,994.91.

EXECUTIVE SUMMARY:

The department's Salinas Police Aerial Support (SPAS) Team has the need for two DJI Matrice 30T unmanned aerial vehicles (drones) with associated equipment and batteries to replace damaged equipment. The department's Special Weapons and Tactics (SWAT) Team have a need for 168 diversionary devices, and 21 cases of specialty ammunition for use during training and operations. Equipment will be purchased from UVT, LC Action, and San Diego Police Equipment Co. Inc. for a total cost not to exceed \$59,994.91. Assembly Bill 481, codified in Government Code sections 7070 through 7075, requires a law enforcement agency (LEA) to obtain approval from the applicable governing body prior to the funding, acquisition, or use of "Military Equipment" as defined by the Bill. As the items being requested are defined as "Military Equipment" per AB 481, we are seeking City Council approval prior to purchasing.

BACKGROUND:

On April 4, 2023, while assisting the Monterey County Sheriff's Office with response to a call of a subject with a rifle. The Salinas Police Aerial Support (SPAS) Team provided assistance with monitoring the incident from the air. While assistant with taking photos and video footage of the scene, the unmanned aerial vehicle (drone) was damaged when it fell approximately 90 feet and crashed into the ground. The drone and installed accessories were valued at approximately \$45,000. The City successfully submitted an insurance claim for this incident and recently received \$42,460 to be used toward replacement equipment. After reviewing options, The SPAS Team is requesting to purchase two DJI Matrice 30T unmanned aerial vehicles (drones) with associated equipment and batteries as a replacement. We have secured a quote from UVT, totaling \$34,492.15, for these replacement items. Remaining insurance funds will be used to purchase maintenance items.

The Salinas Police Department's Special Weapons and Tactics (SWAT) Team has the need to purchase diversionary devices and specialty ammunition for used exclusively by the team during training and operations. The 120 Mini Flashbangs and 48 Flashbangs being requested are diversionary devices used exclusively by the SWAT Team during training and high-risk operations. New SWAT Team members require dedicated training on these items, and existing SWAT Team members undergo regularly scheduled training to maintain specialized skills with this equipment. We have secured a quote from LC Action, totaling \$13,513.79, for these diversionary devices. The SWAT Team also has the need to purchase .308 and .338 ammunition for exclusive use by the specialized SWAT snipers during training and high-risk situations. We are requesting 19 cases of .308 ammunition and two cases of .338 ammunition. We have secured a quote from San Diego Police Equipment Co. Inc., totaling \$11,588.97, for this ammunition.

Assembly Bill 481 – Military Equipment Funding, Acquisition, and Use, requires the Salinas Police Department to obtain approval from the Salinas City Council prior to the funding, acquisition, or use of "Military Equipment" as defined by the Bill. The equipment and supplies within this request meet the criteria of AB 481 Category 1: Unmanned, remotely piloted, powered aerial vehicles, and Category 10: Specialized firearms and ammunition of less than .50 caliber, including assault weapons as defined in Sections 30510 and 30515 of the Penal Code, with the exception of standard issue service weapons, and thus City Council approval is required prior to acquisition. More information about AB 481, including Salinas Police Department's policy and equipment inventory is available at www.salinaspd.org/assembly-bill-481. Salinas Police Department Policy 709 Addendum A provides the applicable equipment inventory, including the purpose of equipment, cost, lifespan, and authorized use.

There are no local vendors that sell this specialized equipment and supplies, and we have selected existing vendors with long and positive history serving law enforcement. The attached quotes total \$59,994.91. Given the absence of local vendors, as well as the information provided, the City Council has the authority to approve this direct purchase under Salinas Municipal code Section 12-27 and without application of the local purchasing preference pursuant to Salinas Municipal Code Section 12-28.080.

Police Community Advisory Committee

The Police Chief presented this direct purchase request to the Police Community Advisory Committee on May 24, 2023. The Committee had no questions or concerns regarding this requested action.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

Approving the proposed resolution will support the City Council's Strategic Plan Goal of Public Safety.

DEPARTMENTAL COORDINATION:

The Police Service will coordinate with the Finance Department during the purchasing process.

FISCAL AND SUSTAINABILITY IMPACT:

No new funds are requested to support this purchase. Funds for the drone and equipment are available in the Police Vehicle Replacement's Insurance account, 5800.40.9579-66.5540, and funds for the diversionary devices and ammunition are appropriated and available within the Police Department's Patrol Division budget, accounts 1000.40.4220 and 1100.40.4220.

ATTACHMENTS:

Resolution
AB-481 Equipment Quotes

RESOLUTION NO. _____ (N.C.S.)

RESOLUTION AUTHORIZING THE DIRECT PURCHASE OF AB-481 EQUIPMENT

WHEREAS, the Salinas Police Department's Salinas Police Aerial Support (SPAS) and the Special Weapons and Tactics (SWAT) Teams have a need for two DJI Matrice 30T unmanned aerial vehicles and associated equipment, 168 Flashbang diversionary devices, and 21 cases of specialty ammunition; and

WHEREAS, the equipment and supplies being requested are defined as "Military Equipment" per Assembly Bill 481 (AB 481), thus require City Council approval prior to purchase; and

WHEREAS, there are no local vendors available for this specialized police equipment and supplies, and UVT, LC Action, and San Diego Police Equipment Co. Inc. have provided quotes; and

WHEREAS, the City Council can approve this purchase pursuant to Salinas Municipal Code Section 12-27 (exception to low-bid based competition) in contracting for equipment, materials, supplies and services and pursuant to Salinas Municipal Code 12-28 (local purchasing preference).

NOW, THEREFORE, BE IT RESOLVED that pursuant to Salinas Municipal Code sections 12-27 and 12-28.080 the Salinas City Council authorizes the direct purchase of two DJI Matrice 30T unmanned aerial vehicles and associated equipment from UVT for a total cost of \$34,892.15; the direct purchase of 120 Mini Flashbangs and 48 Flashbangs from LC Action for a total cost of \$13,513.79; and the direct purchase of 19 cases of .308 ammunition and two cases of .338 ammunition from San Diego Police Equipment Co. Inc. for a total cost of \$11,588.97.

PASSED AND APPROVED this 13th day of June, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk



Unmanned Vehicle Technologies

Tel: +1 844-595-8010

hello@uvt.us

https://www.uvt.us

Invoicing Address:

Salinas Police Department
312 E Alisal Street
Salinas CA 93901
United States

Shipping Address:

Salinas Police Department, Stephen Sparks
312 E Alisal Street
Salinas CA 93901
United States

☎ +1 831-758-7090

Salinas Police Department, Stephen Sparks
312 E Alisal Street
Salinas CA 93901
United States

Quotation # SO209362

Quotation Date:

04/12/2023

Expiration:

07/11/2023

Salesperson:

Jarret Rhyner

DESCRIPTION	QUANTITY	UNIT	PRICE	DISC.%	TAXES	AMOUNT
DJI Matrice 30 Series (30T) Products and Accessories						
[101-138-1010] DJI Matrice 30T Combo w/Care Enterprise Basic The DJI Matrice 30T is the DJI Enterprise flagship drone. Its compact and foldable design allows for quick deployment and with multiple high-performance sensors integrated into a single camera payload, the DJI M30T packs a punch while still being incredibly portable. Controlled with the included DJI RC Plus remote controller, the entire system is weather-rated and can withstand even the harshest environments while operating continuously thanks to hot-swappable battery technology.	2.000 Units		13,999.00	5.00	Sales Tax	\$ 26,598.10

This line item is for 2 units of the Matrice 30T. Each Matrice 30T comes with two individual batteries.

1722 N College Avenue
Suite D
Fayetteville AR 72703
United States

Thank you for choosing
UVT!



UVT

Unmanned Vehicle Technologies

Tel: +1 844-595-8010

hello@uvt.us

<https://www.uvt.us>

[101-138-1207] DJI Matrice 30 Series TB30 Intelligent Flight Battery Explicitly designed to power the Matrice 30 Series drone, the DJI TB30 Intelligent Flight Battery is a 6-cell (6S) Ternary Lithium battery with a maximum capacity of 5880 mAh and a maximum voltage of 26.1 V. With its self-heating ability, the TB30 can perform even in extreme cold. The TB30 battery can only be charged using the DJI BS30 Intelligent Battery Station.	16.000 Units	329.00	5.00	Sales Tax	\$ 5,000.80
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[115-101-1085] Go Professional Cases DJI Matrice 30 Series 12 Battery Case This GPC M30 12 Battery Case holds up to six sets of TB30 flight batteries, four spare WB37 batteries, an additional RC Plus, and accessories providing enough power for more than four hours of flight time and ~6 hours of runtime for your RC Plus.	1.000 Units	339.00	0.00	Sales Tax	\$ 339.00
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Subtotal \$ 31,937.90

UVT ProLine Services

[SRV-PL-104] UVT ProLine Pre-Flight Service Our ProLine Pre-Flight Service ensures you receive a turnkey system on day one. This service includes the activation of the hardware and any included service plans (ex. DJI Care Enterprise) and the updating and testing of all critical flight components. All ProLine services are performed in-house by our factory-trained technicians.	1.000 Units	499.00	100.00	0%	\$ 0.00
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[SRV-PLS-103] UVT ProLine Support Premium UVT ProLine Support offers you direct access to our technical and operational support teams. With ProLine Support Premium, this access is provided 24x7x365 to ensure you always have the support you need.	1.000 Units	1,999.00	100.00	0%	\$ 0.00
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UPS Ground Free Shipping	1.000 Units	0.00	0.00	0%	\$ 0.00
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Subtotal \$ 0.00

1722 N College Avenue
Suite D
Fayetteville AR 72703
United States

Thank you for choosing
UVT!



UVT

Unmanned Vehicle Technologies

Tel: +1 844-595-8010

hello@uvt.us

<https://www.uvt.us>

Untaxed Amount	\$ 31,937.90
Taxes	\$ 2,954.25
Total	\$ 34,892.15

The completion of this transaction via payment, Purchase Order, or electronic signature indicates your acceptance of our Terms & Conditions, available online at www.uvt.us/terms.

The contents of this document are confidential and proprietary and are intended only for the recipient specified herein. It is strictly forbidden to share the contents of this document with any third party, without receiving the prior written consent of UVT.

Payment terms: Net 30



LC ACTION POLICE SUPPLY
1088 N FIRST STREET
SAN JOSE CA 95112
TEL: 408 294-2677 • FAX 408 294-6444
EMAIL: Stacy@LCAction.com

QUOTATION

Date May-24-2023

STATE OF CA SBE CERTIFICATION # 1017260

To:
COMMANDER LALO VILLEGAS
SALINAS POLICE DEPT
P# 831- 758-7276
EM: EULALIOV@CI.SALINAS.CA.US

Ship To:

CUST#	QUOTED BY	EST. DELIVERY	F.O.B.	TERMS	
	Stacy Moore	60-90 days ARO		Net 45	
QTY.	DESCRIPTION		PRICE	TOTAL	
120	CTS 7290M MINI FLASHBANG STEEL BODY SINGLE USE		48.19	5782.80	
48	CTS 7290-3 FLASHBANG 3 BANG TRIPLE SINGLE USE DISTRACTION		124.83	5991.84	
				0.00	
	BOTH ITEMS MUST BE PURCHASED IN QUANTITIES OF 12 EACH			0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	
				0.00	

Notes:

SUBTOTAL	\$11,774.64
SALES RATE %	9.250%
SALES TAX	1089.15
SHIPPING	650.00
TOTAL	\$13,513.79



QUOTED BY: JEREMY STALEY

QUOTE



TO: DAVID PRITT	SHIP TO:
AGENCY: SALINAS POLICE DEPT	ATTN:
PHONE: 831-595-9785	
FAX:	PO / REF#:
EMAIL: DAVID.PRITT@CI.SALINAS.CA.US	AUTH BY:

TO PROCEED WITH ORDER AS QUOTED, PLEASE PROVIDE SHIPPING INFORMATION AND SIGN FORM

[illegible]

NOTES: FOR DEPARTMENT PURCHASE ONLY

SUBTOTAL:	\$10,324.00
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TAX%	0.09250	\$954.97
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FREIGHT:	\$310.00
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TOTAL:	\$11,588.97
---------------	--------------------

ALL ORDERS MUST BE SUBMITTED IN WRITING

San Diego Police Equipment Co. Inc., 8205-A Ronson Road, San Diego CA 92111

Phone: (858)974-8500 Toll Free: (800)367-8989 Fax: (858)974-8530

E-mail: Sales@Sandiegopoliceequipment.com



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-414, Version: 1

Modification to Classification - Salary Schedule

Approve a Resolution to amend the Classification - Salary Schedule to reflect the previously authorized salary adjustment for the Police Managers Association effective in the first full period of July 2023.



**CITY OF SALINAS
COUNCIL STAFF REPORT**

DATE: June 13, 2023

DEPARTMENT: HUMAN RESOURCES

FROM: Marina Horta-Gallegos, Human Resources Director

SUBJECT: MODIFICATION TO CLASSIFICATION – SALARY SCHEDULE

RECOMMENDED MOTION:

It is recommended that the City Council approve a Resolution to amend the Classification – Salary Schedule to reflect the previously authorized salary adjustment for the Police Managers Association effective in the first full period of July 2023.

RECOMMENDATION:

Staff recommends that the City Council approve the attached Resolution modifying the Classification – Salary Schedule to adjust the salary for the Police Managers Association consistent with the Resolution approved August 23, 2022.

BACKGROUND:

On August 23, 2022, the City Council approved the Memorandum of Understanding (MOU) between the City and the Police Managers Association. The MOU provides for a salary adjustment of one and one-half percent (1.5%) in July 2023.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (SEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The proposed action meets the Effective and Culturally Responsive Government Council goal.

DEPARTMENTAL COORDINATION:

The Human Resources Department coordinated this effort with the Finance Department.

FISCAL AND SUSTAINABILITY IMPACT:

The salary adjustments were factored into the fiscal year 2024 budget.

ATTACHMENTS:

Resolution

Exhibit A – Classification and Salary Schedule

RESOLUTION NO. _____ (N.C.S.)

**RESOLUTION APPROVING MODIFICATION TO
THE CLASSIFICATION AND SALARY SCHEDULE**

BE IT RESOLVED BY THE CITY COUNCIL OF SALINAS that the Classification and Salary Schedule previously adopted by the City Council is hereby amended to include a one and one-half percent (1.5%) salary adjustment due in the first full pay period of July 2023.

PASSED AND APPROVED this 13th day of June 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Kimbley Craig, Mayor

ATTEST:

Patricia M. Barajas, City Clerk

Exhibit A

PMA																
Benefit Group	Grade	Position			Step 1 Hourly	Step 1 Monthly	Step 2 Hourly	Step 2 Monthly	Step 3 Hourly	Step 3 Monthly	Step 4 Hourly	Step 4 Monthly	Step 5 Hourly	Step 5 Monthly	Step 6 Hourly	Step 6 Monthly
20	20.4001	Deputy Chief of Police			80.3835	13,933	84.4018	14,630	88.6274	15,362	93.0604	16,130	97.7138	16,937	102.6006	17,784
20	20.4006	Police Commander			74.6794	12,944	78.4154	13,592	82.3397	14,272	86.4522	14,985	90.7740	15,734	95.3183	16,522
20	20.4011	Police Sergeant			63.2552	10,964	66.4128	11,512	69.7376	12,088	73.2226	12,692	76.8890	13,327	80.7364	13,994



City of Salinas

200 Lincoln Ave., Salinas,
CA 93901
www.cityofsalinas.org

Legislation Text

File #: ID#23-411, Version: 1

- a. Existing Litigation - California Government Code Section 54956.9(d)(1), conference with legal counsel regarding New Harvest Christian Fellowship Church v. City of Salinas, US District Court (ND) Case no. 5:19-cv-00334-SVK.
- b. Performance Evaluation and Labor Relations - California Government Code Section 54957 and 54957.6, public employee performance evaluation and labor relations with unrepresented employee (City Manager).
- c. Anticipated Litigation - California Government Code Section 54956.9(d)(2)(e)(5), conference with legal counsel regarding significant exposure to litigation (one case).