City of Salinas

200 Lincoln Ave., Salinas, CA 93901
www.cityofsalinas.org

Meeting Agenda - Final

Tuesday, May 16, 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

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PLEDGE OF ALLEGIANCE

ROLL CALL

PROCLAMATION

National Public Works Week, May 21-27, 2023
National Emergency Medical Services Week, May 21-27, 2023

COMMENDATIONS

National Mikva Soapbox Speech Competition Scholars

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.

CONSIDERATION

ID#23-311 **Ordinance Repealing Article XIV of Chapter 20 of the Salinas Municipal Code (Prohibition on Cruising)**

Recommendation: Consider adopting an Ordinance to repeal the prohibition on cruising codified in Article XIV of Chapter 20 of the Salinas Municipal Code.

PUBLIC HEARINGS

ID#23-283 **United States Department of Housing and Urban Development FY 2023-2024 Annual Action Plan and Citizen Participation Plan Amendments**

Recommendation: Approve a Resolution approving the City of Salinas' United States Department of Housing and Urban Development (HUD) Fiscal Year (FY) 2023-2024 Annual Action Plan (AAP) and its submittal to HUD; approving amendments to the City of Salinas' Citizen Participation Plan (CPP); and authorizing the Mayor to execute any related agreements, contracts, certifications, or amendments related to the funding allocations set forth in the FY 2023-2024 AAP.

ID#23-309 **Republic Services Garbage & Recycling Rates FY 23-24**

Recommendation: Approve a Resolution finding the proposed annual adjustments to Republic Services of Salinas' (Republic Services) Schedule of Service Fees and Schedule of Rates for Residential and Commercial Customers effective July 1, 2023, to be both reasonable and within the terms of the Collection Services Agreement.

PUBLIC HEARINGS - CONTINUED TO JUNE 13, 2023

The following noticed Public Hearings are continued to June 13, 2023.

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 dopt 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.

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#23-348 **Minutes**

Recommendation: Approve minutes of May 2, 2023.

ID#23-351 **Financial Claims**

Recommendation: Approve financial claims report.

ID#23-267 **Pedestrian Crossing Enhancements Project, CIP 9188, HSIPL-5045(035) - Final Acceptance**

Recommendation: Approve a Resolution accepting the Pedestrian Crossing Enhancements Project (CIP 9188, HSIPL-5045(035) for maintenance and responsibility.

ID#23-276 **2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080**

Recommendation: Approve a Resolution approving the plans and specifications for the 2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080; awarding a contract to Granite Construction Company for the 2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080 in the amount of $8,138,006.96; and approve a transfer of $1,200,000.00 Measure X Bond Funds.

ID#23-279 **Clean California Grant Application for AMOR Salinas Education and Outreach**

Recommendation: Approve a Resolution authorizing staff to apply for the Clean California Local Grant Program Cycle 2 funding for up to $750,000 for AMOR Salinas education and outreach and authorizing acceptance of the grant if awarded to the City.

ID#23-281 **Cesar Chavez Park Soccer Field; CIP No. 9005**

Recommendation: Approve a Resolution approving the plans and specifications for the Cesar Chavez Park Soccer Field, CIP No. 9005; approving the appropriation of funds in the amount of $200,000 from Measure G fund balance to CIP No. 9005; and approving award of contract to Norcal Contractor for the Cesar Chavez Park Soccer Field; CIP No. 9005 in the amount of $1,456,684.92 (Bid Items 1-35).

ID#23-284 **2023 Continuum of Care Emergency Solutions Grant Program Application to the California Department of Housing and Community Development**

Recommendation: Approve a Resolution approving the California Department of Housing and Community Development (HCD) Resolution approving an application for funding and the execution of a grant agreement and any amendments thereto from the 2023-2024 funding year of the State ESG program, Continuum of Care Allocation NOFA; authorizing the submission of an application to HCD for the 2023 HCD ESG Program CoC Notice of Funding Availability (NOFA); and authorizing the appropriation of awarded 2023 HCD ESG CoC funds.

ID#23-300 **Harden Parkway Path and Safe Routes to School Project**

Recommendation: Approve a Resolution authorizing the acceptance of Active Transportation Grant funds in the amount of $8,079,000; authorize the establishment of a new CIP project, "Harden Parkway Path and Safe Routes to School Project," with appropriations totaling $9,635,000; and authorize the Public Works Director to execute all agreements and any required paperwork with Caltrans for the Active Transportation Grant Program.

ID#23-302 **Display of Commemorative Flag - Progress Pride Flag**

Recommendation: Approve a Resolution authorizing the display of a commemorative Progress Pride Flag at City Hall from June 1, 2023, to June 30, 2023.

ID#23-304 **Uniform Rental Laundry Services Amendment No. 3**

Recommendation: Approve a Resolution approving Amendment No. 3 to the agreement with Cintas Incorporation for an additional amount of $15,750 for services through the reminder of the agreement term.

ID#23-305 **Records Retention Schedule Update**

Recommendation: Approve a Resolution adopting a new Records Retention Schedule.

ID#23-307 **Renewal of Microsoft Software Assurance**

Recommendation: Approve a Resolution authorizing the renewal of Microsoft Software Assurance from CDW-G LLC., in an amount not to exceed $84,000.00.

ID#23-318 **Granicus, Inc. Subscription Renewal - Government Experience Cloud**

Recommendation: Approve a Resolution authorizing the annual subscription renewal with Granicus, Inc. in the amount of $35,175.00 for the Government Experience Cloud for FY 24.

ID#23-319 **Direct Purchase of Six (6) LUCAS Devices**

Recommendation: Approve a Resolution authorizing the purchase of six (6) LUCAS devices and respective service contracts from Stryker Medical, at a cost not to exceed $165,620.26, plus a 10% contingency.

ID#23-320 **Resolution Designating Authorized Signers for FEMA and Cal OES Financial Assistance Application**

Recommendation: Approve a Resolution authorizing the City Manager, Finance Director or Director of Public Works to execute and file the application for obtaining federal financial assistance with the California Governor's Office of Emergency Services (Cal OES) on behalf of the City of Salinas.

ID#23-321 **Professional Services Agreement with Kimley Horn, Inc. for the Salinas Active Transportation Plan**

Recommendation: Approve a Resolution rescinding Resolution Number 22640; authorizing a Professional Services Agreement between the City of Salinas and Kimley Horn and Associates, Inc. for the Active Transportation Plan; and authorizing the use of Active Transportation Plan funds up to $364,203.17.

ID#23-324 **Agreement with SCI Consulting Group (SCI) to Provide Commercial Cannabis Tax Assessment and Monitoring Services**

Recommendation: Approve a Resolution authorizing the City Manager or designee to negotiate and execute a Professional Services Agreement with SCI Consulting Group for a not to exceed amount of $180,000 for a term from January 1, 2023, to June 30, 2024, to conduct cannabis tax assessment and monitoring services.

ID#23-340 **Assembly Bill 513 (Rodriguez) and Senate Bill 831 (Caballero)**

Recommendation: Consider approving a Resolution expressing the City of Salinas's support of Assembly Bill 513 and Senate Bill 831.

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#23-349

a. **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).

b. **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.

c. **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.

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 May 10, 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, 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. Meetings are rebroadcast 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

File #: ID#23-311, **Version:** 1

Ordinance Repealing Article XIV of Chapter 20 of the Salinas Municipal Code (Prohibition on Cruising)

Consider adopting an Ordinance to repeal the prohibition on cruising codified in Article XIV of Chapter 20 of the Salinas Municipal Code.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **CITY ATTORNEY'S OFFICE**
CITY CLERK'S OFFICE
LIBRARY AND COMMUNITY SERVICES DEPARTMENT
POLICE DEPARTMENT

TITLE: **ORDINANCE REPEALING ARTICLE XIV OF CHAPTER 20 OF THE SALINAS MUNICIPAL CODE—PROHIBITION ON CRUISING**

RECOMMENDED MOTION:

Consider adopting an ordinance repealing the prohibition on cruising codified at Article XIV of Chapter 20 of the Salinas Municipal Code.

RECOMMENDATION:

It is recommended that the City Council consider adopting the proposed ordinance.

DISCUSSION:

The proposed Ordinance is presented to the Council at the request of Council members González and Sandoval. Additionally, Council members Barrera and Osornio have served as members of the Car Club Subcommittee which has over several meetings discussed alternatives to the existing prohibition on cruising. A copy of the proposed Ordinance is attached to this Report for reference.

On June 16, 1992, the City Council adopted an ordinance adding Article XIV to Chapter 20 of the Salinas Municipal Code to prohibit the activity of cruising on streets where signs noticing the prohibition have been posted. (Ordinance No. 2169 (N.C.S.)). A copy of Ordinance No. 2169 is attached to this Report for reference. Six Council members voted in favor of the prohibition and one Council member was absent from the meeting. The minutes from the City Council's June 9, 1992, meeting indicate that cruising had negative effects on the community ranging from traffic congestion and minor criminal offenses, including alcohol offenses, littering, and noise complaints; to major criminal activity, such as weapons offenses and physical violence. A copy of the City Council's meeting minutes from June 9, 1992, is attached to this Report for reference.

As defined in Section 20-170(b) of the Salinas Municipal Code, cruising is define as the "repetitive driving of a motor vehicle past a traffic-control point in traffic which is congested at or near the traffic-control point, as determined by the ranking police officer on duty within the affected area, within a six-hour period and after the vehicle operator has been given an adequate written notice

that further driving past the traffic-control point will be a violation." A traffic-control point is a location along a public street or highway utilized by a police officer on duty in the affected areas as an observation point in order to monitor traffic conditions for potential violations of the cruising ordinance.

Legal Considerations

Cruising—the act of driving repeatedly past a traffic control point—is not a violation of state law, although California Vehicle Code section 21100(k) authorizes local agencies to adopt rules and regulations by ordinance or by resolution regulating cruising. Consistent with this delegation of authority, Article XIV of Chapter 20 of the Salinas Municipal Code prohibits the activity of cruising. Any violation of the prohibition may be cited criminally as an infraction. Infractions cannot result in an arrest (unless an individual refuses to sign the citation) and results in fine. Emergency vehicles, buses, taxicabs, and other business vehicles being driven for business purposes are excluded from the prohibition.

California Assembly Bill 436 proposes to repeal subdivision (k) of California Vehicle Code section 21100, thereby removing local agencies' authority to regulate the activity of cruising. AB 436 also proposed to repeal California Vehicle Code section 24008 which makes it unlawful to operate a passenger vehicle that has less clearance from the surface of a level roadway than the clearance between the roadway and the lowermost portion of any rim of any wheel in contact with the roadway. California Vehicle Code section 24008 is essentially a prohibition on lowriding. A copy of AB 436 is attached to this Report for reference. AB 436 is progressing toward approval: AB 436 passed the Assembly on April 27, 2023, and was ordered to the Senate. AB 436 has been read once in the Senate and as of the May 2, 2023, was with the Senate's Committee on Rules for assignment.

The California Legislature has already approved Assembly Concurrent Resolution No. 176, filed with the Secretary of State on August 30, 2022. In passing ACR 176, the California Legislature found that "[c]ruising is the custom of leisurely driving on urban boulevards in dropped and dolled-up vehicles, that includes meetups of lowrider, vintage, and custom vehicle owners[; c]ruising is all about fun, the love of cars, the love of culture, and the craft of maintaining a vintage vehicle[; c]ruising in some form has been popular in California since the first American teenagers obtained vehicles in the 1930's[; and c]ruising along a specific route became popular after World War II within individuals of Mexican heritage driving lowriders in southern California towns, and cruising rapidly became a popular activity among teenagers." AC 176, therefore, "celebrate[s] the history and culture of cruising and encourage[s] local officials and law enforcement to work with local car clubs to conduct safe cruising events."

Council members and members of the public have in the past raised concerns regarding "speed contests" or "sideshows." These activities are to be distinguished from cruising; these activities are regulated under the California Vehicle Code, whereas cruising was left to the discretion of local authorities. The City has tools to address speed contests or sideshows including California Vehicle Code section 23103(a), which makes it unlawful to engage in reckless driving, e.g., doing

doughnuts in the middle of the street[1]; California Vehicle Code section 23109(a), which makes it unlawful to participate in speed contests, i.e., racing[2]; and California Vehicle Code section 23109(c), which makes it unlawful to engage in an exhibition of speed, e.g., spinning tires in the middle of the street[3]. The City of Salinas has also adopted an ordinance making it unlawful to be a spectator at a speed contest or reckless driving exhibition (Article X of Chapter 5 of the Salinas Municipal Code).[4]

Law Enforcement Considerations

Members of the public have raised concerns regarding cruising and the possibility that cruising may return to Salinas. From the Salinas Police Department's perspective, the existing prohibition on cruising should be revisited and the City Council should evaluate whether it is still necessary and effective in addressing the negative impacts of cruising. As outlined in the report, the prohibition has been in place since 1992, and was implemented due to concerns about traffic congestion and criminal activity. Whether the prohibition is repealed or temporarily suspended through a pilot program, the Salinas Police Department will evaluate and maintain data on traffic congestion and criminal activity and can report back to the City Council, as needed, and will work to keep the community safe.

Repealing the prohibition on cruising could have positive effects on the community by providing a safe and enjoyable activity for car enthusiasts and an opportunity for increased economic activity, such as car shows and events, which could benefit local businesses.

Subcommittee Meetings

The Car Club Subcommittee had its first meeting February 17, 2023. At the Subcommittee's first meeting, a Committee objective was identified which was "to focus on community and car club engagement and to revisit Salinas Municipal Code Chapter 20, Article XIV – Cruising Ordinance." Representatives from the Salinas Police Department, Salinas Fire Department, Administration, and Library and Community Services Department were present with the appointed Subcommittee members Orlando Osornio and Tony Barrera. At this meeting, a pilot cruising program was discussed and proposed for August 2023. Councilmember Osornio recommended the City host a community meeting with different stakeholders to receive input regarding the ordinance and consideration of a pilot program. Additional Subcommittee meetings took place on March 10, 2023, and April 21, 2023. The focus of the meetings was to identify outreach opportunities and plan the community meeting which took place on April 25, 2023.

Community Meeting

On April 25, 2023, the City of Salinas hosted a "Salinas Cruising Ordinance" community meeting. There were over 200 attendees at the meeting at Sherwood Hall, with the majority of the attendees

[1] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=23103.&lawCode=VEH
[2] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=23109.&lawCode=VEH
[3] https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=23109.&lawCode=VEH
[4]https://library.municode.com/ca/salinas/codes/code_of_ordinances?nodeId=PTIITHCO_CH5PUPEMO_ARTXSPSPCOREDREX

representing the car club community. A brief presentation was given regarding the history of the no cruising ordinance, the steps the State Assembly and other cities in the region are taking regarding this topic, and a consideration of a pilot cruising program proposed by the Car Club Subcommittee. Following the presentation, members of the public were encouraged to provide feedback and ask questions regarding what was presented. Approximately ten members of the public voiced their support to allow cruising in Salinas. Attendees were also given an opportunity to complete a survey regarding the ordinance amendment. Below are the results of the in-person survey:

Which of the following best applies to you?			
Car Enthusiast	*Business Owner*	*Resident*	**TOTAL**
98	20	44	162
Would you like to amend the no cruising ordinance?			
Yes	*No*		
109	6		116
Are you interested in a pilot cruising program?			
Yes	*No*		
74	32		106
How would you like to stay informed?			
Social Media	*Email*		
68	35		103

A strong representation from the car enthusiast community present, resulted in over 60% of the responses received from those that consider themselves to be "car enthusiast".

Additional outreach and engagement is being conducted via an online survey and social media engagement. Results of that survey will be presented at this meeting.

A copy of the Power Point presentation from the April 25, 2023, community meeting is attached to this Report for reference.

Alternative Available to Council

Instead of repealing the prohibition on cruising in its entirety, the City Council may institute a pilot program to allow cruising to occur on a temporary, limited basis. This would allow the City Council and the community an opportunity to determine whether a full repeal would work. As discussed with the Car Club Subcommittee and as presented at the April 25, 2023, community meeting, the City Council could implement a pilot program to allow cruising to first occur in August 2023, with the cruise being on a fixed route from East Bernal/North Main Street to East Curtis/North Main Street with "staging" to occur at the Sherwood Hall parking lots. The cruise would be permitted to occur between the hours of 5:00 P.M. through 7:00 P.M.. Following completion of the pilot program, a report would be presented to City Council with data and information collected about the cruising and whether it had any negative effects on the community. The City Council could then decide whether to continue with the prohibition on cruising, extend the pilot program, or fully repeal the prohibition on cruising as presented in the proposed

Ordinance. The Pilot Program is still in the planning stage and the development and parameters was to be discussed at future subcommittee meetings with key stakeholders.

CEQA CONSIDERATION:

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, this matter is not a project. (CEQA Guidelines Section 15601(b)(3).)

STRATEGIC PLAN INITIATIVE:

The City Council's adoption of the proposed Ordinance is consistent with the City Council's goal of providing an Effective and Culturally Responsive Government (City of Salinas Strategic Plan 2022-2025).

DEPARTMENTAL COORDINATION:

The City's Administration Department, City Attorney's Office, City Clerk's Office, Library and Community Services Department, and Police Department coordinated on this Report and the proposed Ordinance.

FISCAL AND SUSTAINABILITY IMPACT:

The proposed Ordinance amendment is not anticipated to have direct impact on the General Fund.

ATTACHMENTS:

Proposed Ordinance
Ordinance No. 2169 (N.C.S.)
City Council Meeting Minutes, Jun 9, 1992
Community Meeting Power Point Presentation, April 25, 2023
Assembly Bill 436
Assembly Concurrent Resolution 176

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

AN ORDINANCE REPEALING THE PROHIBITION ON CRUISING CODIFIED AT ARTICLE XIV OF CHAPTER 20 OF THE SALINAS MUNICIPAL CODE

City Attorney Impartial Analysis

This Ordinance repeals Ordinance No. 2169 (N.C.S.) (codified at Article XIV of Chapter 20 of the Salinas Municipal Code) which imposed a prohibition on the activity of cruising where signs have been posted to inform the public of such prohibition. This Ordinance would repeal that prohibition thereby allowing the activity of cruising to occur within the city limits.

WHEREAS, on June 16, 1992, the City Council adopted Ordinance No. 2169 (N.C.S.) which imposed a prohibition and criminal sanctions on the activity of cruising on any portion of public streets or highways where signs prohibiting such activity have been posted; and

WHEREAS, as noted in the meeting minutes from the City Council's June 16, 1992, meeting, the prohibition on cruising was put into place to combat traffic congestion; minor criminal offenses including alcohol offenses, littering, and noise complaints; major criminal activity such as weapons offenses and physical violence; and

WHEREAS, California Assembly member David Alvarez, joined by other Assembly members, has introduced Assembly Bill 436 which, if approved and chaptered, would

(1) repeal subsection (k) of Section 21100 of the California Vehicle Code, thereby restricting local jurisdictions' authority to adopt rules and regulations by ordinance or resolution that prohibit cruising; and
(2) repeal California Vehicle Code Section 24008, thereby removing the State's prohibition on the operation of passenger vehicles which have been modified from the original design to allow for low clearance driving (low riding); and

WHEREAS, Assembly Concurrent Resolution No. 176—a measure "celebrat[ing] the history and culture of cruising and encourage[ing] local officials and law enforcement to work with local car clubs to conduct safe cruising events"—was approved by both the Assembly and the Senate and was chaptered by the California Secretary of State on August 30, 2022; and

WHEREAS, on April 25, 2023, the City hosted a community meeting to provide an opportunity for interested members of the community to express their opinions related to the current prohibition on cruising in Salinas; and

WHEREAS, approximately two hundred individuals attended the community meeting, with the large majority of those individuals supporting a repeal of the City's prohibition on cruising; and

WHEREAS, other California cities have repealed their prohibitions on cruising including San Jose, Sacramento, and National City.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF SALINAS as follows:

SECTION 1. Article XIV of Chapter 20 of the Salinas Municipal Code is hereby repealed in its entirety.

SECTION 2. Compliance with the California Environmental Quality Act. Adoption of this Ordinance is exempt from environmental review under the general rule in California Environmental Quality Act ("CEQA") Guidelines Section 15061(b)(3). The activity is covered by the general rule which exempts activities that can be seen with certainty to have no possibility for causing a significant effect on the environment.

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance.

SECTION 5. Publication. Prior to the expiration of fifteen (15) calendar days from the passage thereof, the ordinance or a summary thereof shall be posted or published as may be required by law, and thereafter the same shall be in full force and effect.

SECTION 6. Effective Date. This Ordinance shall take effect and be enforced thirty (30) calendar days after the date of its adoption.

PASSED AND ADOPTED on _____, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

Kimbley Craig, Mayor

APPROVED AS TO FORM:

_____

Christopher A. Callihan, City Attorney

ATTEST:

_____

Patricia M. Barajas, City Clerk

ORDINANCE NO. 2169 (N.C.S.)

AN ORDINANCE PROHIBITING CRUISING

SECTION 1. Article XIV of Chapter 20 is hereby added to the Salinas City Code to read as follows:

ARTICLE XIV. CRUISING

Section 20-170. Definitions.

For the purposes of this article, the following words and phrases shall have the meanings respectively ascribed to them by this section:

(a) Whenever any words or phrases used in this Chapter are not defined herein, but are now defined in the Vehicle Code of California such definitions are incorporated herein and shall be deemed to apply to such words and phrases used herein as though set forth herein in full.

(b) "Cruising." Repetitive driving of a motor vehicle past a traffic control point in traffic which is congested at or near the traffic control point, as determined by the ranking peace officer on duty within the affected area, within a six (6) hour period and after the vehicle operator has been given an adequate written notice that further driving past the traffic control point will be a violation of this Article.

(c) "Traffic control point." A location utilized as an observation point in order to monitor traffic conditions for potential violations of this Article.

Section 20-171. Exclusions.

This Article shall not apply to the following vehicles: emergency vehicles, buses for hire, taxicabs for hire, and other business vehicles being driven for business purposes.

Section 20-172. Cruising Prohibited.

No person shall engage in the activity of cruising on any portion of public streets or highways identified at the beginning and end of the portion of the street or highway subject to cruising controls by "No Cruising" signs which shall reference Vehicle Code section 21100(k) and this section of the City Code. Each successive drive past the traffic control point by a particular driver after written notice is given to that driver shall constitute a separate violation of this section and no additional notice to that driver shall be required prior to issuance of subsequent citations.

Section 20-173. Warning Against Cruising.

A written notice may be issued to any person operating any motor vehicle passing a traffic control point that any subsequent passage past that traffic control point within the six hour time period will be a violation of this article.

Section 20-174. Penalty for prohibited cruising.

Any person violating section 20-172 shall be guilty of an infraction.

SECTION 2. This ordinance shall take effect and be in force thirty (30) days from and after its adoption.

SECTION 3. The Clerk of the City of Salinas is hereby directed to cause this ordinance to be published by one insertion in the Californian, a newspaper of general circulation printed, published and circulated in the City of Salinas, and hereby designated for that purpose by said Council of Salinas.

This ordinance was introduced on June 9th, 1992 and adopted on June 16th, 1992 by the following vote:

AYES: Councilmember(s) Fernando Armenta, Jim Collins, Steve Ish, Phyllis Meurer, Simon Salinas, & Mayor Alan D. Styles

NOES: NONE

ABSENT: Councilmember Anna Caballero

Alan D. Styles
MAYOR

ATTEST:

Dottie F. Doughty
CITY CLERK

The motion was seconded by Councilmember Salinas and carried unanimously with Councilmember Caballero and Councilmember Ish abstaining.

Councilmember Meurer thanked the City Staff to include Alan Stumpf, Paul Ogden, Larry Bussard and David Mora for their support in the 100 Block Project. She said it was good to see the private sector and public staff working together to accomplish a common goal. She stated that Steve Goldfarb's work had been excellent and that she appreciated his dedication to the project.

Mayor Styles congratulated City Staff for their commitment to the project and he echoed Councilmember Meurer's statement that Steve Goldfarb had done outstanding work on the project. He also thanked Brian Finegan for his work with the project and he assured the development team of the Steinbeck Partners that the City Council was supporting the commitment to seeing the 100 Block Project accomplished.

THE SALINAS REDEVELOPMENT AGENCY AND THE CITY COUNCIL RECESSED FOR FIVE MINUTES WHILE MAYOR/CHAIRMAN STYLES AND AGENCY SECRETARY **DOUGHTY SIGNED THE DDA FOR THE 100 BLOCK PROJECT.**

CITY COUNCIL RECONVENED AT 9:30 P.M.

CONSIDERATIONS

1. Anti-Cruising Ordinance for the City of Salinas.
(06 10 0030/04 40 0020)

Henry Yoneyama presented his report to the City Council, a copy of which is on file in the City Clerk's Office. He voiced that over the years, the cruising that takes place on Friday and Saturday nights on South Main Street, has been characterized as a tradition, a recreation or a harmless pastime, with deep seeded roots in the community. He said that there had been an active cruise on Sunday night, which congested E. Alisal Street, between Madeira Avenue and Sanborn Road. He added that this cruise became unpopular due to numerous acts of violence which culminated in a murder.

Mr. Yoneyama stated that in 1988 an ad hoc committee was formed to study cruising and in March 1989, the committee presented its final report. He said that the report contained 17 recommendations for police action and included increased enforcement efforts and the enactment of a cruising ordinance. He voiced that over the last few years, the criminal activity in both cruising areas escalated from minor disturbances, traffic violations, alcohol offenses, littering and noise complaints. He reiterated that the E. Alisal cruise no longer occurs, however, the pattern of violence and weapon offenses continues on South Main Street.

Mr. Yoneyama stated that due to the violence and problems which have resulted from cruising, the owners of the Main Street Center

and the Payless Plaza Shopping Centers, Kirkorian Development, have requested the Police Department take action to recommend a cruising ordinance. He added that these concerned groups have pointed out that the issues pertaining to cruising have already been discussed before the Traffic Commission and Staff was requested to bring the matter directly to the City Council. He said that in an effort to ascertain public opinion on a cruising ordinanc, Kirkorian Development conducted an informal petition drive. He voiced that this effort resulted in obtaining 767 signatures in support of enacting a cruising ordinance. He stated that the issue before the City Council was whether a cruising ordinance be enacted. He further stated such an Ordinance would allow the Police Department to take a positive step towards curbing or eliminating cruising within the City limits.

Councilmember Armenta asked Mr. Yoneyama if he knew who served on the Ad Hoc Committee and asked if there were any members on the committee who did participate in cruising activities in the City of Salinas.

Mr. Yoneyama stated that he did not have a list of the committee member names at this time although he understood that members were a combination of community leaders and Salinas youth.

Councilmember Meurer voiced that she did not recollect the names either however, the committee was appointed by the Mayor.

Jack Booth, 911 B. Blanco Circle, representing the owners of Payless Plaza, Nob Hill Center, and Lucky Shopping Center, stated that in the last few years there has been an increasing problem with the cruise taking place on South Main Street. He said that there has been a series of vandalism, graffiti on buildings and a general crowding of parking lots with those who sit in their vehicles. He voiced that he had met with City staff to include the Police Department to discuss methods in which to alleviate the situation. He said that the stores have hired off duty policemen as private guards, who have been paid by the centers to patrol on Friday and Saturday evenings, as temporary measures. He stated that the only effective measure has been the police patrol that took place. He said that the shopping centers have been subsidizing the off duty patrolman for approximately $1100 per month for the patrol service. He added that he felt that it was not proper to charge double to the merchants for police protec-tion.

Mr. Booth stated that he placed petitions in the concerned stores to determine the opinion of the customers regarding the cruise activity. He voiced that the business in these stores has dropped over the past few years due to the cruise. He said that he sat in front of the Lucky Store last Saturday and obtained an additional 200 signatures of customers who signed the petition against the cruise activity. He said that these 200 signatures were in addi-tion to the petition of 700 signatures that were included in the

Council report. He voiced that many of the attitudes of Salinas Citizens was that they were afraid to leave their own homes or that they would visit other cities for their weekend entertainment. He stated that this proposed ordinance was not an anti-kid ordinance but an ordinance that would address the crime problem that has been causing loss in revenue and costing the City additional funds for additional police protection. He added that he had letters from the surrounding merchants on South Main Street that are on the file in the City Clerk's Office.

Vince Cardinalli, 39 Peach Street, asked that Officer Yoneyama clarify that the same problem existed on E. Alisal Street and wanted to know if this problem still existed.

Mr. Yoneyama stated that this cruise that took place on E. Alisal Street has stopped due to the increased violence level. He said that a homicide occured mid summer in 1991. He added that it was believed that cruisers stopped participating in this cruise activity due to the fear of injury.

Mr. Cardinalli voiced that he had a concern as a parent in regards to what would be considered "cruising" if he went looking for his child and happened to pass by the check point several times. He asked how this type of situation would be handled and what would constitute a concerned parent not cruising, but trying to find the location of his/her child. He said that according to the language of the proposed ordinance such a situation might be considered cruising.

Mr. Yoneyama explained that the procedure for the ordinance would be as follows; an checkpoint would be established and if a person was noted for passing by several times within a specific amount of time, he would receive a written notice that would warn him of a possible violation of the City Code; after the warning was issued, the person would be subject to a citation.

Vince Cardinalli stated that the language should be clear leaving no room for misinterpretation. He said that enforcing the new ordinance might stop the cruising but the question remains on where the kids will go for recreation. He voiced that if the City Council did enact an ordinance, then alternatives for the kids should be addressed. He pointed out that the City Council has provided the Breadbox Recreation Center for the youth in the East Salinas area and asked that Council provide some facility for the other parts of Salinas.

Stephanie Atigh clarified that the penalty for violating the proposed Anti-Cruising Ordinance would be an infraction and in infractions, arrest does not take place, but the issuance of citation does occur. She said that the only way that an arrest would take place would be if someone refused to sign the citation. She voiced that the concept of the proposed ordinance was not unique or original, but was provided by State Vehicle Code to any

City who wishes to adopt an anti cruising ordinance. She reiterated that this ordinance was not original and she did not believe that the City Council would be opening itself to liability should they adopt it.

Dan Abbott, General Manager of Foster Freeze, South Main, stated that he participated in the Ad Hoc Committee in 1989. He said that he worked with Jeff Johnson, Andrew Bender and other members of the committee whose initial response from cruisers was that they had little interests with establishing alternatives in the cruising activity. He voiced that many of the cruisers on South Main Street were participants from out of town. He said that in banning cruising the need for an alternative for the youth would remain in Salinas. He stated that there was a difference between loitering and cruising and that loitering should be included in the anti-cruising ordinance language.

Jim Hendricks, owner of Bay Video and Stereo & Mailboxes, Etc., and speaking as Chairman of the Board of the Steinbeck Federal Credit Union, voiced that there was concern for the safety of his customers and his stores.

Matthew Brish, 915 Baustista Drive, said that the majority of cruisers were not criminals and that he grew up in an area where an ordinace existed that stated that no more than two people were allowed to walk down the streets after dark. He stated that the Police force was tripled due to the enforcement of this ordinance in that area. He voiced that he did not feel that fingers should be pointed at cruisers for the cause of crimes in any particular area.

Andrew Bender, North Salinas Resident, stated that he served on the Ad Hoc Committee in 1989 and that the committee deligently worked to reach a fair alternate to cruisers. He said that the committee became inactive due to changes that were occuring in the Council elections changing from At Large to District and the Citizens Advisor position was eliminated from City Staff. He voiced that the committee was divided into subcommittees and he was able to concentrate on the economic aspect of the issue. He stated that he contacted surrounding cities who had an active cruising ordinance and they stated that businesses recovered after the enforcement of such an ordinance. He said that the Ad Hoc Committee made a presentation to the Traffic Commission and the Recreation Park Commission, which resulted in the formation of the bicycle committee as an alternate recreation. He stated that the economic and residential concerns outweigh the rights of the cruisers and their recreation.

Councilmember Ish asked Mr. Yoneyama if the Police Department had determined the percentage of cruisers from out of town. He added that he understood that about 50% of the cruisers were from surrounding cities.

Mr. Yoneyama stated that the Police Department believed that a vast majority of cruisers were from other cities although a survey was not conducted.

Councilmember Ish voiced that he would support the proposed ordinance because cruising has affected the City economically and for this reason he would introduce the ordinance.

Councilmember Meurer stated that she would support the adoption of the ordinance when it returned to Council on June 16, 1992.

Councilmember Collins echoed Councilmember Meurer and Councilmember Ish's sentiments and said that he would support the adoption of the ordinance on June 16, 1992.

Councilmember Caballero voiced that she agreed with Councilmember Meurer and added that the ordinance would not stop the criminal activity, but was an issue of whether certain areas of the City was being isolated because of the cruising activity. She expressed her own frustration when she would forget that it was Friday or Saturday night and turned down South Main Street and became a part of the cruising traffic. She said that she would support the proposed anti-cruising ordinance.

Councilmember Salinas stated that he used to come from Watsonville in the 1970's to join the cruising activity however, the present cruising results in violence with weapons. He said that he would support the adoption of this ordinance on June 16, 1992.

Councilmember Armenta voiced that he was a former cruiser on South Main Street himself. He stated that his concern was the age group involved in the former ad hoc committee and said that if the age group consisted of 3 youth and 12 adults, this would present an unfair age group balance. He said that out of the recorded 26 violations, between February 1991 through April 1992, 20 of these violations were involving weapons. He voiced that he would support the ordinance for adoption on June 16, 1992.

Mayor Styles stated that in looking at the severity of the crimes on Friday and Saturday nights he would support the ordinance. He said that alternative recreation should be looked at for the Salinas Youth.

Councilmember Salinas suggested that the Youth Commission discuss alternatives to the cruising activity in Salinas.

COUNCILMEMBER REPORTS

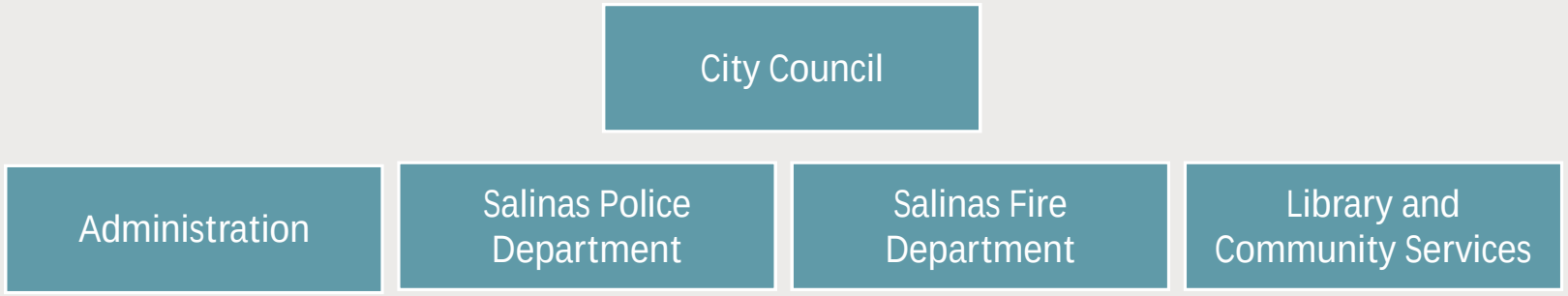
Councilmember Ish requested that on the Agenda for June 16, 1992 that an item be included regarding the discussion of the rate increase at the Monterey Regional Water Pollution Control Agency.

Councilmember Collins voiced that Councilmember Armenta made a

COMMUNITY MEETING

SALINAS CRUISING *Ordinance*

Car Club Subcommittee



- Appointed on January 10, 2023
- At the direction of Council, the car club subcommittee was established
- Intent: To review the ordinance and provide options regarding cruising

Ordinance History

- Ordinance No. 2169 adopted on June 16, 1992
- Ordinance was brought into effect due to traffic congestion, alcohol offenses, littering and noise complaints

Ordinance No. 2169

- Section 20-172. Cruising Prohibited
  - No person shall engage in the activity of cruising on any portion of public streets or highways identified at the beginning and end of the portion of the street or highway subject to cruising controls by "No Cruising" signs which shall reference Vehicle Code Section 21100(k) and this section of the Code. Each successive drive past the traffic-control point by a particular driver after written notice is given to that driver shall constitute a separate violation of this section and no additional notice to that driver shall be required prior to issuance of subsequent citations.

Cruising vs. Sideshows

- Cruising
  - Repetitive driving
  - Conducted on public street
- Sideshows
  - reckless driving
  - speed contest
  - burnouts
  - large congregations on private property

What are other Cities doing?

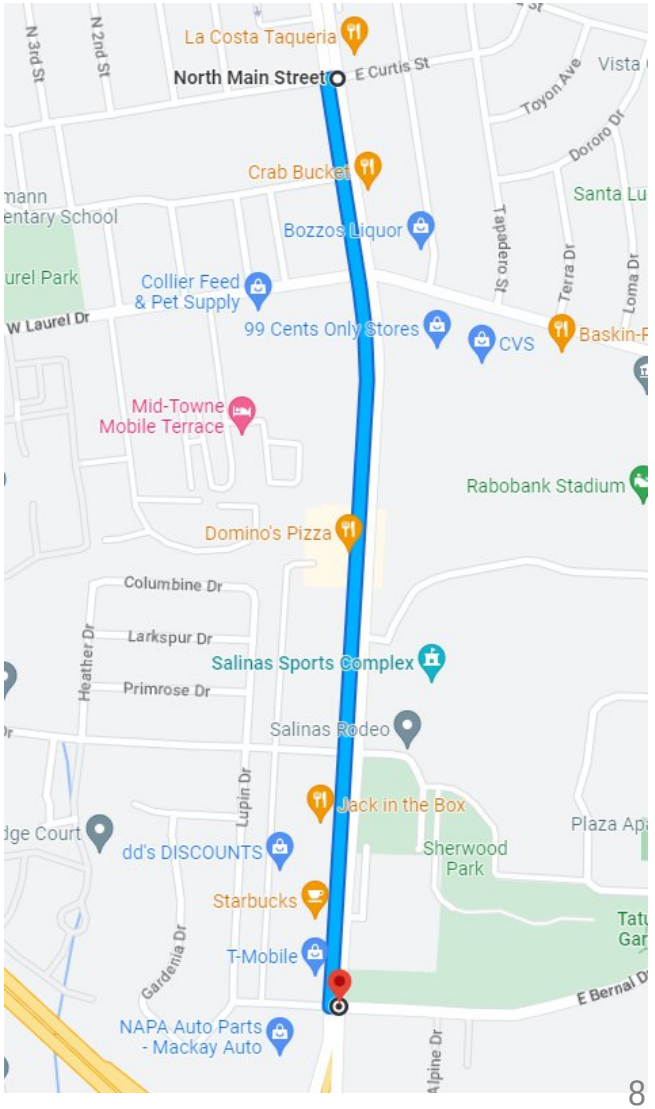
- City of San Jose
  - Repealed Regulation of Cruising on June 28, 2022
- City of Sacramento
  - Repealed Cruising Ordinance on May 31, 2022
- National City
  - Repealed Ban on Cruising on April 4, 2023

Assembly Bill 436 (2023-24)

- This bill would remove the authorization for a local authority to adopt rules and regulations by ordinance or regulation regarding cruising.
- Existing law makes it unlawful to operate a passenger vehicle, or commercial vehicle under 6,000 pounds, that has been modified from its original design so that any portion of the vehicle, other than the wheels, has less clearance from the surface of a level roadway than the clearance between the roadway and the lowermost portion of any rim of any wheel in contact with the roadway. This bill would repeal that prohibition.

Pilot Cruising Program

- First Cruise in August
- Cruising from E. Bernal/N.Main to E.Curtis/N.Main
- Evening cruise from 5 – 7pm
- Staging at Sherwood Hall



Current list of car club contacts:

- Streetlife Car Club
- Tavares Car Club
- Crusaders Car Club
- Castroville Midnighters
- Watsonville Riders
- Socios

Next Steps...

- Compile Data Results
- Meeting to include car club representatives following community meeting to discuss results
- Inform community of the results
- Establish a planning team to begin the pilot program development process

We want to hear from you!

Please complete the survey.

ASSEMBLY BILL No. 436

Introduced by Assembly Members ~~Alvarez and Luz Rivas~~ *Alvarez, Ramos, and Luz Rivas*

(Coauthors: Assembly Members Alanis, Berman, Juan Carrillo, Wendy Carrillo, Davies, Friedman, Garcia, Lowenthal, McCarty, Stephanie Nguyen, Rodriguez, Wicks, Aguiar-Curry, Kalra, and Pacheco)

February 6, 2023

An act to amend Section 21100 of, and to repeal Section 24008 of, the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

AB 436, as introduced, Alvarez. Vehicles.

Existing law prohibits a local authority from enacting or enforcing an ordinance on matters covered by the Vehicle Code unless expressly authorized by the Vehicle Code. Existing law authorizes local authorities to adopt rules and regulations by ordinance or resolution regarding specified matters, including, among others, crossing guards, the operation of bicycles, the removal of illegally parked vehicles, and cruising, as defined.

This bill would remove the authorization for a local authority to adopt rules and regulations by ordinance or regulation regarding cruising.

Existing law makes it unlawful to operate a passenger vehicle, or commercial vehicle under 6,000 pounds, that has been modified from its original design so that any portion of the vehicle, other than the wheels, has less clearance from the surface of a level roadway than the clearance between the roadway and the lowermost portion of any rim of any wheel in contact with the roadway.

This bill would repeal that prohibition.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. Section 21100 of the Vehicle Code is amended to read:

21100. Local authorities may adopt rules and regulations by ordinance or resolution regarding all of the following matters:

(a) Regulating or prohibiting ~~processions or assemblages~~ *a procession or assemblage* on the highways.

(b) Licensing and regulating the operation of vehicles for hire and drivers of passenger vehicles for hire.

(c) Regulating traffic by means of traffic officers.

(d) Regulating traffic by means of official traffic control devices meeting the requirements of Section 21400.

(e) (1) Regulating traffic by means of a person given temporary or permanent appointment for that duty by the local authority when official traffic control devices are disabled or otherwise inoperable, at the ~~scenes of accidents or disasters,~~ *scene of an accident or disaster,* or at ~~locations as~~ *a location that* may require traffic direction for orderly traffic flow.

(2) A person shall not be appointed pursuant to this subdivision unless and until the local authority has submitted to the commissioner or to the chief law enforcement officer exercising jurisdiction in the enforcement of traffic laws within the area in which the person is to perform the duty, for review, a proposed program of instruction for the training of a person for that ~~duty,~~ *duty* and unless and until the commissioner or other chief law enforcement officer approves the proposed program. The commissioner or other chief law enforcement officer shall approve a proposed program if ~~he or she~~ *they* reasonably ~~determines~~ *determine* that the program will provide sufficient training for persons assigned to perform the duty described in this subdivision.

(f) Regulating traffic at the site of road or street construction or maintenance by ~~persons~~ *a person* authorized for that duty by the local authority.

(g) (1) Licensing and regulating the operation of tow truck service or tow truck drivers whose principal place of business or

employment is within the jurisdiction of the local authority, excepting the operation and operators of any auto dismantlers' tow vehicle licensed under Section 11505 or any tow truck operated by a repossessing agency licensed under Chapter 11 (commencing with Section 7500) of Division 3 of the Business and Professions Code and its registered employees.

(2) The Legislature finds that the safety and welfare of the general public is promoted by permitting local authorities to regulate tow truck service companies and operators by requiring licensure, insurance, and proper training in the safe operation of towing equipment, thereby ensuring against towing mistakes that may lead to violent confrontation, stranding motorists in dangerous situations, impeding the expedited vehicle recovery, and wasting state and local law enforcement's limited resources.

(3) This subdivision does not limit the authority of a city or city and county pursuant to Section 12111.

(h) Operation of ~~bicycles,~~ *bicycles* and, as specified in Section 21114.5, electric carts by physically disabled persons, or persons 50 years of age or older, on public sidewalks.

(i) Providing for the appointment of nonstudent school crossing guards for the protection of persons who are crossing a street or highway in the vicinity of a school or while returning thereafter to a place of safety.

(j) Regulating the methods of deposit of garbage and refuse in streets and highways for collection by the local authority or by any person authorized by the local authority.

~~(k) (1) Regulating cruising.~~

~~(2) The ordinance or resolution adopted pursuant to this subdivision shall regulate cruising, which is the repetitive driving of a motor vehicle past a traffic control point in traffic that is congested at or near the traffic control point, as determined by the ranking peace officer on duty within the affected area, within a specified time period and after the vehicle operator has been given an adequate written notice that further driving past the control point will be a violation of the ordinance or resolution.~~

~~(3) A person is not in violation of an ordinance or resolution adopted pursuant to this subdivision unless both of the following apply:~~

~~(A) That person has been given the written notice on a previous driving trip past the control point and then again passes the control point in that same time interval.~~

~~(B) The beginning and end of the portion of the street subject to cruising controls are clearly identified by signs that briefly and clearly state the appropriate provisions of this subdivision and the local ordinance or resolution on cruising.~~

~~(l)~~

(k) Regulating or authorizing the removal by peace officers of vehicles unlawfully parked in a fire lane, as described in Section 22500.1, on private property. A removal pursuant to this subdivision shall be consistent, to the extent possible, with the procedures for removal and storage set forth in Chapter 10 (commencing with Section 22650).

~~(m)~~

(l) Regulating mobile billboard advertising displays, as defined in Section 395.5, including the establishment of penalties, which may include, but are not limited to, removal of the mobile billboard advertising display, civil penalties, and misdemeanor criminal ~~penalties,~~ *penalties* for a violation of the ordinance or resolution. The ordinance or resolution may establish a minimum distance that a mobile billboard advertising display shall be moved after a specified time period.

~~(n)~~

(m) Licensing and regulating the operation of pedicabs for hire, as defined in Section 467.5, and operators of pedicabs for hire, including requiring one or more of the following documents:

(1) A valid California driver's license.

(2) Proof of successful completion of a bicycle safety training course certified by the League of American Bicyclists or an equivalent organization as determined by the local authority.

(3) A valid California identification card and proof of successful completion of the written portion of the California driver's license examination administered by the department. The department shall administer, without charging a fee, the original driver's license written examination on traffic laws and signs to a person who states that ~~he or she is, or intends~~ *they are, or intend* to become, a pedicab ~~operator,~~ *operator* and who holds a valid California identification card or has successfully completed an application for a California identification card. If the person achieves a passing

score on the examination, the department shall issue a certificate of successful completion of the ~~examination,~~ *examination* bearing the person's name and identification card number. The certificate shall not serve in lieu of successful completion of the required examination administered as part of any subsequent application for a driver's license. The department is not required to enter the results of the examination into the computerized record of the person's identification card or otherwise retain a record of the examination or results.

~~(o)~~

(n) (1) This section does not authorize a local authority to enact or enforce an ordinance or resolution that establishes a violation if a violation for the same or similar conduct is provided in this code, nor does it authorize a local authority to enact or enforce an ordinance or resolution that assesses a fine, penalty, assessment, or fee for a violation if a fine, penalty, assessment, or fee for a violation involving the same or similar conduct is provided in this code.

(2) This section does not preclude a local authority from enacting parking ordinances pursuant to existing authority in Chapter 9 (commencing with Section 22500) of Division 11.

~~(p)~~

(o) (1) Regulating advertising signs on motor vehicles parked or left standing upon a public street. The ordinance or resolution may establish a minimum distance that the advertising sign shall be moved after a specified time period.

(2) Paragraph (1) does not apply to any of the following:

(A) Advertising signs that are permanently affixed to the body of, an integral part of, or a fixture of a motor vehicle for permanent decoration, identification, or display and that do not extend beyond the overall length, width, or height of the vehicle.

(B) If the license plate frame is installed in compliance with Section 5201, paper advertisements issued by a dealer contained within that license plate frame or any advertisements on that license plate frame.

(3) As used in paragraph (2), "permanently affixed" means any of the following:

(A) Painted directly on the body of a motor vehicle.

(B) Applied as a decal on the body of a motor vehicle.

(C) Placed in a location on the body of a motor vehicle that was specifically designed by a vehicle ~~manufacturer~~ *manufacturer,* as defined in Section ~~672~~ *672,* and licensed pursuant to Section 11701, in compliance with both state and federal law or guidelines, for the express purpose of containing an advertising sign.

SEC. 2. Section 24008 of the Vehicle Code is repealed.

~~24008. It is unlawful to operate any passenger vehicle, or commercial vehicle under 6,000 pounds, which has been modified from the original design so that any portion of the vehicle, other than the wheels, has less clearance from the surface of a level roadway than the clearance between the roadway and the lowermost portion of any rim of any wheel in contact with the roadway.~~

REVISIONS:

Heading—Line 5.

O

Assembly Concurrent Resolution No. 176

RESOLUTION CHAPTER 161

Assembly Concurrent Resolution No. 176—Relative to cruising.

[Filed with Secretary of State August 30, 2022.]

LEGISLATIVE COUNSEL'S DIGEST

ACR 176, Luz Rivas. Cruising.

This measure would celebrate the history and culture of cruising and encourage local officials and law enforcement to work with local car clubs to conduct safe cruising events.

WHEREAS, Cruising is the custom of leisurely driving on urban boulevards in dropped and dolled-up vehicles, that includes meetups of lowrider, vintage, and custom vehicle owners; and

WHEREAS, Cruising is all about fun, the love of cars, the love of culture, and the craft of maintaining a vintage vehicle; and

WHEREAS, Cruising can occur as gatherings where cars are parked and owners show off their cars and admire other cars, or as one-off cruises where people gather and drive their cars through the streets; and

WHEREAS, Cruising in some form has been popular in California since the first American teenagers obtained vehicles in the 1930s; and

WHEREAS, Cruising along a specific route became popular after World War II with individuals of Mexican heritage driving lowriders in southern California towns, and cruising rapidly became a popular activity among teenagers; and

WHEREAS, Lowriders are customized cars whose springs have been shortened so that the chassis rides close to the ground and which are often equipped with hydraulic lifts that are controlled by the driver; and

WHEREAS, The West Coast style vintage lowrider car is embedded throughout popular culture and is frequently featured in films, music videos, video games, museums, marketing, and the digital NFT art world; and

WHEREAS, The fountainhead of lowrider culture is Whittier Boulevard in East Los Angeles; and

WHEREAS, Van Nuys Boulevard and the San Fernando Valley are popular hubs of lowrider culture and cruising in California; and

WHEREAS, The San Fernando Valley Car and Truck Club Council is a highly respected body of car and truck clubs in the San Fernando Valley; and

WHEREAS, The San Francisco Lowrider Council is an advocacy organization and recently marked its 40th year in operation; and

WHEREAS, Sacramento car clubs are dedicated to preserving the art, hobby, and culture; and

WHEREAS, The Sacramento Lowrider Commission was instrumental in the repeal of a 34-year-old city ordinance that prohibited cruising; and

WHEREAS, Whittier Boulevard, Van Nuys Boulevard, Laurel Canyon Boulevard, Hollywood Boulevard, Crenshaw Boulevard, Colorado Boulevard, and McHenry Avenue are among the most famous cruising strips in California; and

WHEREAS, Lowrider communities are also thriving in the Cities of Sacramento, San Francisco, San Jose, and Oakland; and

WHEREAS, Mission Street in San Francisco, Broadway Boulevard in Sacramento, Lake Merritt in Oakland, and Story and Kings Road in San Jose are famous cruising strips in northern California; and

WHEREAS, Cruising has resurged in the last 10 years and cruises and lowrider meetups occur every weekend throughout southern California, from Oxnard to Riverside to San Diego to Lancaster; and

WHEREAS, Car club gatherings have been drawing new types of vehicles driven by younger motorists influenced by the "Fast and the Furious" media franchise; and

WHEREAS, While cruising is most popular among Latinos, cruising is becoming increasingly popular among many other groups including Armenians, African Americans, and Persians; and

WHEREAS, Car clubs are often engaged with their communities and collaborate with local law enforcement and elected officials to conduct toy drives, fundraisers, and other philanthropic activities; and

WHEREAS, Car clubs have participated in COVID-19 vaccine drives, raised money for local causes, raised awareness about the census count, engaged in activism, and advocated for the community; now, therefore, be it

Resolved by the Assembly of the State of California, the Senate thereof concurring, That the Legislature celebrates the history and culture of cruising and encourages local officials and law enforcement to work with local car clubs to conduct safe cruising events; and be it further

Resolved, That the Chief Clerk of the Assembly transmit copies of this resolution to the author for appropriate distribution.

O

File #: ID#23-283, **Version:** 1

United States Department of Housing and Urban Development FY 2023-2024 Annual Action Plan and Citizen Participation Plan Amendments

Approve a Resolution approving the City of Salinas' United States Department of Housing and Urban Development (HUD) Fiscal Year (FY) 2023-2024 Annual Action Plan (AAP) and its submittal to HUD; approving amendments to the City of Salinas' Citizen Participation Plan (CPP); and authorizing the Mayor to execute any related agreements, contracts, certifications, or amendments related to the funding allocations set forth in the FY 2023-2024 AAP.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT**

FROM: **LISA BRINTON, DIRECTOR**

THROUGH: **ROD POWELL, PLANNING MANAGER**

BY: **FRANCISCO BRAMBILA, MANAGEMENT ANALYST**

TITLE: **UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FY 2023-2024 ANNUAL ACTION PLAN AND CITIZEN PARTICIPATION PLAN AMENDMENTS**

RECOMMENDED MOTION:

A motion to approve a Resolution:

1. approving the City of Salinas' United States Department of Housing and Urban Development (HUD) Fiscal Year (FY) 2023-2024 Annual Action Plan (AAP) and its submittal to HUD; and
2. approving amendments to the City of Salinas' Citizen Participation Plan (CPP) and its submittal to HUD; and
3. authorizing the City Manager to incorporate any necessary minor modifications based upon community feedback prior to submissions to HUD; and
4. authorizing the Mayor, or designee, for and on behalf of the City, to execute any related agreements, contracts, certifications, or amendments related to the funding allocations set forth in the FY 2023-2024 AAP**.**

EXECUTIVE SUMMARY:

The City of Salinas (City) currently administers three (3) federal HUD entitlement programs; Community Development Block Grant (CDBG), HOME Investment Partnership Program (HOME), and Emergency Solutions Grants (ESG), which have assisted and improved numerous low- and moderate-income households and neighborhoods throughout the jurisdiction.

To remain eligible for annual allocations of entitlement funds, the City must prepare and submit a FY 2023-2024 Annual Action Plan in support of its five-year FY 2020-2024 Consolidated Plan (Con Plan). The HUD submission deadline for the City's FY 2023-2024 AAP is August 16, 2023.

The City is also proposing an amendment to update its policies and procedures under the CPP to better facilitate necessary actions and encourage participation and engagement with Salinas residents. The update includes new language regarding Public Hearing Notices and Outreach related to HUD's required engagement and noticing of various programs and plans.

BACKGROUND:

The City of Salinas is currently operating under its HUD approved FY 2020-2024 Con Plan which covers the period of July 1, 2020 through June 30, 2025. This plan was approved by the City Council on August 4, 2020, and provides a strategic, overarching 5-year plan for addressing identified needs and established priorities pertaining to HUD CDBG, HOME and ESG entitlement funding. The FY 2023-2024 AAP represents the City's fourth year of proposed projects, activities, programs, and funding amounts to be implemented in alignment with the City's HUD FY 2020-2024 Con Plan.

FY 2023-2024 Annual Action Plan (AAP)
In accordance with the City's CPP, and to assist in the development of the AAP, the City relied on the robust public participation and consultation for the creation of the Alisal Vibrancy Plan (2019), Chinatown Revitalization Plan and the Parks (2019), Rec & Libraries Master Plan (2019) to self-direct its CDBG and ESG funds. In order to maintain responsiveness to the ever-changing development environment within its jurisdiction, the City's HOME funding application remains open for "shovel ready" affordable housing projects. The City continues to regularly engage with developers to evaluate projects, timelines, and potential amounts of funding, but has yet to receive an application for its FY 23-24 funding and is opting to allocate the bulk of its FY 23-24 HOME funding towards the priority revitalization of a historic structure for mixed use in the Chinatown neighborhood.

In preparation of Council's consideration of this item, this year's thirty (30) day AAP public comment period initiated with the required publication and posting of the AAP on April 15, 2023 and will conclude on May 16, 2023. Final funding recommendations were presented to the City's Housing and Land Use Committee on May 9, 2023 and received unanimous support to move the item forward to the City Council for a final public hearing and consideration of approval . Barring the receipt of any significant comments that might require minor modifications, the approved AAP will be submitted to HUD prior to the August 16, 2023, deadline. In the event that significant changes are required as a result of received public input, the City would then take appropriate action to amend its AAP.

The FY 2023-2024 AAP includes funding recommendations for each of the City's HUD entitlement allocations as well as any accrued Program Income (PI). Annual funding available this year includes $2,015,627 (CDBG); $60,000 (CDBG PI); $812,241 FY 23-24 allocation (HOME FY 23-24); $1,848,593 (HOME prior FY's); $313,000 (HOME PI) and $182,225 (ESG). The following tables summarize proposed funding recommendations for FY 2023-2024 AAP CDBG, HOME and ESG projects and activities.

Community Development Block Grant (CDBG) Funding Recommendations FY 2023-2024		
Agency	**Activity**	**Staff Recommendation**
City of Salinas	Program Administration (20%)	$415,125
City of Salinas	Activity Delivery Sherwood Recreation Center – Phase 4	$50,000

City of Salinas	Activity Delivery Republic Café at 37 Soledad St.	$50,000
City of Salinas	Sherwood Recreation Center – Phase 4	$500,000
City of Salinas	Republic Café Museum at 37 Soledad St.	$500,000
City of Salinas	Hebbron Family Center	$250,662
Eden Council for Hope and Opportunity	Fair Housing and Tenant/Landlord Services	$75,000
City of Salinas	Housing Referrals and Tenant/Landlord Services	$34,840
City of Salinas	Salinas Outreach and Response Team	$200,000
	Total	**$2,075,627**

HOME Investment Partnerships Program Funding Recommendations FY 2023-2024		
Agency	**Activity**	**Staff Recommendation**
City of Salinas	Program Administration (10%)	$112,524
City of Salinas	Republic Café Housing (Including Activity Delivery)	$2,482,022
Future Agency to be Determined	Future CHDO Activity to be Determined	$379,288
	Total	**$2,973,834**

Emergency Solutions Grants (ESG) Funding Recommendations FY 2023-2024		
Agency	**Activity**	**Staff Recommendation**
City of Salinas	Program Administration (7.5%)	$13,667
City of Salinas	Salinas Outreach and Response Team	$100,000
Community Homeless Solutions	Rapid Re-housing Program	$68,558
	Total	**$182,225**

Citizen Participation Plan (CPP)
The City's CPP sets forth policies and procedures to provide for and encourage the participation of City residents in the development of the City's HUD Con Plan, AAP, Consolidated Annual Performance and Evaluation Report (CAPER), Neighborhood Revitalization Strategy Area (NRSA), Section 108 application, and Analysis of Impediments to Fair Housing Choice (AI). The CPP also applies to any Amendments to the Con Plan, AAP, and CAPER, which evaluates progress toward Con Plan objectives. Proposed amendments to the CPP include minor changes to incorporate fair housing language as well as updates to Public Hearing Notices and Outreach.

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) per Guidelines Section 15378.

STRATEGIC PLAN INITIATIVE:
This agenda item supports each of the City of Salinas Strategic Plan 2022-2025 Goals and Strategies including *Economic Development, Housing/Affordable Housing, Infrastructure and Environmental Sustainability, Public Safety, Youth and Seniors, and Effective and Culturally Responsive Government*.

DEPARTMENTAL COORDINATION:

The FY 23-24 AAP and CPP are administered by the City's Community Development Department Housing and Community Development Division in primary coordination with the City Attorney, Public Works, Library and Community Services, and Finance departments.

FISCAL AND SUSTAINABILITY IMPACT:

It is estimated that the City is eligible to receive a total of $10,000,000 (CDBG), $4,000,000 (HOME) and $900,000 (ESG) of HUD funding allocations during the FY 2020-2024 Con Plan period. Council approval of the FY 2023-2024 AAP would make the City eligible to receive $3,070,093 in HUD FY 2023-2024 CDBG, HOME, and ESG Entitlement funding. No General Fund impact is associated with this agenda item.

ATTACHMENTS:
Resolution FY 2023-2024 AAP and CPP Amendment
FY 2023-2024 Funding Recommendation Tables - Draft
FY 2023-2024 HUD Annual Action Plan – Draft
Citizen Participation Plan Amendments – Draft
Public Comments

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

A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING THE UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD) FY 2023-2024 ANNUAL ACTION PLAN (AAP), AMENDMENT TO THE CITIZEN PARTICIPATION PLAN AND AUTHORIZING SUBMITTAL TO HUD

WHEREAS, the City of Salinas (City) receives and administers United States Department of Housing and Urban Development (HUD) entitlement Community Development Block Grant (CDBG), HOME Investment Partnerships Program (HOME) and Emergency Solutions Grants (ESG) program funding; and

WHEREAS, the City is currently operating under its approved HUD Fiscal Year (FY) 2020-2024 Consolidated Plan (Con Plan) covering the period of July 1, 2020 through June 30, 2025 which sets forth a five-year strategic plan for addressing identified needs within the context of HUD entitlement CDBG, HOME and ESG funding; and

WHEREAS, the FY 2023-2024 AAP describes proposed activities, projects, programs and funding amounts to be implemented with HUD CDBG, HOME and ESG funds; and

WHEREAS, the City relied on the robust public participation and consultation for the creation of the existing Alisal Vibrancy Plan, Chinatown Revitalization Plan and the Parks, Rec & Libraries Master Plan to self-direct HUD's CDBG and ESG funds; and

WHEREAS, the City has a continuous open application for HOME related projects, while the City has a number of city-led affordable housing projects, it has not received any applications from affordable housing developers; and

WHEREAS, the Citizen Participation Plan (CPP) sets forth policies and procedures to provide for and encourage resident participation in the development of the City's Con Plan, AAP, Consolidated Annual Performance and Evaluation Report (CAPER), Neighborhood Revitalization Strategy Area (NRSA), Section 108 application and Analysis of Impediments to Fair Housing Choice (AI) and any Amendments to the Con Plan, AAP and CAPER, which evaluates progress toward Con Plan objectives; and

WHEREAS, the City is proposing to amend the CPP to include new language regarding Public Hearing Notices and Outreach as it relates to the CPP; and

WHEREAS, per the City's HUD Citizen Participation Plan (CPP), the draft FY 2023-2024 AAP and CPP is available for public review and comment for a minimum thirty (30) day period from April 15, 2023, to May 16, 2013; and

WHEREAS, the Housing and Land Use Committee held a meeting on May 9, 2023, to obtain comments on the draft FY 2023-2024 AAP and draft amendment to the CPP and unanimously recommended both documents move forward to the City Council for final consideration; and

WHEREAS, the City Council held a duly noticed public hearing on May 16, 2023 to obtain further comments on the draft FY 2022-2023 AAP and draft CPP; and

WHEREAS, the City will take appropriate action to either make minor modifications to its FY 2023-2024 AAP and CPP prior to submission to HUD or execute a post-submission substantial amendment should any relative or significant comments be received within the comment period; and

WHEREAS, the City must submit a FY 2023-2024 Annual Action Plan (AAP) to HUD for approval by August 16, 2023 in order to remain eligible to receive CDBG, HOME and ESG entitlement funding; and

WHEREAS, the City must submit the proposed amendment to the CPP to HUD for final approval.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Salinas that it hereby approves the FY 2023-2024 AAP and amendment to the CPP and submittals to HUD, authorizes the City Manager to incorporate any necessary minor modifications to the approved AAP prior to submission, and authorizes the Mayor or designee, for and on behalf of the City, to execute any related agreements, contracts, certifications, and related documents implementing the funding allocations set forth in the AAP.

PASSED AND APPROVED this 16th day of May 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

City of Salinas
Citizen Participation Plan
Amended: ~~December 13, 2022~~May 16, 2023

1. Encouragement of Citizen Participation

Since the City of Salinas (City) began receiving the Community Development Block Grant (CDBG) Program in 1975, HOME Investment Partnerships Program (HOME) in 1992, and Emergency Solutions Grants (ESG) Program in 1994, the City has incorporated full opportunities for citizens to participate in planning, development, and review of proposals for funding from these entitlement programs. As required by federal regulations from the United States Department of Housing and Urban Development (HUD), citizens must be provided with a reasonable opportunity to participate in an advisory role in planning, implementing and assessing those programs and proposals.

The City recognizes the importance of public participation in both defining and understanding current housing, community development, economic development, and fair housing needs, and prioritizing resources to address those needs. The City's Citizen Participation Plan (CPP) is designed to provide residents of all ages, genders, economic levels, races, ethnicities, and special needs equal access to become involved in the Plan each year. This CPP was written in accordance with 24 CFR, Section 91.105 of HUD's Consolidated Plan regulations.

This [1] ~~Citizen Participation Plan (~~CPP~~)~~ sets forth policies and procedures to provide for and encourage participation by the residents of the City in the development of the City's Consolidated Plan (Con Plan), Annual Action Plan (AAP), Consolidated Annual Performance and Evaluation Report (CAPER), Neighborhood Revitalization Strategy Area (NRSA), Section 108, Analysis of Impediments to Fair Housing Choice (AI)/Assessment of Fair Housing (AFH). The CPP also applies to any Substantial Amendments (Amendment) to the Con Plan, AAP and CAPER, which evaluates progress toward the Con Plan objectives. The City submits a Con Plan to HUD every five (5) years and an AAP to HUD annually. These documents are due to HUD 45 days prior to the beginning of a new program year. The CAPER is submitted to HUD and due within 90 days after the close of the program year (June 30). The City typically updates the AI/AFH and NRSA every five years concurrently with the Con Plan. From time to time the City submits Amendments and Section 108 applications to HUD.

Interested groups and individuals are encouraged to provide input into all aspects of the City's Con Plan, AAP, Amendment, CAPER, Section 108, NRSA and AI/AFH activities from assessing needs and setting priorities through performance evaluation. This CPP offers numerous opportunities for citizens to contribute information, ideas, and opinions about ways to provide decent housing, establishing and maintaining a suitable living environment, and

[1] CPP regulations may be viewed online at: 24 CFR Part 91.105 Citizen participation plan; local governments.

expanding economic opportunities, particularly for low-and moderate-income persons.

In developing its Con Plan, AAP, Amendment, CAPER, Section 108 application, NRSA, and AI/AFH to HUD, the City will take appropriate actions to encourage the participation of all of its citizens including:

- low-and moderate-income persons, particularly those living in areas where federal funds are proposed to be used;
- residents of predominantly low-and moderate-income neighborhoods;
- residents of racially and ethnically concentrated areas of poverty (R/ECAP);
- minorities;
- people with Limited English Proficiency (LEP);
- people with disabilities;
- residents of public and other assisted housing developments; and
- local and regional institutions, the regional Continuum of Care (CoC) coalition (known as "Coalition of Homeless Services Providers") and other organizations (including businesses, developers, nonprofit organizations, philanthropic organizations, and community-based and faith-based organizations.

The City is committed to keeping all interested groups and individuals informed of activities being proposed or undertaken under HUD entitlement programs. Opportunities to comment on or participate in planning community development and affordable housing activities and projects will be publicized and disseminated as widely as possible in Salinas.

2. Public Hearings

The City will conduct the following public hearings:

- A minimum of one (1) public hearing for a Con Plan;
- A minimum of one (1) public hearing for an AAP;
- A minimum of one (1) public hearing for a CAPER;
- A minimum of one (1) public hearing for an NRSA;
- A minimum of one (1) public hearing for an AI/AFH;
- A minimum of one (1) public hearing for a CPP;
- A minimum of one (1) public hearing on an as needed basis for an Amendment; and
- A minimum of one (1) public hearing on an as needed basis for Section 108.

The City will obtain the citizens' views and respond to proposals and questions. The public hearings are usually held by the City Council and at times may include the Housing and Land Use Committee. The public hearings will address:

- housing and community development needs;
- the proposed use of program funds, and
- program performance during the past year.

The public hearings will be held in order to solicit comments on the draft Con Plan, AAP, CAPER, NRSA, AI/AFH, CPP, Amendments, and Section 108 application, which include the proposed use of HUD entitlement funds. The information provided to the public on or before the public

hearing will include:

- the amount of assistance the local government expects to receive (including grant funds and program income);
- the description of activities that may be undertaken;

the estimated amount of funding that will benefit persons of low-and moderate-incomes; and

- the City's plan to minimize displacement of persons and to assist any person displaced, specifying the types and levels of assistance the City will make available (or require others to make available) to persons displaced, even if no displacement is expected to occur.

This information will be presented at the public hearing and is contained in the text of the Con Plan, AAP, CAPER, NRSA, AI/AFH, CPP or Section 108 application under review.

3. Public Hearing Notices and Outreach

Information about the date, time, location, and subject of each public hearing will be provided to citizens at least one week in advance, in English and Spanish (if available), or as required by HUD, by the following methods:

- publication of a notice in at least one ~~two~~ local newspapers ~~(in English in The Californian and in Spanish in El Sol)~~;
- electronic notice email~~email~~ distribution lists;
- posting on the City's website, http://www.cityofsalinas.org/;
- social media outlets
- City's public facilities

The City also subscribes to the California Relay Service to accommodate TDD (telecommunication devices for the deaf) users; published public notices provide a TDD number. The City also provides notice to Central Coast Center for Independent Living, Deaf & Hard of Hearing Service Center, and Blind and Visually Impaired Center. These local agencies serve groups that may need notice in a different format.

Targeted outreach developed specifically for informing low and moderate-income persons, particularly those residing in the Alisal Neighborhood Revitalization Strategy Area (ANRSA), minorities, residents of public and other affordable housing, and persons with disabilities will take place via distribution of notices to providers of services to these populations, including the Housing Authority of the County of Monterey and non-profit affordable housing developers in Salinas. Outreach to Continuum of Care partners, local businesses, Salinas-based developers, nonprofit organizations, philanthropic organizations, and other community-based and faith-based organizations, will take place via notices sent to these organizations via email and/or regular mail.

Every effort will be made to ensure that public hearings are inclusive. Hearings will be held at convenient times and locations, preferably in the late afternoon/early evening and in places where people most affected by proposed activities can attend. The City will utilize facilities, which are accessible to persons with mobility impairments. Published notices will include information that:

> *"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. Requests should be referred to the City Clerk's office at 200 Lincoln Avenue, Salinas, (831) 758-7381, as soon as possible but 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."

Spanish translation is provided at all public meetings and hearings concerning HUD programs.

4. Publication of the Proposed Consolidated Plan (Con Plan) and Annual Action Plan (AAP)

The City will publish the proposed Con Plan and AAP in a manner that affords citizens, public agencies, and other interested parties a reasonable opportunity to examine its contents and submit comments. The proposed Con Plan (or "public comment draft") shall include:

- the amount of assistance the City expects to receive (including grant funds and program income);
- the range of activities that may be undertaken, including the estimated amount that will
- benefit persons of low-and moderate-incomes, and
- summary of the proposed Con Plan and/or AAP will be published in one or more newspapers of general circulation at the beginning of the required public comment period. The summary will describe the contents and purpose of the plan (including a summary of specific objectives) and include a list of locations where copies of the proposed Con Plan and/or AAP may be obtained or examined.

The following are among the locations where copies of the public comment draft will be made available for inspection:

- John Steinbeck Library, 350 Lincoln Avenue, Salinas;
- Cesar Chavez Library, 615 Williams Road, Salinas;
- El Gabilan Library, 1400 North Main Street, Salinas;
- Community Development Department, Housing & Community Development Division, 65 W. Alisal Street, Salinas;
- City Clerk's Office, City Hall, 200 Lincoln Avenue, Salinas; and
- On-line at the City of Salinas website: http://www.cityofsalinas.org/.

Copies of the proposed Con Plan and/or AAP will be located online at the City of Salinas website: http://www.cityofsalinas.org/. Copies can also be obtained by contacting the Housing Division of the Community Development Department at (831) 758-7334 or housingwebmail@ci.salinas.ca.us.

5. Limited English Proficiency (LEP) Residents

Residents who, as a result of national origin, do not speak English as their primary language and who have limited ability to speak, read, write or understand English may be entitled to language assistance related to the planning, programming and implementation of federal CDBG, HOME and/or ESG funding by the City. In providing such language assistance, the City will be taking affirmative steps in complying with Title VI of the Civil Rights Act of 1964, which is the federal law

which protects individuals from discrimination.

The two primary goals of this policy are to provide specific services to eligible individuals in need of language assistance and to increase participation of residents from all races and national origins comparable to their representation within this community. The threshold for eligibility and access to language services shall be 5% of the population as determined in the most current federal Census. For Salinas, since the 2020 Census identified 79.2% of the resident population as either Hispanic or Latino, special considerations will be directed to this group in the implementation of the CPP. Spanish translation of documents will be made available upon request.

The provision of the language assistance shall be implemented by the Community Development Department.

6. Public Comments on the Proposed Consolidated Plan (Con Plan) and/or Annual Action Plan (AAP)

The City will receive comments from citizens on its proposed Con Plan and/or AAP for a period not less than thirty (30) days prior to submission of the Plan(s) to HUD. All comments or views of citizens received in writing or orally at public hearings will be considered in preparing the final Plan(s). The comments, or a summary of these comments, therefore, shall be attached to the final Plan(s). Oral comments outside of the public hearing will not be considered, unless they are also provided directly to staff via email, letter, or other legible written form at the address provided in Section 4, above. The final version of the Con Plan and/or AAP as submitted to HUD will be posted on the City's webpage. Should HUD provide alternate public comment period, the City will default to the allowable timeline.

7. Substantial Amendments and Section 108

HUD regulations at 24 CFR Part 91.505 guide Amendments to the Con Plan and/or AAP. City Council will select alternate activities which can be implemented if projects approved by the City Council are rejected by HUD or if approved activities subsequently are determined to be ineligible, illegal, or for other reasons cannot be implemented. In the past, the City has also utilized Section 108 as a tool to further invest federal dollars in the community.

When a substantial change is proposed for a project, City staff will prepare the Amendment. Also, if the City plans on utilizing Section 108 funding, the City will submit an application to HUD for review and approval. Prior to City Council action on an Amendment to the Con Plan and/or AAP or Section 108 application, a notice will be published in a newspaper of general circulation, social media outlets, City's public facilities, housing division distribution list and the City's website 30 days prior to implementation, unless alternate public comment period provided by HUD.

When an Amendment or Section 108 application or activity is proposed, the City Council will allow public comment before acting on Amendment to an approved Con Plan and/or AAP of Section 108 activity or application. This public comment opportunity will take the place of a formal public hearing. A summary of citizen comments and why the comments were accepted or rejected will be included as part of the Amendment or Section 108 process.

An Amendment is defined as:

- For larger projects, over $200,000, an increase of 25 percent or more in project funding. Changes that are less than $50,000 are not considered substantial.
- An increase of 25 percent or more in project beneficiaries (i.e. income groups, limited clientele groups, residents of a targeted area) or a change in purpose, scope or location which would change the project beneficiaries by more than 25 percent or
- A determination by the Community Development Director, that the change is substantial even though it falls below the standards in Section 1 and 2 above.
- For ESG components, as long as the maximum 60% threshold for Street Outreach and Emergency Shelter is not exceeded, funding can be moved within the other components to meet expenditure requirements without a substantial amendment.

HOME funded project selection decisions that meet the approved criteria of an established loan or grant program will not be considered substantial amendments. The City, in consultation with the Housing and Land Use Committee will select alternate housing projects during each funding cycle which can be implemented if an approved project does not achieve milestones set at the time of funding, the project is discontinued or postponed, or for whatever other reason an approved project is unable to perform in a timely manner.

8. Public Notice of and Public Comment on Substantial Amendment or Section 108

Once drafted, the City shall make the Amendment or Section 108 public and submit it to the City Council for its review, comment, and recommendation. Notice and opportunity to comment will be given to citizens through public notices in local newspapers and other appropriate means, such as the targeted distribution lists described above in Section 3. A public comment period of not less than thirty (30) days will be provided prior to implementing any Amendment to the Con Plan and/or AAP of Section 108 activity or application. Comments received, or a summary of comments, therefore shall be attached to the Amendment or Section 108, which will be available to the public and submitted to HUD.

9. Preparation of the Consolidated Annual Performance and Evaluation Report (CAPER)

Performance reports on programs covered by the Con Plan and/or AAP are to be prepared by the City for annual submission to HUD by September 28th of each year. The City shall provide a preliminary draft of the CAPER and publish a notice announcing that the public shall have no less than fifteen (15) days to review and comment on the document.

The following are among the locations where copies of the public comment draft will be made available for inspection:

- John Steinbeck Library, 350 Lincoln Avenue, Salinas;
- Cesar Chavez Library, 615 Williams Road, Salinas;
- El Gabilan Library, 1400 North Main Street, Salinas;
- Community Development Department, Housing & Community Development Division, 65 W. Alisal Street, Salinas;
- City Clerk's Office, City Hall, 200 Lincoln Avenue, Salinas; and
- City of Salinas website: http://www.cityofsalinas.org/.

All public comments received either orally or in writing regarding the CAPER will be considered and the comments, or a summary of these comments, shall be attached to the final document. The City shall encourage members of the public to review the performance detailed in the CAPER during the public comment period.

10. Preparation of the Analysis of Impediments (AI)/Assessment of Fair Housing (AFH) to Fair Housing Choice and Neighborhood Revitalization Strategy Area (NRSA)

Federal programs such as CDBG, HOME and ESG have regulatory requirements to affirmatively further fair housing based upon HUD's obligation under Section 808 of the Fair Housing Act. Fair housing planning process helps communities analyze challenges to fair housing choice and establish goals and priorities to address the fair housing barriers in the community. The AI/AFH helps jurisdictions identify and assess four fair housing issues: patterns of integration and segregation; racially or ethnically concentrated areas of poverty; disparities in access to opportunity; and disproportionate housing needs.

The City typically updates it's NRSA as part of the Con Plan update. The NRSA provides the City with a tool to deliver greater flexibility to utilize federal funds such as CDBG within the targeted NRSA.

Consultation

The City will encourage participation by low-income residents, the Continuum of Care, local and regional institutions, and other organizations in developing and implementing the AI/AFH and NRSA. During the development of the AI/AFH and NRSA, at the minimum, the City will consult the following services/agencies to solicit their input on fair housing issues in the City:

- Fair Housing Organizations;
- Housing Authority of the County of Monterey and its Resident Advisory Board;
- Tenant organizations, including resident management corporations, resident councils, assisted housing resident organizations and advocates;
- Advocacy groups and community-based organizations serving special needs households and classes of persons protected under state and federal fair housing laws;
- Affordable housing developers and housing service providers;
- Banks and other financial institutions, and housing professionals (realtors, property management companies);
- Faith-based organizations;
- Public and private agencies that provide social services, including those focusing on services to low-income populations, children, elderly persons, persons with disabilities, and homeless persons;
- Adjacent governments and neighboring jurisdictions regarding priority non-housing community development needs and local government agencies with metropolitan-wide planning responsibilities regarding problems and solutions that go beyond a single jurisdiction (e.g. transportation, employment);
- Organizations relevant to the opportunity analysis, for example local school district leadership or parent groups or environmental justice groups;
- Philanthropic organizations; and
- States and local universities.

Public Review of Draft AI and NRSA

The draft AI and NRSA will be made available for public review for 30 days. Written comments will be accepted during the 30-day comment period. A summary of written comments and the City's responses must be attached to the AI/AFH and NRSA. A 30-day comment review period will be noticed and the draft AI/AFH and NRSA made available at locations detailed in Section 4 of this Plan.

Public Hearings

The City will conduct at least one public hearing to allow citizens to review and submit comments on the draft AI/AFH and ANRSA.

11. Access to Records

All public records, as defined by the State Public Disclosure Act, will be available for review at the City Clerk's office or at the Community Development Department Housing Division during normal business hours. Requests for records will be handled in accordance with the City of Salinas' policy on review of public records. A reasonable fee may be charged for copying records for citizens.

12. Technical Assistance

The City shall make available, upon request, technical assistance to groups representing persons of low-and moderate-income (and other special needs) that request such assistance in developing proposals for funding assistance under any of the programs covered by the Plans. The City shall also hold at least one workshop for community agencies applying for City funding on or near the time of issuance of a Request for Proposals to explain issues related to various funding sources available, eligible activities, the application process itself, and to answer any questions applicants may have.

13. Citizen Complaints

The City of Salinas shall accept written complaints and provide a substantive written response to any written citizen complaint within a reasonable period of time, not to exceed fifteen (15) working days, when the complaint concerns the Con Plan, AAP, CAPER, Amendments, NRSA, Section 108 and AI/AFH.

Complaints, comments and questions should be directed to:

Planning Manager, Housing & Community Development Division
Community Development Department
City of Salinas
65 W. Alisal Street, 2nd Floor
Salinas, CA 93901
housingwebmail@ci.salinas.ca.us
(831)758-7334

14. Housing and Land Use Committee

The Mayor annually appoints Council members to the Housing and Land Use Committee (HLUC).

The HLUC serves in an initial advisory capacity to staff and the City Council in regard to City of Salinas HUD entitlement funding allocations and related plans, reports, amendments and applications.

15. Effective Date and Amendments

This amended CPP will supersede all prior CPPs, and become effective on ~~May 26, 2020~~May 16, 2023, and will remain in effect as long as Con Plan activities are ongoing or until superseded by a new amended CPP. Citizens will be given notice and an opportunity to comment on any amendments to the CPP. This CPP will be made available to the public at the locations detailed in Section 4 of this Plan. Persons with disabilities that need special accommodations to review this Plan may make a request to CED or NCS, and reasonable accommodations will be made to provide the document in a form that is accessible to the person making the request.

EXHIBIT A
Citizen Participation Plan Waivers and Alternative Requirements for COVID-19

For CDBG, ESG, and HOME funding and eligible waivers under the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the City's CPP is amended to include the following:

1. 5-day Public Comment Period
   a. Expedited procedures to include notice and reasonable opportunity to comment of no less than 5 days. The 5-day period can run concurrently for comments on the action plan amendment and amended citizen participation plan.
2. Definition of Reasonable Noticing
   a. A public notice will be issued regarding the date, time, location (if virtual meeting, instructions to view and comment will be provided), and subject (e.g. substantial amendment) of City Council public hearing and will provide citizens with a reasonable opportunity to comment of no less than 5 days in advance of the scheduled meeting;
   b. The public notice will provide citizens with a reasonable opportunity to comment of no less than 5 days;
   c. The public notice will include instructions on how citizens can submit their comments to the City (e.g. mail, electronically, City Council meeting);
   d. Public notices in English and Spanish will be issued and posted at the City Clerk's Office, City Hall (200 Lincoln Avenue), City Permit Center (65 W. Alisal Street – 1st Floor), City Community Development Department Housing Division Office (65 W. Alisal St. – 2nd Floor), John Steinbeck Library (350 Lincoln Avenue), Cesar Chavez Library (615 Williams Road), El Gabilan Library (1400 North Main Street), City Notice of Funding Availability (NOFA)/Request for Proposals (RFP) e-mail distribution list and on the City website at: (https://www.cityofsalinas.org/our-city-services/community-development/housing-and-community-development-division/rfps-public-notices).
3. Hold Virtual Public Hearings
   a. Virtual public hearings shall provide reasonable notification and access for citizens in accordance with the grantee's certifications, timely responses from local officials to all citizen questions and issues, and public access to all questions and responses.
   b. That, for as long as national or local health authorities recommend social distancing and limiting public gatherings for public health reasons, the City may create virtual public hearings to fulfill applicable public hearing requirements for all grants from funds made available under this heading in the CARES Act.
4. Housing and Land Use Committee
   a. To provide for timely response to the COVID-19 pandemic, all decisions relating to the uses of CDBG, ESG, and HOME funds for COVID-19 response may bypass review by the Housing and Land Use Committee and proceed directly to City Council review.

The CPP is amended to include the following HUD waivers and alternative requirements:

ESG Program (ESG FY 19 and FY20; ESG-CV):

☒ HMIS Lead Activities
☒ Re-evaluations for Homelessness Prevention Assistance
☒ Housing Stability Case Management
☒ Restriction of Rental Assistance to Units with Rent at or Below FMR

CDBG FY19 and FY20

☒ Public Service Activities
☒ Citizen Participation and Public Hearings for Consolidated Plans (including Action Plans)
☒ Deadline to Submit Consolidated Plans (including Annual Action Plans)
☒ Waiver and Alternative Requirement Authority

CDBG-CV

☒ Public Service Activities
☒ Reimbursement of Costs
☒ Citizen Participation and Public Hearings for Consolidated Plans (including Action Plans)
☒ Deadline to Submit Consolidated Plans (including Annual Action Plans)
☒ Waiver and Alternative Requirement Authority

HOME, CDBG, HTF, ESG, and HOPWA Program Consolidated Planning Requirements:

☒ Citizen Participation Public Comment Period for Consolidated Plan Amendment
☒ Citizen Participation Reasonable Notice and Opportunity to Comment

HOME

For Major Disaster Areas:

☒10% Administration and Planning Cap
☒ CHDO Set-aside Requirement
☒ Limits and Conditions on CHDO Operating Expense Assistance
☒ Matching Contribution Requirements

For All Participating Jurisdictions:

☒ Citizen Participation Reasonable Notice and Opportunity to Comment
☒ Income Documentation
☒ On-Site Inspections of HOME-assisted Rental Housing
☒ Four-Year Project Completion Requirement

Citizen Participation and Public Hearings for Consolidated Plans (including Action Plans)

Provides that grantees may amend CPP's to establish expedited procedures to draft, propose, or amend consolidated plans. Expedited procedures must include notice and reasonable opportunity to comment of no less than 5 days. The 5-day period can run concurrently for comments on the action plan amendment and amended citizen participation plans.

In-person public hearings are not required. Grantees may meet public hearing requirements with virtual public hearings if: 1) national/local health authorities recommend social distancing and limiting public gatherings for public health reasons; and 2) virtual hearings provide reasonable notification and access for citizens in accordance with the grantee's certifications, timely responses from local officials to all citizen questions and issues, and public access to all questions and responses.

Deadline to Submit Consolidated Plans (including Annual Action Plans)

Extends the deadline for grantees to submit the fiscal year 2020-2021 AAP and 2020-2024 Con Plan submissions other updates to August 16, 2021.

Citizen Participation Public Comment Period for Consolidated Plan Amendment

Requirement: 30-day Public Comment Period.

Citations: 24 CFR 91.105(c)(2) and (k), 24 CFR 91.115(c)(2) and (i) and 24 CFR 91.401

Explanation: A CPD grantee may amend an approved consolidated plan in accordance with 24 CFR 91.505. Substantial amendments to the consolidated plan are subject to the citizen participation process in the grantee's citizen participation plan. The citizen participation plan must provide citizens with 30 days to comment on substantial amendments.

Justification: Given the need to expedite actions to respond to COVID-19, HUD waives 24 CFR 91.105(c)(2) and (k), 91.115(c)(2) and (i) as specified below, in order to balance the need to respond quickly to the growing spread and effects of COVID-19 with the statutory requirement to provide reasonable notice and opportunity for citizens to comment on substantial amendments concerning the proposed uses of CDBG, HOME, HTF, HOPWA or ESG funds.

Applicability: This 30-day minimum for the required public comment period is waived for substantial amendments, provided that no fewer than 5 days are provided for public comments on each substantial amendment. The waiver is available through the end of the recipient's 2020 program year. Any recipient wishing to undertake further amendments to prior year plans following the 2020 program year can do so during the development of its FY 2021 Annual Action Plan.

Citizen Participation Reasonable Notice and Opportunity to Comment

Requirement: Reasonable Notice and Opportunity to Comment.

Citations: 24 CFR 91.105(c)(2) and (k), 24 CFR 91.115(c)(2) and (i) and 24 CFR 91.401

Explanation: As noted above, the regulations at 24 CFR 91.105 (for local governments) and 91.115 (for States) set forth the citizen participation plan requirements for recipients. For substantial amendments to the consolidated plan, the regulations require the recipient to follow its citizen participation plan to provide citizens with reasonable notice and opportunity to comment. The citizen participation plan must state how reasonable notice and opportunity to comment will be given.

Justification: HUD recognizes the efforts to contain COVID-19 require limiting public gatherings, such as those often used to obtain citizen participation, and that there is a need to respond quickly to the growing spread and effects of COVID-19. Therefore, HUD waives 24 CFR 91.105(c)(2) and (k), 24 CFR 91.115(c)(2) and (i) and 24 CFR 91.401 as specified below to allow these grantees to determine what constitutes reasonable notice and opportunity to comment given their circumstances.

Applicability: This authority is in effect through the end of the 2020 program year.

CARES Act provisions related to citizen participation:

Provided further, That, notwithstanding sections 104(a)(2), (a)(3), and (c) of the Housing and Community Development Act of 1974 (42 U.S.C. 5304(a)(2), (a)(3), and (c)) and section 105 of the Cranston-Gonzalez National Affordable Housing Act (42 U.S.C. 12705), a grantee may adopt and utilize expedited procedures to prepare, propose, modify, or amend its statement of activities

for grants from amounts made available under this heading in this Act and under the same heading in Public Law 116–94 and Public Law 116–6: *Provided further*, That under such expedited procedures, the grantee need not hold in-person public hearings, but shall provide citizens with notice and a reasonable opportunity to comment of no less than 5 days: *Provided further*, That, for as long as national or local health authorities recommend social distancing and limiting public gatherings for public health reasons, a grantee may create virtual public hearings to fulfill applicable public hearing requirements for all grants from funds made available under this heading in this Act and under the same heading in Public Law 116–94 and Public Law 116–6: *Provided further*, That any such virtual hearings shall provide reasonable notification and access for citizens in accordance with the grantee's certifications, timely responses from local officials to all citizen questions and issues, and public access to all questions and responses.

FY 2023-2024 Annual Action Plan Public Comments

From: Melissa Ruiz
Sent: Thursday, May 4, 2023 11:35 AM
To: sandra.reeder@yahoo.com; housingwebmail
Cc: Starla Warren; mchi_ed@mc-housing.org
Subject: RE: Attention Ms. Hunter, Comments on the Action Plan City Council

Hello Sandra, we received the comment and it will be included.

Thank you,

Melissa Ruiz
Community Improvement Assistant
Community Development **Department**
65 W. Alisal Street, Salinas, Ca 93901
melissa.ruiz@ci.salinas.ca.us
P: (831) 758-7401

From: Sandra Reeder <sandra.reeder@yahoo.com>
Sent: Wednesday, May 3, 2023 2:47 PM
To: housingwebmail <housingwebmail@ci.salinas.ca.us>
Cc: Starla Warren <skwsunshine@gmail.com>; mchi_ed@mc-housing.org
Subject: Attention Ms. Hunter, Comments on the Action Plan City Council

Dear Ms. Hunter: Attached are the Monterey Housing Inc. Affordable Acquisitions comments on the Annual Action Plan for the City Council Meeting on May 16, 2023

Sandra Reeder
Telephone: 831 229 1462

MONTEREY COUNTY HOUSING, INC.

AND

MCHI AFFORDABLE ACQUISITIONS. INC.

mchi_ed@mc-housing.org
831-970-9252

April 21, 2021

Ms. Megan Hunter
City of Salinas
Community Development Director
Community Development Housing Division
65 W. Alisal Street, Second Floor
Salinas, CA 93901

Re: Comments on the City of Salinas Annual Plan for CDBG and HOME funds

Dear Ms. Hunter and City Council Members:

Monterey County Housing Inc. (MCHI) and MCHI Affordable Acquisitions, Inc. (MCHI/AA) are pleased to submit comments on the City of Salinas' Annual Plan for Federal funds to the Department of Housing and Urban Development.

We are a previously designated Community Housing Development Organization (CHDO) through the City of Salinas, which has a recently completed project in Parkside One with $16 million in subordinate loans, This level of commitment demonstrates MCHI's commitment to the development of affordable housing in our community. Please reference the attached inventory and housing assets attached to this letter.

We are diligently working on our CHDO re-certification pending the release of the City's new application form in May 2023 and urge the Council to support and move this process forward. for MCHI and its affiliate non-profit MCHI/AA's application, the latter of which currently owns the property upon which Parkside Two is sited.

The project is owned and shovel ready aside for funding. It is the desire of MCHI/AA to move forward to build Parkside Two, and to partner with the City of Salinas to allow this to occur. The project known as Parkside One brought into the community over $70,000,000 in site improvements, housing, and a community center along with another 88 units for senior households/

MCHI and MCHI/AA owns and manages properties in the City of Salians. Our inventory is attached.

We officially request the following be added to the document as a goal:

- Partner with MCHI and MCHI/AA to obtain CHDO Status
- Provide seed money and technical assistance funding to MCHI/AA to obtain CHDO Status and move forward with Parkside Two
- Partner with MCHI/AA to provide a predevelopment loan to MCHI/AA to conduct predevelopment activities on the site known as Parkside Two.

MCHI has operated in the City of Salinas and the County of Monterey since 1994, and has considerable cumulative experience of over 100 years through its staff, directors, and consultants. MCHI is now a separate non-profit entity with full ownership if its properties, assets, and funds. Parkside Two should be included in the City's Action Plan

MCHI looks forward to working to improve the living conditions and availability of low-income housing for households living in the City of Salinas.

Sincerely,

John Rose
Executive Director

Attachment:

Inventory of Assets and Property MCHI/MCHIAA

MONTEREY COUNTY HOUSING INC.
AND MONTEREY COUNTY HOUSING INC. AFFORDABLE ACQUISITIONS
INVENTORY OF PROPERTIES AND ASSETS

NAME AND ADDRESS OF PROPERTY	OWNER	NUMBER OF UNITS AND TYPE
PROPERTIES		
LEO MEYER, 425 KING STREET, KING CITY	**MONTEREY COUNTY HOUSING INC.**	**44 ONE BEDROOM UNITS FOR ELDERLY**
JARDINES DEL MONTE, 1253 DEL MONTE, SALINAS	**MONTEREY COUNTY HOUSING INC.**	**11 THREE BEDROOM TOWNHOMES-1,288 Square feet for families**
t		
PARKSIDE II 114 AND 115 PARKSIDE, SALINAS	**MONTEREY COUNTY HOUSING INC. AFFORDABLE ACQUISIONS**	**36 ONE BEDROOM UNITS-498 square feet** **4 TWO BEDROOM UNITS-744 square feet** **4 FOUR BEDROOM UNITS-1,235 square feet** **4 FIVE BEDROOM UNITS-1,396 square feet**
Total Units Owned and Managed		**103 Units**
ASSETS	**Sponsor -MCHI**	
Pueblo Del Mar-Transitional Housing, Marina	**Deed of Trust $1,000,000 HACM owned from Health and Human Services deed restriction ends 2029**	**56 2-bedroom units**
Tynan Village-Sponsor	**Deed of Trust $7,000,000**	**171 Multi Family Units**
Haciendas Three	**Deed of Trust $4,000,000**	**55 Multi-family Units**
Haciendas Senior	**Deed of Trust $5,000,000**	**50 Senior Units**
One Parkside	**Deed of Trust- $16,100,000 Property Owner MCHI,AA**	**80 Senior Units**
	ASSETS Total Value Deeds of Trust- $33,100,000	**Total Units Sponsored 412**

UNITED STATES DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT FY 2023-2024 ANNUAL ACTION PLAN AND CITIZEN PARTICIPATION PLAN AMENDMENTS

SALINAS
RICH IN LAND | RICH IN VALUES

Rod Powell, Planning Manager
Community Development Department
May 16, 2023

Background

- HUD Annual Action Plan (AAP)
  - Year 4 of City's FY 2020-2025 Consolidated Plan
  - Strategic Plan for use of CDBG, HOME and ESG funds
  - Describes Planned Activities and Funding
- Citizen Participation Plan (CPP)
  - Policies and procedures for public participation
  - Development of ConPlan, AAP, CAPER, AFH

Timeline

- Start of Public Comment Period — April 15, 2023
- Housing and Land Use Committee — May 9, 2023
- End of Public Comment Period — May 16, 2023
- City Council Public Hearing — May 16, 2023
- HUD AAP Submission Deadline — August 16, 2023

FY 2023-2024 AAP Allocations

Funding Source	Amount		
	CDBG	HOME	ESG
FY 23-24 Allocation	$2,015,627	$812,241	$182,225
Estimated Program Income	$60,000	$313,000	$0
Prior FY's Allocations	$0	$1,848,593	$0
Total	$2,075,627	$2,973,834	$182,225

CDBG Funding Recommendations

Agency	Program	Amount
City of Salinas	Program Administration (20%)	$426,667
City of Salinas	Sherwood Recreation Center - Phase 4	$500,000
	Activity Delivery	$50,000
City of Salinas	Republic Café Museum at 37 Soledad St	$500,000
	Activity Delivery	$50,000
City of Salinas	Hebbron Family Center	$250,662
Eden Council for Hope and Opportunity	Fair Housing and Tenant/Landlord Services	$75,000
City of Salinas	Housing Referrals & Tenant/Landlord Services	$34,840
City of Salinas	Salinas Outreach and Response Team	$200,000
	Total Funding	$2,075,627

HOME Funding Recommendations

Agency	Program	Amount
City of Salinas	Program Administration (10%)	$112,524
City of Salinas	Republic Café Housing	$2,482,022
Future Agency to be determined	Future CHDO Activity	$379,288
	Total Funding	$1,224,007

Additional HOME projects to consider:

- Motel Acquisition & Rehabilitation
- Scattered-site Single Family Housing
- 467-479 E. Market St. Affordable Housing Project
- St. George CHISPA Senior Housing

ESG Funding Recommendations

Agency	Program	ESG Component	Amount	%
City of Salinas	Program Administration	Administration	$13,667	7.5%
City of Salinas	Salinas Outreach and Response Team	Street Outreach*	$100,000	54.9%
Community Homeless Solutions	Rapid Re-Housing Program	Rapid Rehousing	$68,558	37.6%
		Total	$178,942	100%

** No more than 60% to be used for Street Outreach and Emergency Shelter*

Amendment to Citizen Participation Plan

- Policies and procedures to encourage public participation
  - Con Plan
  - AAP
  - CAPER
  - NRSA
  - Section 8
  - AIFH
- Incorporate fair housing language
- Updates to Public Hearing Notices and Outreach

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) per Guidelines Section 15378.

Strategic Plan Initiative

- Economic Development
- Housing/Affordable Housing
- Infrastructure and Environmental Sustainability
- Public Safety
- Youth and Seniors
- Effective and Culturally Responsive Government

Departmental Coordination

- Finance
- Legal
- Library and Community Services
- Public Works

Fiscal and Sustainability Impact

- No General Fund Impact
- All AAP FY 2023-2024 Projects are funded with HUD CDBG, HOME and ESG Entitlement Funds

Recommendation

A motion to approve a Resolution:

1. approving the City of Salinas' United States Department of Housing and Urban Development FY 2023-2024 Annual Action Plan and its submittal to HUD; and
2. approving amendments to the City of Salinas' Citizen Participation Plan and its submittal to HUD; and
3. authorizing the City Manager to incorporate any necessary minor modifications to the FY 2023-2024 AAP based upon community feedback prior to submissions to HUD; and
4. authorizing the Mayor, or designee, for and on behalf of the City, to execute any related agreements, contracts, certifications, or amendments related to the funding allocations set forth in the FY 2023-2024 AAP.

Questions & Comments

File #: ID#23-309, **Version:** 1

Republic Services Garbage & Recycling Rates FY 23-24

Approve a Resolution finding the proposed annual adjustments to Republic Services of Salinas' (Republic Services) Schedule of Service Fees and Schedule of Rates for Residential and Commercial Customers effective July 1, 2023, to be both reasonable and within the terms of the Collection Services Agreement.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **May 16, 2023**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

BY: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

TITLE: **REPUBLIC SERVICES GARBAGE & RECYCLING RATES FY 22-23**

RECOMMENDED MOTION:

A motion to approve a Resolution finding the proposed annual adjustments to Republic Services of Salinas' (Republic Services) Schedule of Service Fees and Schedule of Rates for Residential and Commercial Customers effective July 1, 2023, to be both reasonable and within the terms of the Collection Services Agreement.

EXECUTIVE SUMMARY:

Republic Services proposed rates for Solid Waste, Recycling, and Organics (Green Waste) Collection Services for Fiscal Year 2023-24 reflect an increase of 3.75% (or $1.21) for the typical 32-gallon residential trash service from $32.26 to $33.47 per month. The increase consists of 2.32% ($0.75) (4.0% CPI increase to the collection element of the rate) for Republic Services CPI, 0.54% (or $0.18) for SVSWA AB 939 Fees, 0.16% (or $0.05) for Recycling Processing, 0.16% (or $0.05) for Organics Processing and 0.56% (or $0.18) for City Franchise Fees.

For commercial services, the monthly rate for a customer with a 3-cubic yard bin collected once per week will increase 3.84% (or $19.26) from $501.97 to $521.23 per month. The increase consists of 2.61% (or $13.08) (4.0% CPI increase to the collection element of the rate for Republic Services CPI, 0.65% (or $3.29) for AB 939 Fees, and 0.58% (or $2.89) for City Franchise Fees. Commercial customers continue to have the option to reduce their monthly rates by taking advantage of recycling opportunities and/or by reducing service levels for underutilized capacity.

The City and R3 Consulting Group, Inc. have reviewed the rates with representatives of Republic Services in accordance with the Collection Services Agreement and find them reasonable and within the terms of the Collection Services Agreement.

BACKGROUND:

Since July 1, 2001, the City of Salinas has had an exclusive Collection Services Agreement with Allied Waste Services, dba Republic Services of Salinas (Republic Services), for municipal solid waste, recyclables, and green waste collection services. The Collection Services Agreement has had multiple amendments and extensions up to the current Amended and Restated Collection Services

Agreement (October 2021) with a term expiring June 30, 2036, with an optional extension of five years at the City's sole discretion.

The rates are made up of the following fees: Franchise, AB 939, Disposal, Recycle, Organics, Construction and Demolition, and the Collection element. The only fee that Republic can adjust is the collection element. The Franchise Fee is set to 15% by the City and the rest are set by either Salinas Valley Solid Waste Authority (SVSWA) or by ReGen Monterey.

SVSWA takes the solid waste and organics (green waste). SVSWA has kept the solid waste fee the same as last year, increased the organics (green waste) from $57.00 to $58.25 per ton (increase of 2.2%) and increased the AB 939 by 12.9% (charged to trash service based on service level). SVSWA did increase their transportation fee from $18.75 to $19.75 per ton (increase of 5.3%) however this increase is fixed to the collection portion of the rate through an agreement between SVSWA and Republic Services.

Republic Services takes the recyclables to Regen Monterey who have increased their processing fee by 5%.

The table below provides a snapshot of the impact of the requested adjustments to the rates of a typical residential and commercial customer.

Table 3
Estimated Service Cost Increases for Hauler

Base Services by Rate Classification	Rate Classification	Approved FY 22/23 Rates	Proposed FY 23/24 Rates	Percent Change	Increase
32-Gallon Garbage, 64 Gallon Recycle, 96 Gallon Organics	Residential	$32.26	$33.47	3.75%	$1.21
32-Gallon Garbage, 64 Gallon Recycle, 96 Gallon Organics	MFD – Curbside	$32.26	$33.47	3.75%	$1.21
32-Gallon Garbage, 64 Gallon Recycle, 96 Gallon Organics	MFD – Consolidated (Carts)	$50.05	$51.97	3.84%	$1.92
3 Cubic Yard Garbage Bin, 1 Pickup per Week	MFD-Consolidated (Bins)	$501.97	$521.23	3.84%	$19.26
3 Cubic Yard Garbage Bin, 1 Pickup per Week	Commercial	$501.97	$521.23	3.84%	$19.26
2 Cubic Yard Recycle Bin, 1 Pickup per Week	Commercial	$323.00	$336.00	4.02%	$13.00
64-Gallon Organics Cart, 1 Pickup per Week	Commercial	$68.04	$70.65	3.84%	$2.61

** The CPI increase is only applied to the Republic portion of the adjusted rates and is not applied to the SVSWA's disposal portion. Thus, the resulting percentage increase varies for each service on the rate schedule.*

Across all levels of service, the average rate increase for Single Family Residential Customers is 3.73% while that for Commercial it is 3.81% and Multi Family is 3.81%

Per Section 14-01.10 of the Salinas Municipal Code and Article 4 of the Collection Services Agreement, the Council annually reviews and adopts adjustments to Republic Services corresponding approved rates. Under Article 4.15, Notice of Rate Increases, of the Franchise Agreement, Republic Services is required to notify its customers 30 days in advance of the effective date of any approved rate adjustments. For Republic Services to comply with this public noticing requirement and for the rates to become effective July 1, 2023, Council must review and find the rate adjustments reasonable prior to the end of May 2023. Republic Service submitted its rate application in accordance with the timeframe as required in the Collection Services Agreement. Republic Services has submitted a request for consideration of adjustments to the Rate Schedules for fiscal year 2023-24.

Key Drivers

As part of the negotiation process, existing programs and solid waste expenditures were considered. The Annual Rate Adjustment is directly linked to increased costs in transportation, tipping fees (SVSWA Landfill, ReGen Materials Recovery Facility) and the Solid Waste Element. All these cost increases are typical of the service provided and are deemed to be reasonable.

Inflation Component

Beginning with Rate Year 2023, the Consumer Price Index (CPI-U) adjustment shall be the sum of the weighted percentage change in the 12-month average of each CPI-U index number between the base period, which shall be the prior preceding year ending December 31st, and the preceding year ending December 31st as contained in the most recent release of the CPI-U. Therefore, the CPI-U rate adjustment effective July 1, 2023, will be based on the percentage changes between the 12-month average of the CPI-U indices from January 2022 to December 2022. Additionally, if in any calendar year that the calculation of the CPI-U exceeds four percent (4.00%), the total adjustment for that year will be four percent (4.00%), and no rollover amount will be added the rate adjustment percentage in the following year, or any subsequent year. If the CPI-U is negative, there will be no CPI-U adjustment to the Collection Element for that year. The annual CPI-U was calculated at 4.49% and the CPI applied to the 2023-24 Rate schedule is **4.00%.**

SVSWA AB 939 Fees

Every year SVSWA reallocates its AB 939 non-disposal programs fee using the total tonnage landfilled over the prior three fiscal years. For FY 2023-24 the SVSWA increased AB 939 Non-Disposal Program Fees from $2,136,300 to $2,428,616. This fee increase is meant to offset the additional funding needed to comply with all CalRecycle requirements focused on waste prevention, diversion, and recovery.

Franchise Fee

A typical component of such agreements, franchise fees represent the reasonable market value of the grant of the solid waste franchise. The City is paid a 15% franchise fee on the gross revenues for all services that Republic Service provides. The above increases for CPI, AB 939 Fees, Recycling and Organics Collection costs will also result in additional franchise fees.

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:

This action supports the Council's goal of Infrastructure and Environmental Sustainability

DEPARTMENTAL COORDINATION:

While the rate review is largely conducted by Public Works, coordination occurs with both the Finance and Legal Departments.

FISCAL AND SUSTAINABILITY IMPACT:

This item requires no additional expenditures or appropriations. Franchise Fees associate with these annual rate adjustments will generate additional General Fund revenue for the city and will be included in the upcoming 2023-24 fiscal year budget.

ATTACHMENTS:

1. Resolution
2. Proposed Exhibit 1 - Schedule of Approved Rates of Franchise Agreement effective 7/1/23

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

ADJUSTMENTS TO REPUBLIC SERVICES OF SALINAS'S SCHEDULE OF CONTRACTOR SERVICE FEES AND APPROVED RATES FOR COMMERCIAL AND RESIDENTIAL CUSTOMERS EFFECTIVE JULY 1, 2023

WHEREAS, Section 14-01.10 of the City of Salinas Code, and California Public Resources Code, Section 40059 allows the City to enter into a contract for collection, removal, and disposal of all garbage, wet garbage, rubbish or commercial rubbish; and

WHEREAS, the City of Salinas has a Collection Services Agreement with Republic Services of Salinas to provide solid waste, recycling, and green waste collection services for the City; and

WHEREAS, per Agreement, Article 4, Contractor Compensation and Customer Rates, Republic Services may adjustment their rates on an annual basis; and

WHEREAS, City of Salinas and R3 Consulting Group, Inc. staff have reviewed the proposed adjustments to the service fees and the proposed New Exhibit 1 – "Schedule of Approved Rates," and found the adjustment to accurately reflect those formulas prescribed by the Agreement and found the service rates adjustments to be reasonable and accurate; and

WHEREAS, if found to be reasonable and accurate, Republic Services will implement the proposed Schedule of Approved Rates effective July 1, 2023.

NOW, THEREFORE, BE IT RESOLVED that the City Council hereby finds and determines that the above recitals and accompanying staff report are true and correct and have served as the basis, in part, for the actions of the City Council set forth below; and

BE IT FURTHER RESOLVED that the proposed New Exhibit 1- "Schedule of Approved Rates," attached hereto, is found and determined to be consistent and an accurate interpretation of the Franchise Agreement, and to be reasonable and accurate.

PASSED AND APPROVED this 16th day of May 2023 by the following vote:

AYES:

NOES:

ABSENT:

APPROVED:

_____

Kimbley Craig, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

PROPOSED NEW EXHIBIT 1 - Schedule of Approved Rates
Franchise Agreement - Republic Services Services & The City of Salinas

Rate Code Description	FY23/24 Rates Rates
Residential Services:	
Standard Weekly Residential Services:	**Monthly Rate**
20 Gallon Garbage, 64 Gallon Recycle, 96 Gallon Yardwaste	$29.02
32 Gallon Garbage, 64 Gallon Recycle, 96 Gallon Yardwaste	$33.47
64 Gallon Garbage, 64 Gallon Recycle, 96 Gallon Yardwaste	$45.63
96 Gallon Garbage, 64 Gallon Recycle, 96 Gallon Yardwaste	$59.80
Senior Low Income - 20 Gallon Garbage, 64 Gallon Recycle, 96 Gallon Yardwaste	$21.04
Senior Low Income - 32 Gallon Garbage, 64 Gallon Recycle, 96 Gallon Yardwaste	$21.04
Additional Weekly Residential Services:	**Monthly Rate**
Additional 32 Gallon Garbage	$22.79
Additional 64 Gallon Garbage	$33.48
Additional 96 Gallon Garbage	$49.46
Backyard Service Charge (additional charge)	$29.30
Backyard Service for Permanently Disabled	No Charge
Additional One Time Residential Charges:	**Per Occurrence**
Extra Pickup at Same time as Regular Service, Customer Fills Container - 20 Gallon	$6.93
Extra Pickup at Same time as Regular Service, Customer Fills Container - 32 Gallon	$12.22
Extra Pickup at Same time as Regular Service, Customer Fills Container - 64 Gallon	$22.58
Extra Pickup at Same time as Regular Service, Customer Fills Container - 96 Gallon	$35.35
Each Additional Bag of Garbage (Up to 32 Gallon) - Driver required to load	$11.63
Payment and Research Fee	$27.68
Restart and Readjustment fee - Administrative	$16.71
Residential Cart Overflow - 20 Gallon	$6.08
Residential Cart Overflow - 32 Gallon	$7.28
Residential Cart Overflow - 64 Gallon	$9.82
Residential Cart Overflow - 96 Gallon	$12.98
Additional Trip to Customer Location at Customer Request	$42.97
Bulky Goods Pickup - Limit 1 Item	$112.14
Bulky Goods Pickup - Each Additional Item Not Requiring an Additional Trip	$36.82
4 Yard Front-Load Clean Up Container (Maximum 5 Days, No Saturday/Sunday Services)	$246.39
6 Yard Front-Load Clean Up Container (Maximum 5 Days, No Saturday/Sunday Services)	$322.55
8 Yard Front-Load Clean Up Container (Maximum 5 Days, No Saturday/Sunday Services)	$429.91
Mandatory Return Service Charge	$21.36
Note: Additional disposal fees for non-standard items (box springs, tires, televisions, etc.) in which Republic Services is charged by the designated transfer station or landfill will be passed on to the customer when it is possible to identify the customer in violation.	

Commercial Services:	
Standard Weekly Commercial Services:	**Monthly Rate**
20 Gallon Garbage Cart, 1 Pickup per Week	$37.28
32 Gallon Garbage Cart, 1 Pickup per Week	$59.74
64 Gallon Garbage Cart, 1 Pickup per Week	$76.36
96 Gallon Garbage Cart, 1 Pickup per Week	$92.51
96 Gallon Garbage Cart, 2 Pickups per Week	$180.23
96 Gallon Garbage Cart, 3 Pickups per Week	$341.15
96 Gallon Garbage Cart, 4 Pickups per Week	$446.63
96 Gallon Garbage Cart, 5 Pickups per Week	$526.66
96 Gallon Garbage Cart, 6 Pickups per Week	$631.93
1 Cubic Yard Garbage Bin, 1 Pickup per Week	$367.93
2 Cubic Yard Garbage Bin, 1 Pickup per Week	$441.24
3 Cubic Yard Garbage Bin, 1 Pickup per Week	$521.23
4 Cubic Yard Garbage Bin, 1 Pickup per Week	$598.29
6 Cubic Yard Garbage Bin, 1 Pickup per Week	$742.21
8 Cubic Yard Garbage Bin, 1 Pickup per Week	$881.92
1 Cubic Yard Garbage Bin, 2 Pickups per Week	$601.45
2 Cubic Yard Garbage Bin, 2 Pickups per Week	$737.44
3 Cubic Yard Garbage Bin, 2 Pickups per Week	$878.51
4 Cubic Yard Garbage Bin, 2 Pickups per Week	$1,018.28
6 Cubic Yard Garbage Bin, 2 Pickups per Week	$1,310.79
8 Cubic Yard Garbage Bin, 2 Pickups per Week	$1,578.30
1 Cubic Yard Garbage Bin, 3 Pickups per Week	$858.58
2 Cubic Yard Garbage Bin, 3 Pickups per Week	$1,057.35
3 Cubic Yard Garbage Bin, 3 Pickups per Week	$1,286.61
4 Cubic Yard Garbage Bin, 3 Pickups per Week	$1,463.64
6 Cubic Yard Garbage Bin, 3 Pickups per Week	$1,881.63
8 Cubic Yard Garbage Bin, 3 Pickups per Week	$2,274.67
1 Cubic Yard Garbage Bin, 4 Pickups per Week	$1,115.77
2 Cubic Yard Garbage Bin, 4 Pickups per Week	$1,377.23
3 Cubic Yard Garbage Bin, 4 Pickups per Week	$1,643.75
4 Cubic Yard Garbage Bin, 4 Pickups per Week	$1,909.04
6 Cubic Yard Garbage Bin, 4 Pickups per Week	$2,452.57
8 Cubic Yard Garbage Bin, 4 Pickups per Week	$2,971.01
1 Cubic Yard Garbage Bin, 5 Pickups per Week	$1,372.99
2 Cubic Yard Garbage Bin, 5 Pickups per Week	$1,697.11
3 Cubic Yard Garbage Bin, 5 Pickups per Week	$2,041.79
4 Cubic Yard Garbage Bin, 5 Pickups per Week	$2,354.31
6 Cubic Yard Garbage Bin, 5 Pickups per Week	$3,023.53
8 Cubic Yard Garbage Bin, 5 Pickups per Week	$3,667.44
1 Cubic Yard Garbage Bin, 6 Pickups per Week	$1,629.99
2 Cubic Yard Garbage Bin, 6 Pickups per Week	$2,017.03
3 Cubic Yard Garbage Bin, 6 Pickups per Week	$2,409.01
4 Cubic Yard Garbage Bin, 6 Pickups per Week	$2,799.91
6 Cubic Yard Garbage Bin, 6 Pickups per Week	$3,594.46
8 Cubic Yard Garbage Bin, 6 Pickups per Week	$4,363.87
2 Cubic Yard Front Load Compactor, 1 Pickup per Week	$484.58
2 Cubic Yard Front Load Compactor, 2 Pickups per Week	$880.41
2 Cubic Yard Front Load Compactor, 3 Pickups per Week	$1,288.87
2 Cubic Yard Front Load Compactor, 4 Pickups per Week	$1,697.38
2 Cubic Yard Front Load Compactor, 5 Pickups per Week	$2,105.56
2 Cubic Yard Front Load Compactor, 6 Pickups per Week	$2,514.32
3 Cubic Yard Front Load Compactor, 1 Pickup per Week	$799.66
3 Cubic Yard Front Load Compactor, 2 Pickups per Week	$1,435.36
3 Cubic Yard Front Load Compactor, 3 Pickups per Week	$2,121.90
3 Cubic Yard Front Load Compactor, 4 Pickups per Week	$2,757.61
3 Cubic Yard Front Load Compactor, 5 Pickups per Week	$3,433.94

3 Cubic Yard Front Load Compactor, 6 Pickups per Week	$4,079.67
4 Cubic Yard Front Load Compactor, 1 Pickup per Week	$969.55
4 Cubic Yard Front Load Compactor, 2 Pickups per Week	$1,760.76
4 Cubic Yard Front Load Compactor, 3 Pickups per Week	$2,577.44
4 Cubic Yard Front Load Compactor, 4 Pickups per Week	$3,394.19
4 Cubic Yard Front Load Compactor, 5 Pickups per Week	$4,210.38
4 Cubic Yard Front Load Compactor, 6 Pickups per Week	$5,027.46
Note: Front End Compactor will be charge two time the equivalent front load service. Front-load compactors will not be provided by Republic Services. Customers will be required to purchase the compactor.	
Additional Weekly Front-Load Commercial Services:	**Monthly Rate**
Dismount and Push Charge per Bin Serviced Per Week	$8.49
Key Charge per Bin Serviced per Week	$10.10
Enclosure Charge per Bin Serviced per Week	$11.21
Gate Service Charge per Bin Serviced per Week	$11.21
Long Walk per Bin Serviced per Week	$26.65
Maximum Additional Weekly Charges per Bin Serviced per Week	$33.50
Scout Truck (Container Truck) container pull out	$49.37
Per Yard surcharge for customers pre-compacting trash.	$48.97
Note: 1) Key charges are allowed when container access requires the driver to carry a key and unlock a lock to empty the container. Key charges do not apply if a customer's lock is left in the unlocked position. 2) Enclosure charges are allowed when collection requires removing a container from an enclosure and replacing it when emptied. 3) Gate service charges are allowed when collection requires opening a closed or locked gate in order to access a container. 4) Long walk charges are allowed when a container is placed further than 10 feet from where the collection vehicle has access. 5) Charges for key, enclosure, gate, and long walk service are not cumulative pickup charges. The contractor's service fees for a customer requiring one or more of the special services will be a maximum service fee (as specified in the table above) as adjusted for CPI, per pickup for any combination of the four service categories. 6) Dismount and Push Charges are allowed when container service requires the driver to dismount and push the container from a fixed position and return it to the same position after service.	
Additional One Time Front-Load Commercial Charges:	
Overloaded Container for First Cubic Yard, No Dismount Required	$48.13
Overloaded Container for Each Cubic Yard in excess of 1, No Dismount Required	$39.35
Additional Pickup, 2 Cubic Yard Bin	$161.76
Additional Pickup, 3 Cubic Yard Bin	$209.40
Additional Pickup, 4 Cubic Yard Bin	$256.42
Additional Pickup, 6 Cubic Yard Bin	$348.27
Additional Pickup, 8 Cubic Yard Bin	$436.45
Additional Trip to Customer Location at Customer Request	$47.30
Replacement Lock and Key	$44.98
Contamination (less than 4 yards of weekly service)	$102.80
Contamination (4 or more yards of weekly service)	$154.20
Note: Additional disposal fees for non-standard items (box springs, tires, televisions, etc.) in which Republic Services is charged by the designated transfer station or landfill will be passed on to the customer when it is possible to identify the customer in violation.	
Recycle Services:	
Standard Weekly Commercial Services:	**Monthly Rate**
20 Gallon Recycle Cart, 1 Pickup per Week	$28.44
32 Gallon Recycle Cart, 1 Pickup per Week	$45.56
64 Gallon Recycle Cart, 1 Pickup per Week	$58.16
96 Gallon Recycle Cart, 1 Pickup per Week	$70.40
96 Gallon Recycle Cart, 2 Pickups per Week	$137.15
96 Gallon Recycle Cart, 3 Pickups per Week	$259.86
96 Gallon Recycle Cart, 4 Pickups per Week	$340.18
96 Gallon Recycle Cart, 5 Pickups per Week	$401.05
1 Cubic Yard Recycle Bin, 1 Pickup per Week	$280.65
2 Cubic Yard Recycle Bin, 1 Pickup per Week	$336.00
3 Cubic Yard Recycle Bin, 1 Pickup per Week	$396.47
4 Cubic Yard Recycle Bin, 1 Pickup per Week	$454.68
6 Cubic Yard Recycle Bin, 1 Pickup per Week	$563.32

8 Cubic Yard Recycle Bin, 1 Pickup per Week	$668.74
1 Cubic Yard Recycle Bin, 2 Pickup per Week	$458.51
2 Cubic Yard Recycle Bin, 2 Pickups per Week	$561.08
3 Cubic Yard Recycle Bin, 2 Pickups per Week	$667.55
4 Cubic Yard Recycle Bin, 2 Pickups per Week	$773.01
6 Cubic Yard Recycle Bin, 2 Pickups per Week	$993.87
8 Cubic Yard Recycle Bin, 2 Pickups per Week	$1,195.61
1 Cubic Yard Recycle Bin, 3 Pickups per Week	$654.44
2 Cubic Yard Recycle Bin, 3 Pickups per Week	$804.31
3 Cubic Yard Recycle Bin, 3 Pickups per Week	$977.51
4 Cubic Yard Recycle Bin, 3 Pickups per Week	$1,110.75
6 Cubic Yard Recycle Bin, 3 Pickups per Week	$1,426.14
8 Cubic Yard Recycle Bin, 3 Pickups per Week	$1,722.13
1 Cubic Yard Recycle Bin, 4 Pickups per Week	$850.40
2 Cubic Yard Recycle Bin, 4 Pickups per Week	$1,047.51
3 Cubic Yard Recycle Bin, 4 Pickups per Week	$1,248.48
4 Cubic Yard Recycle Bin, 4 Pickups per Week	$1,448.52
6 Cubic Yard Recycle Bin, 4 Pickups per Week	$1,858.49
8 Cubic Yard Recycle Bin, 4 Pickups per Week	$2,249.28
1 Cubic Yard Recycle Bin, 5 Pickups per Week	$1,046.39
2 Cubic Yard Recycle Bin, 5 Pickups per Week	$1,290.71
3 Cubic Yard Recycle Bin, 5 Pickups per Week	$1,550.75
4 Cubic Yard Recycle Bin, 5 Pickups per Week	$1,786.19
6 Cubic Yard Recycle Bin, 5 Pickups per Week	$2,290.87
8 Cubic Yard Recycle Bin, 5 Pickups per Week	$2,776.19
Additional Weekly Front-Load Commercial Services:	**Monthly Rate**
Dismount and Push Charge per Bin Serviced Per Week	$8.49
Key Charge per Bin Serviced per Week	$10.10
Enclosure Charge per Bin Serviced per Week	$11.21
Gate Service Charge per Bin Serviced per Week	$11.21
Long Walk per Bin Serviced per Week	$26.65
Maximum Additional Weekly Charges per Bin Serviced per Week	$33.50
Scout Truck (Container Truck) container pull out	$49.37
Per Yard surcharge for customers pre-compacting trash.	$48.97
Note: 1) Key charges are allowed when container access requires the driver to carry a key and unlock a lock to empty the container. Key charges do not apply if a customer's lock is left in the unlocked position. 2) Enclosure charges are allowed when collection requires removing a container from an enclosure and replacing it when emptied. 3) Gate service charges are allowed when collection requires opening a closed or locked gate in order to access a container. 4) Long walk charges are allowed when a container is placed further than 10 feet from where the collection vehicle has access. 5) Charges for key, enclosure, gate, and long walk service are not cumulative pickup charges. The contractor's service fees for a customer requiring one or more of the special services will be a maximum service fee (as specified in the table above) as adjusted for CPI, per pickup for any combination of the four service categories. 6) Dismount and Push Charges are allowed when container service requires the driver to dismount and push the container from a fixed position and return it to the same position after service.	
Additional One Time Front-Load Commercial Charges:	
Overloaded Container Per Cubic Yard	$40.00
Additional Pickup, 2 Cubic Yard Bin	$88.06
Additional Pickup, 3 Cubic Yard Bin	$98.84
Additional Pickup, 4 Cubic Yard Bin	$109.01
Additional Pickup, 6 Cubic Yard Bin	$127.15
Additional Pickup, 8 Cubic Yard Bin	$141.63
Additional Trip to Customer Location at Customer Request	$47.30
Replacement Lock and Key	$44.98
Contamination (less than 4 yards of weekly service)	$102.80
Contamination (4 or more yards of weekly service)	$154.20
Note: Additional disposal fees for non-standard items (box springs, tires, televisions, etc.) in which Republic Services is charged by the designated transfer station or landfill will be passed on to the customer when it is possible to identify the customer in violation.	

Organic Waste Services:	
Standard Weekly food waste Services:	**Monthly Rate**
32 Gallon Organics Cart, 1 Pickup per Week	$52.75
32 Gallon Organics Cart, 2 Pickups per Week	$105.49
32 Gallon Organics Cart, 3 Pickups per Week	$158.22
32 Gallon Organics Cart, 4 Pickups per Week	$210.97
32 Gallon Organics Cart, 5 Pickups per Week	$263.69
64 Gallon Organics Cart, 1 Pickup per Week	$70.65
64 Gallon Organics Cart, 2 Pickups per Week	$141.28
64 Gallon Organics Cart, 3 Pickups per Week	$211.94
64 Gallon Organics Cart, 4 Pickups per Week	$282.58
64 Gallon Organics Cart, 5 Pickups per Week	$353.22
96 Gallon Organics Cart, 1 Pickup per Week	$93.19
96 Gallon Organics Cart, 2 Pickups per Week	$181.58
96 Gallon Organics Cart, 3 Pickups per Week	$343.18
96 Gallon Organics Cart, 4 Pickups per Week	$449.33
96 Gallon Organics Cart, 5 Pickups per Week	$530.05
1 YD, 1 Pickup per Week	$368.14
1 YD, 2 Pickup per Week	$601.66
1 YD, 3 Pickup per Week	$858.91
1 YD, 4 Pickup per Week	$1,121.46
1 YD, 5 Pickup per Week	$1,380.11
2 YD, 1 Pickup per Week	$441.20
2 YD, 2 Pickup per Week	$737.40
2 YD, 3 Pickup per Week	$1,057.16
2 YD, 4 Pickup per Week	$1,388.61
2 YD, 5 Pickup per Week	$1,711.34
3 YD, 1 Pickup per Week	$525.50
3 YD, 2 Pickup per Week	$887.05
3 YD, 3 Pickup per Week	$1,299.42
3 YD, 4 Pickup per Week	$1,660.82
3 YD, 5 Pickup per Week	$2,063.14
Additional Weekly Front-Load food waste Services:	**Monthly Rate**
Dismount and Push Charge per Bin Serviced Per Week	$8.49
Key Charge per Bin Serviced per Week	$10.10
Enclosure Charge per Bin Serviced per Week	$11.21
Gate Service Charge per Bin Serviced per Week	$11.21
Long Walk per Bin Serviced per Week	$26.65
Maximum Additional Weekly Charges per Bin Serviced per Week	$33.50
Scout Truck (Container Truck) container pull out	$49.37
Per Yard surcharge for customers pre-compacting trash.	$49.02
Note: 1) Key charges are allowed when container access requires the driver to carry a key and unlock a lock to empty the container. Key charges do not apply if a customer's lock is left in the unlocked position. 2) Enclosure charges are allowed when collection requires removing a container from an enclosure and replacing it when emptied. 3) Gate service charges are allowed when collection requires opening a closed or locked gate in order to access a container. 4) Long walk charges are allowed when a container is placed further than 10 feet from where the collection vehicle has access. 5) Charges for key, enclosure, gate, and long walk service are not cumulative pickup charges. The contractor's service fees for a customer requiring one or more of the special services will be a maximum service fee (as specified in the table above) as adjusted for CPI, per pickup for any combination of the four service categories. 6) Dismount and Push Charges are allowed when container service requires the driver to dismount and push the container from a fixed position and return it to the same position after service.	

Multi Family Services:	
Standard Weekly Multi Family Services:	**Monthly Rate**
20 Gallon Garbage Cart - Multi Family Curbside[7], 1 Pickup per Week	$29.02
32 Gallon Garbage Cart - Multi Family Curbside[7], 1 Pickup per Week	$33.47
64 Gallon Garbage Cart - Multi Family Curbside[7], 1 Pickup per Week	$45.63
96 Gallon Garbage Cart - Multi Family Curbside[7], 1 Pickup per Week	$59.80
20 Gallon Garbage Cart - Multi Family Consolidated Collection[8], 1 Pickup per Week	$32.90
32 Gallon Garbage Cart - Multi Family Consolidated Collection[8], 1 Pickup per Week	$51.97
64 Gallon Garbage Cart - Multi Family Consolidated Collection[8], 1 Pickup per Week	$66.06
96 Gallon Garbage Cart - Multi Family Consolidated Collection[8], 1 Pickup per Week	$79.76
20 Gallon Garbage Cart, 1 Pickup per Week	$37.28
32 Gallon Garbage Cart, 1 Pickup per Week	$59.74
64 Gallon Garbage Cart, 1 Pickup per Week	$76.36
96 Gallon Garbage Cart, 1 Pickup per Week	$92.51
96 Gallon Garbage Cart, 2 Pickups per Week	$180.23
96 Gallon Garbage Cart, 3 Pickups per Week	$341.15
96 Gallon Garbage Cart, 4 Pickups per Week	$446.63
96 Gallon Garbage Cart, 5 Pickups per Week	$526.66
96 Gallon Garbage Cart, 6 Pickups per Week	$631.93
1 Cubic Yard Garbage Bin, 1 Pickup per Week	$367.93
2 Cubic Yard Garbage Bin, 1 Pickup per Week	$441.24
3 Cubic Yard Garbage Bin, 1 Pickup per Week	$521.23
4 Cubic Yard Garbage Bin, 1 Pickup per Week	$598.29
6 Cubic Yard Garbage Bin, 1 Pickup per Week	$742.21
8 Cubic Yard Garbage Bin, 1 Pickup per Week	$881.92
1 Cubic Yard Garbage Bin, 2 Pickups per Week	$601.45
2 Cubic Yard Garbage Bin, 2 Pickups per Week	$737.44
3 Cubic Yard Garbage Bin, 2 Pickups per Week	$878.51
4 Cubic Yard Garbage Bin, 2 Pickups per Week	$1,018.28
6 Cubic Yard Garbage Bin, 2 Pickups per Week	$1,310.79
8 Cubic Yard Garbage Bin, 2 Pickups per Week	$1,578.30
1 Cubic Yard Garbage Bin, 3 Pickups per Week	$858.58
2 Cubic Yard Garbage Bin, 3 Pickups per Week	$1,057.35
3 Cubic Yard Garbage Bin, 3 Pickups per Week	$1,286.61
4 Cubic Yard Garbage Bin, 3 Pickups per Week	$1,463.64
6 Cubic Yard Garbage Bin, 3 Pickups per Week	$1,881.63
8 Cubic Yard Garbage Bin, 3 Pickups per Week	$2,274.67
1 Cubic Yard Garbage Bin, 4 Pickups per Week	$1,115.77
2 Cubic Yard Garbage Bin, 4 Pickups per Week	$1,377.23
3 Cubic Yard Garbage Bin, 4 Pickups per Week	$1,643.75
4 Cubic Yard Garbage Bin, 4 Pickups per Week	$1,909.04
6 Cubic Yard Garbage Bin, 4 Pickups per Week	$2,452.57
8 Cubic Yard Garbage Bin, 4 Pickups per Week	$2,971.01
1 Cubic Yard Garbage Bin, 5 Pickups per Week	$1,372.99
2 Cubic Yard Garbage Bin, 5 Pickups per Week	$1,697.11
3 Cubic Yard Garbage Bin, 5 Pickups per Week	$2,041.79
4 Cubic Yard Garbage Bin, 5 Pickups per Week	$2,354.31
6 Cubic Yard Garbage Bin, 5 Pickups per Week	$3,023.53
8 Cubic Yard Garbage Bin, 5 Pickups per Week	$3,667.44
1 Cubic Yard Garbage Bin, 6 Pickups per Week	$1,629.99
2 Cubic Yard Garbage Bin, 6 Pickups per Week	$2,017.03
3 Cubic Yard Garbage Bin, 6 Pickups per Week	$2,409.01
4 Cubic Yard Garbage Bin, 6 Pickups per Week	$2,799.91
6 Cubic Yard Garbage Bin, 6 Pickups per Week	$3,594.46
8 Cubic Yard Garbage Bin, 6 Pickups per Week	$4,363.87
2 Cubic Yard Front Load Compactor, 1 Pickup per Week	$484.58
2 Cubic Yard Front Load Compactor, 2 Pickups per Week	$880.41
2 Cubic Yard Front Load Compactor, 3 Pickups per Week	$1,288.87

2 Cubic Yard Front Load Compactor, 4 Pickups per Week	$1,697.38
2 Cubic Yard Front Load Compactor, 5 Pickups per Week	$2,105.56
2 Cubic Yard Front Load Compactor, 6 Pickups per Week	$2,514.32
3 Cubic Yard Front Load Compactor, 1 Pickup per Week	$799.66
3 Cubic Yard Front Load Compactor, 2 Pickups per Week	$1,435.36
3 Cubic Yard Front Load Compactor, 3 Pickups per Week	$2,121.90
3 Cubic Yard Front Load Compactor, 4 Pickups per Week	$2,757.61
3 Cubic Yard Front Load Compactor, 5 Pickups per Week	$3,433.94
3 Cubic Yard Front Load Compactor, 6 Pickups per Week	$4,079.67
4 Cubic Yard Front Load Compactor, 1 Pickup per Week	$969.55
4 Cubic Yard Front Load Compactor, 2 Pickups per Week	$1,760.76
4 Cubic Yard Front Load Compactor, 3 Pickups per Week	$2,577.44
4 Cubic Yard Front Load Compactor, 4 Pickups per Week	$3,394.19
4 Cubic Yard Front Load Compactor, 5 Pickups per Week	$4,210.38
4 Cubic Yard Front Load Compactor, 6 Pickups per Week	$5,027.46
Note: Front-load compactors will not be provided by Republic Services. Customers will be required to purchase the compactor. 7) Applies to only Multi-Family customers where individual dwelling units are serviced identically to Residential Services, where carts are serviced curbside by an automated side loader, and drivers are not required to exit the collection vehicle. The determination of Multi-Family Curbside customers is the sole discretion of the Contractor. 8) Applies to Multi-Family Customers utilizing cart-only services as of June 30, 2022, and cannot be serviced identically to Residential Services. After June 30, 2022, the application of Multi-Family Consolidated Collection rates for new customers or customers requesting service changes is the sole discretion of the Contractor.	
Additional Weekly Front-Load Multi Family Services:	**Monthly Rate**
Dismount and Push Charge per Bin Serviced Per Week	$8.49
Key Charge per Bin Serviced per Week	$10.10
Enclosure Charge per Bin Serviced per Week	$11.21
Gate Service Charge per Bin Serviced per Week	$11.21
Long Walk per Bin Serviced per Week	$26.65
Maximum Additional Weekly Charges per Bin Serviced per Week	$33.50
Scout Truck (Container Truck) container pull out	$49.37
Per Yard surcharge for customers pre-compacting trash.	$48.97
Note: 1) Key charges are allowed when container access requires the driver to carry a key and unlock a lock to empty the container. Key charges do not apply if a customer's lock is left in the unlocked position. 2) Enclosure charges are allowed when collection requires removing a container from an enclosure and replacing it when emptied. 3) Gate service charges are allowed when collection requires opening a closed or locked gate in order to access a container. 4) Long walk charges are allowed when a container is placed further than 10 feet from where the collection vehicle has access. 5) Charges for key, enclosure, gate, and long walk service are not cumulative pickup charges. The contractor's service fees for a customer requiring one or more of the special services will be a maximum service fee (as specified in the table above) as adjusted for CPI, per pickup for any combination of the four service categories. 6) Dismount and Push Charges are allowed when container service requires the driver to dismount and push the container from a fixed position and return it to the same position after service.	
Additional One Time Front-Load Multi Family Charges:	
Overloaded Container for First Cubic Yard, No Dismount Required	$48.84
Overloaded Container for Each Cubic Yard in excess of 1, No Dismount Required	$39.35
Additional Pickup, 2 Cubic Yard Bin	$161.76
Additional Pickup, 3 Cubic Yard Bin	$209.40
Additional Pickup, 4 Cubic Yard Bin	$256.42
Additional Pickup, 6 Cubic Yard Bin	$348.27
Additional Pickup, 8 Cubic Yard Bin	$436.45
Additional Trip to Customer Location at Customer Request	$47.30
Replacement Lock and Key	$44.98
Contamination (less than 4 yards of weekly service)	$102.80
Contamination (4 or more yards of weekly service)	$154.20
Note: Additional disposal fees for non-standard items (box springs, tires, televisions, etc.) in which Republic Services is charged by the designated transfer station or landfill will be passed on to the customer when it is possible to identify the customer in violation.	

Recycle Services:	
Standard Weekly Multi Family Services:	**Monthly Rate**
20 Gallon Recycle Cart, 1 Pickup per Week	$24.15
32 Gallon Recycle Cart, 1 Pickup per Week	$38.69
64 Gallon Recycle Cart, 1 Pickup per Week	$49.35
96 Gallon Recycle Cart, 1 Pickup per Week	$59.71
96 Gallon Recycle Cart, 2 Pickups per Week	$116.32
96 Gallon Recycle Cart, 3 Pickups per Week	$220.51
96 Gallon Recycle Cart, 4 Pickups per Week	$288.65
96 Gallon Recycle Cart, 5 Pickups per Week	$340.26
1 Cubic Yard Recycle Bin, 1 Pickup per Week	$238.29
2 Cubic Yard Recycle Bin, 1 Pickup per Week	$285.07
3 Cubic Yard Recycle Bin, 1 Pickup per Week	$336.20
4 Cubic Yard Recycle Bin, 1 Pickup per Week	$385.42
6 Cubic Yard Recycle Bin, 1 Pickup per Week	$477.23
8 Cubic Yard Recycle Bin, 1 Pickup per Week	$566.31
1 Cubic Yard Recycle Bin, 2 Pickup per Week	$389.20
2 Cubic Yard Recycle Bin, 2 Pickups per Week	$475.86
3 Cubic Yard Recycle Bin, 2 Pickups per Week	$565.82
4 Cubic Yard Recycle Bin, 2 Pickups per Week	$654.94
6 Cubic Yard Recycle Bin, 2 Pickups per Week	$841.61
8 Cubic Yard Recycle Bin, 2 Pickups per Week	$1,012.02
1 Cubic Yard Recycle Bin, 3 Pickups per Week	$555.48
2 Cubic Yard Recycle Bin, 3 Pickups per Week	$682.07
3 Cubic Yard Recycle Bin, 3 Pickups per Week	$828.49
4 Cubic Yard Recycle Bin, 3 Pickups per Week	$940.96
6 Cubic Yard Recycle Bin, 3 Pickups per Week	$1,207.45
8 Cubic Yard Recycle Bin, 3 Pickups per Week	$1,457.44
1 Cubic Yard Recycle Bin, 4 Pickups per Week	$721.78
2 Cubic Yard Recycle Bin, 4 Pickups per Week	$888.26
3 Cubic Yard Recycle Bin, 4 Pickups per Week	$1,058.02
4 Cubic Yard Recycle Bin, 4 Pickups per Week	$1,227.00
6 Cubic Yard Recycle Bin, 4 Pickups per Week	$1,573.35
8 Cubic Yard Recycle Bin, 4 Pickups per Week	$1,903.40
1 Cubic Yard Recycle Bin, 5 Pickups per Week	$888.10
2 Cubic Yard Recycle Bin, 5 Pickups per Week	$1,094.45
3 Cubic Yard Recycle Bin, 5 Pickups per Week	$1,314.16
4 Cubic Yard Recycle Bin, 5 Pickups per Week	$1,512.96
6 Cubic Yard Recycle Bin, 5 Pickups per Week	$1,939.28
8 Cubic Yard Recycle Bin, 5 Pickups per Week	$2,349.15
Additional Weekly Front-Load Multi Family Services:	**Monthly Rate**
Dismount and Push Charge per Bin Serviced Per Week	$8.49
Key Charge per Bin Serviced per Week	$10.10
Enclosure Charge per Bin Serviced per Week	$11.21
Gate Service Charge per Bin Serviced per Week	$11.21
Long Walk per Bin Serviced per Week	$26.65
Maximum Additional Weekly Charges per Bin Serviced per Week	$33.50
Scout Truck (Container Truck) container pull out	$49.37
Per Yard surcharge for customers pre-compacting trash.	$48.97

Note: 1) Key charges are allowed when container access requires the driver to carry a key and unlock a lock to empty the container. Key charges do not apply if a customer's lock is left in the unlocked position. 2) Enclosure charges are allowed when collection requires removing a container from an enclosure and replacing it when emptied. 3) Gate service charges are allowed when collection requires opening a closed or locked gate in order to access a container. 4) Long walk charges are allowed when a container is placed further than 10 feet from where the collection vehicle has access. 5) Charges for key, enclosure, gate, and long walk service are not cumulative pickup charges. The contractor's service fees for a customer requiring one or more of the special services will be a maximum service fee (as specified in the table above) as adjusted for CPI, per pickup for any combination of the four service categories. 6) Dismount and Push Charges are allowed when container service requires the driver to dismount and push the container from a fixed position and return it to the same position after service.	
Additional One Time Front-Load Multi Family Charges:	
Overloaded Container Per Cubic Yard	$33.73
Additional Pickup, 2 Cubic Yard Bin	$74.32
Additional Pickup, 3 Cubic Yard Bin	$83.21
Additional Pickup, 4 Cubic Yard Bin	$91.60
Additional Pickup, 6 Cubic Yard Bin	$106.48
Additional Pickup, 8 Cubic Yard Bin	$118.26
Additional Trip to Customer Location at Customer Request	$40.21
Replacement Lock and Key	$38.23
Contamination (less than 4 yards of weekly service)	$87.38
Contamination (4 or more yards of weekly service)	$131.07
Note: Additional disposal fees for non-standard items (box springs, tires, televisions, etc.) in which Republic Services is charged by the designated transfer station or landfill will be passed on to the customer when it is possible to identify the customer in violation.	
Organic Waste Services:	
Standard Weekly food waste Services:	**Monthly Rate**
32 Gallon Organics Cart, 1 Pickup per Week	$52.75
32 Gallon Organics Cart, 2 Pickups per Week	$105.49
32 Gallon Organics Cart, 3 Pickups per Week	$158.22
32 Gallon Organics Cart, 4 Pickups per Week	$210.97
32 Gallon Organics Cart, 5 Pickups per Week	$263.69
64 Gallon Organics Cart, 1 Pickup per Week	$70.65
64 Gallon Organics Cart, 2 Pickups per Week	$141.28
64 Gallon Organics Cart, 3 Pickups per Week	$211.94
64 Gallon Organics Cart, 4 Pickups per Week	$282.58
64 Gallon Organics Cart, 5 Pickups per Week	$353.22
96 Gallon Organics Cart, 1 Pickup per Week	$93.19
96 Gallon Organics Cart, 2 Pickups per Week	$181.58
96 Gallon Organics Cart, 3 Pickups per Week	$343.18
96 Gallon Organics Cart, 4 Pickups per Week	$449.33
96 Gallon Organics Cart, 5 Pickups per Week	$530.05
1 YD, 1 Pickup per Week	$368.14
1 YD, 2 Pickup per Week	$601.66
1 YD, 3 Pickup per Week	$858.91
1 YD, 4 Pickup per Week	$1,121.46
1 YD, 5 Pickup per Week	$1,380.11
2 YD, 1 Pickup per Week	$441.20
2 YD, 2 Pickup per Week	$737.40
2 YD, 3 Pickup per Week	$1,057.16
2 YD, 4 Pickup per Week	$1,388.61
2 YD, 5 Pickup per Week	$1,711.34
3 YD, 1 Pickup per Week	$525.50
3 YD, 2 Pickup per Week	$887.05
3 YD, 3 Pickup per Week	$1,299.42
3 YD, 4 Pickup per Week	$1,660.82
3 YD, 5 Pickup per Week	$2,063.14

Additional Weekly Front-Load food waste Services:	**Monthly Rate**
Dismount and Push Charge per Bin Serviced Per Week	$8.49
Key Charge per Bin Serviced per Week	$10.10
Enclosure Charge per Bin Serviced per Week	$11.21
Gate Service Charge per Bin Serviced per Week	$11.21
Long Walk per Bin Serviced per Week	$26.65
Maximum Additional Weekly Charges per Bin Serviced per Week	$33.50
Scout Truck (Container Truck) container pull out	$49.37
Per Yard surcharge for customers pre-compacting trash.	$49.02
Note: 1) Key charges are allowed when container access requires the driver to carry a key and unlock a lock to empty the container. Key charges do not apply if a customer's lock is left in the unlocked position. 2) Enclosure charges are allowed when collection requires removing a container from an enclosure and replacing it when emptied. 3) Gate service charges are allowed when collection requires opening a closed or locked gate in order to access a container. 4) Long walk charges are allowed when a container is placed further than 10 feet from where the collection vehicle has access. 5) Charges for key, enclosure, gate, and long walk service are not cumulative pickup charges. The contractor's service fees for a customer requiring one or more of the special services will be a maximum service fee (as specified in the table above) as adjusted for CPI, per pickup for any combination of the four service categories. 6) Dismount and Push Charges are allowed when container service requires the driver to dismount and push the container from a fixed position and return it to the same position after service.	
Roll-Off Services:	
Standard Roll-Off Services:	**Per Pull Service Fee**
C&D Open Top Debris Boxes (10 yard, 15 yard, 20 yard, 30 yard, 40 yard)	$350.82
Open Top Debris Boxes (10 yard, 15 yard, 20 yard, 30 yard, 40 yard)	$350.82
Closed Top Debris Boxes (10 yard, 15 yard, 20 yard, 30 yard, 40 yard)	$405.85
Roll-Off Compactors (Up to 10 Ton Legal Limit for our Trucks)	$461.04
Self-Contained Roll-Off Compactors (Up to 10 Ton Legal Limit for our Trucks)	$502.43
Note: 1) Service fees for Debris Boxes include five days usage. If the 5th day falls on Saturday, Sunday, or a Holiday in which Republic Services operations are closed, the Box will be picked up on the following weekday at no additional charge. 2) Roll-off compactors will not be provided by Republic Services. Customers will be required to purchase the compactor.	
Additional Roll-Off Charges Per Ton Collected:	**Per Ton fee**
C&D Per Ton Rate	$140.69
Garbage Per Ton Rate	$158.79
Organics Per Ton Rate	$141.71
Additional One Time Roll-Off Charges:	**Per Occurrence**
Load Leveling Charge per 15 minutes (minimum 15 minutes)	$30.98
Turn-away of Scheduled Service (Includes cancellation less than 24 hours, bin blocked or not ready)	$61.95
Relocation of Box on Same Property	$92.95
Additional Day for a Debris Box (Not to exceed a total of 7 days)	$52.53
Minimum Lift/Demurrage (trash hauled 2x a month, ryc and C&D 1x a month otherwise fee charged)	$192.75
Contamination	$385.51
Delivery Fee	$257.01
Late Payment Fees:	
In accordance with National Corporate Policy and as approved by the state attorney general Republic Services will be incorporating a late payment fee equal to 1.5% of the outstanding balance or $5.00 which ever is greater.	

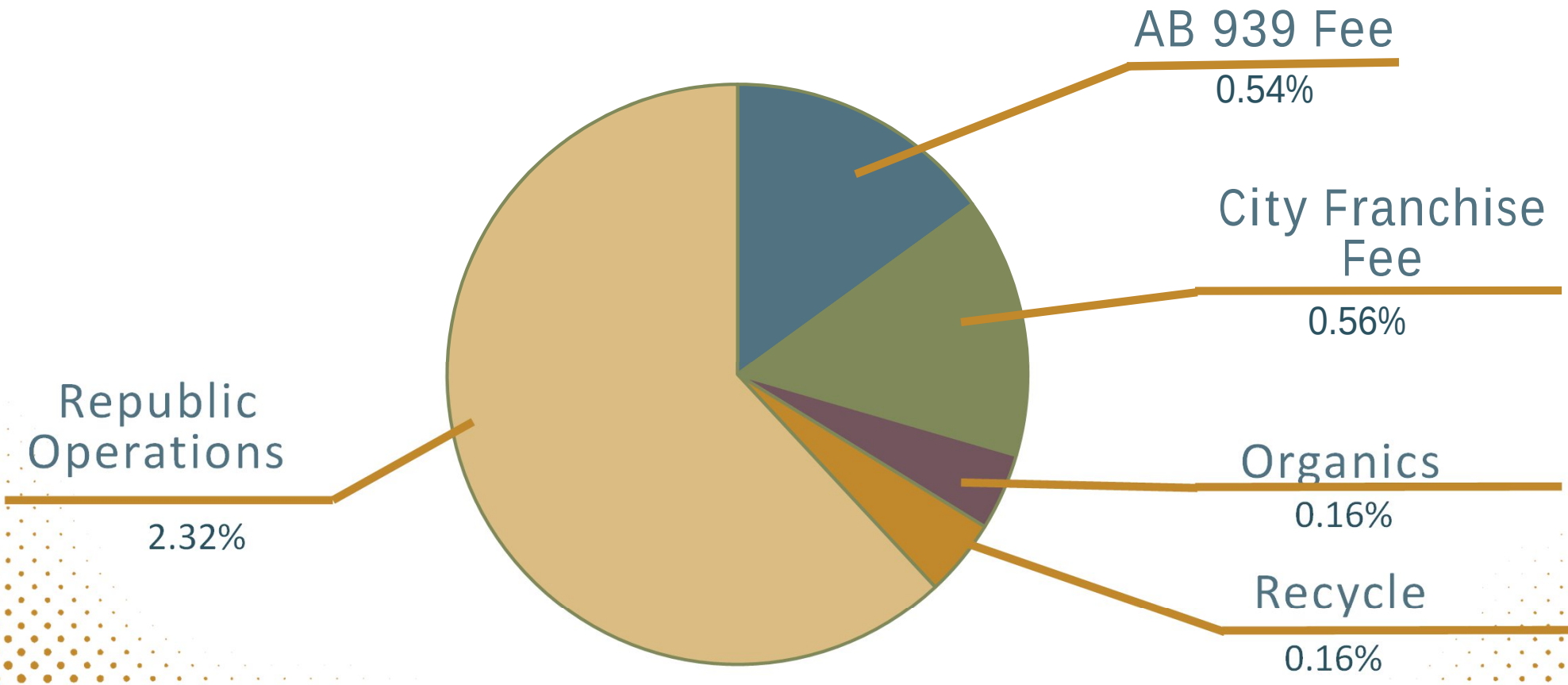
REPUBLIC SERVICES GARBAGE & RECYCLING RATES FY 23-24

SALINAS

David Jacobs, PE LS
Public Works Director
Public Works Department
May 16, 2023

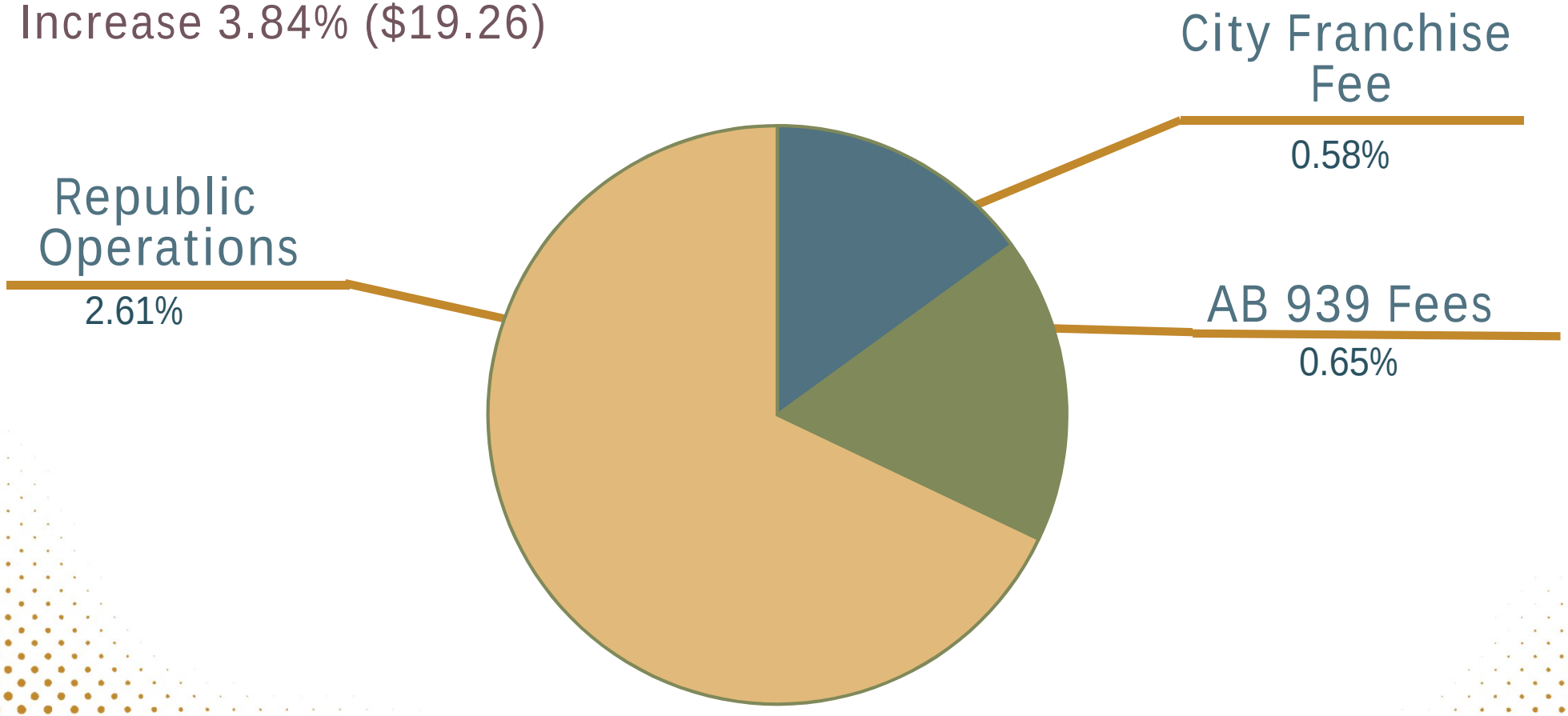
2023 Residential Rate Adjustment

Basic 32-Gallon
Increase 3.75% ($1.21)



2023 Commercial Rate Adjustment

1 x Week Basic 3-Yard
Increase 3.84% ($19.26)



Summary of Rate Adjustment Components

Typical Service Type	Residential	Commercial
Trash Service Level	32-Gallon	3-Cubic Yard
FY 22-23 Adjusted Rate	$ 32.26	$ 501.97
Proposed Adjustments:		
FY 23-24 Franchise Fee	$ 0.18	$ 2.89
FY 23-24 SVSWA AB 939 Fees	$ 0.18	$ 3.29
Disposal Portion	$ -	$ -
Recycling Processing	$ 0.05	$ -
Organics Processing	$ 0.05	$ -
C&D Processing	$ -	$ -
Collection Element (Hauler CPI 3.57%)	$ 0.75	$ 13.08
FY 23-24 Proposed Monthly Rate	$ 33.47	$ 521.23
Monthly Increase	$ 1.21	$ 19.26
Percent Increase	3.75%	3.84%

2023 Multi-Family Rate Adjustment

Curbside Collection

2022 Rate $32.26
2023 Rate $33.47 3.75% Increase

$0.18 Franchise Fee
$0.18 AB 939 Fee
$0.05 Recycle fee
$0.05 Organic Fee
$0.75 Collection

2022 Multi-Family Rate Adjustment

Consolidated Charges

3 Yard Garbage Bin

2022 Rate $501.97

2023 Rate $521.23 3.84% Increase

3 Yard Recycle

2022 Rate 323.17

2023 Rate 336.20 4.03% Increase

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**

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.

<u>Rezone 2022-001</u>

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 statues 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 May 16, 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 herby 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:

<u>For the Mitigated Negative Declaration:</u>

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 statues 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 16th day of May 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

Exhibit 1

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

1 Preston Street Project

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March 2023

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Table of Contents

Tables

Figures

Appendices

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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.

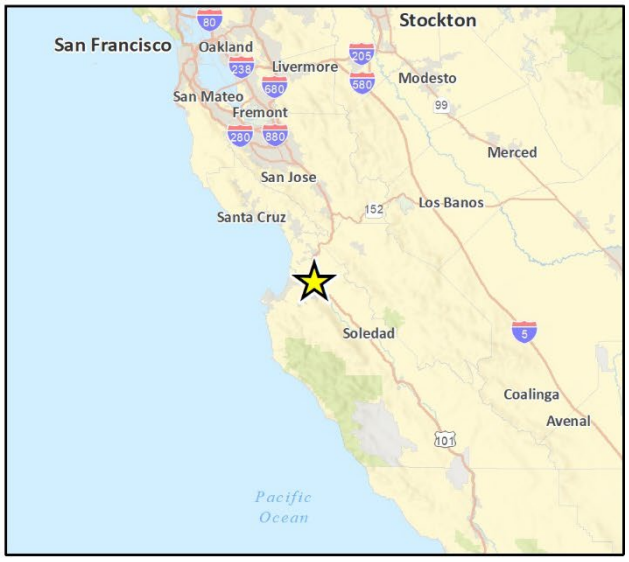
5. Project Location

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 havechanged since the original topographic map was assembled.



Project Location

0 1,000 2,000 Feet

N

GRFig 1 Proj Locn Map

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)	▪ 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)	▪ 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
	▪ 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)	▪ 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)	▪ 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

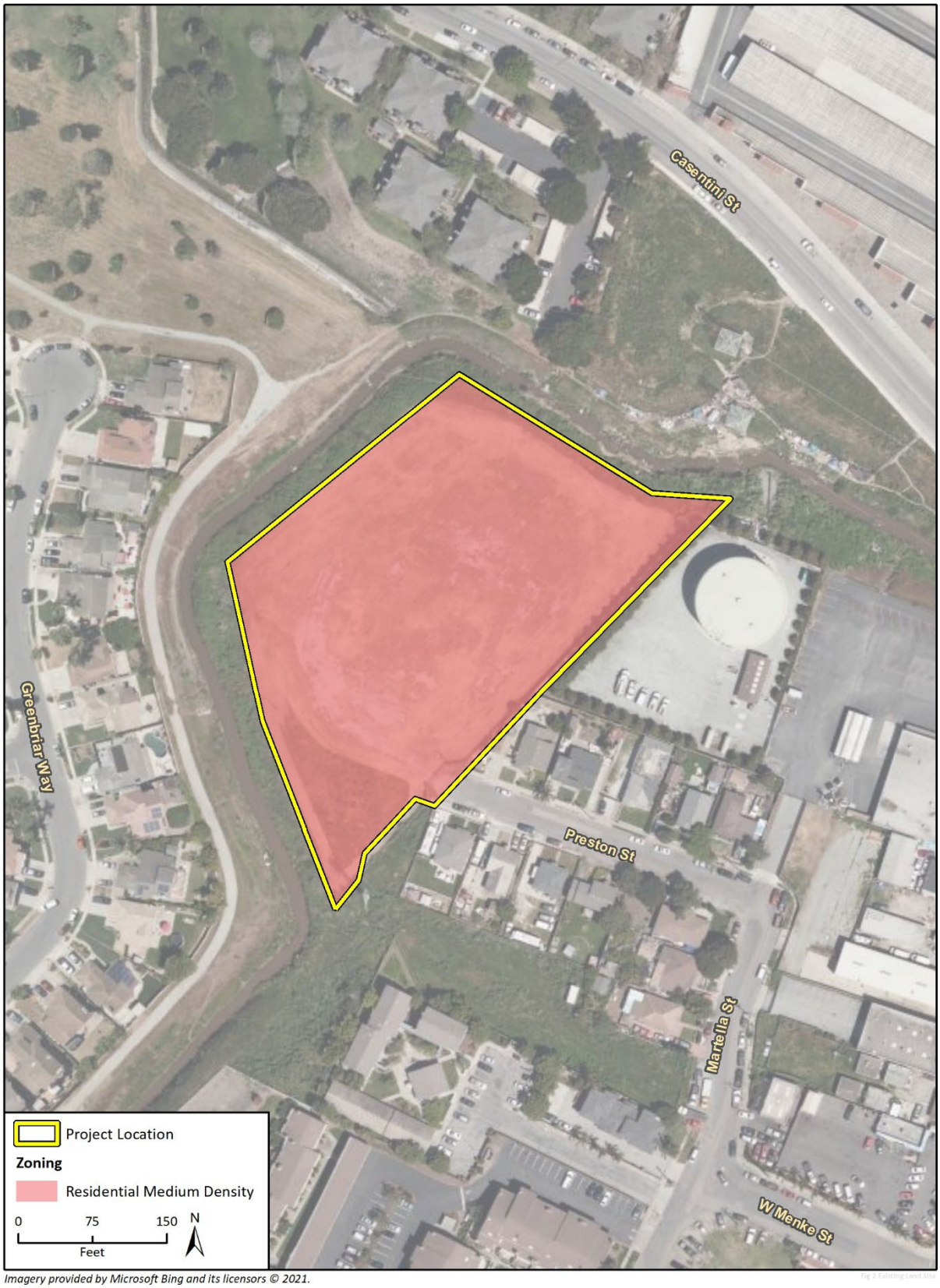
The project consists of a GPA and RZ to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The project does not involve construction or other physical changes. Because there are currently no development proposals, 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



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Additional sources provided by City of Salinas, 2014.

Figure 5 Proposed General Plan Land Use and Zoning Code Designations

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Additional sources provided by City of Salinas, 2014.

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.

□ Aesthetics	□ Agriculture and Forestry Resources	□ Air Quality
■ Biological Resources	■ Cultural Resources	□ Energy
■ Geology/Soils	□ Greenhouse Gas Emissions	□ Hazards & Hazardous Materials
■ Hydrology/Water Quality	□ Land Use/Planning	□ Mineral Resources
□ Noise	□ Population/Housing	□ Public Services
□ Recreation	■ Transportation	■ Tribal Cultural Resources
□ Utilities/Service Systems	□ Wildfire	□ 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	1/23/2023 Date
Oscar Resendiz Oscar Resendiz	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?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
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?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

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 (PM_{10}) 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 PM_{10} 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 PM_{10} 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; or[3]
- 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; PM_{10} = 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; SO_2 = 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 PM_{10} 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 PM_{10} 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 PM_{10} impacts. Cumulative ozone impacts are evaluated based on the project's consistency with the AQMP, while cumulative CO and PM_{10} 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) 10^{th} 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 PM_{10} 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 (PM_{10} 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)

	Maximum Daily Emissions (lbs/day)					
Construction Year	**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; PM_{10} = 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; SO_2 = 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 PM_{10} 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; PM_{10} = 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; SO_2 = 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 PM_{10} 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?	☐	■	☐	☐
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?	☐	☐	☐	■
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?	☐	☐	■	☐
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?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
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?	☐	☐	☐	■

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 (CNDDB) (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?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

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 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?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

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

	Fuel Consumption (gallons)	
Source	**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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

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?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

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 (CO_2), 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 (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), 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 CO_2 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 CO_2, 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 CO_2e by 2030 and 2 MT CO_2e 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 CO_2e 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 Sector[1]	2030 State Emissions Target (MMT)[1]	Locally Appropriate[2]	Project Specific	Major Sources[3]
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_2e 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 CO_2e. 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] SF_6 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_2e)	153,000,000[4]
	2030 California Service Population (persons)	64,488,249
	2030 Service Person Target (MT CO_2e 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 CO_2, 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 CO_2e. Amortized over a 30-year period per industry standard, construction-related GHG emissions would be equivalent to 12 MT CO_2e 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 CO_2e per year in 2030, or approximately 1.5 MT CO_2e per service person per year, which would not exceed the locally applicable, project-specific threshold of 2.4 MT CO_2e per year. Therefore, impacts would be less than significant.

Table 13 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT CO_2e 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 CO_2e 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?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☐	■
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?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

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?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
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;	☐	☐	■	☐
(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; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

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?	☐	☐	☐	■
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?	☐	☐	■	☐

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?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
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?	☐	☐	☐	■

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

	Vibration Level (in/sec PPV)	
Human Response	**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 Leve, 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 nose 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-stie 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 dozer[9]. 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] PPVEquipment = PPVRef (15/D)^n (in/sec), PPVRef = 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)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

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?	☐	☐	■	☐
2. Police protection?	☐	☐	■	☐
3. Schools?	☐	☐	■	☐
4. Parks?	☐	☐	■	☐
5. Other public facilities?	☐	☐	■	☐

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?	☐	☐	■	☐
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?	☐	☐	■	☐

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?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	■	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

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.

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	☐	■	☐	☐
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.	☐	■	☐	☐

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:a 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?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. 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?

c. 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?

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.

LESS THAN SIGNIFICANT IMPACT

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?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	■	☐	☐
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)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

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
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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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~~ <u>15-24</u> units/acre).

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> In August 2021, Rincon Consultants, Inc. prepared a cultural resources study (~~Appendix C~~ <u>Appendix E</u>) for the project…
>
> Given the negative results of ~~Appendix C~~ <u>Appendix E</u>, 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.

LETTER 1

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

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. 1.1

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. 1.2

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 1.3

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 statues 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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>
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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
Apartments 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

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

2.1 Overall Construction

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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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**

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	N20	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	

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**

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**

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**

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**

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**

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

3.4 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**

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**

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**

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**

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

	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	0.512341	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**

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**

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction (Maximum Daily Emission)

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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

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

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		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,060.6044**	**1,060.6044**	**0.0240**	**0.0787**	**1,084.6444**

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	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,060.6044**	**1,060.6044**	**0.0240**	**0.0787**	**1,084.6444**

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**

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**

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**

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**

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

	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

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction (Maximum Daily Emission)

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	3,316.3342	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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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

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

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		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,026.8109**	**1,026.8109**	**0.0265**	**0.0817**	**1,051.8290**

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	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,026.8109**	**1,026.8109**	**0.0265**	**0.0817**	**1,051.8290**

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**

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**

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**

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		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Unmitigated	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

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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	

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

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**

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**

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**

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**

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**

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 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

3.5 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**

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**

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**

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

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**

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

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**

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

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

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

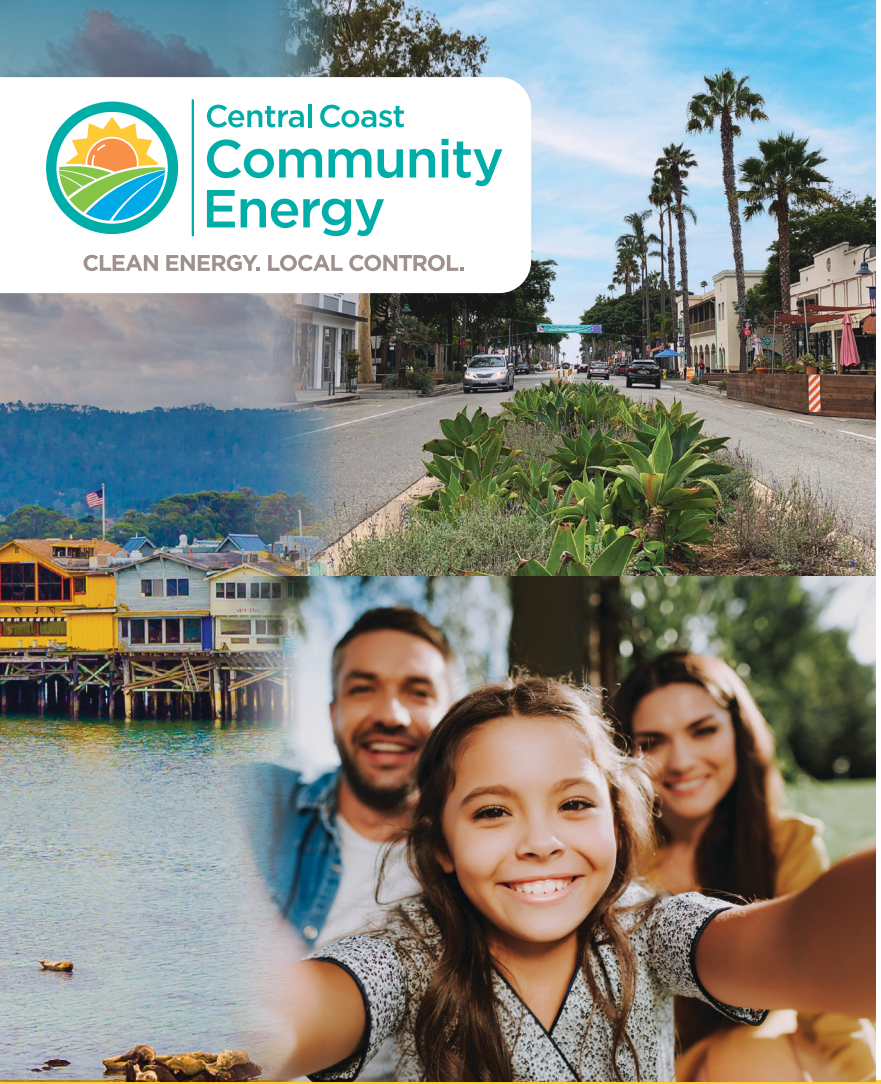
Boilers

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

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- Committed to 100% clean and renewable energy by 2030
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- 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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- All CCCE customers are eligible for the Electrify Your Ride program
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  - Additional stackable funds available, including up to $15,000 for income-qualified customers
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  - Includes the labor and material costs for installation, including electrical panel upgrades or replacements

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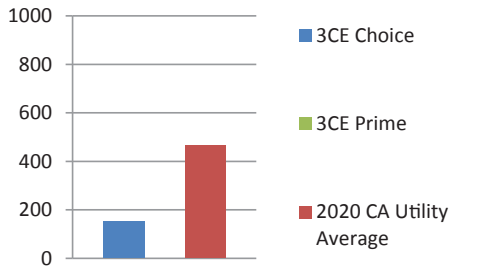
2020 POWER CONTENT LABEL
Central Coast Community Energy
https://3cenergy.org/understanding-clean-energy/

Greenhouse Gas Emissions Intensity (lbs CO_2e/MWh)		
3CE Choice	3CE Prime	2020 CA Utility Average
151	0	466



Energy Resources	3CE Choice	3CE Prime	2020 CA Power Mix
Eligible Renewable[1]	**31.1%**	**100.0%**	**33.1%**
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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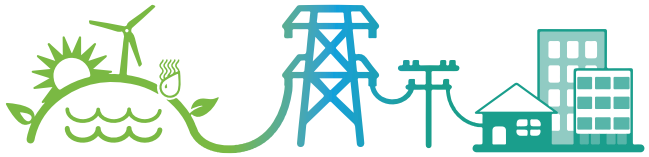

Learn about service offerings and energy programs at **3Cenergy.org** or call **888.909.6227**

Central Coast Community Energy
70 Garden Court, Suite 300
Monterey, CA 93940

PRESORT STD
U.S. POSTAGE
PAID
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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) (USWFS 2021a), and USFWS Critical Habitat Portal (USWFS 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 (*Haemorhous 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 CNDDB 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., CNDDB, 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 CNDDB, 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 CNDDB 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 CNDDB. CNDDB 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 fending, 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

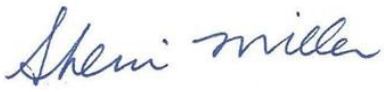
The proposed project would have a significant effect on biological resources if it would:

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 Miller
Principal

Attachments

Attachment 1 Figures
Attachment 2 Representative Site Photographs
Attachment 3 Special-Status Species Evaluation Tables

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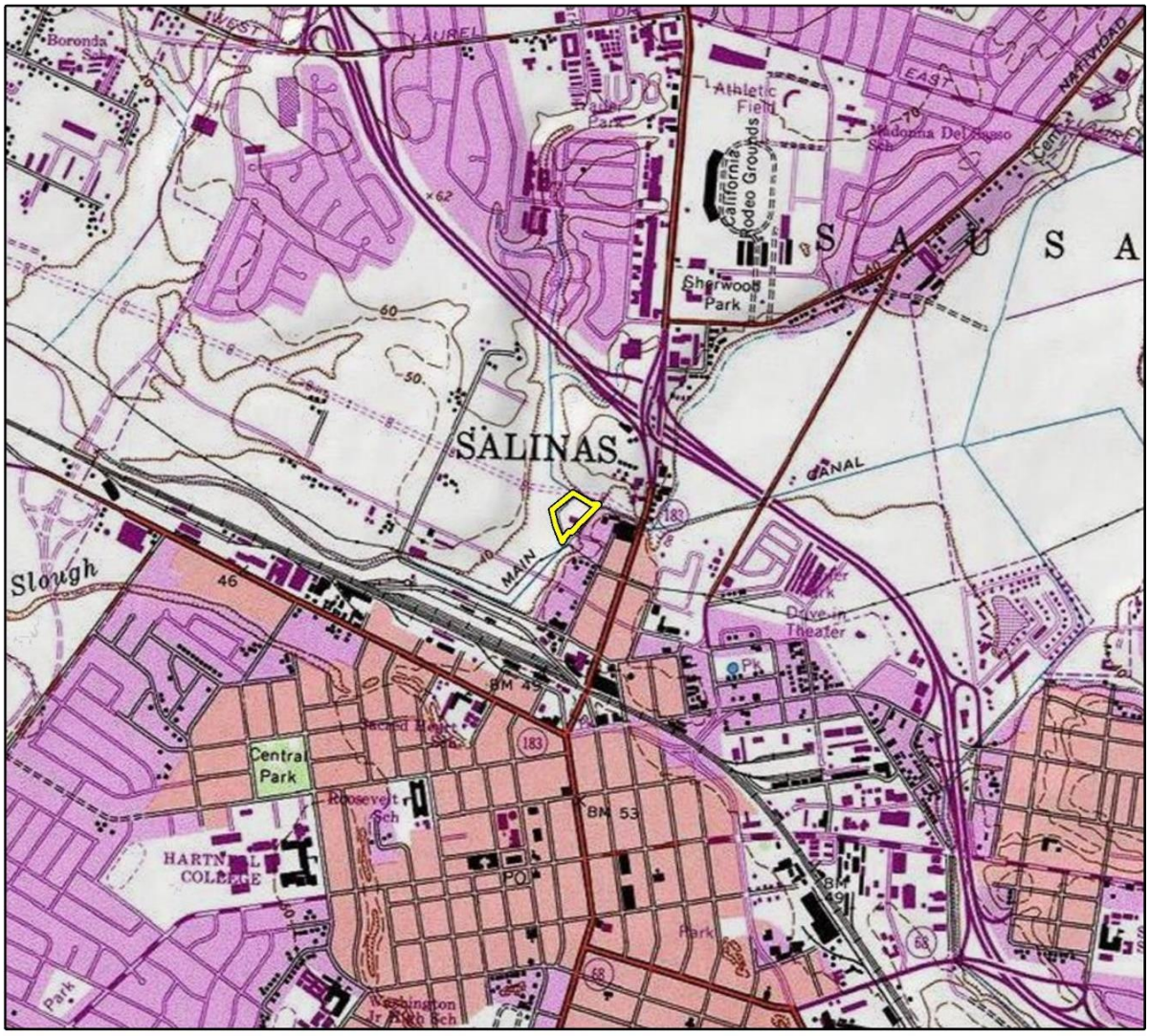
Attachment 1

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 havechanged since the original topographic map was assembled.

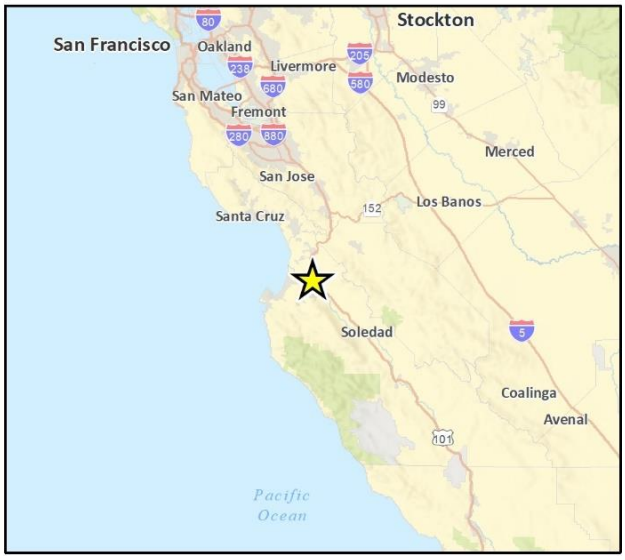


Figure 2 Study Area

Imagery provided by Microsoft Bing and its licensors © 2021.

Figure 3 Vegetation/Landcover

Imagery provided by Microsoft Bing and its licensors © 2021.
Additional sources provided by City of Salinas, 2014; USGS, 2021.

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				
Agrostis lacuna-vernalis 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.
Allium hickmanii 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.
Arctostaphylos hookeri ssp. *hookeri* 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.
Arctostaphylos montereyensis 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.
Arctostaphylos pajaroensis 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.
Arctostaphylos pumila 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.
Astragalus tener var. *tener* 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
Castilleja ambigua var. *insalutata* 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
Centromadia parryi ssp. *Congdonii* 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
Chorizanthe minutiflora 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
Chorizanthe pungens var. *pungens* 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
Chorizanthe robusta var. *robusta* 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
Clarkia jolonensis 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
Collinsia multicolor 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
Cordylanthus rigidus ssp. *littoralis* 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
Delphinium californicum ssp. *interius* 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
Delphinium hutchinsoniae 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
Delphinium umbraculorum 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
Ericameria fasciculata 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
Eriogonum nortonii 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
Erysimum ammophilum 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
Erysimum menziesii 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
Fritillaria liliacea 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
Gilia tenuiflora ssp. *arenaria* 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
Holocarpha macradenia 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
Horkelia cuneata var. *sericea* 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
Horkelia marinensis 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
Lasthenia conjugens 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 Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Legenere limosa legenere	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
Lupinus tidestromii Tidestrom's lupine	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
Malacothamnus palmeri var. *involucratus* Carmel Valley bush-mallow	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
Malacothrix saxatilis var. *arachnoidea* Carmel Valley malacothrix	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
Meconella oregana Oregon meconella	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
Microseris paludosa marsh microseris	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
Monardella sinuata ssp. *Nigrescens* northern curly-leaved monardella	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
Monolopia gracilens woodland woollythreads	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
Pinus radiata Monterey pine	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 Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Piperia yadonii 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.
Plagiobothrys chorisianus var. *chorisianus* Choris' popcornflower	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.
Plagiobothrys diffusus 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.
Rosa pinetorum 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.
Stebbinsoseris decipiens 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.
Trifolium buckwestiorum 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.
Trifolium hydrophilum 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.
Trifolium polyodon 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)

FE = Federal Endangered
FT = Federal Threatened
SE = State Endangered
ST = State Threatened
SR = State Rare

CRPR (CNPS California Rare Plant Rank)

1B = Rare, Threatened, or Endangered in California and elsewhere

CRPR Threat Code Extension

.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)
.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				
Euphilotes enoptes smithi 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				
Eucyclogobius newberryi 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.
Lavinia exilicauda harengus 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 outside the project area.
Oncorhynchus mykiss irideus 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.
Spirinchus thaleichthys 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				
Ambystoma californiense 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.
Ambystoma macrodactylum croceum 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
Rana boylii 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.
Rana draytonii 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
Spea hammondii 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
Taricha torosa 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				
Anniella pulchra 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.
Emys marmorata 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.
Phrynosoma blainvillii 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
Thamnophis hammondii 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				
Agelaius tricolor 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
Aquila chrysaetos 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
Asio flammeus 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
Athene cunicularia 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.
Buteo swainsoni 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
Charadrius nivosus 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
Coturnicops noveboracensis 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
Elanus leucurus 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
Falco peregrinus anatum 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
Rallus obsoletus obsoletus 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
Riparia riparia 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
Vireo bellii pusillus 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				
Antrozous pallidus 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
Corynorhinus townsendii 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
Neotoma macrotis luciana 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
Sorex ornatus salarius 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.
Taxidea taxus 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

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
Light Duty Auto (LDA)	0.512341
Light Duty Truck 1 (LDT1)	0.05237
Light Duty Truck 2 (LDT2)	0.194493
Medium Duty Vehicle (MDV)	0.150484
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

Fuel Economy (MPG) [1]	
Passenger Vehicles	25.3
Light-Med Duty Trucks	18.2
Heavy Trucks/Other	7.6
Motorcycles	44

Fleet Mix

Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
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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Table of Contents

Appendices

List of Tables

List of Figures

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		
				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.

Unsignailzed 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, in 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.

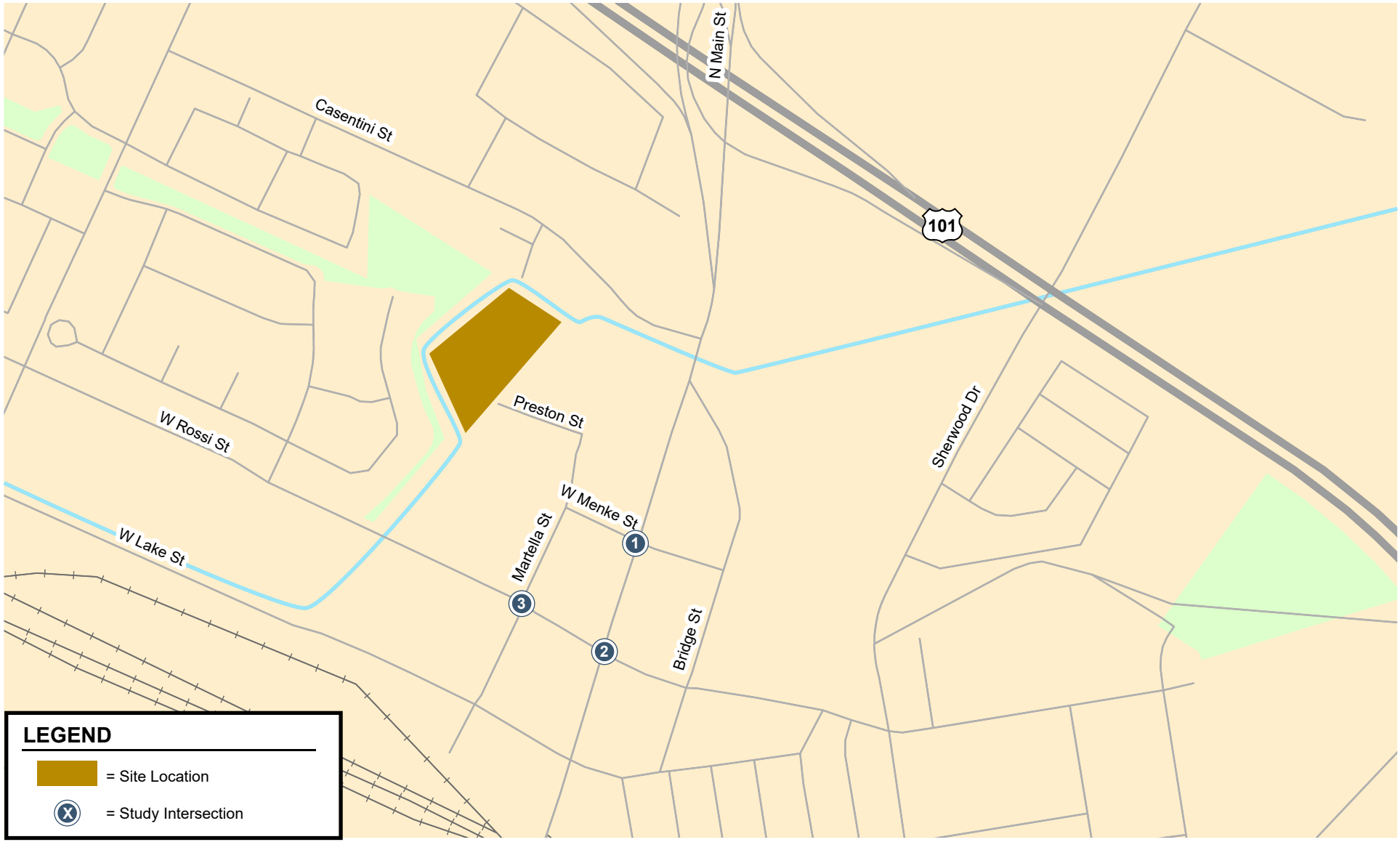


Figure 1
Site Location

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.

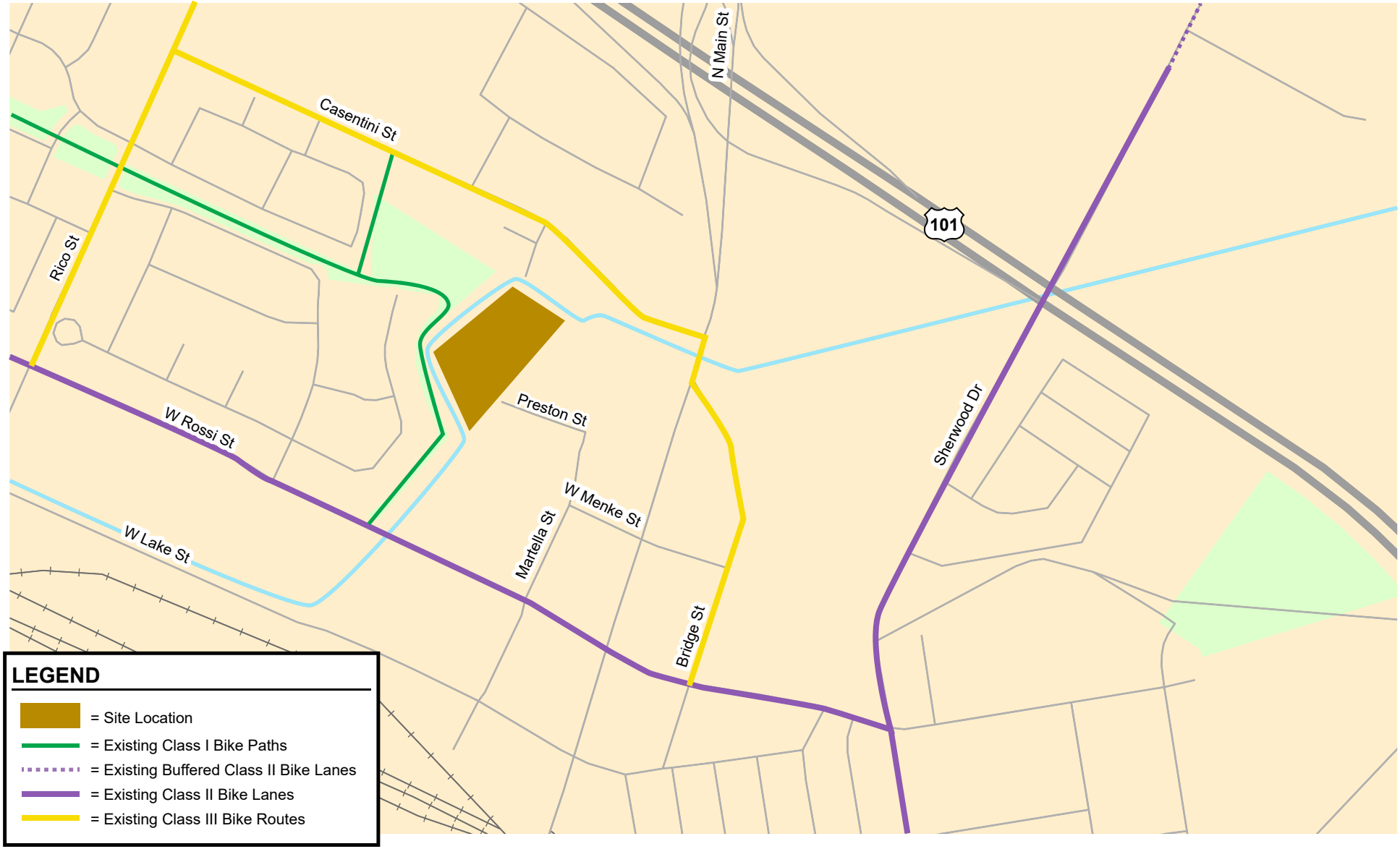


Figure 2
Existing Bicycle Facilities

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.

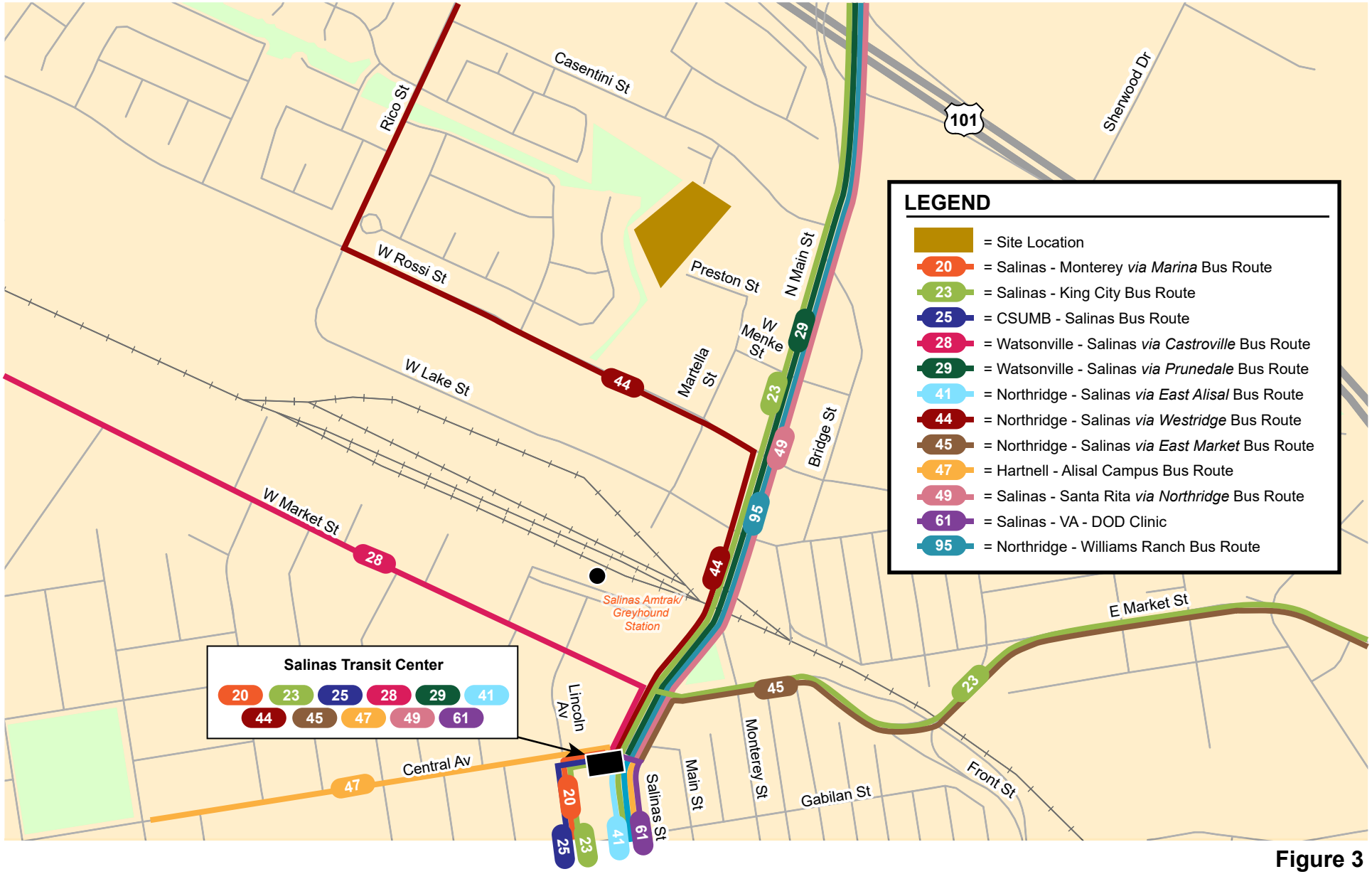


Figure 3
Existing Transit Services

HEXAGON

NORTH
Not to Scale

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.

VMT 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.

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

- ☐ **Affordable Housing**
- ☐ **Within a 1/2 mile of Major Transit Stop**
- ☐ **Local Retail (<50,000 Sq Ft)**
- ☐ **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

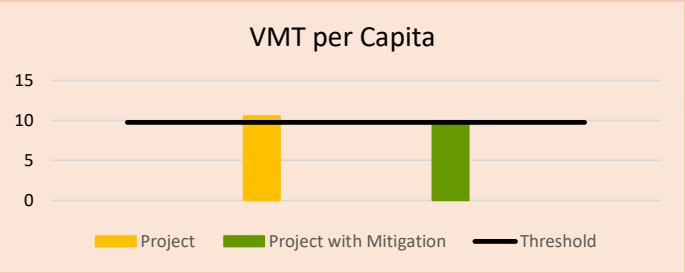


Figure 4
VMT Tool Output Summary

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
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 facilites 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 Capool Program	Voluntary Travel Behavior Change Program - Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. Promotions and Marketing - 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. School Carpool Program - Implement a School Carpool Program. Residents would be provided information upon move-in. Interested residents would provide their contact information to similarly interested families.	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

			Daily Trips		AM Peak Hour						PM Peak Hour					
						Split		Trip				Split		Trip		
Land Use	Size		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	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, 11th 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.

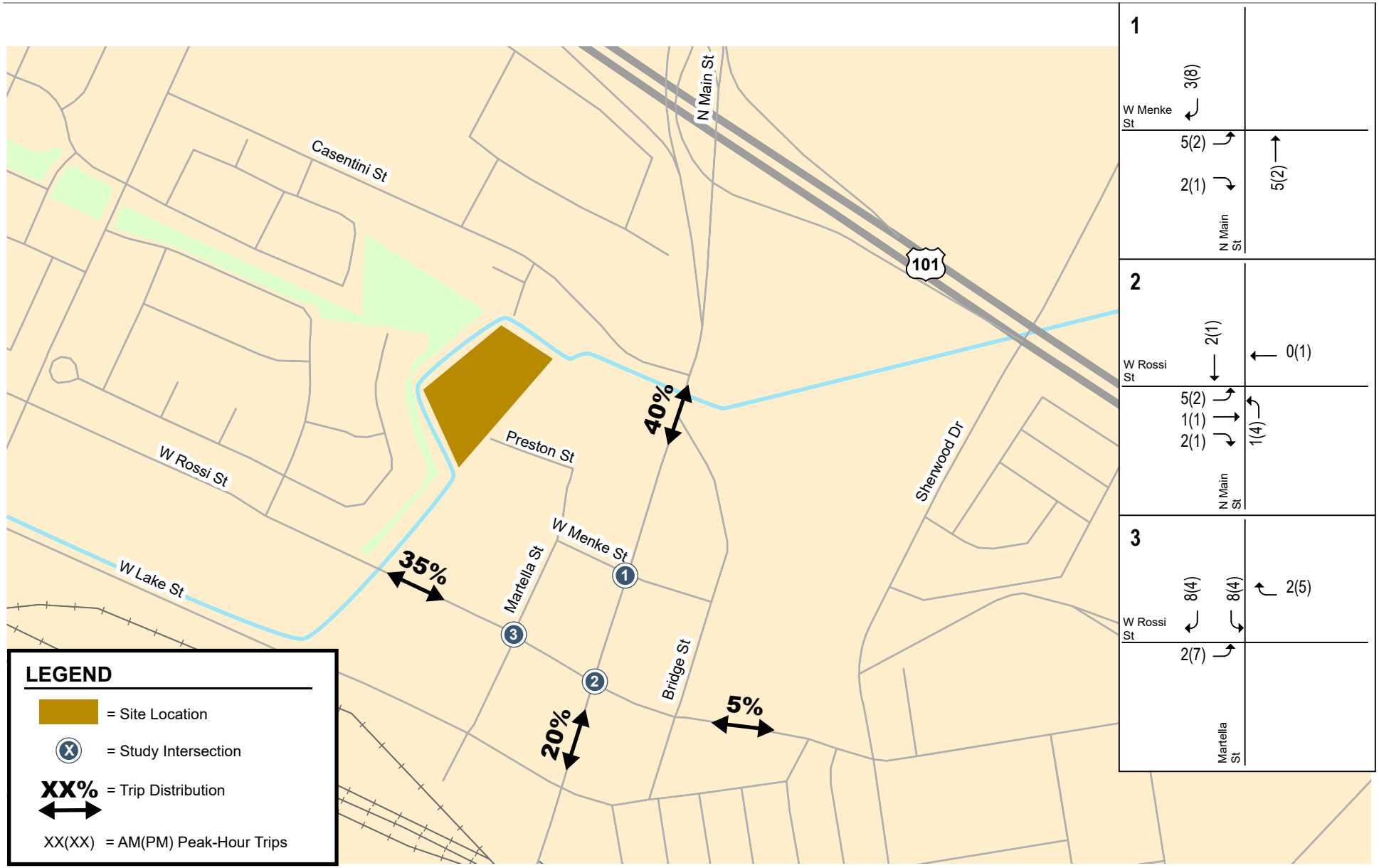


Figure 5
Project Trip Distribution and Assignment

- ***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).

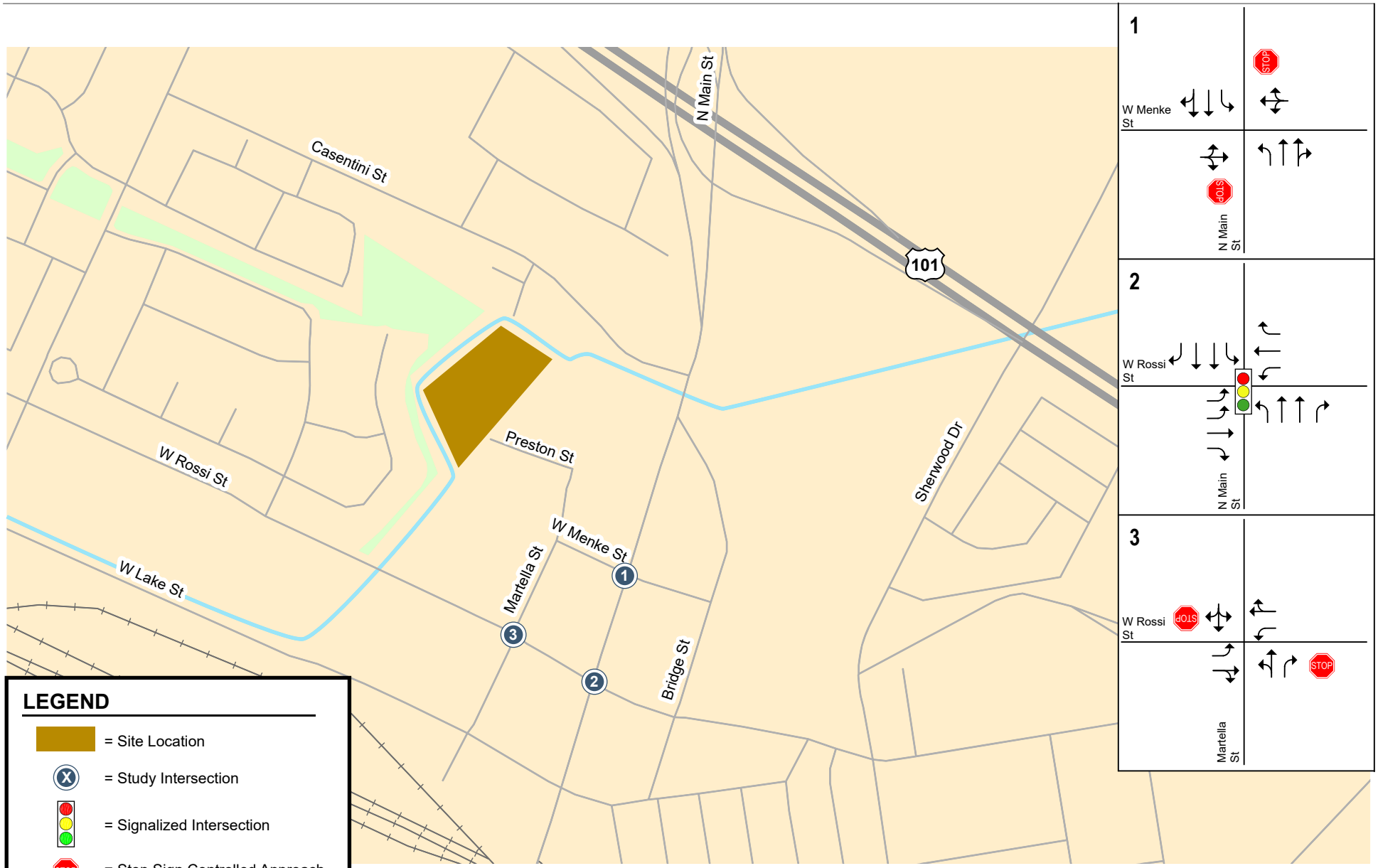


Figure 6
Existing Lane Configurations

NORTH
Not to Scale

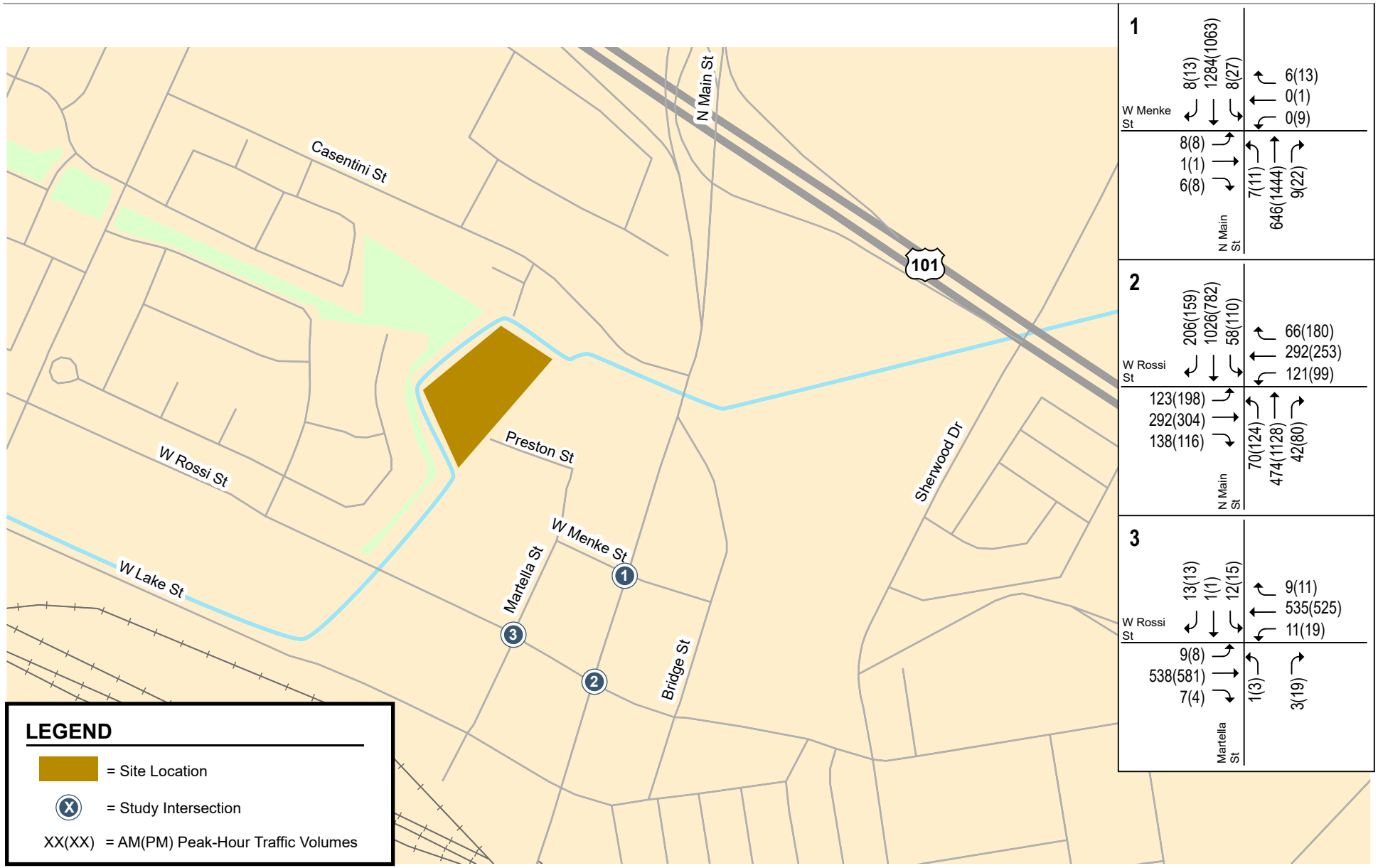


Figure 7
Existing Traffic Volumes

NORTH
Not to Scale

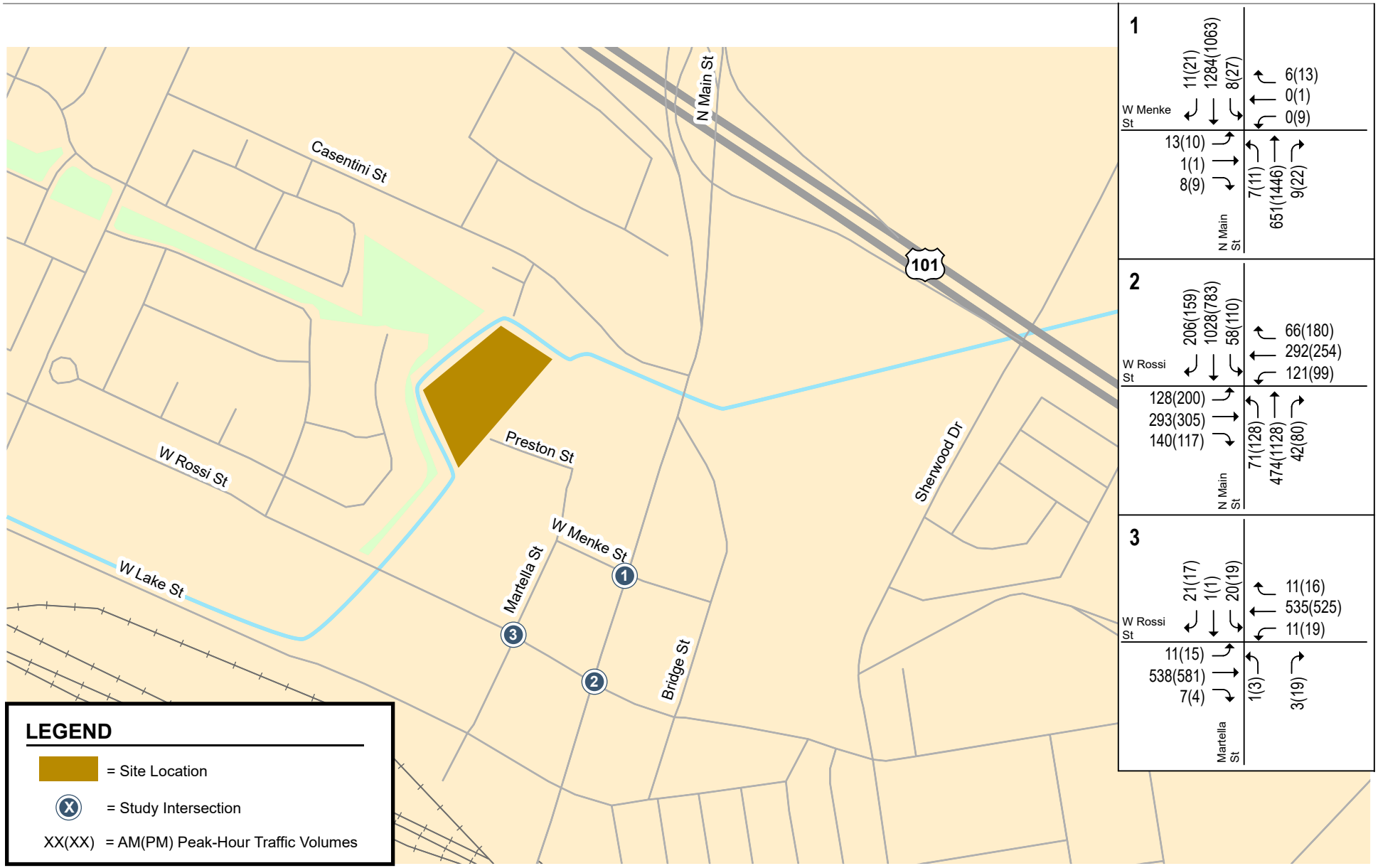


Figure 8
Existing Plus Project Traffic Volumes

NORTH
Not to Scale

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, *2010 Highway Capacity Manual* (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, *2010 Highway Capacity Manual* (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.

Unsignailzed 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, in 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.

Unsignailzed 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, in 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

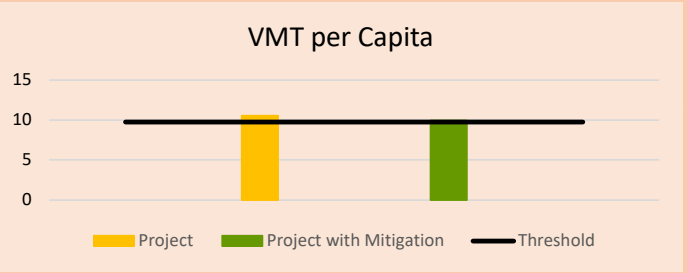
- ☐ **Affordable Housing**
- ☐ **Within a 1/2 mile of Major Transit Stop**
- ☐ **Local Retail (<50,000 Sq Ft)**
- ☐ **Less than 110 Trips per Day**

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



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%	ithin 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

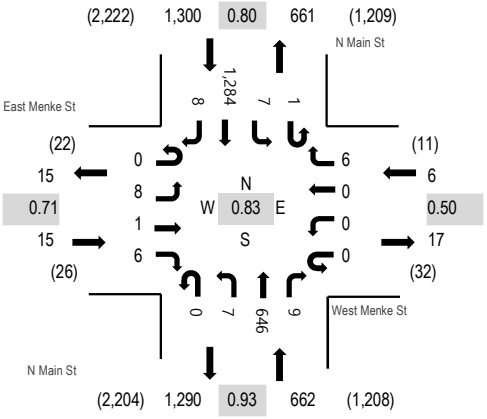
Appendix B

Traffic Counts

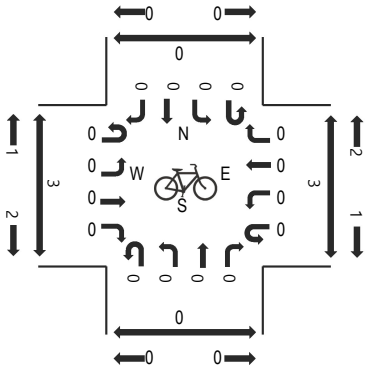
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

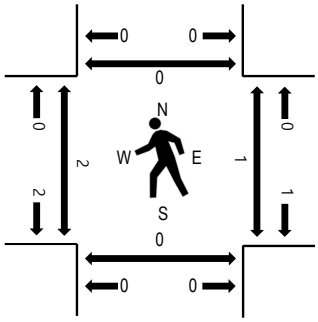
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

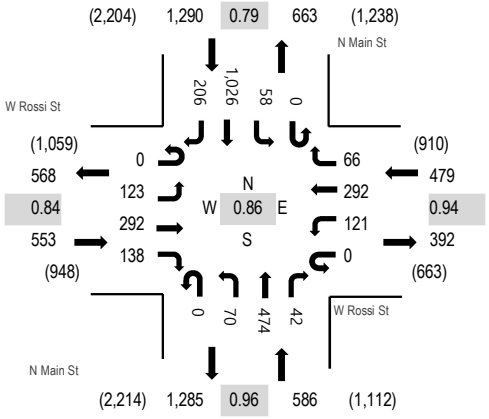
Peak Rolling Hour Flow Rates

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

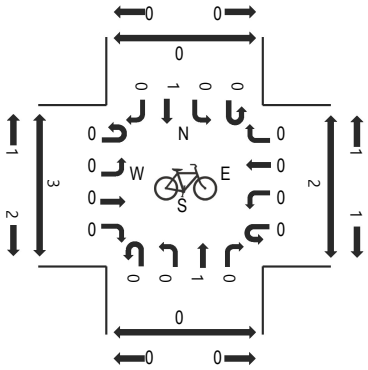
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

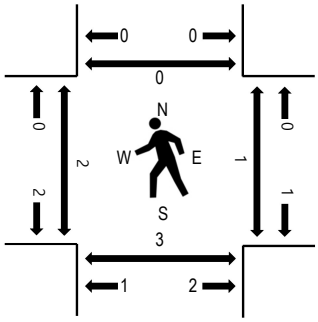
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

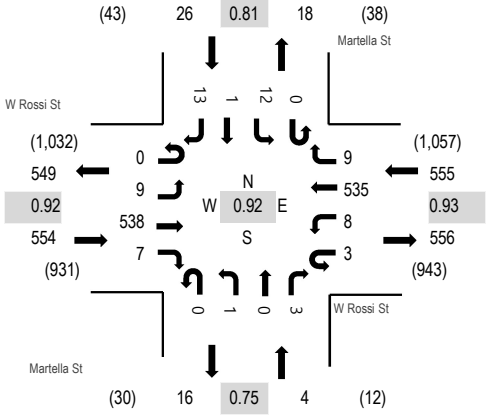
Peak Rolling Hour Flow Rates

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

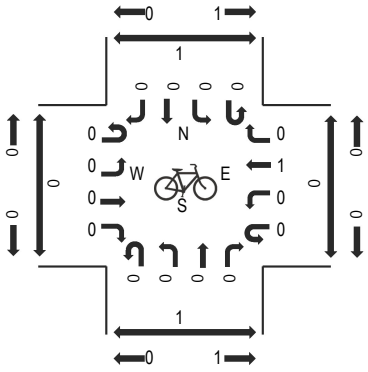
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

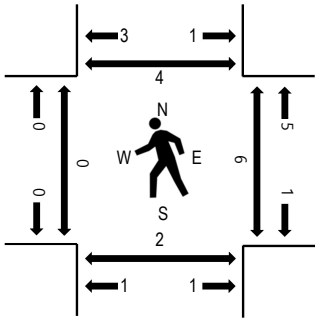
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

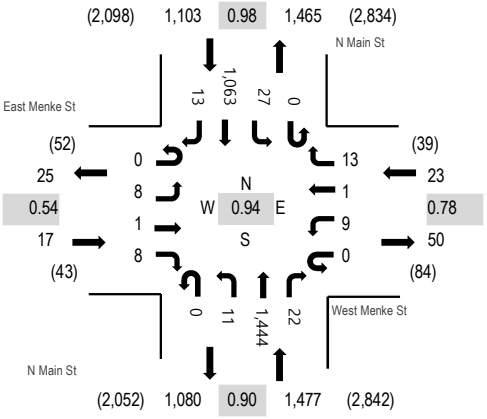
Peak Rolling Hour Flow Rates

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

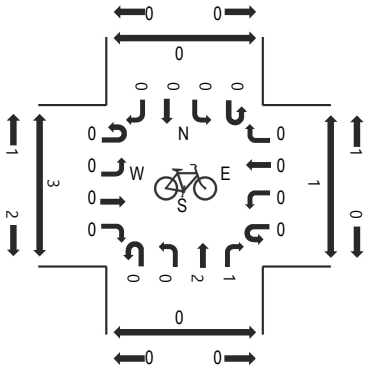
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

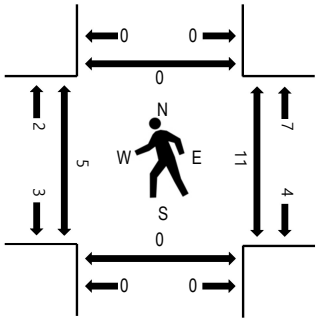
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

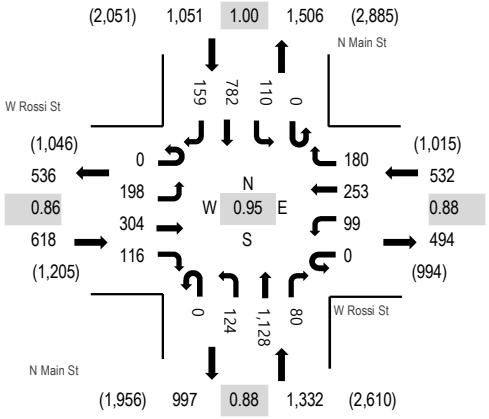
Peak Rolling Hour Flow Rates

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

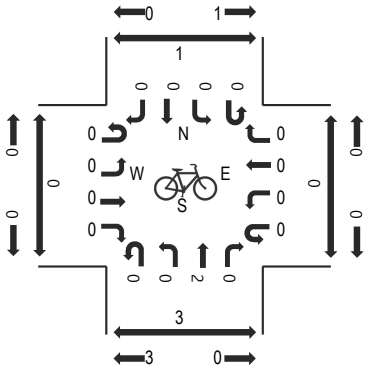
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

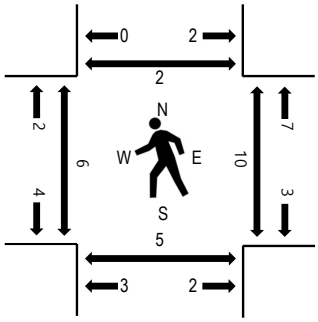
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

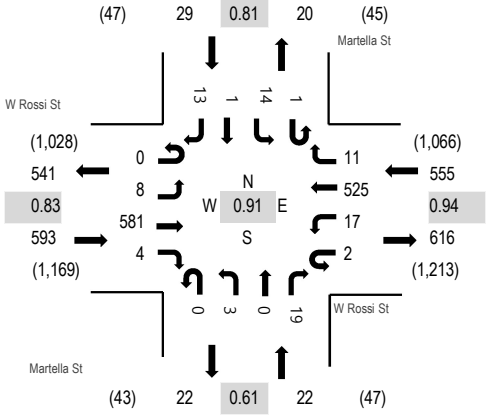
Peak Rolling Hour Flow Rates

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

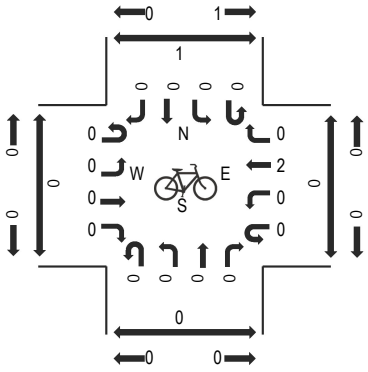
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

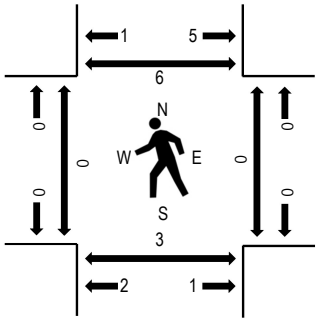
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

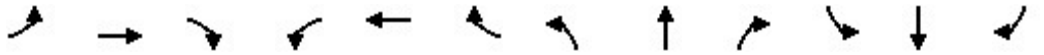
Intersection	
Int Delay, s/veh	0.6

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	EBLn1	WBLn1	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	-	-



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

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

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	EBLn1	WBLn1	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	-	-

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

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

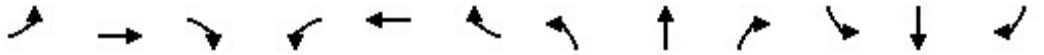
Intersection	
Int Delay, s/veh	1

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	EBLn1	WBLn1	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	-	-



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

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

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	EBLn1	WBLn1	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	-	-

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

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.

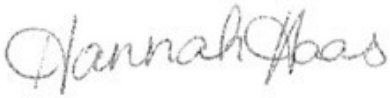
Unanticipated Discovery of Human Remains

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.

Courtney Montgomery, MA
Archaeologist



Hannah Haas, MA, RPA
Cultural Resources Program Manager/
Senior Archaeologist

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.

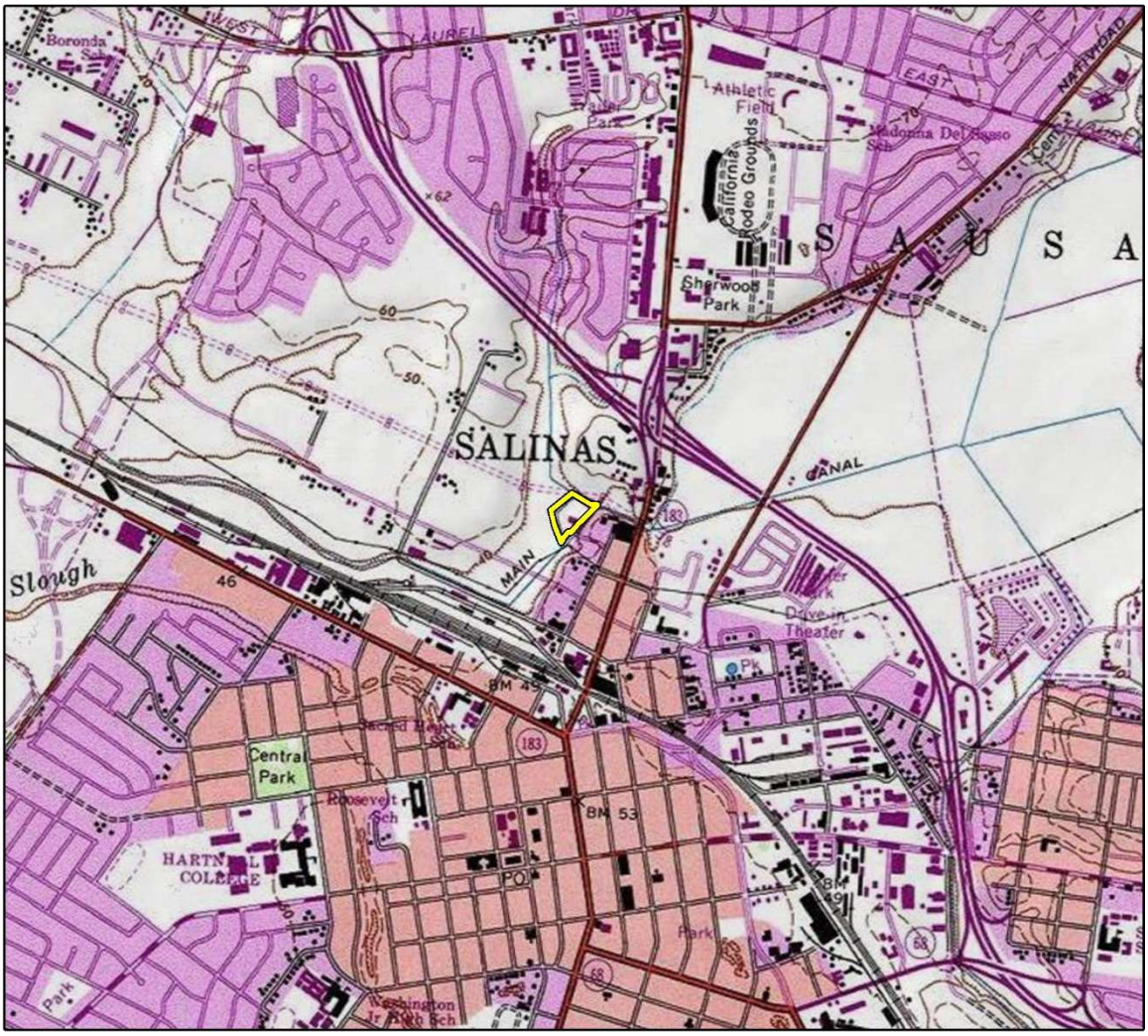
Attachment 1

Figures

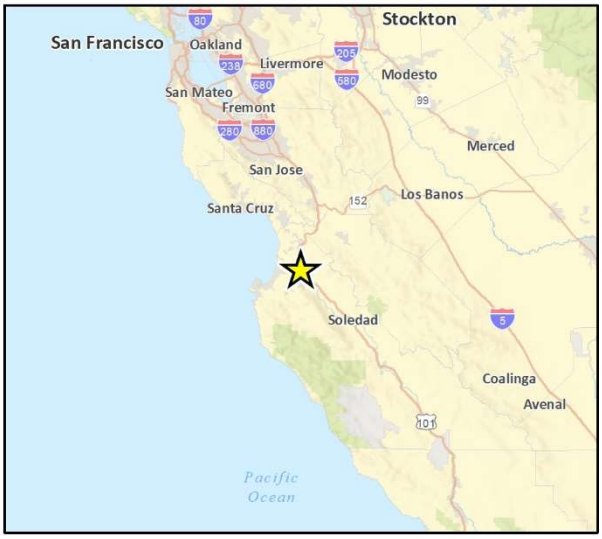
Figure 1 Project Boundary Map

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 havechanged since the original topographic map was assembled.



CRFig1 Proj Locn Map

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.: 56 **IC FILE NO.:** _____

To: Northwest Information Center

Print Name: Dustin Merrick Date: May 20, 2021

Affiliation: Rincon Consultants, Inc.

Address: 180 N. Ashwood Avenue

City: Ventura State: CA Zip: 93003

Phone: 805-644-4455 Fax: 805-644-4455 Email: dmerrick@rinconconsultants.com

Billing Address (if different than above): _____

Billing Email: ap@rinconconsultants.com Billing Phone: 805-644-4455

Project Name / Reference: 1 Preston Street Project (21-10851)

Project Street Address: 1 Preston Street, Salinas, California

County or Counties: Monterey

Township/Range/UTMs: T14S R03E S28,29,32,33

USGS 7.5' Quad(s): Salinas

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 0.5 mi. radius
ARCHAEOLOGICAL Resource Locations[1]	yes ☒ / no ☐	yes ☒ / no ☐
NON-ARCHAEOLOGICAL Resource Locations	yes ☒ / no ☐	yes ☒ / no ☐
Report Locations[1]	yes ☒ / no ☐	yes ☒ / no ☐
"Other" Report Locations[2]	yes ☐ / no ☒	yes ☐ / no ☒

3. Database Information:
(contact the IC for product examples, or visit the SSJVIC website for examples)

	Within project area	Within 0.5 mi. radius
ARCHAEOLOGICAL Resource Database[1]		
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 Database[1]		
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 0.5 mi. 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 0.5 mi. radius
OHP Built Environment Resources Directory[3]:		
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 ☐

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[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
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
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):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☒ not requested	☐ nothing listed
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☐ enclosed	☒ not requested	☐ 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. Baloain	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 Pruett, 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
nahc@nahc.ca.gov

Type of List Requested

[X] **CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

[X] **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

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 1, 2021

Lisa Brinton, Planner Manager
City of Salinas

Via Email to: lisab@ci.salinas.ca.us

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 well 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 MutsunTribal Band
Valentin Lopez, Chairperson
P.O. Box 5272
Galt, CA, 95632
Phone: (916) 743 - 5833
vlopez@amahmutsun.org

Costanoan
Northern Valley Yokut

Amah MutsunTribal 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

Costanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
244 E. 1st Street
Pomona, CA, 91766
Phone: (909) 629 - 6081
Fax: (909) 524-8041
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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.

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	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.	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: • 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
	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. 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				

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	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: **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. **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: **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 **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 **Affordable Housing.** Provide affordable, below market-rate housing on site; or **Voluntary Travel Behavior Change Pattern.** Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at	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
	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 **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.				
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.	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.

EXHIBIT 3

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:

<u>For the Mitigated Negative Declaration:</u>

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:

_____
Kimbley 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

Exhibit 1

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

1 Preston Street Project

Final Initial Study – Mitigated Negative Declaration

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March 2023

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Table of Contents

Tables

Figures

Appendices

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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.

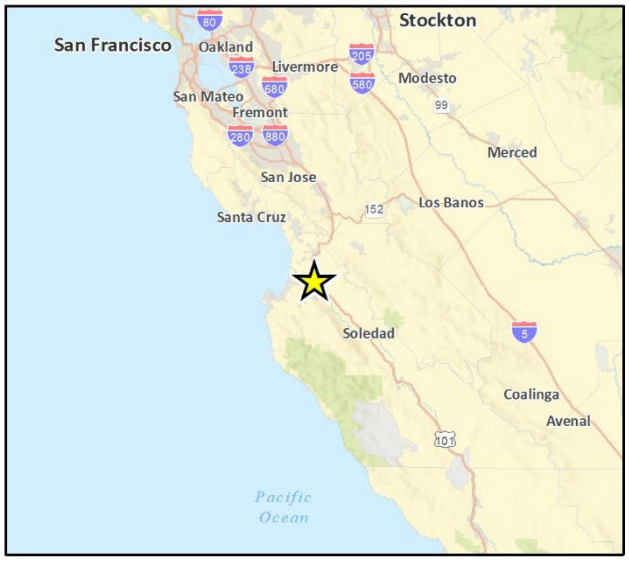
5. Project Location

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 havechanged since the original topographic map was assembled.



Project Location

0 1,000 2,000 Feet

N

GRFig 1 Proj Locn Map

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)	▪ 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)	▪ 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
	▪ 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)	▪ 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)	▪ 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

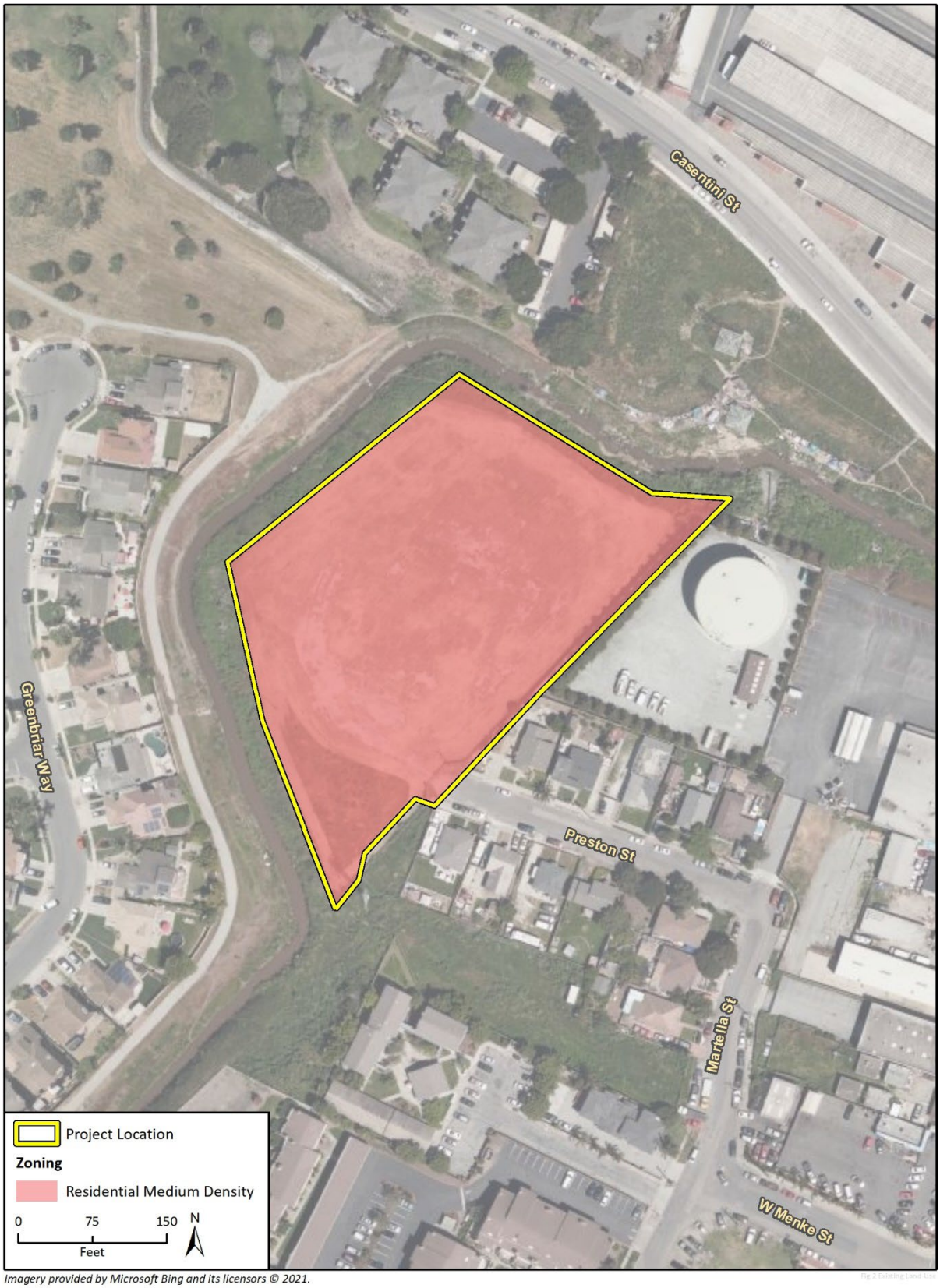
The project consists of a GPA and RZ to modify the existing vacant 2.6-acre lot at 1 Preston Street from Residential Medium Density (R-M-3.6) to Residential High Density (R-H-2.1). The project does not involve construction or other physical changes. Because there are currently no development proposals, 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



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Additional sources provided by City of Salinas, 2014.

Figure 5 Proposed General Plan Land Use and Zoning Code Designations

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Additional sources provided by City of Salinas, 2014.

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.

□ Aesthetics	□ Agriculture and Forestry Resources	□ Air Quality
■ Biological Resources	■ Cultural Resources	□ Energy
■ Geology/Soils	□ Greenhouse Gas Emissions	□ Hazards & Hazardous Materials
■ Hydrology/Water Quality	□ Land Use/Planning	□ Mineral Resources
□ Noise	□ Population/Housing	□ Public Services
□ Recreation	■ Transportation	■ Tribal Cultural Resources
□ Utilities/Service Systems	□ Wildfire	□ 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	1/23/2023 Date
Oscar Resendiz Oscar Resendiz	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?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
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?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

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 (PM_{10}) 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 PM_{10} 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 PM_{10} 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; or[3]
- 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; PM_{10} = 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; SO_2 = 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 PM_{10} 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 PM_{10} 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 PM_{10} impacts. Cumulative ozone impacts are evaluated based on the project's consistency with the AQMP, while cumulative CO and PM_{10} 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) 10^{th} 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 PM_{10} 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 (PM_{10} 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)

	Maximum Daily Emissions (lbs/day)					
Construction Year	**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; PM_{10} = 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; SO_2 = 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 PM_{10} 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; PM_{10} = 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; SO_2 = 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 PM_{10} 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?	☐	■	☐	☐
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?	☐	☐	☐	■
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?	☐	☐	■	☐
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?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
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?	☐	☐	☐	■

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 (CNDDB) (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?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

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 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?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

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

	Fuel Consumption (gallons)	
Source	**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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

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?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

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 (CO_2), 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 (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), 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 CO_2 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 CO_2, 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 CO_2e by 2030 and 2 MT CO_2e 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 CO_2e 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 Sector[1]	2030 State Emissions Target (MMT)[1]	Locally Appropriate[2]	Project Specific	Major Sources[3]
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_2e 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 CO_2e. 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] SF_6 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_2e)	153,000,000[4]
	2030 California Service Population (persons)	64,488,249
	2030 Service Person Target (MT CO_2e 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 CO_2, 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 CO_2e. Amortized over a 30-year period per industry standard, construction-related GHG emissions would be equivalent to 12 MT CO_2e 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 CO_2e per year in 2030, or approximately 1.5 MT CO_2e per service person per year, which would not exceed the locally applicable, project-specific threshold of 2.4 MT CO_2e per year. Therefore, impacts would be less than significant.

Table 13 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT CO_2e 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 CO_2e 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?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☐	■
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?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

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?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
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;	☐	☐	■	☐
(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; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

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?	☐	☐	☐	■
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?	☐	☐	■	☐

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?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
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?	☐	☐	☐	■

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

	Vibration Level (in/sec PPV)	
Human Response	**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 Leve, 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 nose 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-stie 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 dozer[9]. 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] PPVEquipment = PPVRef (15/D)^n (in/sec), PPVRef = 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)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

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?	☐	☐	■	☐
2. Police protection?	☐	☐	■	☐
3. Schools?	☐	☐	■	☐
4. Parks?	☐	☐	■	☐
5. Other public facilities?	☐	☐	■	☐

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?	☐	☐	■	☐
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?	☐	☐	■	☐

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?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	■	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

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	☐	■	☐	☐
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.	☐	■	☐	☐

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:a 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?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. 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?

c. 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?

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.

LESS THAN SIGNIFICANT IMPACT

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?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	■	☐	☐
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)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

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
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.

Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (<u>underline font</u>) 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~~ <u>15-24</u> 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~~ <u>Appendix E</u>) for the project…
>
> Given the negative results of ~~Appendix C~~ <u>Appendix E</u>, 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.

LETTER 1

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

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. 1.1

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. 1.2

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 1.3

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 statues 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 (<u>underline font</u>) 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~~ <u>15-24</u> 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~~ <u>Appendix E</u>) for the project…
>
> Given the negative results of ~~Appendix C~~ <u>Appendix E</u>, 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
Apartments 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

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

2.1 Overall Construction

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	N20	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	

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**

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**

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**

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**

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**

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

3.4 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**

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**

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**

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**

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

	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	0.512341	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**

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**

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction (Maximum Daily Emission)

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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

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

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		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,060.6044**	**1,060.6044**	**0.0240**	**0.0787**	**1,084.6444**

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	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,060.6044**	**1,060.6044**	**0.0240**	**0.0787**	**1,084.6444**

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**

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**

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**

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**

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

	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

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction (Maximum Daily Emission)

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	3,316.3342	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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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

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

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		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,026.8109**	**1,026.8109**	**0.0265**	**0.0817**	**1,051.8290**

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	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,026.8109**	**1,026.8109**	**0.0265**	**0.0817**	**1,051.8290**

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**

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**

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**

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		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Unmitigated	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

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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	

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

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**

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**

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**

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**

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**

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 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

3.5 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**

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**

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**

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

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**

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

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**

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

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

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

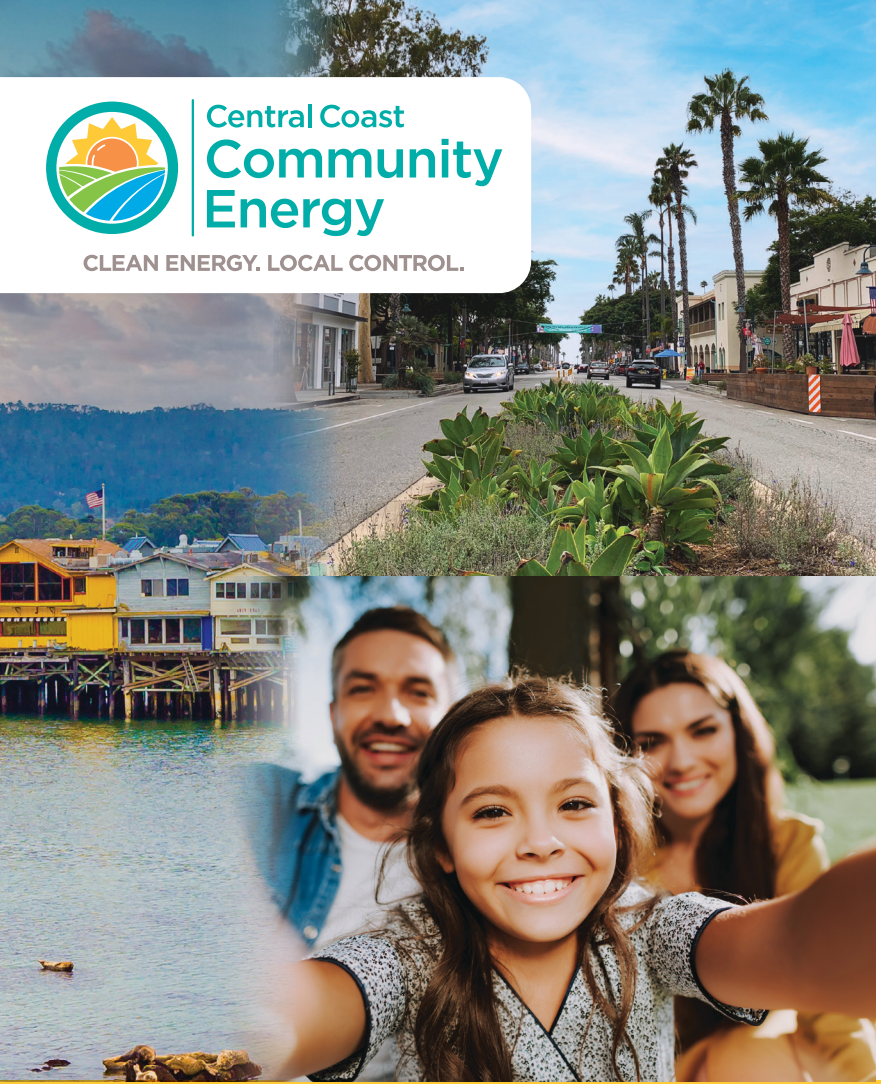
Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation



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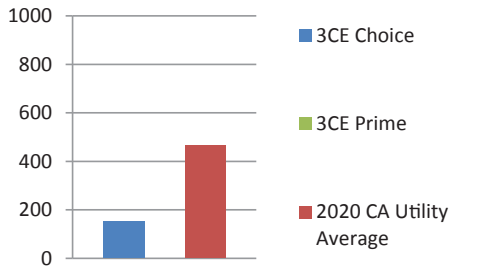
2020 POWER CONTENT LABEL
Central Coast Community Energy
https://3cenergy.org/understanding-clean-energy/

Greenhouse Gas Emissions Intensity (lbs CO_2e/MWh)		
3CE Choice	3CE Prime	2020 CA Utility Average
151	0	466



Energy Resources	3CE Choice	3CE Prime	2020 CA Power Mix
Eligible Renewable[1]	**31.1%**	**100.0%**	**33.1%**
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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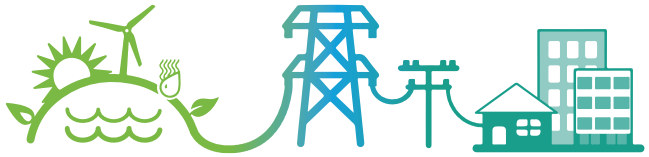

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Central Coast Community Energy
70 Garden Court, Suite 300
Monterey, CA 93940

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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) (USWFS 2021a), and USFWS Critical Habitat Portal (USWFS 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 (*Haemorhous 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 CNDDB 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., CNDDB, 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 CNDDB, 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 CNDDB 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 CNDDB. CNDDB 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 fending, 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

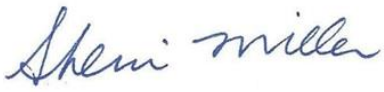
The proposed project would have a significant effect on biological resources if it would:

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 Miller
Principal

Attachments

Attachment 1 Figures
Attachment 2 Representative Site Photographs
Attachment 3 Special-Status Species Evaluation Tables

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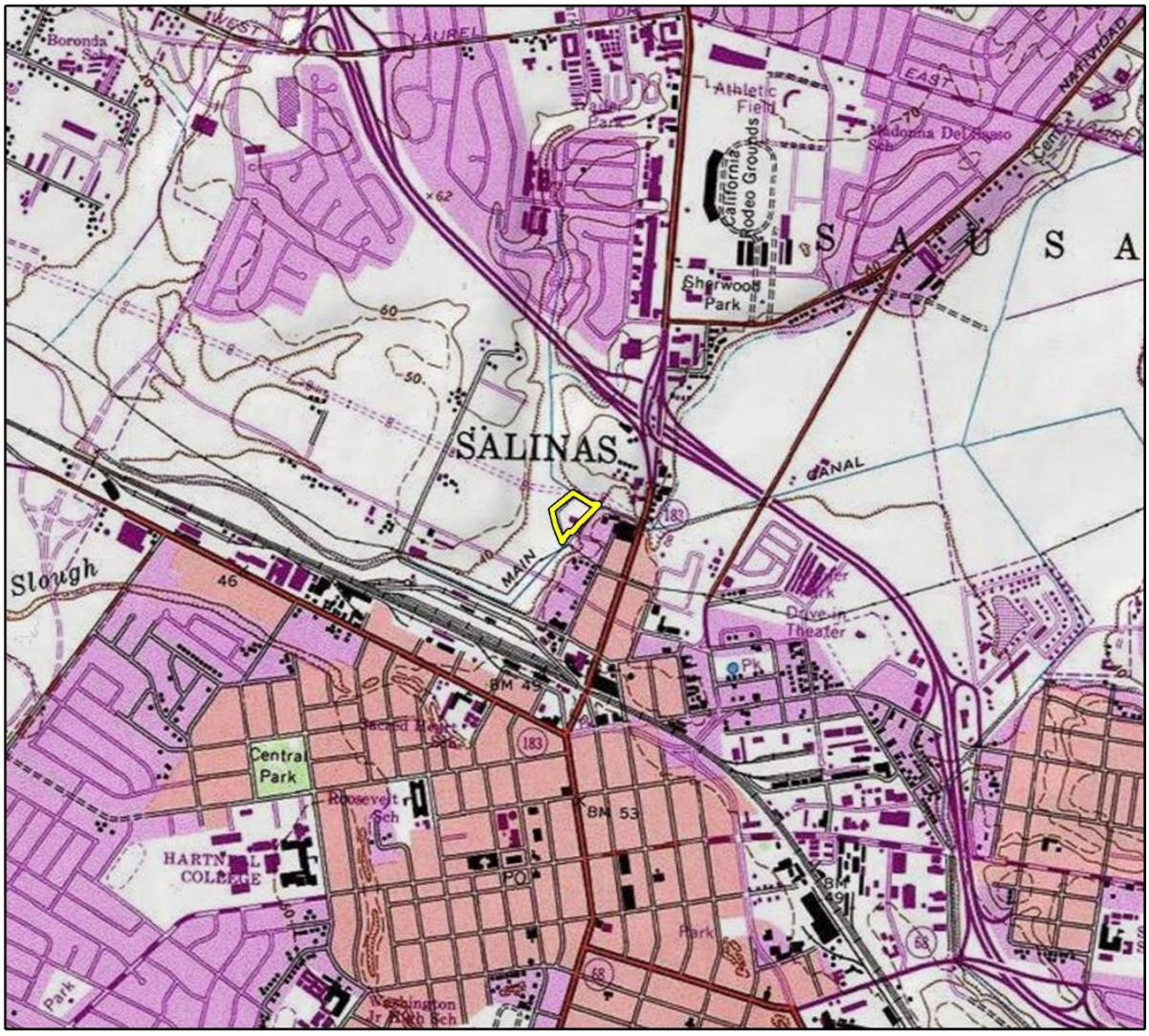
Attachment 1

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 havechanged since the original topographic map was assembled.

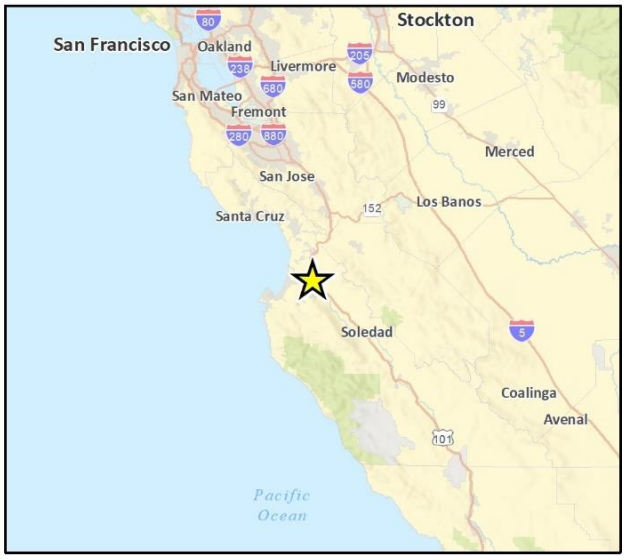


Figure 2 Study Area

Imagery provided by Microsoft Bing and its licensors © 2021.

Figure 3 Vegetation/Landcover

Imagery provided by Microsoft Bing and its licensors © 2021.
Additional sources provided by City of Salinas, 2014; USGS, 2021.

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				
Agrostis lacuna-vernalis 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.
Allium hickmanii 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.
Arctostaphylos hookeri ssp. *hookeri* 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.
Arctostaphylos montereyensis 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.
Arctostaphylos pajaroensis 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.
Arctostaphylos pumila 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.
Astragalus tener var. *tener* 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
Castilleja ambigua var. *insalutata* 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
Centromadia parryi ssp. *Congdonii* 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
Chorizanthe minutiflora 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
Chorizanthe pungens var. *pungens* 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
Chorizanthe robusta var. *robusta* 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
Clarkia jolonensis 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
Collinsia multicolor 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
Cordylanthus rigidus ssp. *littoralis* 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
Delphinium californicum ssp. *interius* 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
Delphinium hutchinsoniae 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
Delphinium umbraculorum 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
Ericameria fasciculata 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
Eriogonum nortonii 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
Erysimum ammophilum 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
Erysimum menziesii 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
Fritillaria liliacea 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
Gilia tenuiflora ssp. *arenaria* 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
Holocarpha macradenia 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
Horkelia cuneata var. *sericea* 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
Horkelia marinensis 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
Lasthenia conjugens 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 Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Legenere limosa legenere	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
Lupinus tidestromii Tidestrom's lupine	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
Malacothamnus palmeri var. *involucratus* Carmel Valley bush-mallow	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
Malacothrix saxatilis var. *arachnoidea* Carmel Valley malacothrix	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
Meconella oregana Oregon meconella	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
Microseris paludosa marsh microseris	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
Monardella sinuata ssp. *Nigrescens* northern curly-leaved monardella	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
Monolopia gracilens woodland woollythreads	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
Pinus radiata Monterey pine	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 Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Piperia yadonii 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.
Plagiobothrys chorisianus var. *chorisianus* Choris' popcornflower	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.
Plagiobothrys diffusus 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.
Rosa pinetorum 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.
Stebbinsoseris decipiens 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.
Trifolium buckwestiorum 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.
Trifolium hydrophilum 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.
Trifolium polyodon 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)

FE = Federal Endangered
FT = Federal Threatened
SE = State Endangered
ST = State Threatened
SR = State Rare

CRPR (CNPS California Rare Plant Rank)

1B = Rare, Threatened, or Endangered in California and elsewhere

CRPR Threat Code Extension

.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)
.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				
Euphilotes enoptes smithi 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				
Eucyclogobius newberryi 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.
Lavinia exilicauda harengus 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 outside the project area.
Oncorhynchus mykiss irideus 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.
Spirinchus thaleichthys 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				
Ambystoma californiense 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.
Ambystoma macrodactylum croceum 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
Rana boylii 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.
Rana draytonii 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
Spea hammondii 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
Taricha torosa 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				
Anniella pulchra 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.
Emys marmorata 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.
Phrynosoma blainvillii 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
Thamnophis hammondii 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				
Agelaius tricolor 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
Aquila chrysaetos 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
Asio flammeus 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
Athene cunicularia 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.
Buteo swainsoni 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
Charadrius nivosus 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
Coturnicops noveboracensis 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
Elanus leucurus 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
Falco peregrinus anatum 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
Rallus obsoletus obsoletus 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
Riparia riparia 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
Vireo bellii pusillus 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				
Antrozous pallidus 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
Corynorhinus townsendii 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
Neotoma macrotis luciana 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
Sorex ornatus salarius 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.
Taxidea taxus 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

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
Light Duty Auto (LDA)	0.512341
Light Duty Truck 1 (LDT1)	0.05237
Light Duty Truck 2 (LDT2)	0.194493
Medium Duty Vehicle (MDV)	0.150484
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

Fuel Economy (MPG) [1]	
Passenger Vehicles	25.3
Light-Med Duty Trucks	18.2
Heavy Trucks/Other	7.6
Motorcycles	44

Fleet Mix

Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
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
Phone: 408.846.7410

Table of Contents

Appendices

List of Tables

List of Figures

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		
				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.

Unsignailzed 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, in 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.

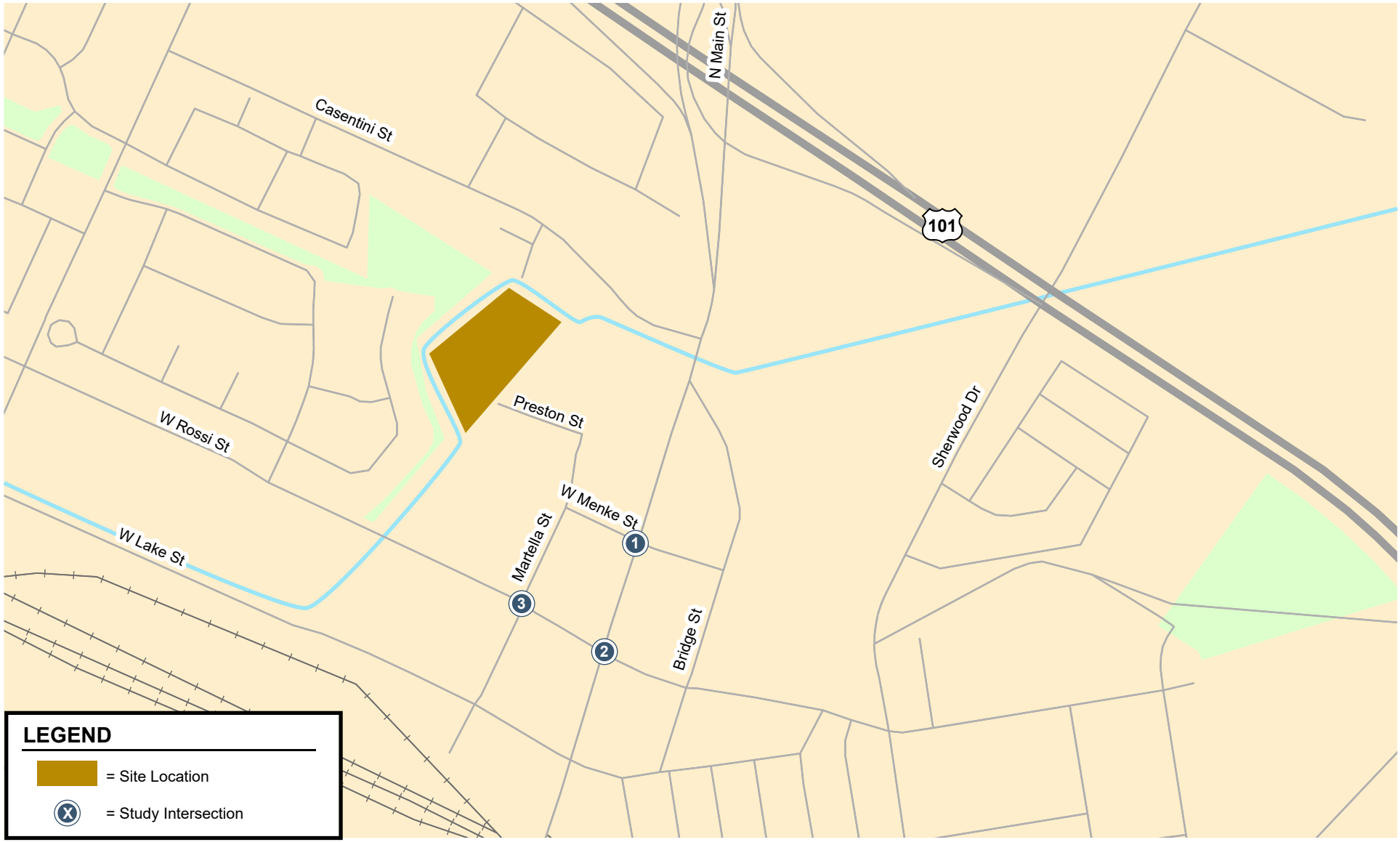


Figure 1
Site Location

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.

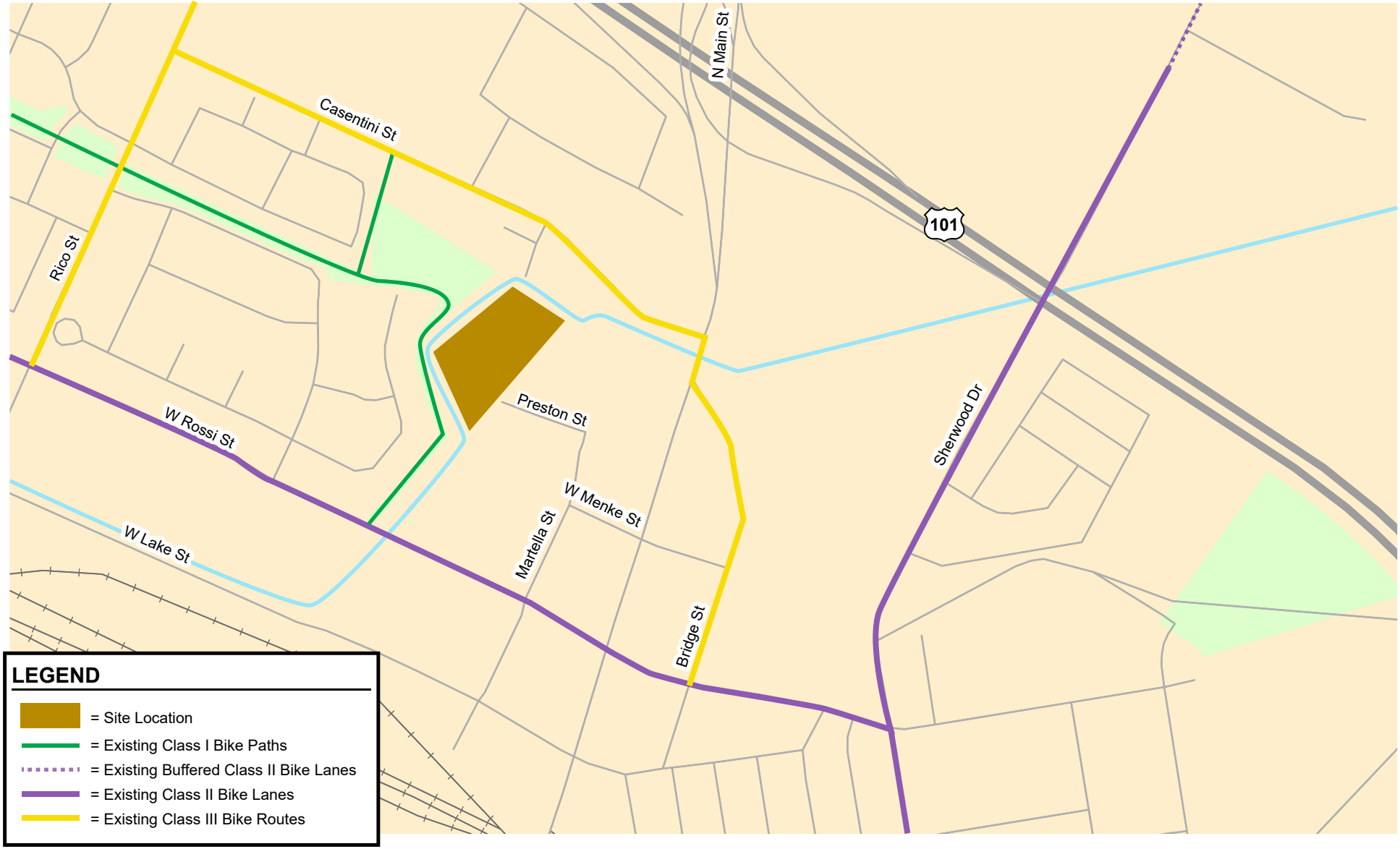


Figure 2
Existing Bicycle Facilities

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.

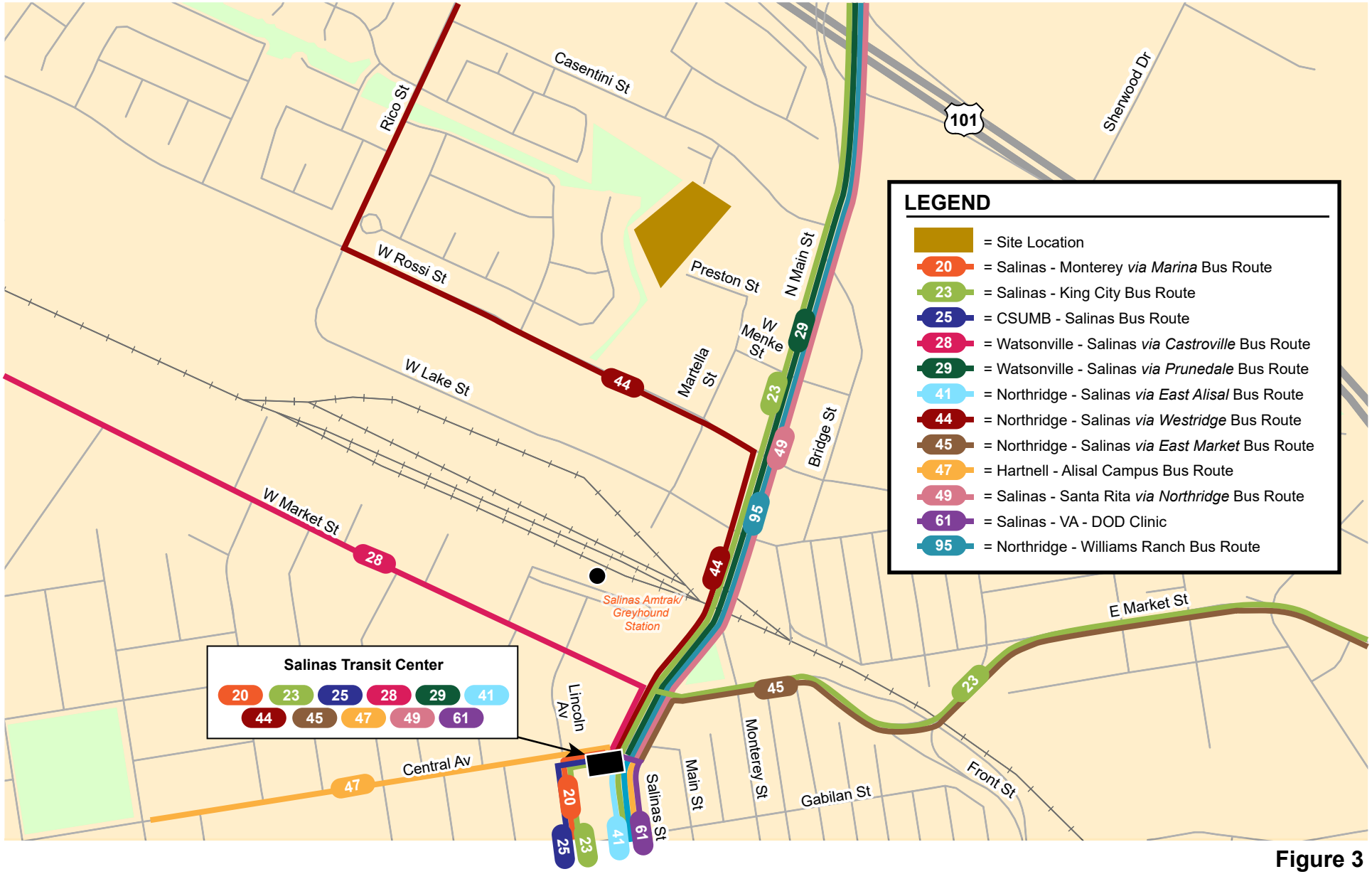


Figure 3
Existing Transit Services

HEXAGON

NORTH
Not to Scale

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.

VMT 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.

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

- ☐ **Affordable Housing**
- ☐ **Within a 1/2 mile of Major Transit Stop**
- ☐ **Local Retail (<50,000 Sq Ft)**
- ☐ **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

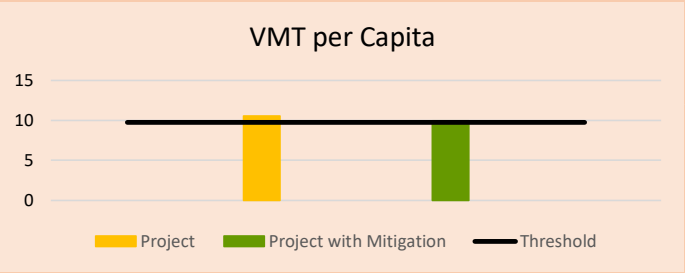


Figure 4
VMT Tool Output Summary

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
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 facilites 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 Capool Program	Voluntary Travel Behavior Change Program - Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. Promotions and Marketing - 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. School Carpool Program - Implement a School Carpool Program. Residents would be provided information upon move-in. Interested residents would provide their contact information to similarly interested families.	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

			Daily Trips		AM Peak Hour						PM Peak Hour					
						Split		Trip				Split		Trip		
Land Use	Size		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	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, 11th 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.

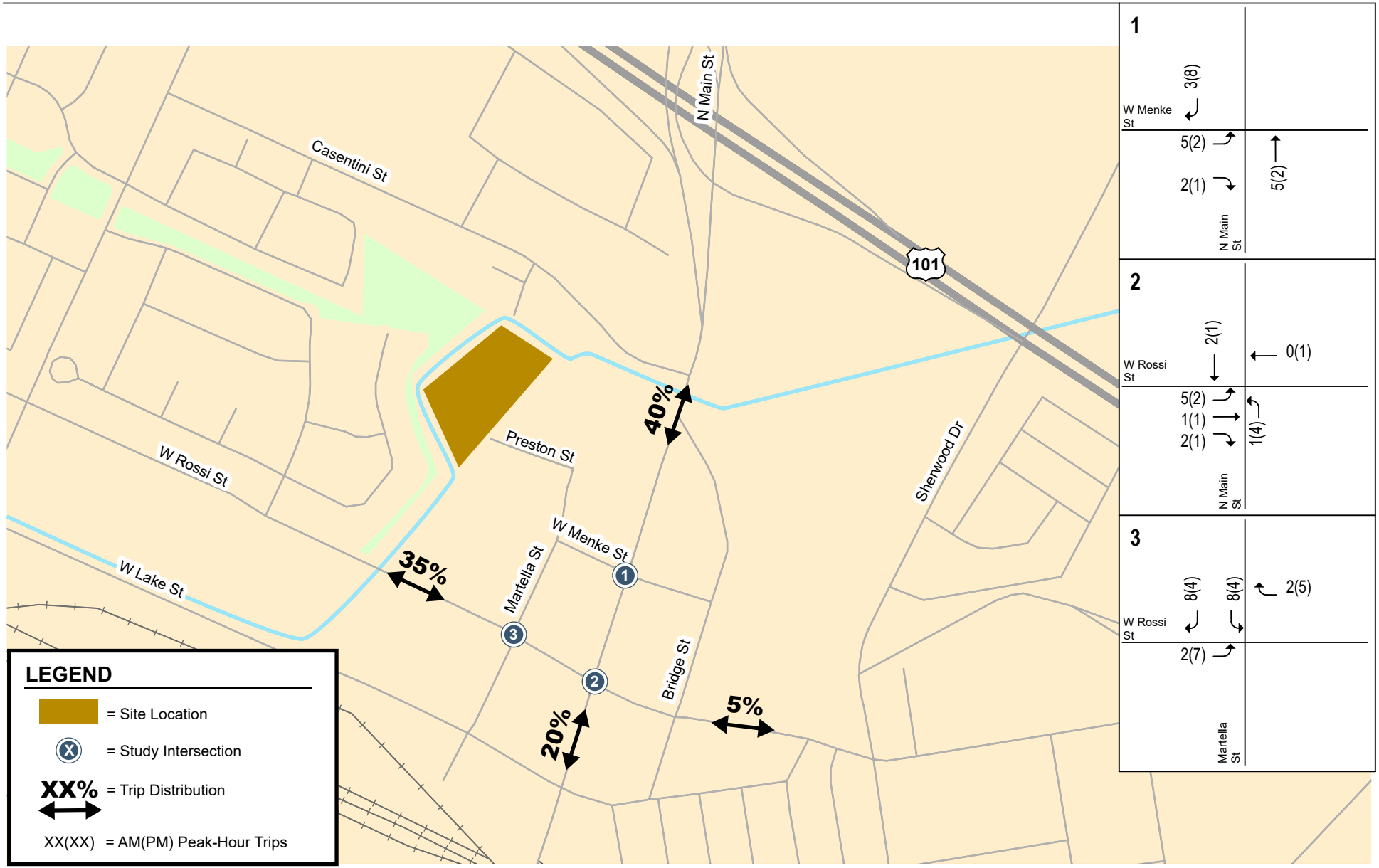


Figure 5
Project Trip Distribution and Assignment

- ***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).

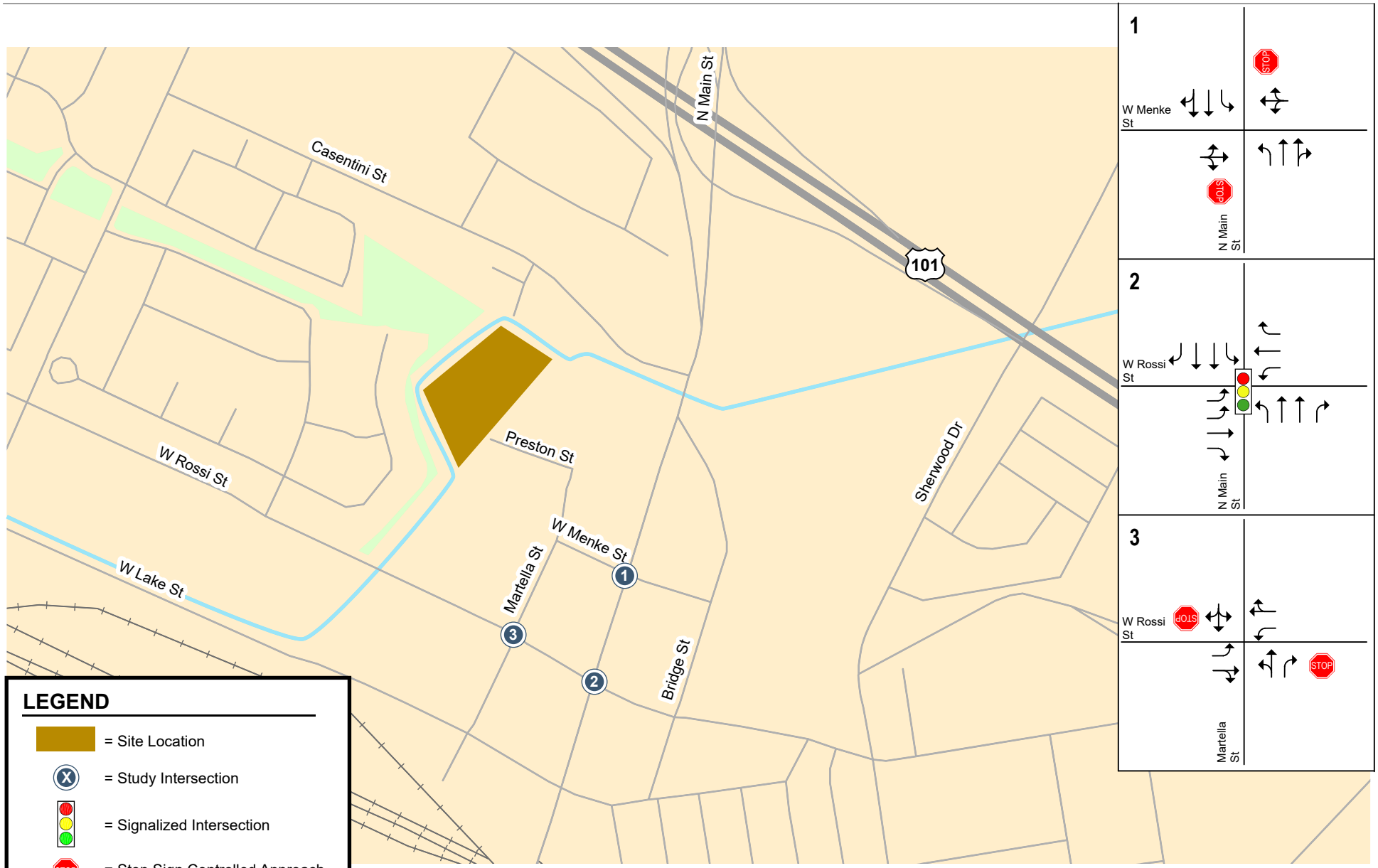


Figure 6
Existing Lane Configurations

NORTH
Not to Scale

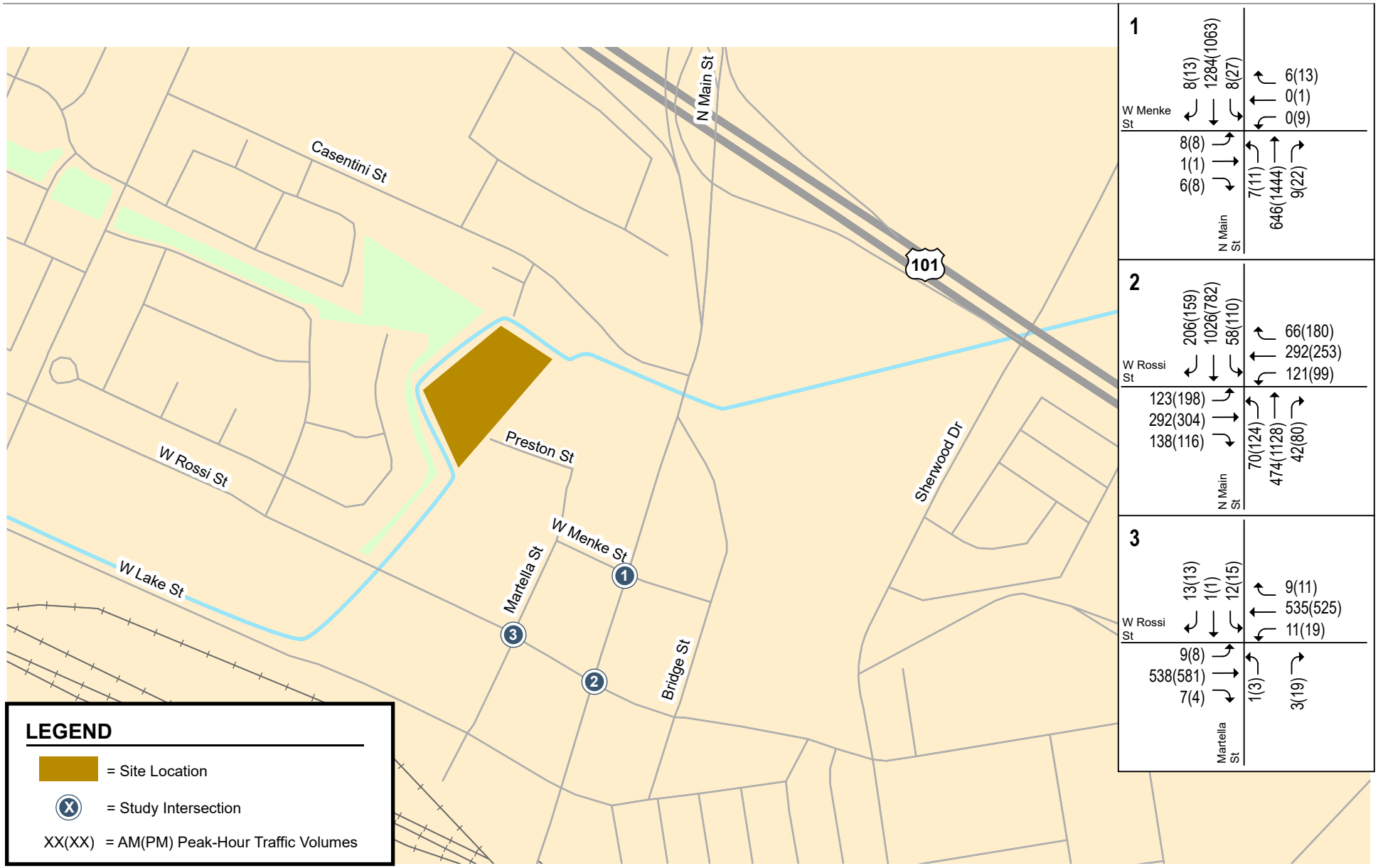


Figure 7
Existing Traffic Volumes

NORTH
Not to Scale

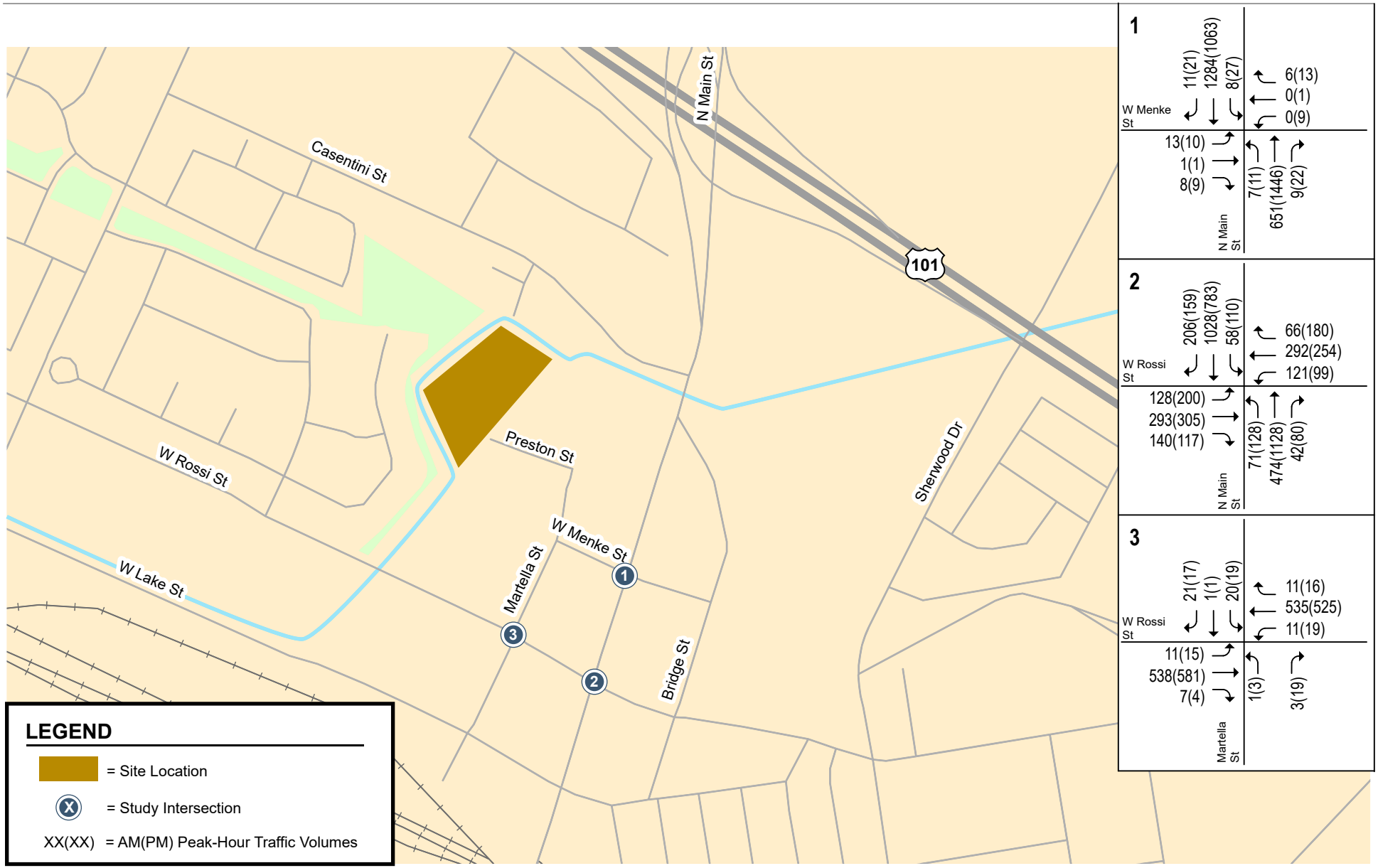


Figure 8
Existing Plus Project Traffic Volumes

NORTH
Not to Scale

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, *2010 Highway Capacity Manual* (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, *2010 Highway Capacity Manual* (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.

Unsignailzed 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, in 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.

Unsignailzed 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, in 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

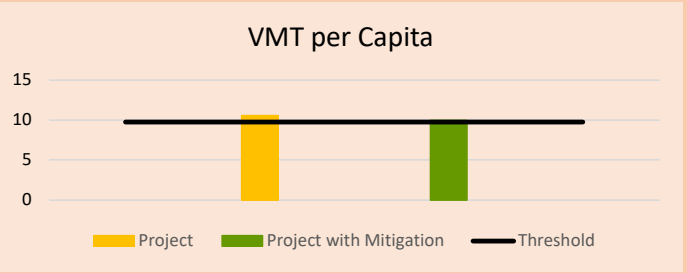
- ☐ **Affordable Housing**
- ☐ **Within a 1/2 mile of Major Transit Stop**
- ☐ **Local Retail (<50,000 Sq Ft)**
- ☐ **Less than 110 Trips per Day**

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



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%	ithin 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

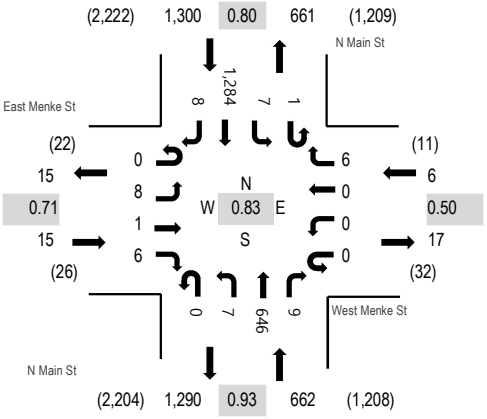
Appendix B

Traffic Counts

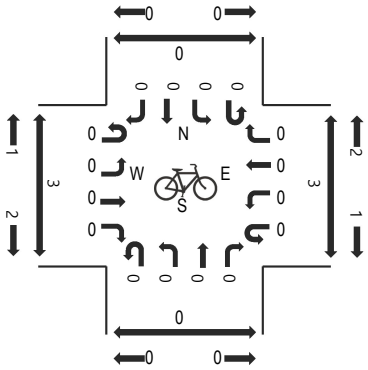
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

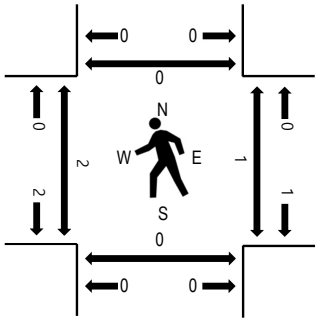
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

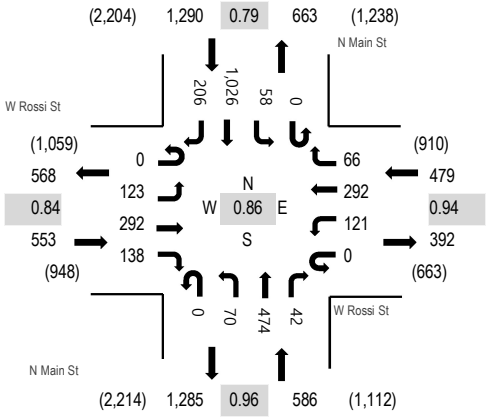
Peak Rolling Hour Flow Rates

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

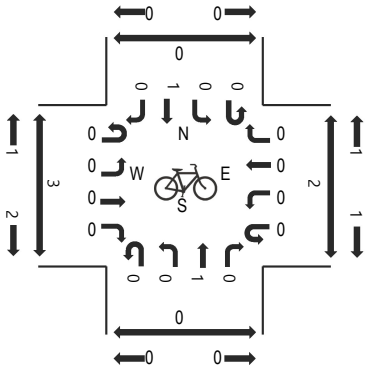
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

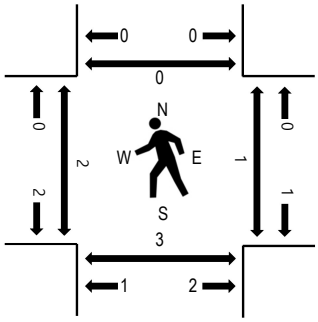
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

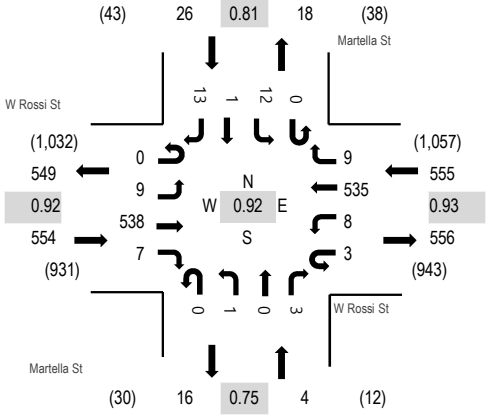
Peak Rolling Hour Flow Rates

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

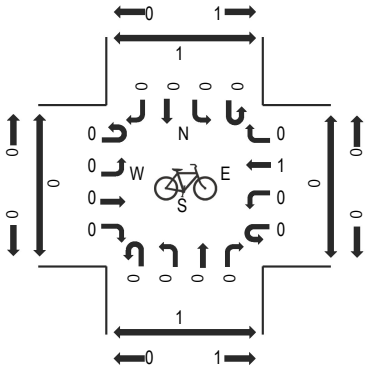
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

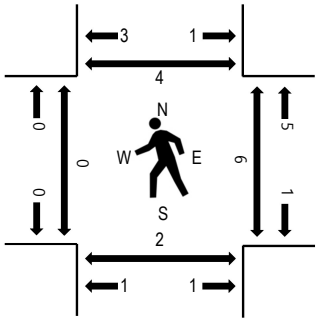
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

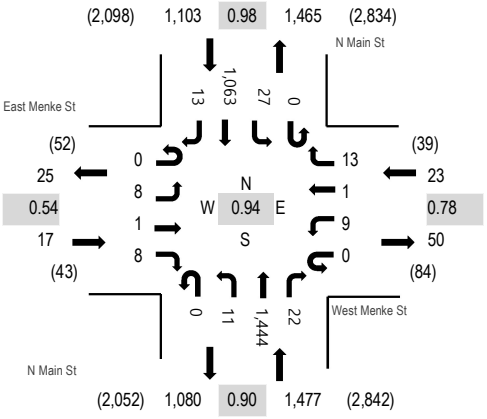
Peak Rolling Hour Flow Rates

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

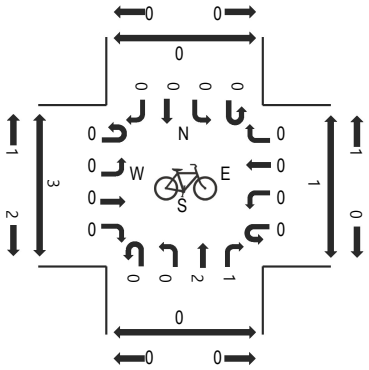
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

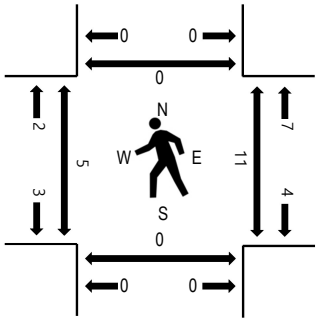
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

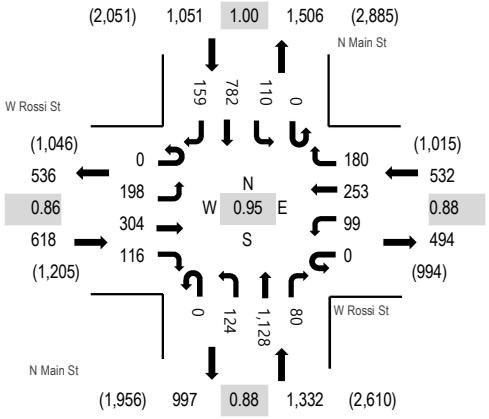
Peak Rolling Hour Flow Rates

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

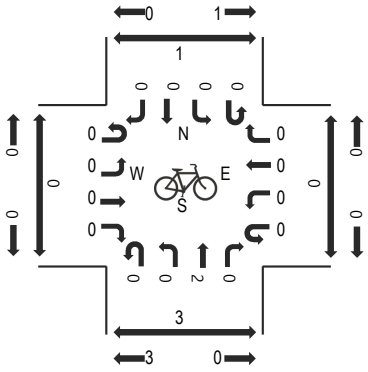
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

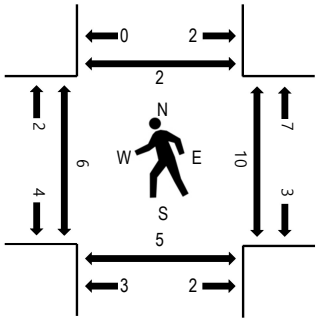
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

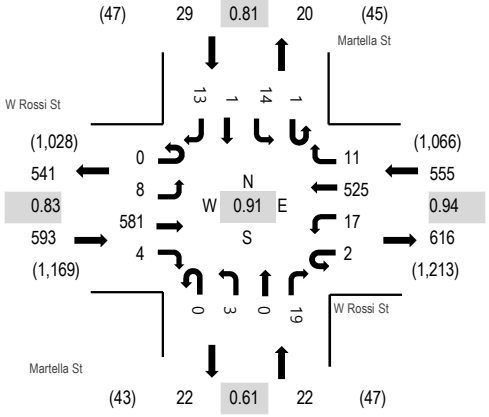
Peak Rolling Hour Flow Rates

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

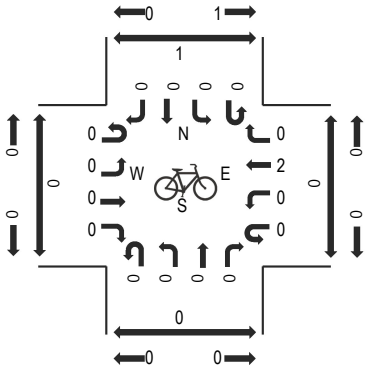
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

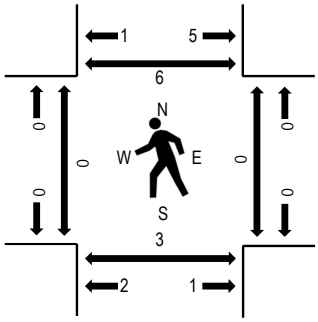
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

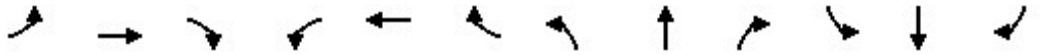
Intersection	
Int Delay, s/veh	0.6

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	EBLn1	WBLn1	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	-	-



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

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

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	EBLn1	WBLn1	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	-	-

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

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

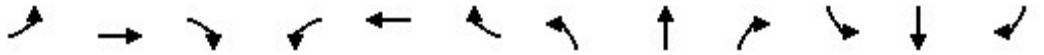
Intersection	
Int Delay, s/veh	1

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	EBLn1	WBLn1	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	-	-



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

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

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	EBLn1	WBLn1	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	-	-

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

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.

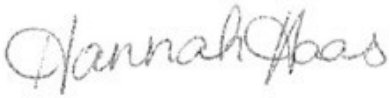
Unanticipated Discovery of Human Remains

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.

Courtney Montgomery, MA
Archaeologist



Hannah Haas, MA, RPA
Cultural Resources Program Manager/
Senior Archaeologist

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.

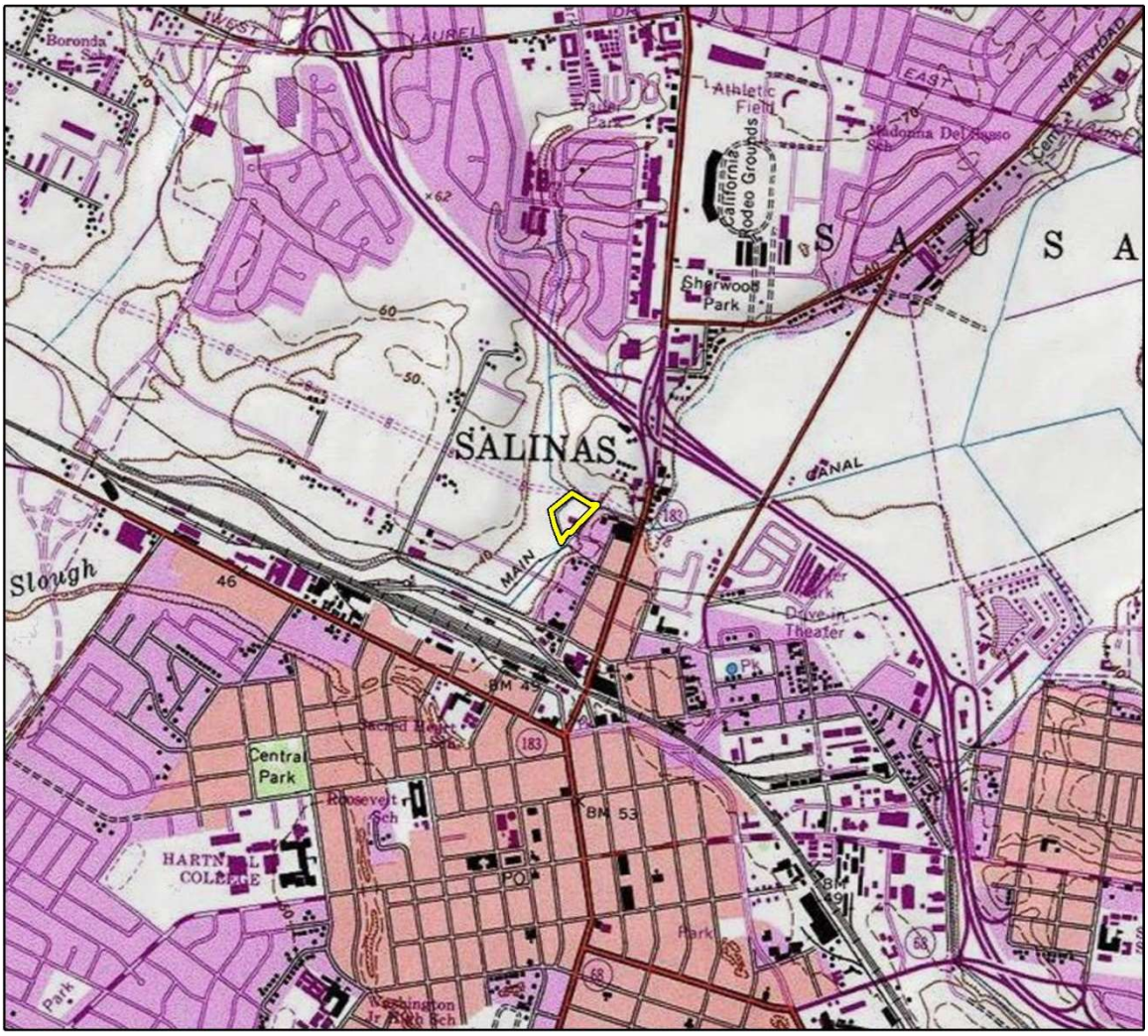
Attachment 1

Figures

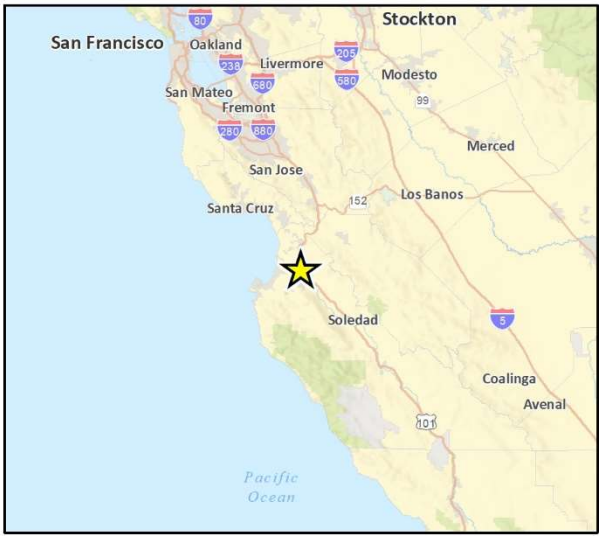
Figure 1 Project Boundary Map

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 havechanged since the original topographic map was assembled.



CRFig1 Proj Locn Map

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.: 56 **IC FILE NO.:** _____

To: Northwest Information Center

Print Name: Dustin Merrick Date: May 20, 2021

Affiliation: Rincon Consultants, Inc.

Address: 180 N. Ashwood Avenue

City: Ventura State: CA Zip: 93003

Phone: 805-644-4455 Fax: 805-644-4455 Email: dmerrick@rinconconsultants.com

Billing Address (if different than above): _____

Billing Email: ap@rinconconsultants.com Billing Phone: 805-644-4455

Project Name / Reference: 1 Preston Street Project (21-10851)

Project Street Address: 1 Preston Street, Salinas, California

County or Counties: Monterey

Township/Range/UTMs: T14S R03E S28,29,32,33

USGS 7.5' Quad(s): Salinas

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 0.5 mi. radius
ARCHAEOLOGICAL Resource Locations[1]	yes ☐ / no ☐	yes ☐ / no ☐
NON-ARCHAEOLOGICAL Resource Locations	yes ☐ / no ☐	yes ☐ / no ☐
Report Locations[1]	yes ☐ / no ☐	yes ☐ / no ☐
"Other" Report Locations[2]	yes ☐ / no ☐	yes ☐ / no ☐

3. Database Information:
(contact the IC for product examples, or visit the SSJVIC website for examples)

	Within project area	Within 0.5 mi. radius
ARCHAEOLOGICAL Resource Database[1]		
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 Database[1]		
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 0.5 mi. 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 0.5 mi. radius
OHP Built Environment Resources Directory[3]:		
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
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
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):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☒ not requested	☐ nothing listed
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☐ enclosed	☒ not requested	☐ 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. Baloain	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 Pruett, 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
nahc@nahc.ca.gov

Type of List Requested

[X] **CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

[X] **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

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 1, 2021

Lisa Brinton, Planner Manager
City of Salinas

Via Email to: lisab@ci.salinas.ca.us

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 well 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 MutsunTribal Band
Valentin Lopez, Chairperson
P.O. Box 5272
Galt, CA, 95632
Phone: (916) 743 - 5833
vlopez@amahmutsun.org

Costanoan
Northern Valley Yokut

Amah MutsunTribal 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

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

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

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@kanyonkonsulting.com

Costanoan

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

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@salinantribe.com

Salinan

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

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

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	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.	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: • 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
	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. 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				

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	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: **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. **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: **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 **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 **Affordable Housing.** Provide affordable, below market-rate housing on site; or **Voluntary Travel Behavior Change Pattern.** Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at	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
	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 **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.				
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.	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.

EXHIBIT 3

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 statues 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.

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 statues 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

	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	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.	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: • 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.

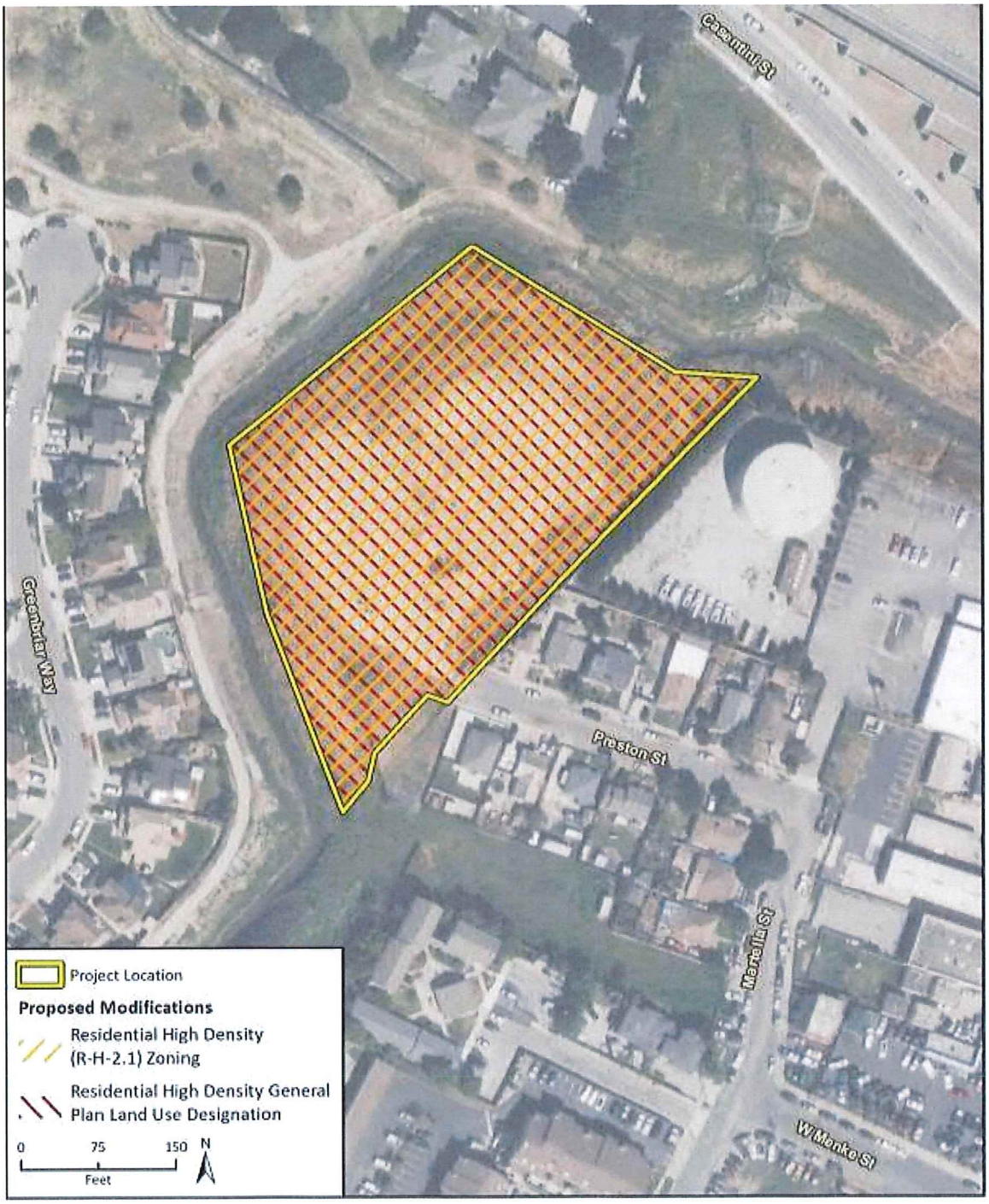
Mitigation Number	Nature of Mitigation	Result after Mitigation	Party Responsible for Implementing	Party Responsible for Monitoring: Method to Confirm Implementation	Timing for Implementation
	paleontologist is defined by the Society of Vertebrate Paleontology (SVP) standards (SVP 2010) as an individual 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. 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				

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	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: **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. **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: **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 **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 **Affordable Housing.** Provide affordable, below market-rate housing on site; or **Voluntary Travel Behavior Change Pattern.** Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at	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
	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 **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.				
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.	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.

EXHIBIT 2

PROPOSED GENERAL PLAN LAND USE AND ZONING CODE DESIGNATIONS:



1 Preston Street (APN: 003-161-008-000)

Exhibit 3

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

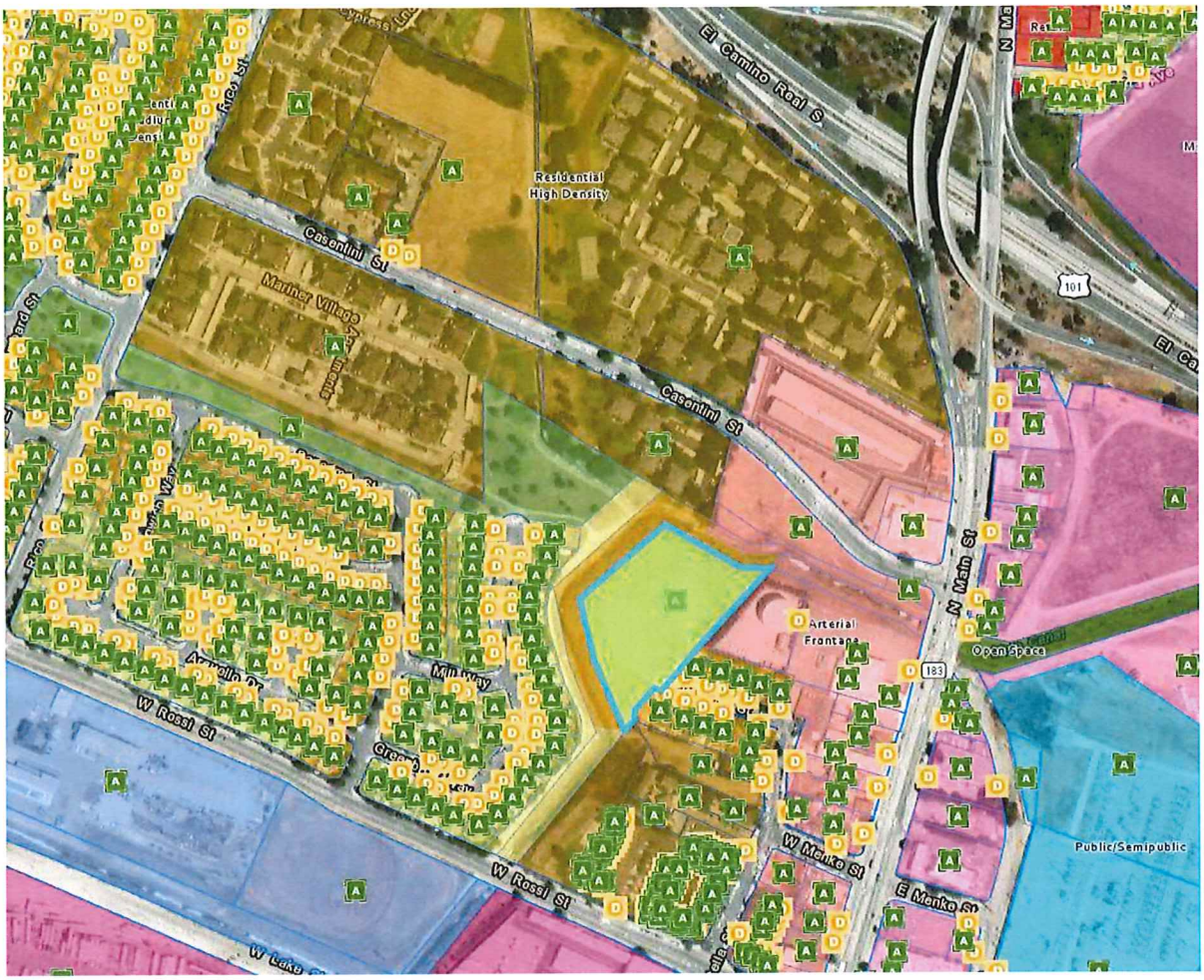
Exhibit A

PROJECT LOCATION:

1 Preston Street (APN: 003-161-008-000)

Exhibit B

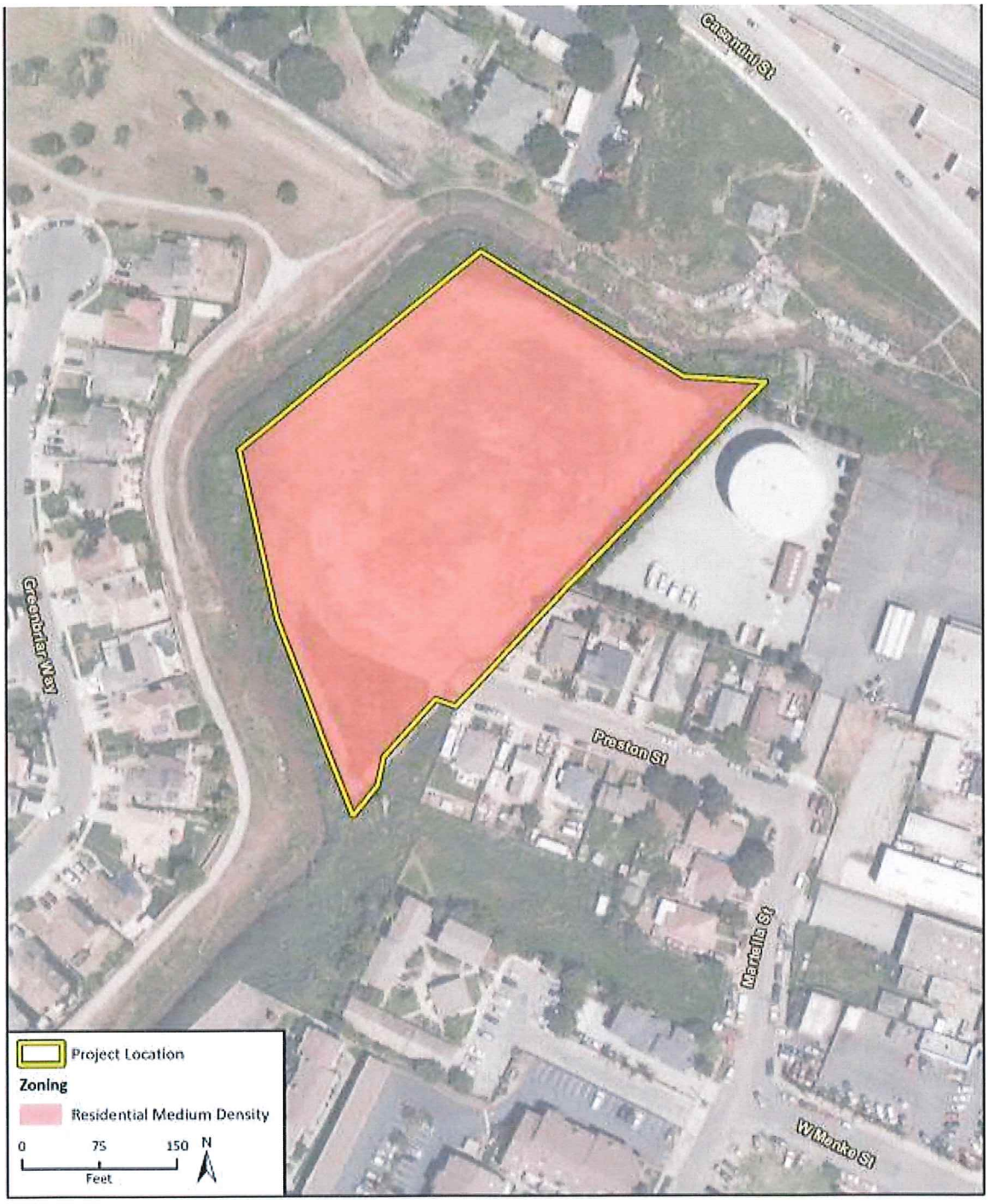
SURROUNDING LAND USES:



1 Preston Street (APN: 003-161-008-000)

Exhibit C

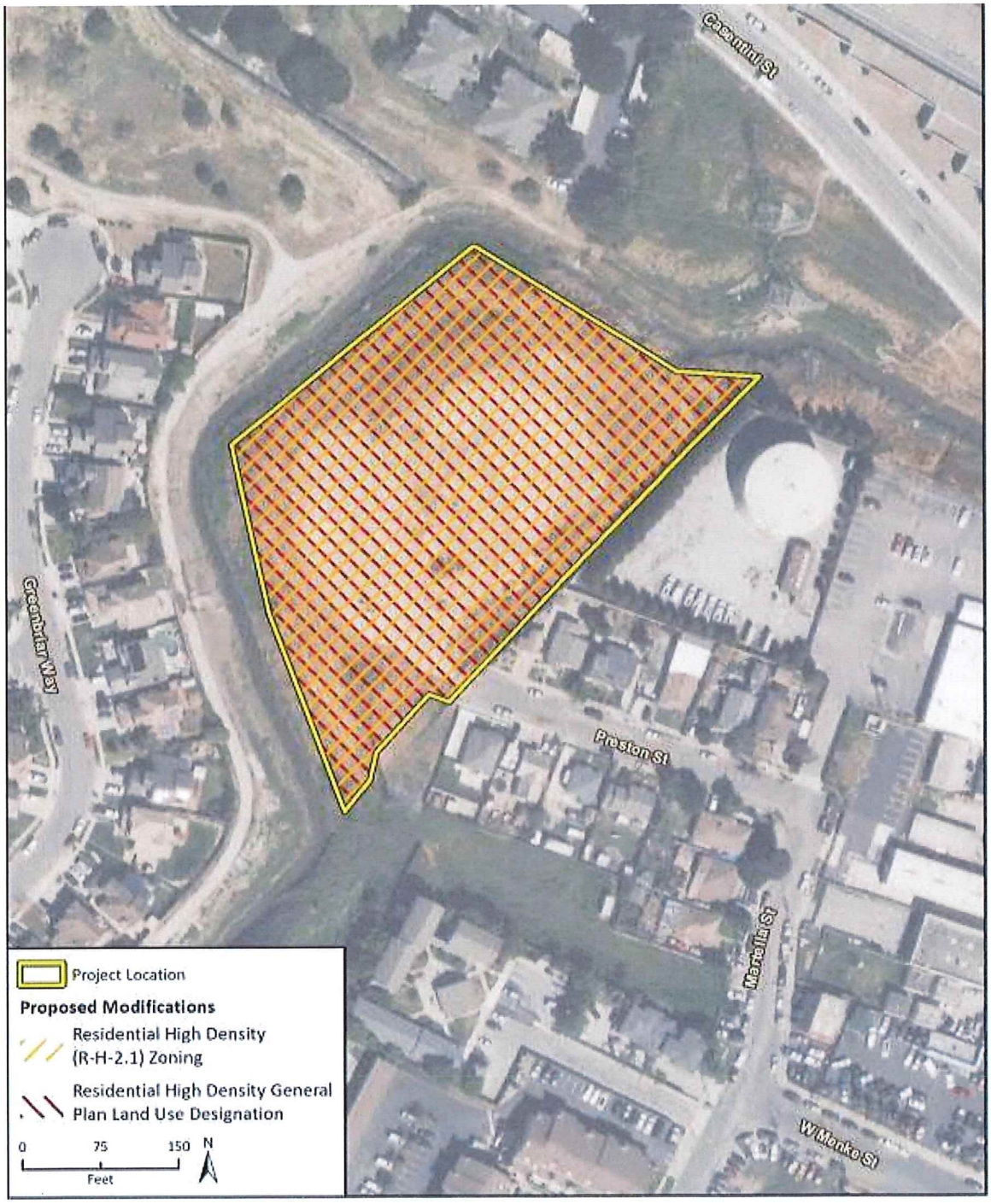
EXISTING ZONING DISTRICT:



1 Preston Street (APN: 003-161-008-000)

Exhibit D

PROPOSED GENERAL PLAN LAND USE AND ZONING CODE DESIGNATIONS:



1 Preston Street (APN: 003-161-008-000)

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

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	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.	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: • 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
	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. 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				

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	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: **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. **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: **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 **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 **Affordable Housing.** Provide affordable, below market-rate housing on site; or **Voluntary Travel Behavior Change Pattern.** Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at	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
	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 **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.				
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.	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.

Exhibit F

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

1 Preston Street Project

Final Initial Study – Mitigated Negative Declaration

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Monterey, California 93940

March 2023

RINCON CONSULTANTS, INC.
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Table of Contents

Tables

Figures

Appendices

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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.

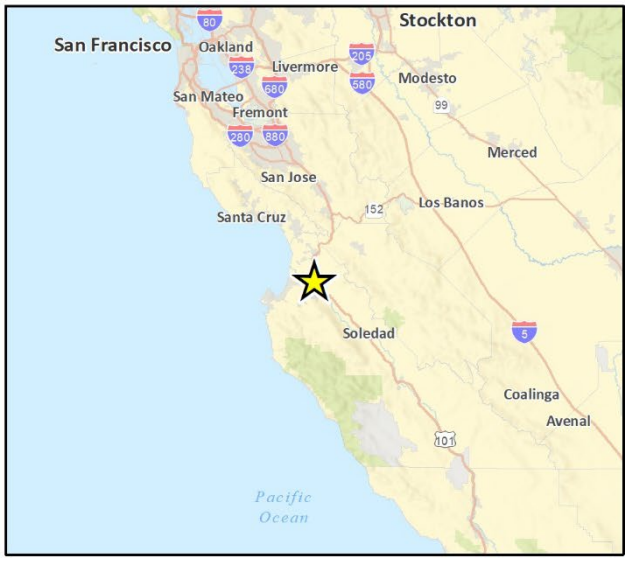
5. Project Location

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 havechanged since the original topographic map was assembled.



Project Location

0 1,000 2,000 Feet

N

GRFig 1 Proj Locn Map

Figure 2 Project Location

Imagery provided by Microsoft Bing and its licensors © 2021.

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)	▪ 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)	▪ 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
	▪ 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)	▪ 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)	▪ 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

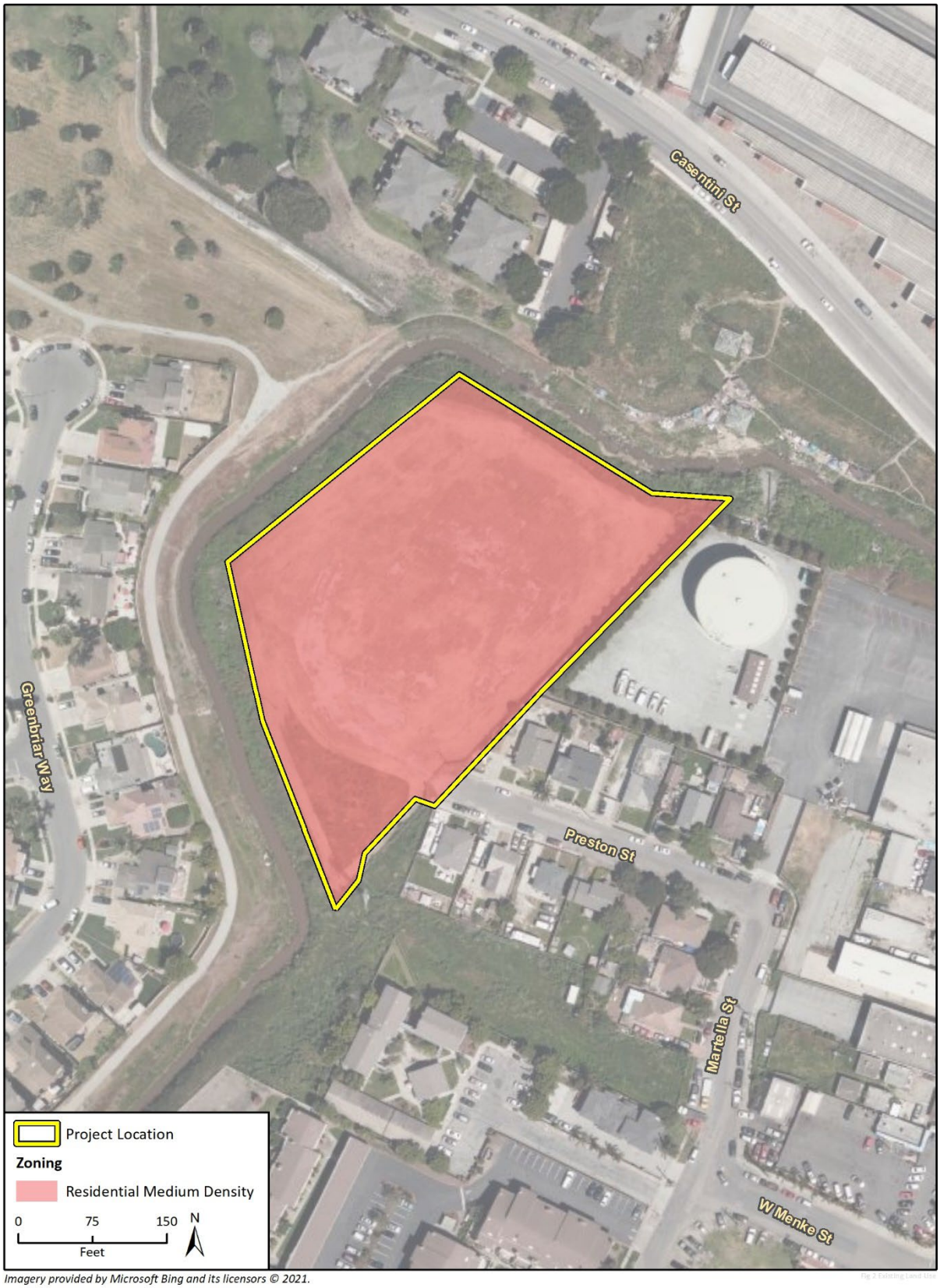


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Figure 5 Proposed General Plan Land Use and Zoning Code Designations

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Additional sources provided by City of Salinas, 2014.

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.

□ Aesthetics	□ Agriculture and Forestry Resources	□ Air Quality
■ Biological Resources	■ Cultural Resources	□ Energy
■ Geology/Soils	□ Greenhouse Gas Emissions	□ Hazards & Hazardous Materials
■ Hydrology/Water Quality	□ Land Use/Planning	□ Mineral Resources
□ Noise	□ Population/Housing	□ Public Services
□ Recreation	■ Transportation	■ Tribal Cultural Resources
□ Utilities/Service Systems	□ Wildfire	□ 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	1/23/2023 Date
Oscar Resendiz Oscar Resendiz	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?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
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?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

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?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
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))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

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 (PM_{10}) 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 PM_{10} 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 PM_{10} 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; or[3]
- 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; PM_{10} = 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; SO_2 = 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 PM_{10} 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 PM_{10} 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 PM_{10} impacts. Cumulative ozone impacts are evaluated based on the project's consistency with the AQMP, while cumulative CO and PM_{10} 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) 10^{th} 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 PM_{10} 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 (PM_{10} 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)

	Maximum Daily Emissions (lbs/day)					
Construction Year	**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; PM_{10} = 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; SO_2 = 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 PM_{10} 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; PM_{10} = 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; SO_2 = 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 PM_{10} 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?	☐	■	☐	☐
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?	☐	☐	☐	■
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?	☐	☐	■	☐
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?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	■	☐	☐
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?	☐	☐	☐	■

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 (CNDDB) (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?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

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 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?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	■

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

	Fuel Consumption (gallons)	
Source	**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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

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?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

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 (CO_2), 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 (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), 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 CO_2 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 CO_2, 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 CO_2e by 2030 and 2 MT CO_2e 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 CO_2e 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 Sector[1]	2030 State Emissions Target (MMT)[1]	Locally Appropriate[2]	Project Specific	Major Sources[3]
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_2e 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 CO_2e. 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] SF_6 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_2e)	153,000,000[4]
	2030 California Service Population (persons)	64,488,249
	2030 Service Person Target (MT CO_2e 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 CO_2, 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 CO_2e. Amortized over a 30-year period per industry standard, construction-related GHG emissions would be equivalent to 12 MT CO_2e 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 CO_2e per year in 2030, or approximately 1.5 MT CO_2e per service person per year, which would not exceed the locally applicable, project-specific threshold of 2.4 MT CO_2e per year. Therefore, impacts would be less than significant.

Table 13 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT CO_2e 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 CO_2e 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?	☐	☐	■	☐
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?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	☐	■
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?	☐	☐	■	☐
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?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

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?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
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;	☐	☐	■	☐
(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; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

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?	☐	☐	☐	■
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?	☐	☐	■	☐

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?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
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?	☐	☐	☐	■

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

	Vibration Level (in/sec PPV)	
Human Response	**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 Leve, 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 nose 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-stie 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 dozer[9]. 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] PPVEquipment = PPVRef (15/D)^n (in/sec), PPVRef = 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)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

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?	☐	☐	■	☐
2. Police protection?	☐	☐	■	☐
3. Schools?	☐	☐	■	☐
4. Parks?	☐	☐	■	☐
5. Other public facilities?	☐	☐	■	☐

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?	☐	☐	■	☐
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?	☐	☐	■	☐

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?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	■	☐	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

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	☐	■	☐	☐
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.	☐	■	☐	☐

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:a 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?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
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?	☐	☐	■	☐
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?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. 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?

c. 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?

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.

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?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■
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?	☐	☐	☐	■

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?	☐	■	☐	☐
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)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

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.

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
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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).

LETTER 1

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

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. 1.1

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. 1.2

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 1.3

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 statues 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 (<u>underline font</u>) 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~~ <u>Appendix E</u>) for the project…
>
> Given the negative results of ~~Appendix C~~ <u>Appendix E</u>, 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
Apartments 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

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

2.1 Overall Construction

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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	N20	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	

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**

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**

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**

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**

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**

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

3.4 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**

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**

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**

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**

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

	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	0.512341	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**

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**

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction (Maximum Daily Emission)

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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

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

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		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,060.6044**	**1,060.6044**	**0.0240**	**0.0787**	**1,084.6444**

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	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,060.6044**	**1,060.6044**	**0.0240**	**0.0787**	**1,084.6444**

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**

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**

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**

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**

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

	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

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction (Maximum Daily Emission)

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	3,316.3342	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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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

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

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		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**		**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	**1.3027**	**14.2802**	**9.7820**	**0.0245**	**1.5908**	**0.5419**	**2.1326**	**0.1718**	**0.4985**	**0.6703**	**0.0000**	**2,374.8634**	**2,374.8634**	**0.7681**		**2,394.0654**

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**

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		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**		**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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	1,995.6147	1,995.6147	0.6454		2,011.7503
Total	**1.3330**	**14.4676**	**8.7038**	**0.0206**	**7.0826**	**0.6044**	**7.6869**	**3.4247**	**0.5560**	**3.9807**	**0.0000**	**1,995.6147**	**1,995.6147**	**0.6454**		**2,011.7503**

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**

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		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**		**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,026.8109**	**1,026.8109**	**0.0265**	**0.0817**	**1,051.8290**

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	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	**1.7136**	**13.6239**	**14.2145**	**0.0250**		**0.6136**	**0.6136**		**0.5880**	**0.5880**	**0.0000**	**2,289.5233**	**2,289.5233**	**0.4330**		**2,300.3479**

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**		**1,026.8109**	**1,026.8109**	**0.0265**	**0.0817**	**1,051.8290**

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**

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**

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**

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		2,573.8839	2,573.8839	0.1906	0.1356	2,619.0528
Unmitigated	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

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

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**

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

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

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

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
Apartments 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

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

2.1 Overall Construction

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**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	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**

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**

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	N20	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	

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

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**

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**

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**

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**

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**

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 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

3.5 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**

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**

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**

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

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**

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

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**

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

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

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

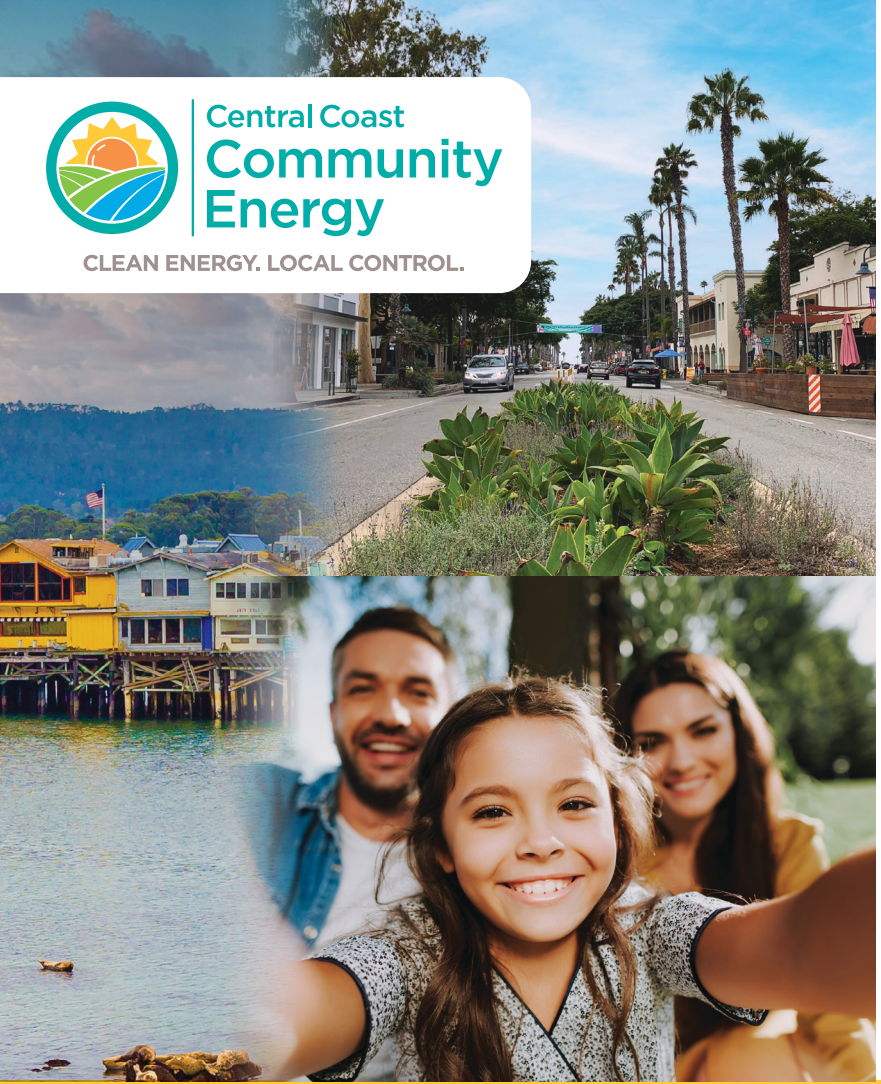
Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation



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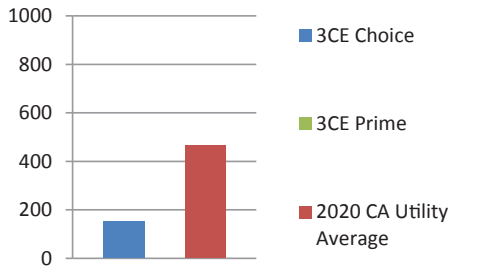
2020 POWER CONTENT LABEL
Central Coast Community Energy
https://3cenergy.org/understanding-clean-energy/

Greenhouse Gas Emissions Intensity (lbs CO_2e/MWh)		
3CE Choice	3CE Prime	2020 CA Utility Average
151	0	466



Energy Resources	3CE Choice	3CE Prime	2020 CA Power Mix
Eligible Renewable[1]	**31.1%**	**100.0%**	**33.1%**
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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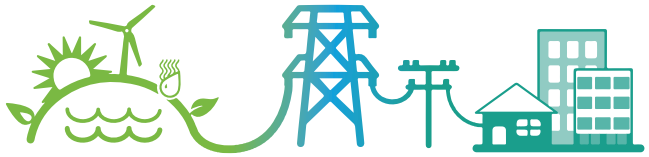

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Central Coast Community Energy
70 Garden Court, Suite 300
Monterey, CA 93940

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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) (USWFS 2021a), and USFWS Critical Habitat Portal (USWFS 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 (*Haemorhous 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 CNDDB 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., CNDDB, 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 CNDDB, 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 CNDDB 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 CNDDB. CNDDB 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 fending, 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

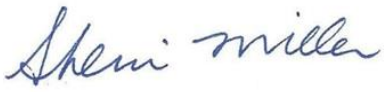
The proposed project would have a significant effect on biological resources if it would:

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 Miller
Principal

Attachments

Attachment 1 Figures
Attachment 2 Representative Site Photographs
Attachment 3 Special-Status Species Evaluation Tables

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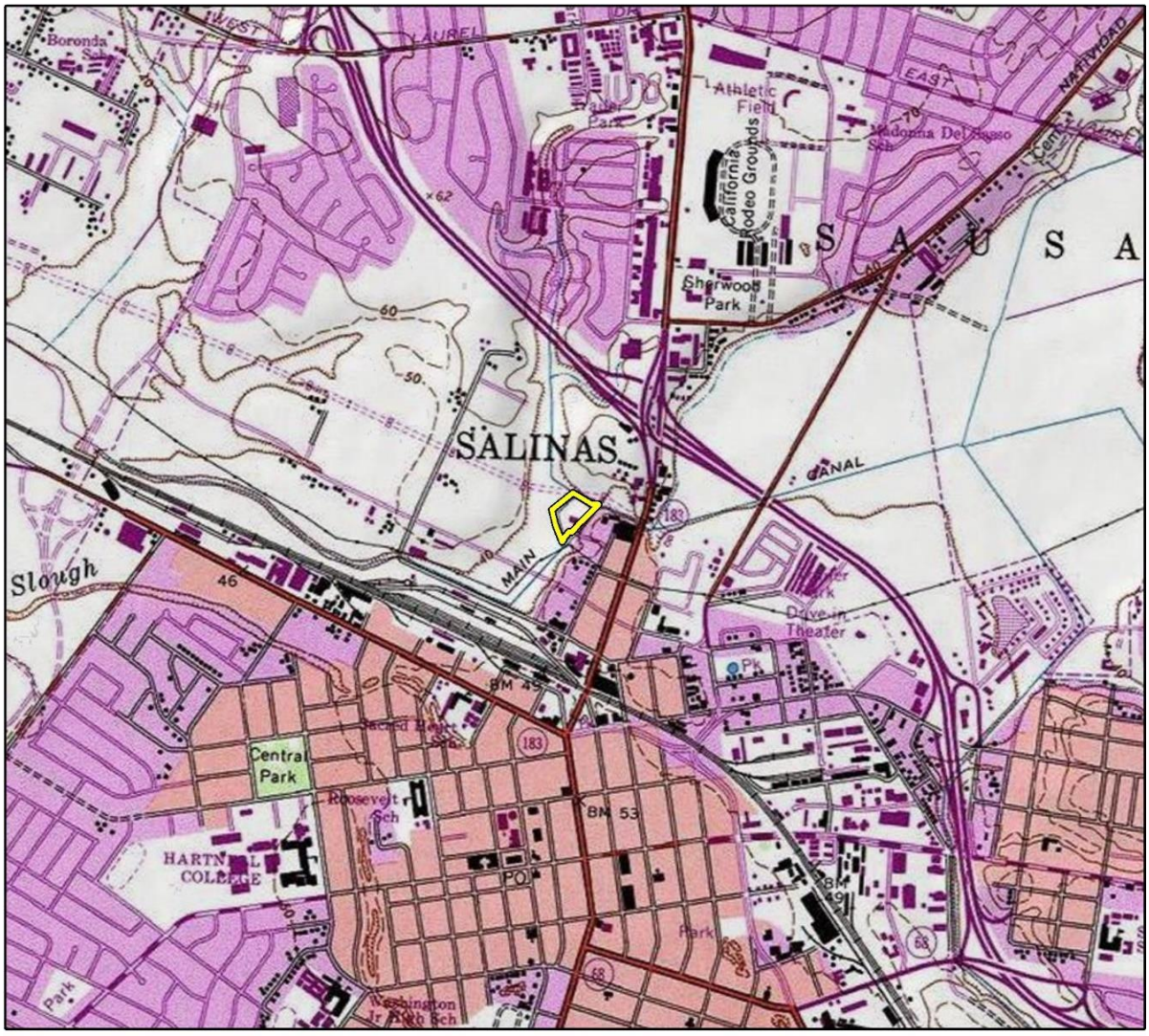
Attachment 1

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 havechanged since the original topographic map was assembled.

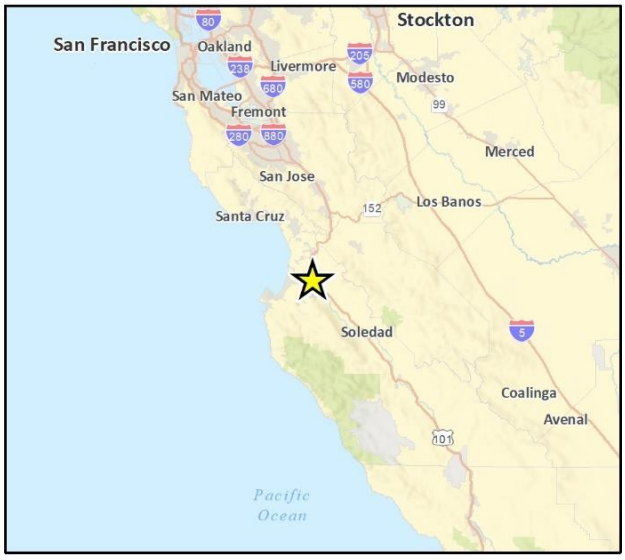


Figure 2 Study Area

Imagery provided by Microsoft Bing and its licensors © 2021.

Figure 3 Vegetation/Landcover

Imagery provided by Microsoft Bing and its licensors © 2021.
Additional sources provided by City of Salinas, 2014; USGS, 2021.

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				
Agrostis lacuna-vernalis 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.
Allium hickmanii 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.
Arctostaphylos hookeri ssp. *hookeri* 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.
Arctostaphylos montereyensis 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.
Arctostaphylos pajaroensis 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.
Arctostaphylos pumila 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.
Astragalus tener var. *tener* 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
Castilleja ambigua var. *insalutata* 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
Centromadia parryi ssp. *Congdonii* 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
Chorizanthe minutiflora 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
Chorizanthe pungens var. *pungens* 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
Chorizanthe robusta var. *robusta* 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
Clarkia jolonensis 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
Collinsia multicolor 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
Cordylanthus rigidus ssp. *littoralis* 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
Delphinium californicum ssp. *interius* 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
Delphinium hutchinsoniae 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
Delphinium umbraculorum 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
Ericameria fasciculata 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
Eriogonum nortonii 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
Erysimum ammophilum 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
Erysimum menziesii 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
Fritillaria liliacea 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
Gilia tenuiflora ssp. *arenaria* 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
Holocarpha macradenia 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
Horkelia cuneata var. *sericea* 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
Horkelia marinensis 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
Lasthenia conjugens 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 Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Legenere limosa legenere	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
Lupinus tidestromii Tidestrom's lupine	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
Malacothamnus palmeri var. *involucratus* Carmel Valley bush-mallow	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
Malacothrix saxatilis var. *arachnoidea* Carmel Valley malacothrix	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
Meconella oregana Oregon meconella	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
Microseris paludosa marsh microseris	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
Monardella sinuata ssp. *Nigrescens* northern curly-leaved monardella	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
Monolopia gracilens woodland woollythreads	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
Pinus radiata Monterey pine	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 Name/ Common Name	Status	Habitat Requirements	Potential to Occur in Project Area	Habitat Suitability/Observations
Piperia yadonii 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.
Plagiobothrys chorisianus var. *chorisianus* Choris' popcornflower	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.
Plagiobothrys diffusus 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.
Rosa pinetorum 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.
Stebbinsoseris decipiens 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.
Trifolium buckwestiorum 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.
Trifolium hydrophilum 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.
Trifolium polyodon 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)

FE = Federal Endangered
FT = Federal Threatened
SE = State Endangered
ST = State Threatened
SR = State Rare

CRPR (CNPS California Rare Plant Rank)

1B = Rare, Threatened, or Endangered in California and elsewhere

CRPR Threat Code Extension

.1 = Seriously endangered in California (>80% of occurrences threatened/high degree and immediacy of threat)
.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				
Euphilotes enoptes smithi 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				
Eucyclogobius newberryi 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.
Lavinia exilicauda harengus 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 outside the project area.
Oncorhynchus mykiss irideus 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.
Spirinchus thaleichthys 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				
Ambystoma californiense 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.
Ambystoma macrodactylum croceum 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
Rana boylii 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.
Rana draytonii 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
Spea hammondii 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
Taricha torosa 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				
Anniella pulchra 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.
Emys marmorata 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.
Phrynosoma blainvillii 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
Thamnophis hammondii 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				
Agelaius tricolor 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
Aquila chrysaetos 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
Asio flammeus 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
Athene cunicularia 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.
Buteo swainsoni 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
Charadrius nivosus 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
Coturnicops noveboracensis 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
Elanus leucurus 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
Falco peregrinus anatum 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
Rallus obsoletus obsoletus 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
Riparia riparia 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
Vireo bellii pusillus 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				
Antrozous pallidus 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
Corynorhinus townsendii 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
Neotoma macrotis luciana 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
Sorex ornatus salarius 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.
Taxidea taxus 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

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
Light Duty Auto (LDA)	0.512341
Light Duty Truck 1 (LDT1)	0.05237
Light Duty Truck 2 (LDT2)	0.194493
Medium Duty Vehicle (MDV)	0.150484
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

Fuel Economy (MPG) [1]	
Passenger Vehicles	25.3
Light-Med Duty Trucks	18.2
Heavy Trucks/Other	7.6
Motorcycles	44

Fleet Mix

Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
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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Table of Contents

Appendices

List of Tables

List of Figures

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		
				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.

Unsignailzed 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, in 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.

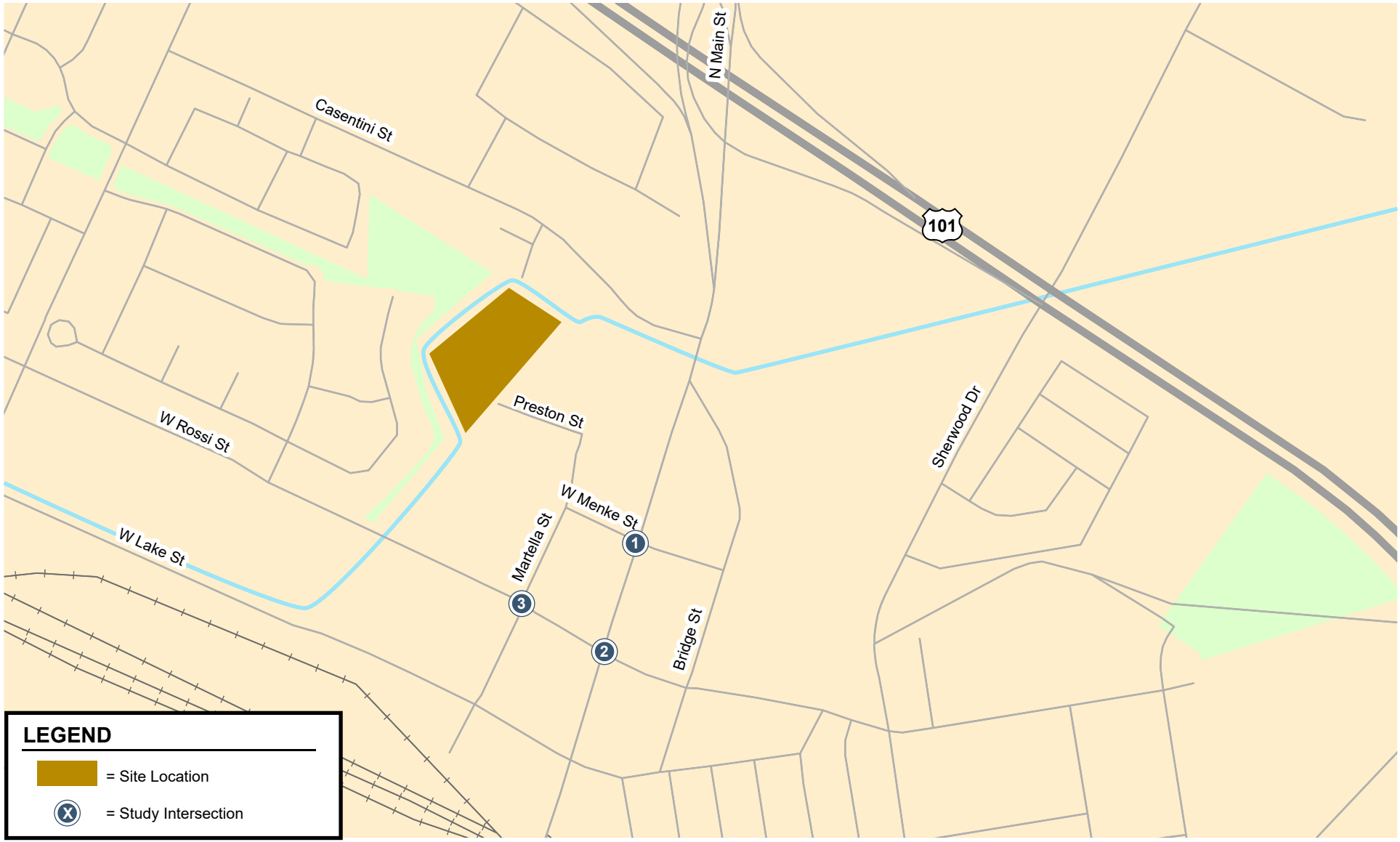


Figure 1
Site Location

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.

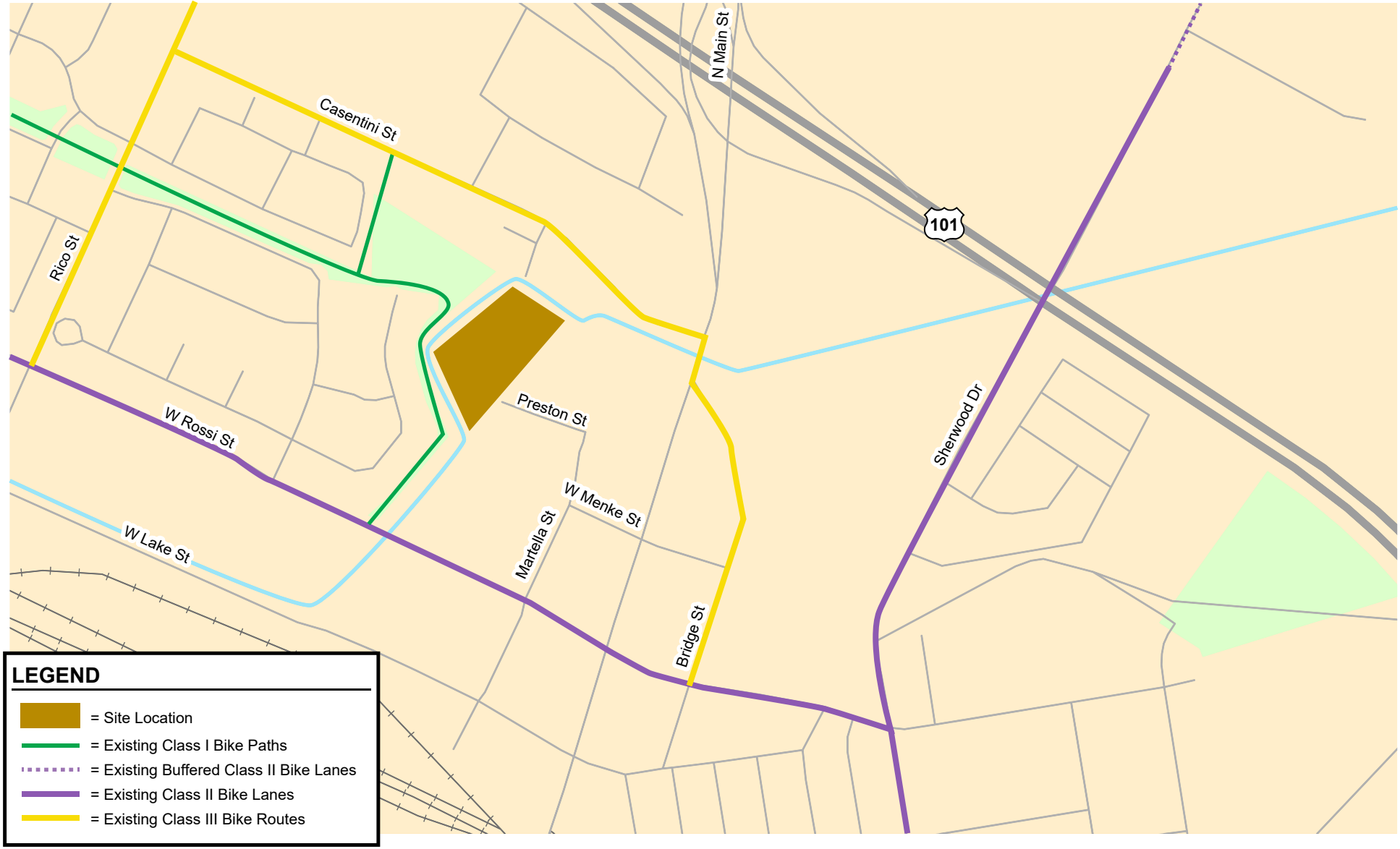


Figure 2
Existing Bicycle Facilities

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.

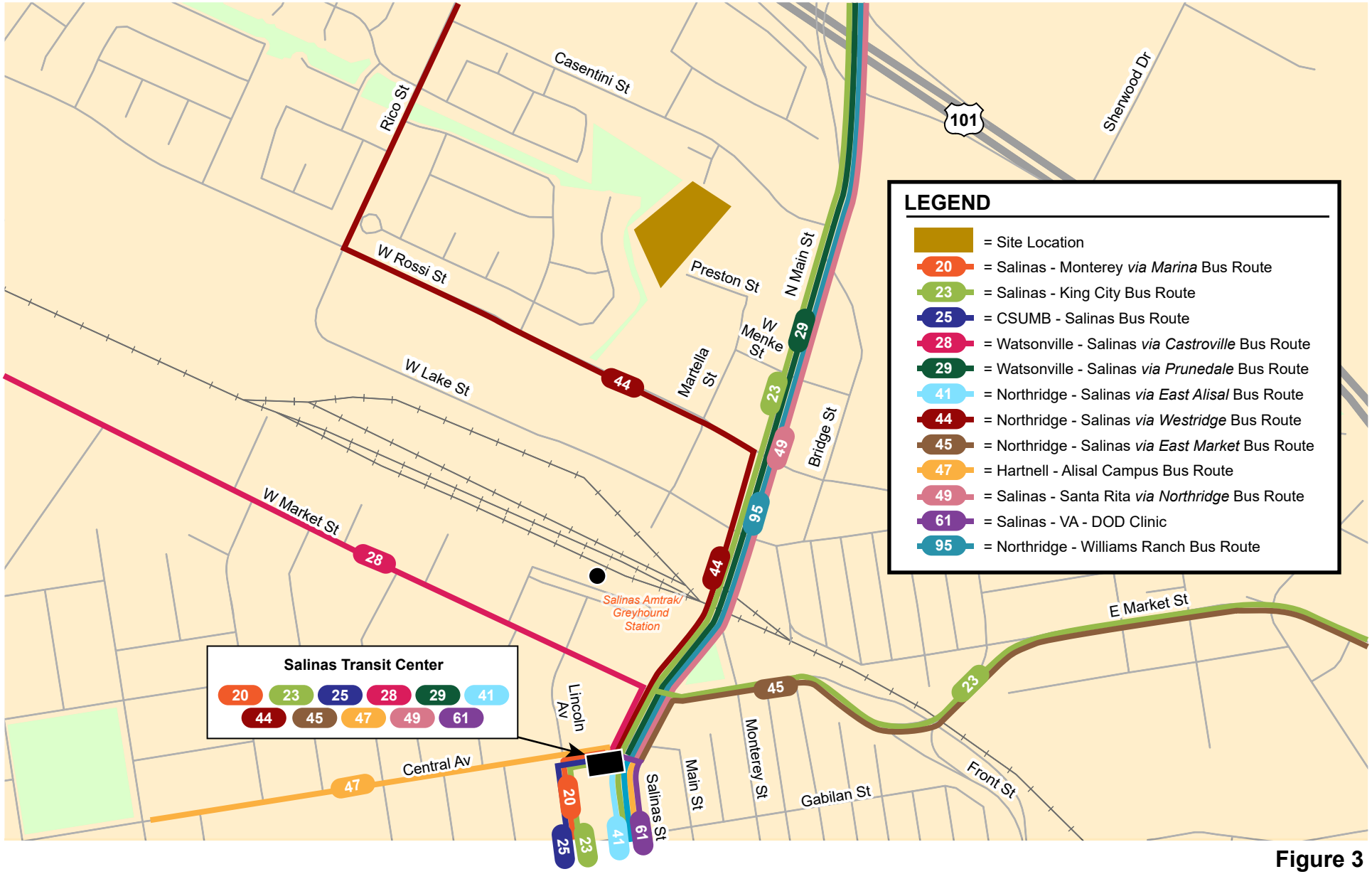


Figure 3
Existing Transit Services

HEXAGON

NORTH
Not to Scale

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.

VMT 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.

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

- ☐ **Affordable Housing**
- ☐ **Within a 1/2 mile of Major Transit Stop**
- ☐ **Local Retail (<50,000 Sq Ft)**
- ☐ **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

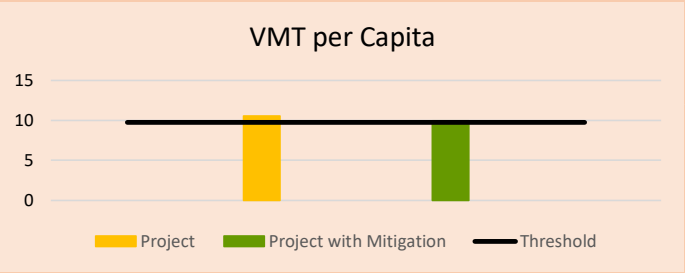


Figure 4
VMT Tool Output Summary

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
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 facilites 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 Capool Program	Voluntary Travel Behavior Change Program - Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes. Promotions and Marketing - 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. School Carpool Program - Implement a School Carpool Program. Residents would be provided information upon move-in. Interested residents would provide their contact information to similarly interested families.	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

			Daily Trips		AM Peak Hour						PM Peak Hour					
						Split		Trip				Split		Trip		
Land Use	Size		Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	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, 11th 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.

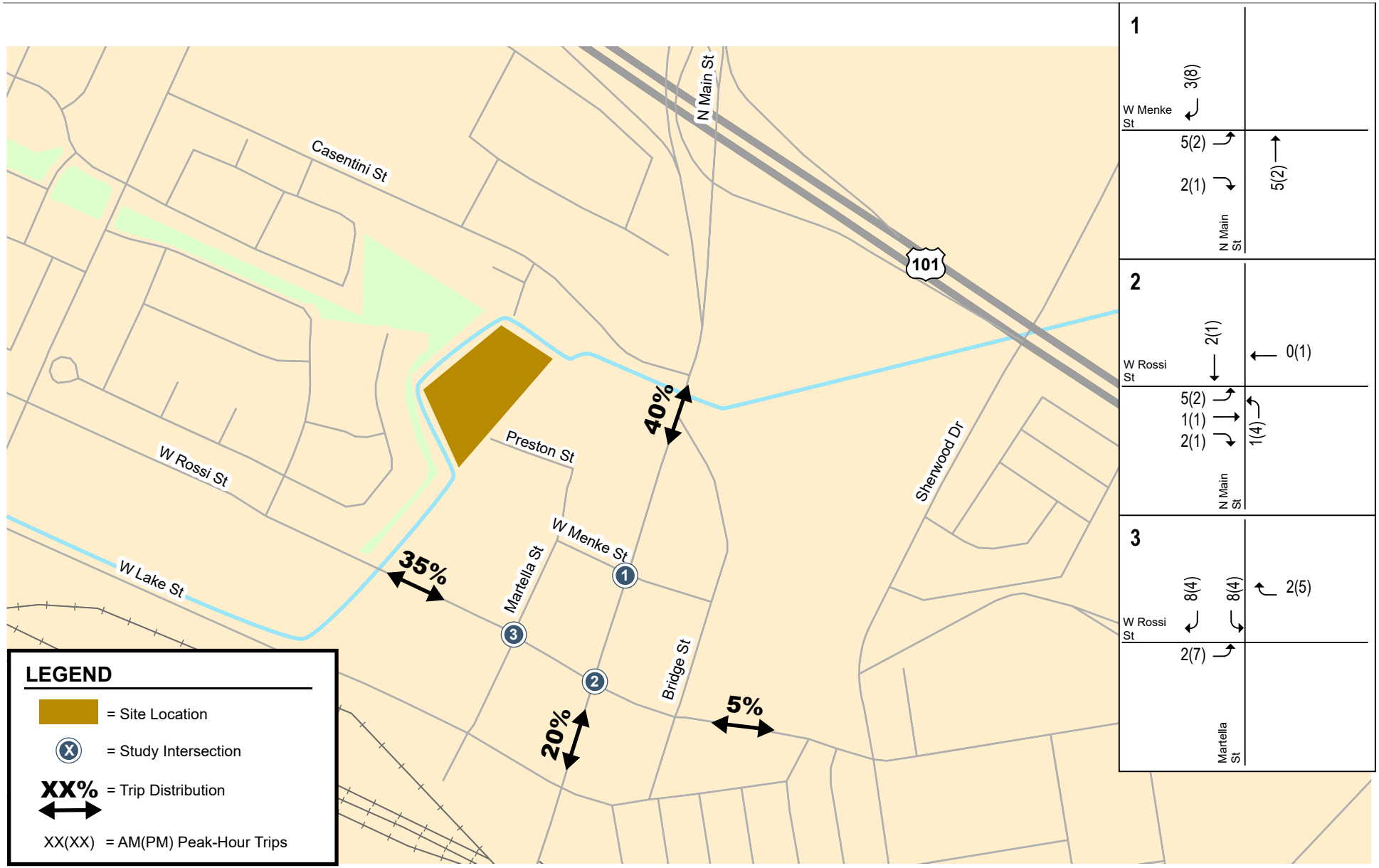


Figure 5
Project Trip Distribution and Assignment

- ***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).

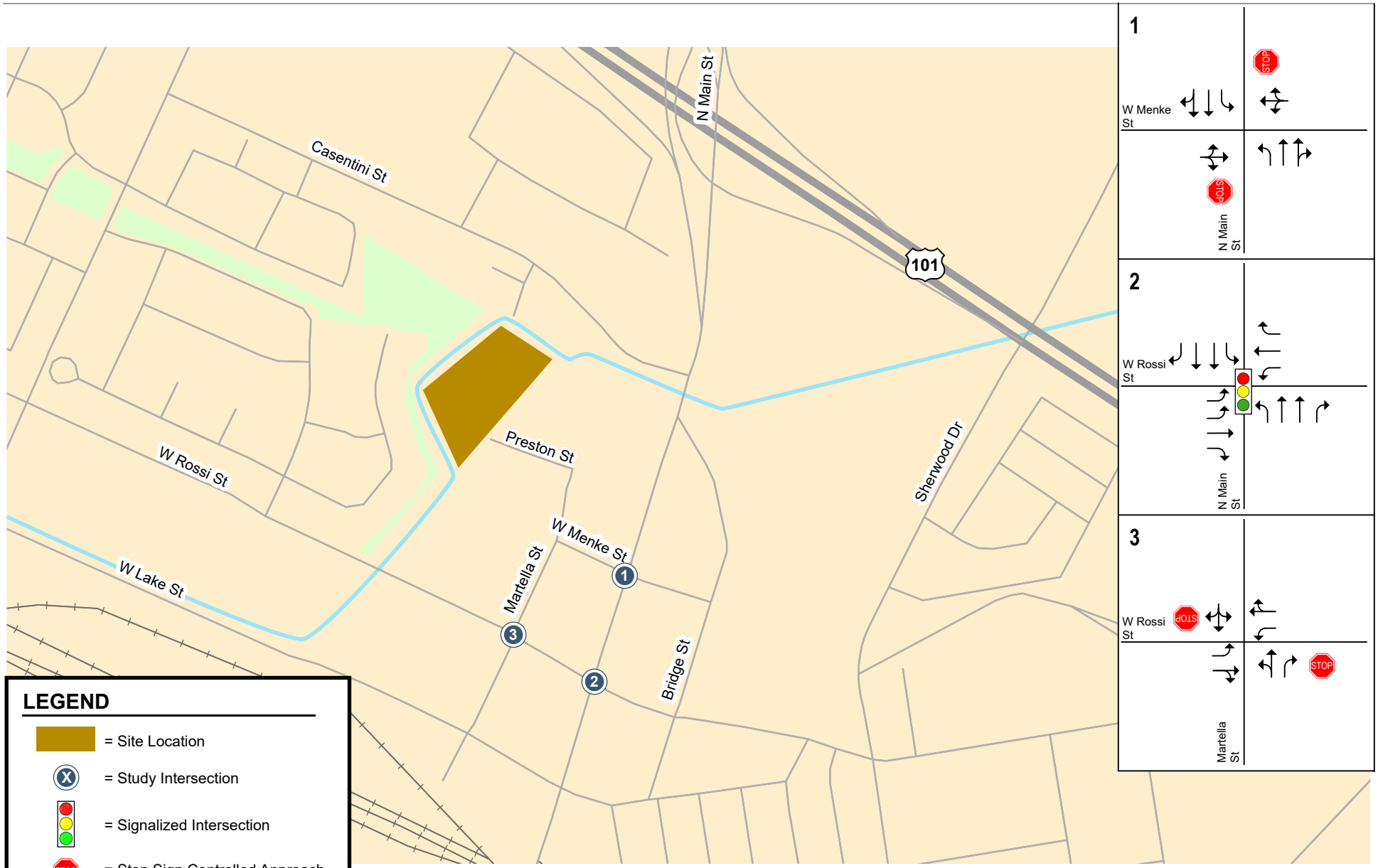


Figure 6
Existing Lane Configurations

NORTH
Not to Scale

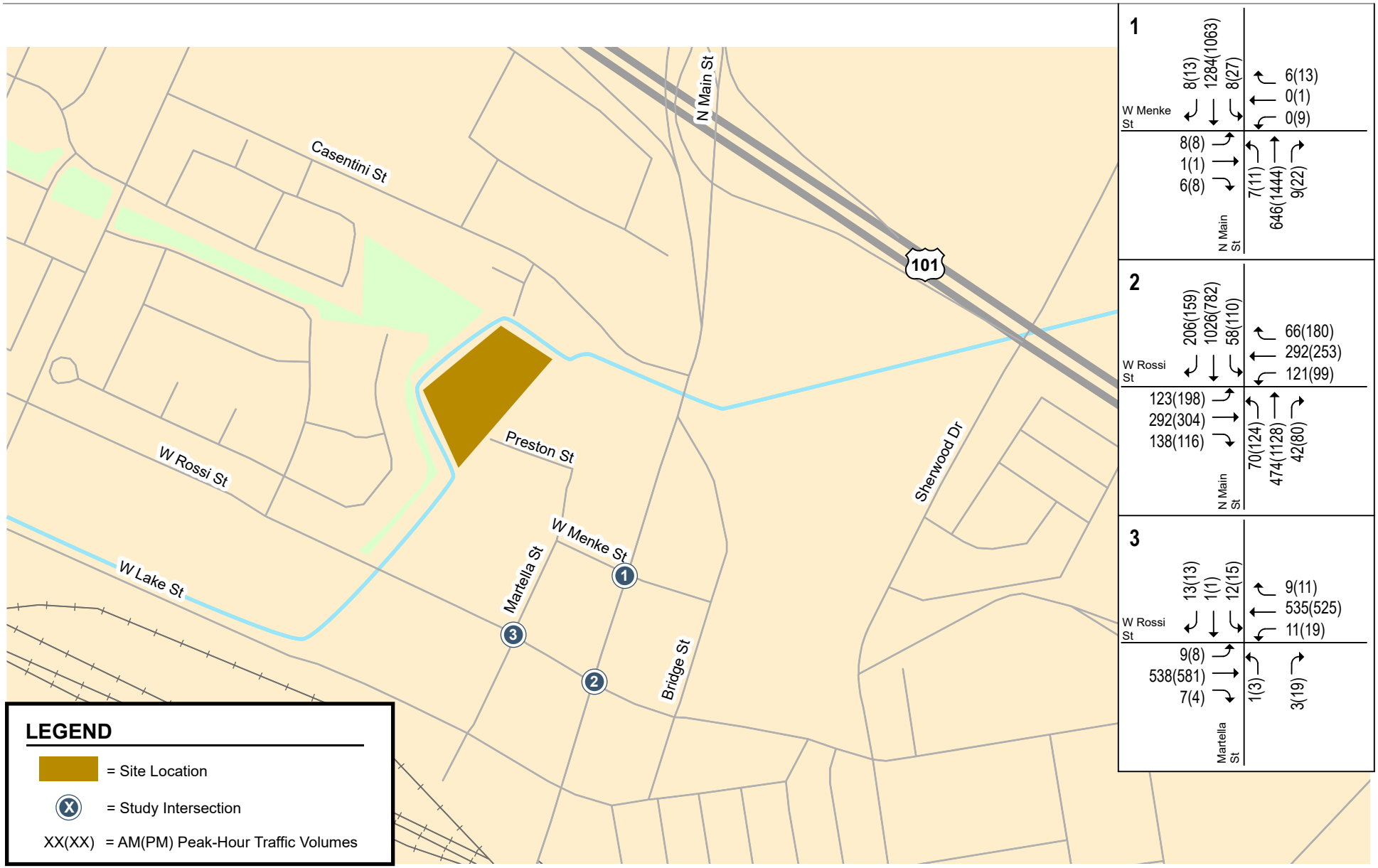


Figure 7
Existing Traffic Volumes

NORTH
Not to Scale

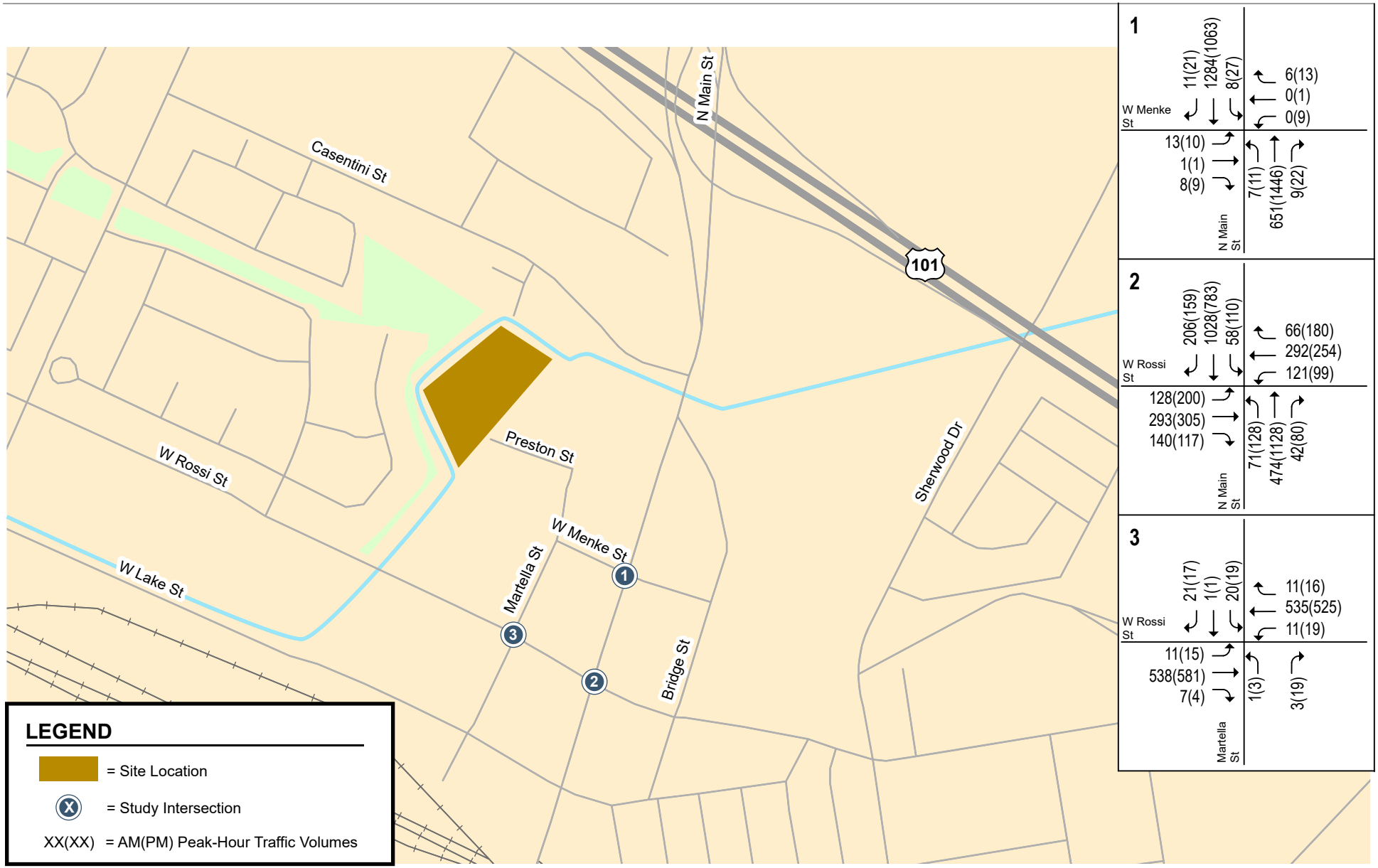


Figure 8
Existing Plus Project Traffic Volumes

NORTH
Not to Scale

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, *2010 Highway Capacity Manual* (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, *2010 Highway Capacity Manual* (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.

Unsignailzed 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, in 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.

Unsignailzed 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, in 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

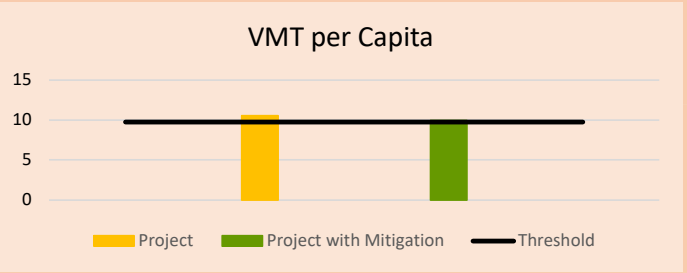
- ☐ **Affordable Housing**
- ☐ **Within a 1/2 mile of Major Transit Stop**
- ☐ **Local Retail (<50,000 Sq Ft)**
- ☐ **Less than 110 Trips per Day**

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



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%	ithin 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

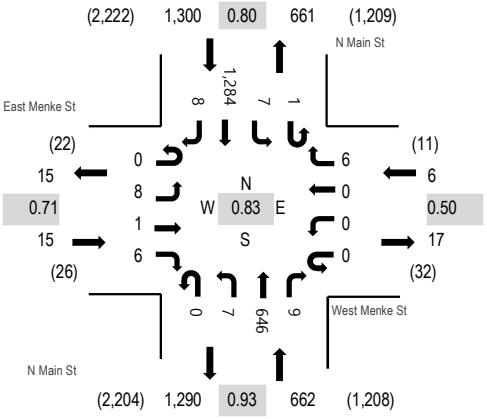
Appendix B

Traffic Counts

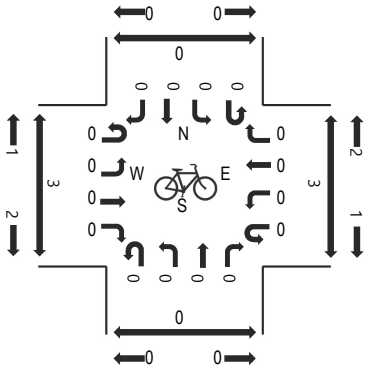
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

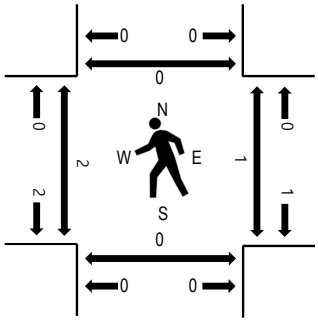
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

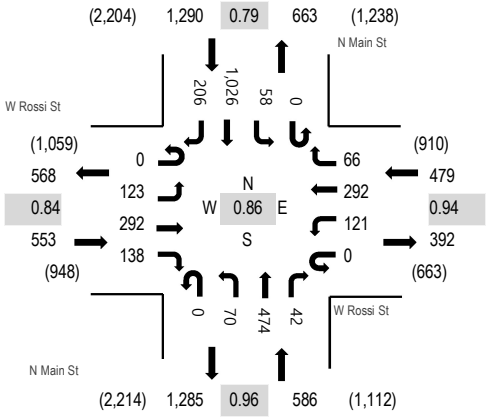
Peak Rolling Hour Flow Rates

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

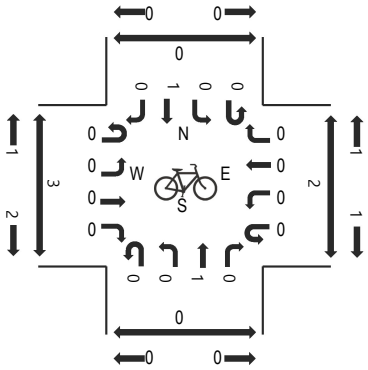
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

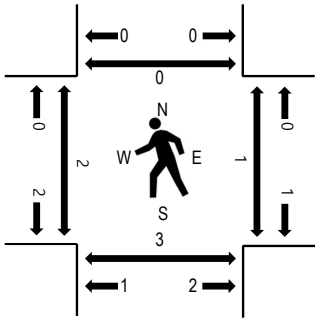
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

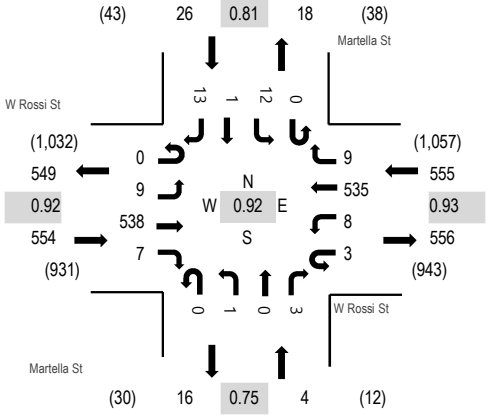
Peak Rolling Hour Flow Rates

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

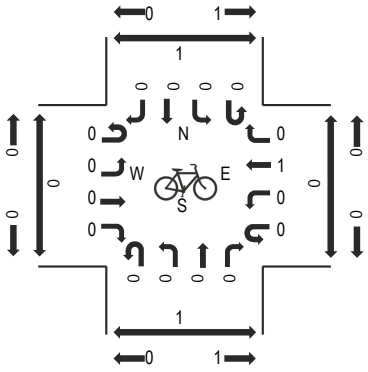
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

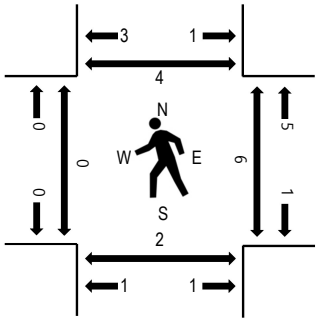
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

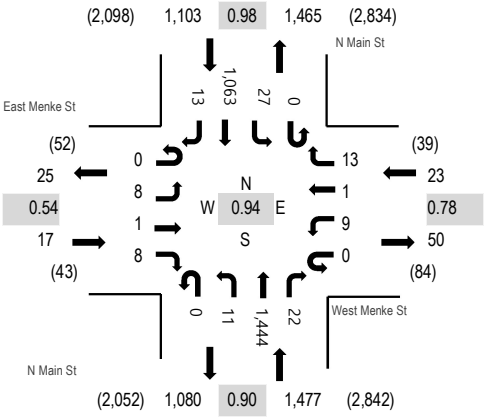
Peak Rolling Hour Flow Rates

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

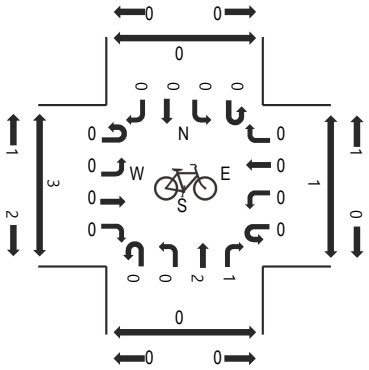
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

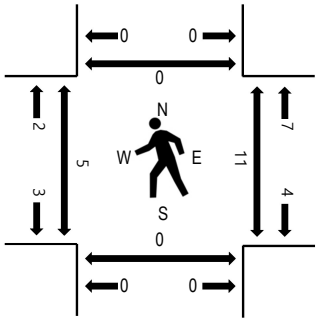
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

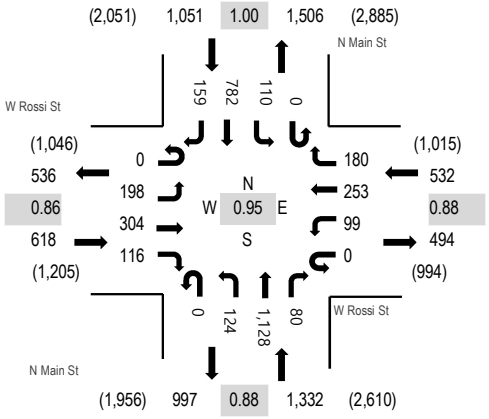
Peak Rolling Hour Flow Rates

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

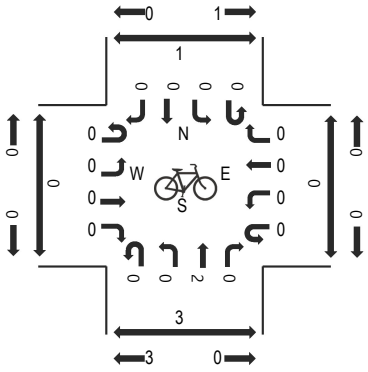
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

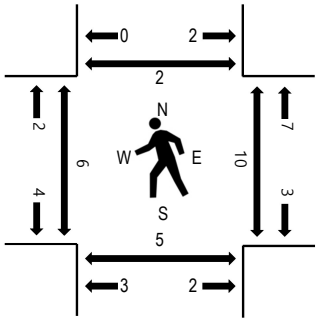
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

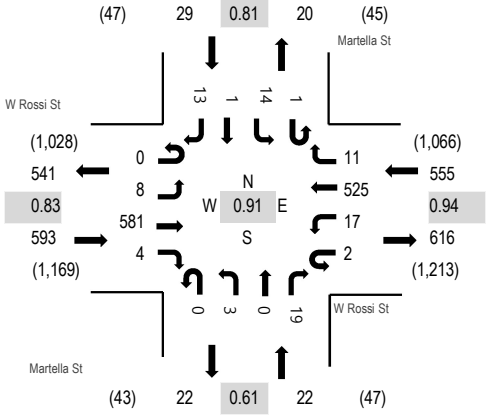
Peak Rolling Hour Flow Rates

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

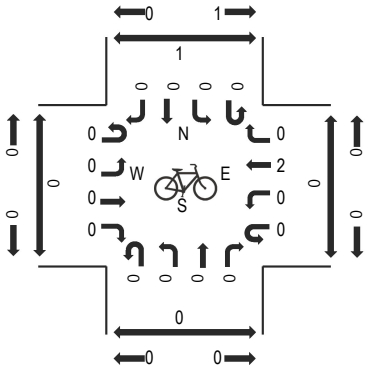
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

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

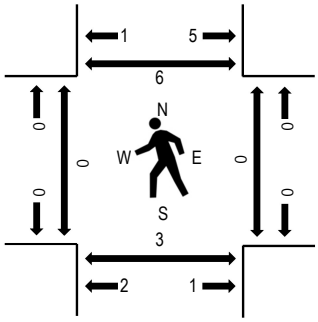
Peak Hour - Motorized Vehicles



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					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		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

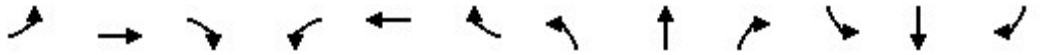
Intersection	
Int Delay, s/veh	0.6

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	EBLn1	WBLn1	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	-	-



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

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

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	EBLn1	WBLn1	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	-	-

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

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

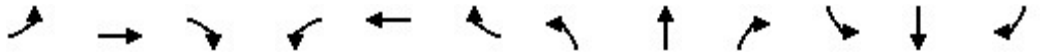
Intersection	
Int Delay, s/veh	1

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	EBLn1	WBLn1	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	-	-



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

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

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	EBLn1	WBLn1	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	-	-

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

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

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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.

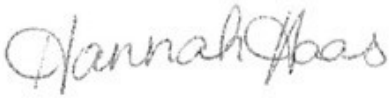
Unanticipated Discovery of Human Remains

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.

Courtney Montgomery, MA
Archaeologist



Hannah Haas, MA, RPA
Cultural Resources Program Manager/
Senior Archaeologist

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.

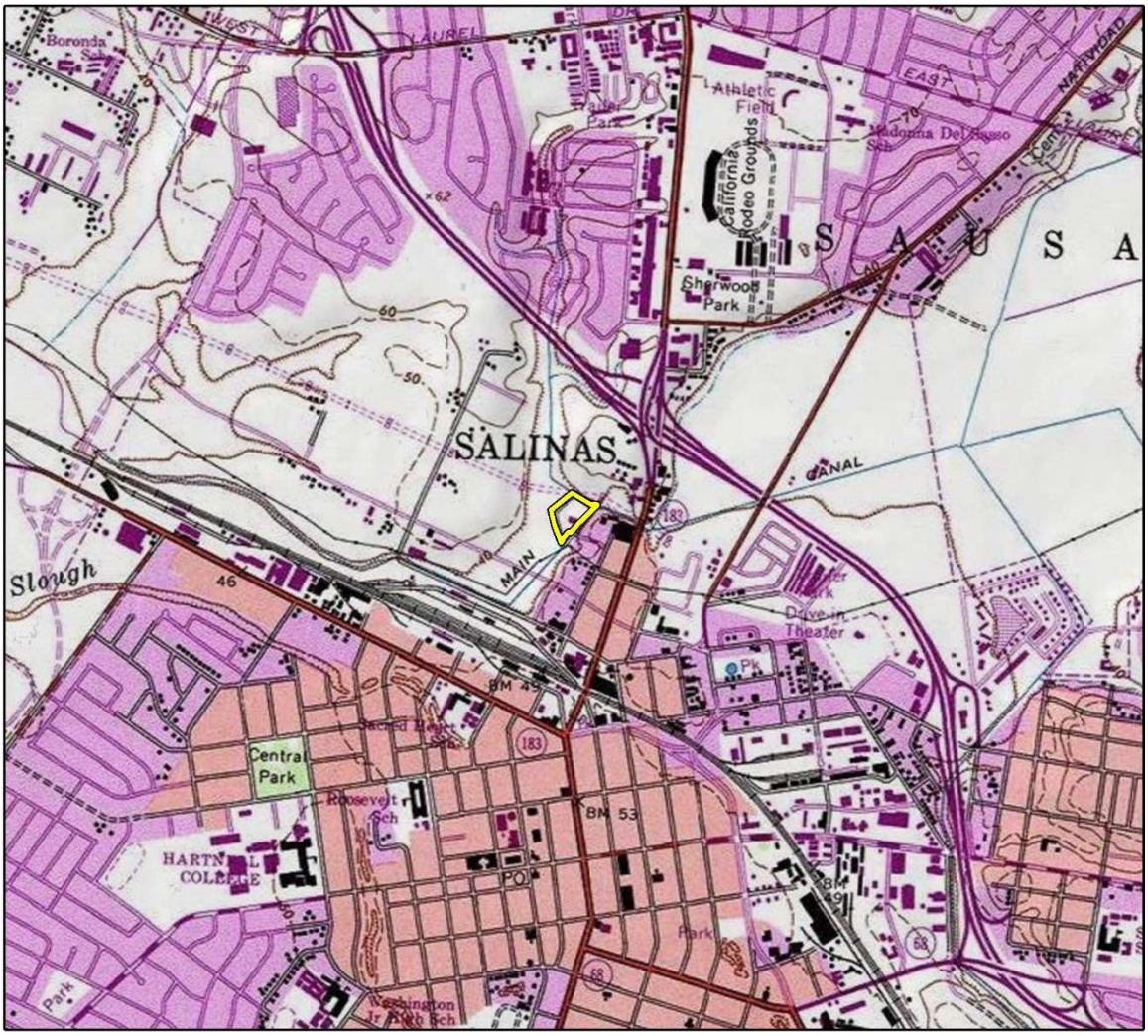
Attachment 1

Figures

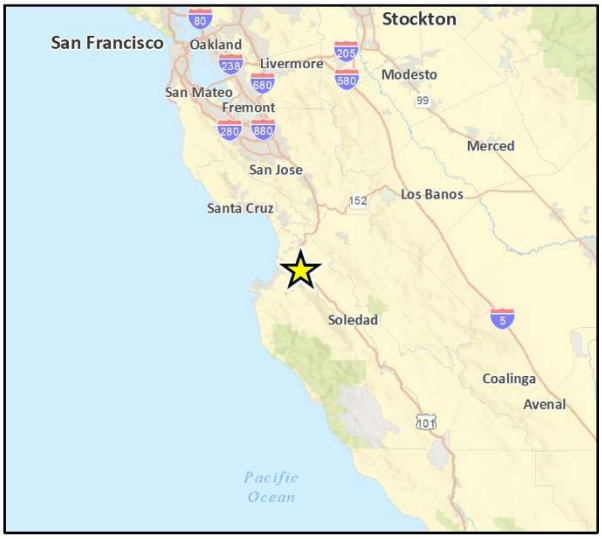
Figure 1 Project Boundary Map

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 havechanged since the original topographic map was assembled.



CRFig1 Proj Locn Map

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.: 56 **IC FILE NO.:** _____

To: Northwest Information Center

Print Name: Dustin Merrick Date: May 20, 2021

Affiliation: Rincon Consultants, Inc.

Address: 180 N. Ashwood Avenue

City: Ventura State: CA Zip: 93003

Phone: 805-644-4455 Fax: 805-644-4455 Email: dmerrick@rinconconsultants.com

Billing Address (if different than above): _____

Billing Email: ap@rinconconsultants.com Billing Phone: 805-644-4455

Project Name / Reference: 1 Preston Street Project (21-10851)

Project Street Address: 1 Preston Street, Salinas, California

County or Counties: Monterey

Township/Range/UTMs: T14S R03E S28,29,32,33

USGS 7.5' Quad(s): Salinas

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 0.5 mi. radius
ARCHAEOLOGICAL Resource Locations[1]	yes ☐ / no ☐	yes ☐ / no ☐
NON-ARCHAEOLOGICAL Resource Locations	yes ☐ / no ☐	yes ☐ / no ☐
Report Locations[1]	yes ☐ / no ☐	yes ☐ / no ☐
"Other" Report Locations[2]	yes ☐ / no ☐	yes ☐ / no ☐

3. Database Information:
(contact the IC for product examples, or visit the SSJVIC website for examples)

	Within project area	Within 0.5 mi. radius
ARCHAEOLOGICAL Resource Database[1]		
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 Database[1]		
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 0.5 mi. 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 0.5 mi. radius
OHP Built Environment Resources Directory[3]:		
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 ☐

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[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
CONTRA COSTA
DEL NORTE
HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
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):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☒ not requested	☐ nothing listed
Caltrans Bridge Survey:	☐ enclosed	☒ not requested	☐ nothing listed
Ethnographic Information:	☐ enclosed	☒ not requested	☐ 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. Baloain	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 Pruett, 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
nahc@nahc.ca.gov

Type of List Requested

[X] **CEQA Tribal Consultation List (AB 52) – *Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

[X] **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

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 1, 2021

Lisa Brinton, Planner Manager
City of Salinas

Via Email to: lisab@ci.salinas.ca.us

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 well 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 MutsunTribal Band
Valentin Lopez, Chairperson
P.O. Box 5272
Galt, CA, 95632
Phone: (916) 743 - 5833
vlopez@amahmutsun.org

Costanoan
Northern Valley Yokut

Amah MutsunTribal 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

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

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

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@kanyonkonsulting.com

Costanoan

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

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@salinantribe.com

Salinan

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

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

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
NOES:	None

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	COURTNEY GROSSMAN
Chairperson	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 statues 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	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.	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: • 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
	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. 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				

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	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: **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. **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: **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 **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 **Affordable Housing.** Provide affordable, below market-rate housing on site; or **Voluntary Travel Behavior Change Pattern.** Implement a travel behavior change program by offering incentives to future residents to utilize alternative transportation modes, with at	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
	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 **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.				
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.	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.

EXHIBIT 2

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

SALINAS
RICH IN LAND | RICH IN VALUES

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

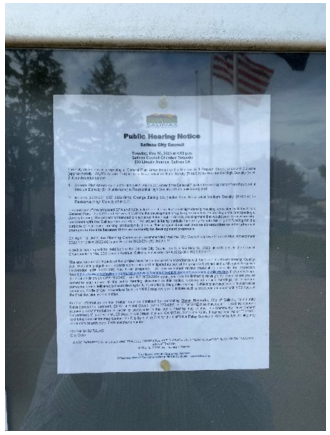
Environmental Review

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).

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**

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 16th day of May 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

Alan D. Styles

Mayor

ATTEST:

Ann Camel

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
22651l	Parked in construction zone	20.00	25.00
23333	Parking on bridge		25.00
25300(a) (b) (c)	Warning devices display		25.00
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

REPORT TO THE CITY COUNCIL

City of Salinas, California

Agenda Item Number

CR-7

Department Director Approval

Finance Review

Attorney Review

City Manager Approval

DATE: May 18, 2004
FROM: Tom L. Kever, Finance Director
THROUGH: Rick Moore, Deputy Chief
BY: Mike Dominici, Sergeant

SUBJECT: PARKING FINE INCREASE

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:

_____
Mayor

ATTEST:

_____
City Clerk

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

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

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

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

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

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

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

5202	IMPROPER DISPLAY OF PLATES	20.00	24.00
5202a	UNREGISTERED	60.00	70.00
5204a	TAB NOT DISPLAYED	60.00	70.00

City of Salinas
City Attorney's Office

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 scheduled 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.

SALINAS POLICE DEPARTMENT

To: **DANIEL M. ORTEGA, Chief of Police** Date: 4/23/04

SUBJECT: PARKING FINE INCREASE

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.

☐ Information Only ☐ Approval ☐ Disapproval	Comments: _____ Immediate Supervisor: _____ Date: _____
☐ Information Only ☐ Approval ☐ Disapproval	Comments: _____ Intermediate Supervisor: _____ Date: _____
☐ Information Only ☑ Approval ☐ Disapproval	Comments: _____ Division Commander: _____ Date: 4/23/04
☐ Information Only ☒ Approval ☐ Disapproval	Comments: _____ Chief of Police: _____ Date: 4-26-04

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:
Joe Gunter
D3A49BD817A34AA...
Joe Gunter, Mayor

ATTEST:

DocuSigned by:
5BE31EC636A6432...
Patricia M. Barajas, City Clerk

File #: ID#23-348, **Version:** 1

Minutes

Approve minutes of May 2, 2023.

File #: ID#23-351, **Version:** 1

Financial Claims

Approve financial claims report.

City of Salinas

Payment Register

From Payment Date: 4/26/2023 - To Payment Date: 5/9/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
466305	05/02/2023	Open	Alejandro Limon	$1,337.56
466306	05/02/2023	Open	Cristina Gonzales	$82.75
466307	05/02/2023	Open	Daisy Gallardo	$221.39
466308	05/02/2023	Open	Hilda Peralta	$82.75
466309	05/02/2023	Open	Hue Manalo	$284.61
466310	05/02/2023	Open	James McGann	$18.00
466311	05/02/2023	Open	Jeff Alford	$220.75
466312	05/02/2023	Open	Jorge Magana	$277.50
466313	05/02/2023	Open	Kimbley Craig	$576.77
466314	05/02/2023	Open	Sophia Rome	$318.52
466315	05/02/2023	Open	South Bay Regional Public Safety	$417.00
466316	05/02/2023	Open	Ace Hardware	$70.87
466317	05/02/2023	Open	Acme Car Wash (William Pierce Inc)	$450.00
466318	05/02/2023	Open	Alco Water	$7,722.28
466319	05/02/2023	Open	Alexander Vallejo	$275.00
466320	05/02/2023	Open	Amazon.Com	$56.78
466321	05/02/2023	Open	American Supply Company	$741.59
466322	05/02/2023	Open	Ana Rueda De Vidales dba JAV Language Solutions	$253.11
466323	05/02/2023	Open	Andrew McLaughlin	$100.00
466324	05/02/2023	Open	Assured Aggregates Company Inc	$1,782.50
466325	05/02/2023	Open	B&N Motors, LLC dba Toyota Salinas	$38,862.86
466326	05/02/2023	Open	BFS Landscape Architects	$37,145.18
466327	05/02/2023	Open	Brent DeBorde	$88.75
466328	05/02/2023	Open	Bruce Bush	$100.00
466329	05/02/2023	Open	C & S Engineers, Inc.	$22,000.00
466330	05/02/2023	Open	California Water Environment Association	$402.00
466331	05/02/2023	Open	California Water Service	$669.07
466332	05/02/2023	Open	Canon Financial Services Inc	$659.18
466333	05/02/2023	Open	Carollo Engineers, Inc	$41,998.46
466334	05/02/2023	Open	Cassie McSorley	$100.00
466335	05/02/2023	Open	CDW-G	$4,528.42
466336	05/02/2023	Open	Central Coast Center For Independent	$61,859.30
466337	05/02/2023	Open	Central Coast Commercial Tire Center Inc	$130.00
466338	05/02/2023	Open	Chris Swinscoe	$100.00
466339	05/02/2023	Open	Cintas	$46.79
466340	05/02/2023	Open	ClientFirst Consulting Group, LLC dba ClientFirst	$2,566.25
466341	05/02/2023	Open	Coast Automotive Warehouse Inc	$88.43
466342	05/02/2023	Open	Community Homeless Solutions	$32,286.80
466343	05/02/2023	Open	Community Human Services Project	$19,347.03
466344	05/02/2023	Open	Cook's Photography, Inc.	$380.19
466345	05/02/2023	Open	CSC Of Salinas	$158.64
466346	05/02/2023	Open	Dale Fors	$4,704.00
466347	05/02/2023	Open	Dana Cornelison	$100.00
466348	05/02/2023	Open	Daniel David Green	$100.00
466349	05/02/2023	Open	Dave Shaw	$100.00
466350	05/02/2023	Open	David L Crabill	$100.00
466351	05/02/2023	Open	David Poulin	$100.00
466352	05/02/2023	Open	David Werner	$307.00
466353	05/02/2023	Open	Division Of The State Architect	$728.00
466354	05/02/2023	Open	Don Chapin Inc	$510.00
466355	05/02/2023	Open	Downtown Streets, Inc	$87,494.45
466356	05/02/2023	Open	DP Trading dba The Pin Center	$2,555.00
466357	05/02/2023	Open	Dudek	$4,510.00
466358	05/02/2023	Open	E2 Consulting Engineers, Inc	$100,978.30

City of Salinas
Payment Register
From Payment Date: 4/26/2023 - To Payment Date: 5/9/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
466359	05/02/2023	Open	Emergency Vehicle Specialists, Inc.	$285.00
466360	05/02/2023	Open	Environmental Systems, Inc of Northern California	$8,579.00
466361	05/02/2023	Open	Ernesto Sanchez	$100.00
466362	05/02/2023	Open	FAST Services	$250.00
466363	05/02/2023	Open	Fastenal Company	$2,523.67
466364	05/02/2023	Open	Ferguson US Hodings, Inc dba Ferguson Enterprises	$719.95
466365	05/02/2023	Open	First Alarm Wellness A Family Counseling Corporati	$1,475.00
466366	05/02/2023	Open	FS.Com Inc.	$2,345.82
466367	05/02/2023	Open	Gabriel Hernandez	$100.00
466368	05/02/2023	Open	Goldfarb and Lipman	$63.00
466369	05/02/2023	Open	Granite Construction Company	$27,588.01
466370	05/02/2023	Open	Granite Rock Co	$1,101.06
466371	05/02/2023	Open	Harris and Associates	$8,307.50
466372	05/02/2023	Open	Heath Johnson	$100.00
466373	05/02/2023	Open	Henry Gomez	$100.00
466374	05/02/2023	Open	Hilda Garcia	$1,000.00
466375	05/02/2023	Open	Hilda Garcia Petty Cash Custodian	$92.67
466376	05/02/2023	Open	Home Depot Credit Services	$116.06
466377	05/02/2023	Open	Interstate Battery System Inc	$277.26
466378	05/02/2023	Open	Jacqueline Pacelli	$100.00
466379	05/02/2023	Open	James Knowlton	$100.00
466380	05/02/2023	Open	Jeff Gibson	$100.00
466381	05/02/2023	Open	Jensco Inc Dba J M Electric	$10,477.25
466382	05/02/2023	Open	Jesse Pinon	$100.00
466383	05/02/2023	Open	Jimenez Autobody Parts, Inc dba C & J Auto Parts	$350.35
466384	05/02/2023	Open	John Wider	$100.00
466385	05/02/2023	Open	Johnson Associates	$21.74
466386	05/02/2023	Open	Jonathan Barnes	$100.00
466387	05/02/2023	Open	Jose Luis Corral dba Salinas Pizza	$893.84
466388	05/02/2023	Open	JT Hose & Fittings	$144.85
466389	05/02/2023	Open	Juan Reyes Davila dba Reyes Jumpers	$599.50
466390	05/02/2023	Open	Kelly-Moore Paint Company	$17.81
466391	05/02/2023	Open	Kevin Skinner	$100.00
466392	05/02/2023	Open	Kimley Horn And Assoc Inc	$4,040.51
466393	05/02/2023	Open	Kosmont & Associates, Inc. dba Kosmont Companies	$1,014.00
466394	05/02/2023	Open	Kysmet Security & Patrol	$2,156.00
466395	05/02/2023	Open	Lance Miraco	$100.00
466396	05/02/2023	Open	Mackay Motor Parts, Inc dba Napa Auto Parts	$22.28
466397	05/02/2023	Open	Mark Freedman	$100.00
466398	05/02/2023	Open	Martin Persijn	$100.00
466399	05/02/2023	Open	Meals On Wheels of the Salinas Valley, Inc	$250.00
466400	05/02/2023	Open	Michael Groves	$100.00
466401	05/02/2023	Open	MIS CORP	$1,200.00
466402	05/02/2023	Open	Monterey County Recorders	$60.00
466403	05/02/2023	Open	Monterey Salinas Transit	$1,000.00
466404	05/02/2023	Open	National Development Council	$5,833.33
466405	05/02/2023	Open	NHA Advisors, LLC	$15,131.25
466406	05/02/2023	Open	North American Catholic Educational Programming Fo	$2,912.00
466407	05/02/2023	Open	O'Reilly Auto Parts	$381.28
466408	05/02/2023	Open	Office Depot Business Service Division	$1,559.15
466409	05/02/2023	Open	One Workplace L Ferrari, LLC dba Peninsula Busines	$2,451.51
466410	05/02/2023	Open	Pacific Coast Flag	$826.02
466411	05/02/2023	Open	Pacific Gas and Electric Company	$340.31
466412	05/02/2023	Open	Pacific Truck Parts Inc	$1,026.81

City of Salinas
Payment Register
From Payment Date: 4/26/2023 - To Payment Date: 5/9/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
466413	05/02/2023	Open	Pinnacle Medical Group Inc dba Pinnacle Healthcare	$1,028.00
466414	05/02/2023	Open	Preferred Alliance Inc.	$65.00
466415	05/02/2023	Open	Protel Communications, Inc dba Protelesis Corporat	$147.27
466416	05/02/2023	Open	Quality Water Enterprises	$214.68
466417	05/02/2023	Open	Radio Bilingue, Inc	$475.00
466418	05/02/2023	Open	Rancho Cielo Youth Center	$12,563.59
466419	05/02/2023	Open	RDO Equipment Company	$604.15
466420	05/02/2023	Open	Republic Services of Salinas	$1,604.16
466421	05/02/2023	Open	Richard Maldonado	$100.00
466422	05/02/2023	Open	Ricky Williams	$100.00
466423	05/02/2023	Open	Rincon Consultants, Inc.	$4,314.50
466424	05/02/2023	Open	Rosenbauer Aerials LLC	$291.06
466425	05/02/2023	Open	S and S Worldwide	$571.06
466426	05/02/2023	Open	Safety-Kleen Systems, Inc.	$285.00
466427	05/02/2023	Open	Safeway Sign Company	$605.25
466428	05/02/2023	Open	Same Day Shred	$22.50
466429	05/02/2023	Open	Samsara Inc.	$4,345.97
466430	05/02/2023	Open	San Lorenzo Lumber	$360.25
466431	05/02/2023	Open	Scott Myhre	$100.00
466432	05/02/2023	Open	Scott Tyler	$100.00
466433	05/02/2023	Open	Shaw HR Consulting Inc	$475.00
466434	05/02/2023	Open	Sheldon Bryan	$100.00
466435	05/02/2023	Open	Silver and Wright LLP	$1,389.90
466436	05/02/2023	Open	Simon Jimenez	$100.00
466437	05/02/2023	Open	Smith and Enright Landscaping	$56,177.83
466438	05/02/2023	Open	Stanley Cooper	$100.00
466439	05/02/2023	Open	Star Sanitation Services	$116.64
466440	05/02/2023	Open	Sturdy Oil Company	$124.47
466441	05/02/2023	Open	Suthided Livingston	$100.00
466442	05/02/2023	Open	Suzanne Cottle-Gavalla	$100.00
466443	05/02/2023	Open	T-Mobile USA	$39.65
466444	05/02/2023	Open	Target Pest Control	$305.00
466445	05/02/2023	Open	Ted Koch	$100.00
466446	05/02/2023	Open	Terminix International LP	$8,007.00
466447	05/02/2023	Open	Terry Gerhardstein	$100.00
466448	05/02/2023	Open	Todd Swinscoe	$100.00
466449	05/02/2023	Open	Tri County Fire Protection	$341.05
466450	05/02/2023	Open	U.S. Bank National Association ND	$13,540.43
466451	05/02/2023	Open	United Parcel Service	$83.76
466452	05/02/2023	Open	University Corporation at Monterey Bay	$109,224.39
466453	05/02/2023	Open	Vals Plumbing and Heating Inc	$1,568.78
466454	05/02/2023	Open	Vegetable Growers Supply Company	$39.27
466455	05/02/2023	Open	Veritiv Operating Company Formerly xpedx	$854.90
466456	05/02/2023	Open	Verizon Wireless	$1,188.29
466457	05/02/2023	Open	Verizon Wireless	$2,785.74
466458	05/02/2023	Open	W W Grainger Inc	$1,458.52
466459	05/02/2023	Open	W&M Marketing Group Inc dba B-Impressed Branding	$607.19
466460	05/02/2023	Open	Wallace Group A California Corporation	$25,161.10
466461	05/02/2023	Open	Zoom Video Communications, Inc	$2,938.74
466462	05/02/2023	Open	Angelia Montes	$2,229.25
466463	05/02/2023	Open	Rene Bravo	$357.28
466464	05/02/2023	Open	The Hertz Corporation	$9,560.44
466465	05/05/2023	Open	U.S. Bancorp Asset Management Inc dba PFM Asset	$3,276.69
466466	05/09/2023	Open	Alejandro Limon	$215.00

City of Salinas
Payment Register
From Payment Date: 4/26/2023 - To Payment Date: 5/9/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
466467	05/09/2023	Open	Angeline Sickler	$142.41
466468	05/09/2023	Open	Cary Lesch	$215.00
466469	05/09/2023	Open	Cathy Andrews	$579.34
466470	05/09/2023	Open	Christopher Knapp	$96.00
466471	05/09/2023	Open	Collin Mitchell	$96.00
466472	05/09/2023	Open	David Furey	$96.00
466473	05/09/2023	Open	Elizabeth Pacheco	$579.34
466474	05/09/2023	Open	Estefania Vargas	$252.27
466475	05/09/2023	Open	Jaskiart Bhardwaj	$187.25
466476	05/09/2023	Open	Jason Thomas	$596.34
466477	05/09/2023	Open	Jimmy Vanhove dba Precision K9	$5,000.00
466478	05/09/2023	Open	Joseph Rodgers	$596.34
466479	05/09/2023	Open	Joyce Burnett	$128.00
466480	05/09/2023	Open	Katherine Black	$596.34
466481	05/09/2023	Open	Kristen Parker	$148.57
466482	05/09/2023	Open	Margarita Medina-Romero	$579.34
466483	05/09/2023	Open	Martin Flores	$215.00
466484	05/09/2023	Open	Matthew Evarts	$215.00
466485	05/09/2023	Open	Melissa Guilfoyle	$148.57
466486	05/09/2023	Open	Rachel Safa	$710.83
466487	05/09/2023	Open	Robert Marques	$96.00
466488	05/09/2023	Open	Roberto Filice	$81.00
466489	05/09/2023	Open	Ryan Alexander	$96.00
466490	05/09/2023	Open	Sam Klemek	$132.00
466491	05/09/2023	Open	Skylar Thornton	$215.00
466492	05/09/2023	Open	Susanne Crichton	$579.34
466493	05/09/2023	Open	2NDNATURE, LLC	$106,584.40
466494	05/09/2023	Open	4 Imprint	$684.30
466495	05/09/2023	Open	Alco Water	$40.13
466496	05/09/2023	Open	Alhambra and Sierra Spring DS Waters of America LP	$752.37
466497	05/09/2023	Open	Allstar Fire Equipment Inc	$2,034.71
466498	05/09/2023	Open	Amazon.Com	$8,756.87
466499	05/09/2023	Open	American Supply Company	$12,148.26
466500	05/09/2023	Open	Ashley T. Martinez dba California Public Relations	$3,550.00
466501	05/09/2023	Open	Assured Aggregates Company Inc	$2,070.25
466502	05/09/2023	Open	AT and T	$333.71
466503	05/09/2023	Open	AT and T	$8,480.91
466504	05/09/2023	Open	AT&T Mobility	$250.00
466505	05/09/2023	Open	Badge Frame, Inc.	$1,003.91
466506	05/09/2023	Open	Bandit Systems Inc dba Bandit Systems	$1,301.48
466507	05/09/2023	Open	Bay Area Community Services Inc.	$229,563.94
466508	05/09/2023	Open	Benitez Security Services, Inc	$54,807.00
466509	05/09/2023	Open	Bergkamp Incorporated	$180.29
466510	05/09/2023	Open	BFS Landscape Architects	$7,740.00
466511	05/09/2023	Open	ByWater Solutions, LLC	$7,600.00
466512	05/09/2023	Open	Cadence Team, Inc	$24,373.13
466513	05/09/2023	Open	California Association For Property and Evidence	$50.00
466514	05/09/2023	Open	California Association For Property and Evidence	$50.00
466515	05/09/2023	Open	California Association For Property and Evidence	$50.00
466516	05/09/2023	Open	California Association For Property and Evidence	$50.00
466517	05/09/2023	Open	California Association For Property and Evidence	$50.00
466518	05/09/2023	Open	California Building Standards Commission	$669.28
466519	05/09/2023	Open	California Law Enforcement Assoc of Records Superv	$150.00
466520	05/09/2023	Open	California Law Enforcement Assoc of Records Superv	$75.00

City of Salinas

Payment Register

From Payment Date: 4/26/2023 - To Payment Date: 5/9/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
466521	05/09/2023	Open	California Towing and Transport	$15,478.00
466522	05/09/2023	Open	California Water Service	$1,775.21
466523	05/09/2023	Open	CDW-G	$3,023.74
466524	05/09/2023	Open	Central Coast Federal Credit Union	$6,998.60
466525	05/09/2023	Open	Cintas	$779.03
466526	05/09/2023	Open	Coast Automotive Warehouse Inc	$60.81
466527	05/09/2023	Open	Comcast (Business)	$572.32
466528	05/09/2023	Open	Comcast (Business)	$582.32
466529	05/09/2023	Open	Comcast (Business)	$54.11
466530	05/09/2023	Open	Commercial Truck Company	$357.70
466531	05/09/2023	Open	Community Homeless Solutions	$17,100.62
466532	05/09/2023	Open	Consolidated Electrical Distributors, Inc.	$151.84
466533	05/09/2023	Open	County of Monterey Information Technology Dept	$35,038.36
466534	05/09/2023	Open	CSC Of Salinas	$195.75
466535	05/09/2023	Open	CSG Consultants	$10,328.00
466536	05/09/2023	Open	Daniel Aledo	$375.00
466537	05/09/2023	Open	Daniele Brothers Inc dba Dales Glass Shop	$148.93
466538	05/09/2023	Open	Discount School Supply	$401.89
466539	05/09/2023	Open	Don Chapin Inc	$2,115.70
466540	05/09/2023	Open	Economic & Planning Systems, Inc.	$32,401.54
466541	05/09/2023	Open	Emergency Response Training Inc dba Defibthis Emer	$230.00
466542	05/09/2023	Open	Ergotech Controls, Inc dba Industrial Networking	$213.00
466543	05/09/2023	Open	Ermelinda Reyes	$712.98
466544	05/09/2023	Open	Fastenal Company	$2,614.28
466545	05/09/2023	Open	Ferguson US Hodings, Inc dba Ferguson Enterprises	$432.42
466546	05/09/2023	Open	First Alarm	$229.92
466547	05/09/2023	Open	First Alarm Security & Patrol Inc dba An Allied Un	$1,466.00
466548	05/09/2023	Open	First American Title Company	$2,959.81
466549	05/09/2023	Open	Full Source, LLC	$303.10
466550	05/09/2023	Open	G2Solutions, Inc	$6.75
466551	05/09/2023	Open	Gleason's Salinas RV, Inc.	$869.57
466552	05/09/2023	Open	Golden State Truck and Trailer Repair	$1,011.02
466553	05/09/2023	Open	Granite Construction Company	$22,985.89
466554	05/09/2023	Open	Granite Rock Co	$3,968.93
466555	05/09/2023	Open	Green Valley Industrial Supply	$31.49
466556	05/09/2023	Open	HD Supply White Cap Construction Supply	$1,056.84
466557	05/09/2023	Open	Hemi's Landscaping and Concrete Inc	$10,000.00
466558	05/09/2023	Open	Holden, Whitelaw & Associates, Inc dba Pacific App	$3,500.00
466559	05/09/2023	Open	Home Depot Credit Services	$2,841.01
466560	05/09/2023	Open	Hubert Manalo	$1,000.00
466561	05/09/2023	Open	Industrial Machine Shop	$500.00
466562	05/09/2023	Open	Ingram Book Company	$1,690.62
466563	05/09/2023	Open	International Association for Property and Evidenc	$65.00
466564	05/09/2023	Open	Interstate Battery System Inc	$283.16
466565	05/09/2023	Open	Jacqueline Vasquez	$1,000.00
466566	05/09/2023	Open	Jamar Technologies	$695.20
466567	05/09/2023	Open	Jan Roehl Dba Jan Roehl Consulting	$4,250.00
466568	05/09/2023	Open	Jayson F. Cardinalli dba Clean Brothers	$5,022.00
466569	05/09/2023	Open	Jim Pia	$1,000.00
466570	05/09/2023	Open	Jimmy Vanhove dba Precision K9	$17,300.00
466571	05/09/2023	Open	JJR Construction Inc	$10,722.63
466572	05/09/2023	Open	Johnson Associates	$25.56
466573	05/09/2023	Open	Jose Adrian Garcia Ramos dba Shredding Source Solu	$225.00
466574	05/09/2023	Open	Juan Reyes Davila dba Reyes Jumpers	$981.00

City of Salinas
Payment Register
From Payment Date: 4/26/2023 - To Payment Date: 5/9/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
466575	05/09/2023	Open	Karla's Janitorial & Suppliers, LLC	$3,150.00
466576	05/09/2023	Open	Kelly-Moore Paint Company	$115.02
466577	05/09/2023	Open	Kimley Horn And Assoc Inc	$6,317.50
466578	05/09/2023	Open	Kurt Ashley dba Secure Solutions	$7,609.12
466579	05/09/2023	Open	L.C. Action	$2,727.01
466580	05/09/2023	Open	L.N. Curtis & Sons	$7,663.03
466581	05/09/2023	Open	LAZ KARP Associates, LLC	$34,586.31
466582	05/09/2023	Open	Lexipol LLC	$8,333.33
466583	05/09/2023	Open	LexisNexis Risk Data Management Inc Accurint Acct	$406.65
466584	05/09/2023	Open	LiftOff, LLC	$177.00
466585	05/09/2023	Open	LPL Financial	$3,444.44
466586	05/09/2023	Open	Maria Avila	$216.78
466587	05/09/2023	Open	Matthew G Norton Co dba NWB Salinas LLC	$187.00
466588	05/09/2023	Open	Mike Signs	$350.00
466589	05/09/2023	Open	MNS Engineers, Inc	$1,625.00
466590	05/09/2023	Open	Monterey County Health Department	$215,286.30
466591	05/09/2023	Open	Monterey County Health Department	$8,208.00
466592	05/09/2023	Open	Monterey Sanitary Supply Inc Altius Medical	$227.22
466593	05/09/2023	Open	Monterey Transfer and Storage Inc	$86.50
466594	05/09/2023	Open	MP 21 Soledad Street, L.P.	$4,191.00
466595	05/09/2023	Open	MP Express	$701.20
466596	05/09/2023	Open	Municipal Resource Group LLC	$1,687.50
466597	05/09/2023	Open	My Chevrolet	$476.19
466598	05/09/2023	Open	My Jeep	$604.17
466599	05/09/2023	Open	National Emblem	$6,916.16
466600	05/09/2023	Open	New Image Landscape Company	$100.00
466601	05/09/2023	Open	Nitro Software, Inc.	$16,334.28
466602	05/09/2023	Open	O'Reilly Auto Parts	$72.05
466603	05/09/2023	Open	Office Depot Business Service Division	$2,560.70
466604	05/09/2023	Open	Oscar Dydasco	$100.00
466605	05/09/2023	Open	Pacific Gas and Electric Company	$2,206.69
466606	05/09/2023	Open	Pacific Gas and Electric Company	$865.05
466607	05/09/2023	Open	Pacific Gas and Electric Company	$598.86
466608	05/09/2023	Open	Pacific Gas and Electric Company	$834.98
466609	05/09/2023	Open	Pacific Gas and Electric Company	$15,426.32
466610	05/09/2023	Open	Pacific Products and Services LLC	$558.34
466611	05/09/2023	Open	Pacific Truck Parts Inc	$2,417.93
466612	05/09/2023	Open	PARS Retirement Services	$916.54
466613	05/09/2023	Open	Pedro C Estrada Dba Estrada Janitorial Service	$66,835.00
466614	05/09/2023	Open	Pinnacle Medical Group Inc dba Pinnacle Healthcare	$5,000.00
466615	05/09/2023	Open	PLM Lender Services Inc	$667.50
466616	05/09/2023	Open	Precision Grade Inc	$20,000.00
466617	05/09/2023	Open	Premier Builders, Inc.	$23,899.53
466618	05/09/2023	Open	Pure Water	$38.75
466619	05/09/2023	Open	Quality Water Enterprises	$192.00
466620	05/09/2023	Open	Rancho Cielo Youth Center	$18,110.13
466621	05/09/2023	Open	Ray Allen Manufacturing, LLC	$417.71
466622	05/09/2023	Open	Refrigeration Supplies Distributor	$83.68
466623	05/09/2023	Open	Regional Government Services	$2,028.40
466624	05/09/2023	Open	Rent-A-Fence.com, Inc	$108.16
466625	05/09/2023	Open	Republic Services, Inc dba Allied Waste Services	$3,653.81
466626	05/09/2023	Open	Rincon Consultants, Inc.	$5,120.25
466627	05/09/2023	Open	Rodolfo Guerrero Jimenez	$125.00
466628	05/09/2023	Open	Ross Ladder Service	$6,428.50

City of Salinas
Payment Register
From Payment Date: 4/26/2023 - To Payment Date: 5/9/2023

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
466629	05/09/2023	Open	Russell Auria Pest Control Services	$170.00
466630	05/09/2023	Open	Ruth Maria Milla-Leon dba Andersen's Lock & Safe	$34.96
466631	05/09/2023	Open	S & L Investments dba Salinas Valley ProSquad	$169.33
466632	05/09/2023	Open	San Lorenzo Lumber	$326.64
466633	05/09/2023	Open	Simplot AB Retail Sub Inc	$5,000.00
466634	05/09/2023	Open	Smith and Enright Landscaping	$260,507.11
466635	05/09/2023	Open	SpeakWrite LLC	$2,154.63
466636	05/09/2023	Open	Stommel Inc dba Lehr	$1,670.05
466637	05/09/2023	Open	Sturdy Oil Company	$5,337.61
466638	05/09/2023	Open	Summit Uniform	$3,632.34
466639	05/09/2023	Open	T-Mobile USA	$100.00
466640	05/09/2023	Open	Target Pest Control	$290.00
466641	05/09/2023	Open	Tehama Golf Club LLC	$800.00
466642	05/09/2023	Open	The Bank Of New York Mellon	$250.00
466643	05/09/2023	Open	The Pun Group, LLP	$30,000.00
466644	05/09/2023	Open	Tiffanys Body Shop	$3,086.38
466645	05/09/2023	Open	TK Elevator Corporation	$4,217.34
466646	05/09/2023	Open	Trentman Corp. dba Interstate Sales/T-Man Traffic	$4,792.71
466647	05/09/2023	Open	Tri County Fire Protection	$54.00
466648	05/09/2023	Open	U.S. Bank National Association ND	$16,394.45
466649	05/09/2023	Open	United Parcel Service	$51.71
466650	05/09/2023	Open	University Corporation at Monterey Bay	$11,371.12
466651	05/09/2023	Open	Verizon Wireless	$3,683.21
466652	05/09/2023	Open	Verizon Wireless	$38.01
466653	05/09/2023	Open	Verizon Wireless	$300.39
466654	05/09/2023	Open	Verizon Wireless	$1,436.72
466655	05/09/2023	Open	Verizon Wireless	$3,735.04
466656	05/09/2023	Open	Verizon Wireless	$6,386.53
466657	05/09/2023	Open	Verizon Wireless Services LLC	$50.00
466658	05/09/2023	Open	W W Grainger Inc	$727.90
466659	05/09/2023	Open	Wallace Group A California Corporation	$67,022.00
466660	05/09/2023	Open	Walmart c/o Capitol One	$574.99
466661	05/09/2023	Open	Wayne Boyer dba Motoport USA	$1,498.03
466662	05/09/2023	Open	WCDJR LLC dba Watsonville Chrysler Dodge Jeep Ram	$3,023.98
466663	05/09/2023	Open	Williams Ranch Housing Partners, LP	$5,265.00
466664	05/09/2023	Open	Worldpac	$382.76
466665	05/09/2023	Open	Harrod Construction Company	$1,563.00
466666	05/09/2023	Open	Harrod Construction Company	$1,563.00
466667	05/09/2023	Open	Mike Wahlberg c/o Lindco-Inc.	$100.00
466668	05/09/2023	Open	Octavio Bernardo c/o Precision Alarms	$3,159.20
Type Check Totals:				**$2,536,613.97**

General Account - General Account Totals

File #: ID#23-267, **Version:** 1

Pedestrian Crossing Enhancements Project, CIP 9188, HSIPL-5045(035) - Final Acceptance

Approve a Resolution accepting the Pedestrian Crossing Enhancements Project (CIP 9188, HSIPL-5045(035) for maintenance and responsibility.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **PUBLIC WORKS DEPARTMENT**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

TITLE: **PEDESTRIAN CROSSING ENHANCEMENTS PROJECT, CIP 9188, HSIPL-5045(035) FINAL ACCEPTANCE**

RECOMMENDED MOTION:

A motion accepting the Pedestrian Crossing Enhancements Project, CIP 9188, HSIPL-5045(035) for maintenance and responsibility.

EXECUTIVE SUMMARY:

On January 11, 2022, the City awarded a construction contract to Precision Grade, Inc. for the Pedestrian Crossing Enhancements Project in the amount of $1,058,098.00. Construction began on October 11, 2022, and the contractor had 70 workings days to complete the project. The project was substantially complete on February 17, 2023, within contract time. Final punch list work was completed on March 30, 2023. Staff recommends that the City Council approve a Resolution accepting the Pedestrian Crossing Enhancements Project (CIP 9188, HSIPL-5045(035) for maintenance and responsibility.

BACKGROUND:

On February 5, 2019, City Council accepted $250,000 in Highway Safety Improvement Program (HSIP) Cycle 9 grant funds to enhance uncontrolled crosswalks at various locations, via Council Resolution No. 21558. On June 23, 2020, City Council approved an agreement with the Transportation Agency of Monterey County (TAMC) for the use of Regional Surface Transportation Program (RSTP), which included $90,473.60 programed towards the Pedestrian Crossing Enhancements Project, by Council Resolution No. 21873. On August 26, 2020, the TAMC Board of Director's awarded $545,000 in RSTP competitive grant funds to Salinas for the Pedestrian Crossing Enhancements Project. On January 11, 2022, the City Council authorized an increase of $365,000 to CIP 9188 appropriation and use of Measure X fund balance for construction through Council Resolution No. 22286.

On August 10, 2021, City Council approved plans and specifications for the Pedestrian Crossing Enhancements Project and authorized the issuance of invitation to bid the project, by Council

Resolution No. 22161. The project was advertised on August 11, 2021, and bids were opened on September 9, 2021.

Precision Grade, Inc was the low bidder, however they did not meet the DBE goal of 12% participation. On October 18, 2021, the contractor submitted a request for a reconsideration hearing. On November 22, 2021, the City made a determination that the contractor made a good faith effort, and on December 3, 2021, the contractor submitted a revised DBE commitment rate of 9.7%. On January 11, 2022, the construction contract was awarded to Precision Grade, Inc. for the Pedestrian Crossing Enhancements Project, CIP 9188, HSIPL-5045(035), in the amount of $1,058,098.00, with a commitment of 9.7% through Council Resolution No. 22286.

The contract established that the contractor should complete the work within 70 workings days, and construction began on October 11, 2022. During construction, 17 days were considered non-working days due to adverse weather. No other time extensions or delays were approved. The project was deemed substantially complete on February 17, 2023, within contract time. Final punch list work was completed on March 30, 2023.

During construction several unforeseen conditions and unanticipated events occurred which changed the scope of work. A total of four contract change orders were approved for this project which totaled $6,606.79. The contract change orders increased the project cost to a total of $1,064,704.79. A summary of the change orders is listed below:

CHANGE ORDER SUMMARY PEDESTRIAN CROSSING ENHANCEMENTS PROJECT CIP 9188, HSIPL-5045(035)		
No.	Description	Amount
1	The contractor shall eliminate all proposed work including furnishing of material, at Location 4, East Laurel Drive and Tapadero Street. Refer to Sheets 5 and 10, Revision 2.	$(50,330.00)
2	All labor, equipment, and materials required to install the new service point as shown on revised sheet 7 of this change order. Contractor shall furnish and install new conduit, couplings, boxes, conductors, and necessary materials.	$ 51,963.41
3	All labor, equipment, and materials required to remobilize and set up traffic control to extend the retaining wall at Natividad and Pacheco, as directed by the City.	$4,049.38
4	Final Quantity Balancing Change Order. Contract bid item quantities shall be adjusted as shown in Attachment A the change order.	$924.00
	Change Order Sub-Total	**$6,606.79**
	Original Contract Amount	**$1,058,098.00**
	Final Contract Amount	**$1,064,704.79**

Due to the Federal funding involved in this project, the application of the City's Local Hiring requirements was not allowed. However, through fair and open competition, 83% of the project's construction workforce, including subcontractor workforce, measured in labor work hours, was comprised of local hires. In addition, 22% of the project's construction workforce consisted of apprentice hours.

The Federal funding involved in this project required the contractor to meet the Disadvantaged Business Enterprise (DBE) goal of 9.7% participation, a total amount of $102,830.00. At the time of this report the Final Utilization of DBE and First Tier Subcontractors report has not been submitted by the contractor, however it is anticipated that Precision Grade, Inc will have made a total of $220,503.73 in participating DBE payments and will exceed the contract commitment.

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:

This action supports the City Council goal of "Infrastructure and Environmental Sustainability"

FISCAL AND SUSTAINABILITY IMPACT:

There was no impact to the general fund. The project was completed within its CIP budget.

ATTACHMENTS:
Resolution
Attachment 1: Resolution Number 21558
Attachment 2: Resolution Number 21873
Attachment 3: Resolution Number 22161

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

A RESOLUTION OF THE SALINAS CITY COUNCIL ACCEPTING THE PEDESTRIAN CROSSING ENHANCEMENTS PROJECT (CIP 9188, HSIPL-5045(035) FOR MAINTENANCE AND RESPONSIBILITY

WHEREAS, on January 11, 2022, the City awarded a construction contract to Precision Grade, Inc. for the Pedestrian Crossing Enhancements Project in the amount of $1,058,098.00; and

WHEREAS, construction began on October 11, 2022, and the contractor had 70 workings days to complete the project; and

WHEREAS, the project was substantially complete on February 17, 2023, within contract time; and

WHEREAS, final punch list work was completed on March 30, 2023; and

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby accepts the Pedestrian Crossing Enhancements Project (CIP 9188, HSIPL-5045(035) for maintenance and responsibility.

PASSED AND APPROVED this 16th day of May 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

RESOLUTION NO. 21558 (N.C.S.)

A RESOLUTION ACCEPTING HIGHWAY SAFETY IMPROVEMENT GRANT FUNDS AND AUTHORIZING THE PUBLIC WORKS DIRECTOR TO EXECUTE AGREEMENTS RELATED TO THE HIGHWAY SAFETY IMPROVEMENT PROGRMA GRANT

WHEREAS, on March 3, 2015, the City Council approved a resolution establishing the Salinas Crosswalk Policy;

WHEREAS, the City actively seeks funding to supplement local funds for transportation infrastructure improvements; and

WHEREAS, Caltrans announced the Highway Safety Improvement Program Cycle 9 Call for projects and the City applied for funds for pedestrian crossing enhancements; and

WHEREAS, on December 19, 2018, the City received notice that the City's Highway Safety Improvement Program grant application was awarded grant funds;

THEREFORE, BE IT RESOLVED that the Salinas City Council accepts the grant award for pedestrian crossing enhancements; and

BE IT FURTHER RESOLVED, the City Council authorizes the Public Works Director to execute agreements related to the highway safety improvement program grant; and

BE IT FURTHER RESOLVED, the City Council authorizes the Public Works Director to make the necessary transfers from CIP 9280 as needed for the local match (approximately $97,000).

PASSED AND APPROVED this 5th day of February 2019 by the following vote:

AYES: Councilmembers: Barrera, Cromeenes, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

DocuSigned by:
Joe Gunter
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Joe Gunter, Mayor

ATTEST:

DocuSigned by:

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Patricia M. Barajas, City Clerk

RESOLUTION NO. 21873 (N.C.S.)

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE AN AGREEMENT WITH THE TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC) FOR THE USE OF REGIONAL TRANSPORTATION FUNDS

WHEREAS, TAMC administers regional transportation funds in Monterey County including funds from the Regional Surface Transportation Program (RSTP), Transportation Development Act (TDA), Regional Development Impact Fee Program (RDIF); and

WHEREAS, the City of Salinas relies on regional transportation funding for City transportation projects, including current construction projects funded by RSTP funds; and

WHEREAS, each agency receiving TAMC-administered transportation funds is required to enter into a Master Agreement with TAMC in order to use said funds as required by the State of California; and

WHEREAS, the Master Agreement details State requirements for use of said transportation funds and other fiscal provisions required to comply with state and federal regulations; and

WHEREAS, the term of the Master Agreement is three years.

NOW, THEREFORE, BE IT RESOLVED by the City Council that the Mayor is hereby authorized and directed for and behalf of the City of Salinas to execute the attached Master Agreement with TAMC and future updates of said agreement for the use of said TAMC-administered funds**.**

PASSED AND APPROVED this 23rd day of June 2020 by the following vote:

AYES: Councilmembers: Barrera, Cromeenes, Davis, De La Rosa, McShane, Villegas and Mayor Gunter

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

For C. Cisneros
Joe Gunter, Mayor

ATTEST:

DocuSigned by:
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Patricia M. Barajas, City Clerk

RESOLUTION NO. 22161 (N.C.S.)

A RESOLUTION TO: 1) APPROVE THE PROJECT'S PLANS AND SPECIFICATIONS FOR THE PEDESTRIAN CROSSING ENHANCEMENTS PROJECT; CIP 9188, HSIPL-5045-(035), 2) REJECT ALL BIDS RECEIVED ON JUNE 29, 2021, AND 3) AUTHORIZE THE ISSUANCE OF INVITATION TO RE-BID THE PROJECT, WITH BIDS TO BE OPENED ON SEPTEMBER 7, 2021

WHEREAS, City staff has completed plans, and specifications for the Pedestrian Crossing Enhancements Project; CIP 9188, HSIPL-5045-(035); and

WHEREAS, City staff advertised the project for bid on June 6, 2021, with bids due on June 29, 2021; and

WHEREAS, the City received two bids from prospective bidders, and both bids contained errors; and

WHEREAS, staff recommends the City reject all bids and to re-bid the project with bids to be opened on September 7, 2021; and

WHEREAS, the project is estimated to be fully funded using grant funds, development fair share contribution funds, and gas tax; and

WHEREAS, the City has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1(c)) because the actions consist of operation and minor alteration of an existing City street.

NOW, THEREFORE, BE IT RESOLVED by the Salinas City Council takes the following action:

1) The project's Plans and Specifications for the Pedestrian Crossing Enhancements Project; CIP 9188, HSIPL-5045-(035) are hereby approved;
2) All bids received on June 29, 2021 for the project are hereby rejected; and
3) The issuance of an invitation to re-bid the project, with bids to be opened on September 7, 2021, is hereby approved.

PASSED AND APPROVED this 10th day of August 2021, by the following vote:

AYES: Councilmembers: Barrera, Cromeenes, González, Osornio, Rocha, McShane and Mayor Craig

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

DocuSigned by:
E554E04F4CE64C8...
Kimbley Craig, Mayor

ATTEST:

DocuSigned by:
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Patricia M. Barajas, City Clerk

File #: ID#23-276, **Version:** 1

2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080

Approve a Resolution approving the plans and specifications for the 2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080; awarding a contract to Granite Construction Company for the 2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080 in the amount of $8,138,006.96; and approve a transfer of $1,200,000.00 Measure X Bond Funds.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **PUBLIC WORKS DEPARTMENT**

FROM: **DAVID JACOBS, P.E., L.S., PUBLIC WORKS DIRECTOR**

BY: **ELISE RAMIREZ, P.E., SENIOR CIVIL ENGINEER**
PATRICK FUNG, ASSISTANT ENGINEER

TITLE: **2022-2023 PAVEMENT MAINTENANCE PROJECT, CIP NO. 9981, 9120, 9080**

RECOMMENDED MOTION:

It is recommended that the City Council approve a resolution:

1. Approving the plans and specifications for the 2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080; and

2. Awarding a contract to Granite Construction Company for the 2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080 in the amount of $8,138,006.96; and

3. Approve a transfer of $1,200,000.00 Measure X Bond Funds (Fund 5202) from CIP 9981 – Street Preventive Maintenance Program to CIP 9080 – San Juan Grade Road Improvements.

BACKGROUND:

On August 18, 2020, the City Council approved a contract with Pavement Engineering Inc. for on-going pavement condition surveys, updates to the Street Saver Pavement Management Program (PMP) database, and pavement condition reports (Resolution No. 21932). The last Pavement Management System Update was presented to the City Council on March 16, 2021. Public Works staff utilizes the Street Saver PMP for project level pavement analysis. It is a budgeting and inventory tool, a record for work history, and pavement condition tracking.

The 2022-2023 Pavement Maintenance Project will enhance pedestrian safety and increase connectivity, mobility, and access for transit users and pedestrians. The project, in general, calls for pavement reconstruction, new ADA-compliant curb ramps, curbs, gutters, pavement patch repairs, crack treatment, chip seal, slurry seal, installation of new signs and striping. See location map Exhibit B.

Pursuant to Salinas Municipal Code Section 30-25, the City Engineer approved the project plans and specifications and authorized the call for bids for this project.

The project was advertised for construction bid on March 7, 2023, and on April 7, 2023, one bid was electronically received and publicly opened and examined via Zoom meeting with the following results (see Exhibit A – Bid Tabulation sheet for details).

BID RESULTS:

Contractor	Total Base Bid 1-7, Additive Alts 1-2
Granite Construction Company	$8,138,006.96
Engineer's Estimate	**$12,000,000.00**

The bidder does not qualify for the Local Purchasing Preference. The engineering estimate for the project was $12,000,000.00 and Granite Construction Company submitted a bid of $8,136,006.96, which is approximately 68% of the engineering estimate.

The City received only a single bid that is significantly lower than the engineer's estimate and may be attributed to reduced capacities for contract work due to local flood emergencies and repairs in the tri-county area, as well as throughout the State of California from recent storms. The engineering estimate, in general, was based on unit prices from previous projects: Downtown Complete Streets, Main Street Streetscape, 2018 Slurry Seal, 2020 Pavement Patch and Repair, and 2021 Chip Seal and escalating unit prices with respect to the trends observed in the Construction Cost Index (CCI) and published in the Engineering News Record (ENR).

Considering the factors stated above, staff recommends awarding the project to the lowest responsive and responsible bidder, Granite Construction Company, for their bid of $8,138,006.96.

Construction is anticipated to begin in June of 2023 and be completed by Fall 2023.

CEQA CONSIDERATION:

Categorically exempt. The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 1530l(c), Class 1), because the project proposes to maintain existing roadways, crosswalks, signage, and pavement striping.

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 project relates to the Council's Goals of Infrastructure and Environmental Sustainability and Public Safety by maintaining the City's existing roadways and installing new striping and signage to enhance vehicular and pedestrian safety.

DEPARTMENTAL COORDINATION:

Public Works staff and Finance staff have worked together on the funding of the 2022-2023 Pavement Maintenance Project.

FISCAL AND SUSTAINABILITY IMPACT:

The total project funding for the project is as follows:

CIP 9080 San Juan Grade Road Improvements	Budget	FY Expenditures	FY Encumbrances	Available Funds
Fund 2510 – MX Transport Safety & Inv Plan	$1,424,560	-	-	1,424,560
Fund 5202 - Special Const. Assist-Bonds	$340,944	15,812	5,670	319,461
			CIP 9080 Balance (as of 4/10/2023)	**$1,744,021**
			Base Bid 1, Add. Alt. 1-2	$2,585,341.25

CIP 9120 Monte Bella Subdivision Improvements	Budget	FY Expenditures	FY Encumbrances	Available Funds
Fund 2109 – Monte Bella Maintenance District	$4,469,934	$92,781	7,376	4,469,934
			CIP 9120 Balance (as of 4/10/2023)	**$4,469,934**
			Base Bids 4, 6	$447,729.02

CIP 9981 Street Preventive Maintenance Program	Budget	FY Expenditures	FY Encumbrances	Available Funds
Fund 2510 – MX Transport Safety & Inv Plan	$1,230,043	31,957	185,580	1,012,506
Fund 5202 - Special Const. Assist-Bonds	$5,593,562	3,404,478	544,670	1,644,412
Fund 2511 – SB1 RMRA	$7,923,000	3,079,567	-	4,843,432
			CIP 9981 Balance (as of 4/10/2023)	**$7,500,350**
			Base Bids 2, 5, 7	$5,034,556.09

CIP 9329 Cesar Chavez Library Parking Lot	Budget	FY Expenditures	FY Encumbrances	Available Funds
Fund 1100 – Measure E	$75,000	-	-	75,000
			CIP 9329 Balance (as of 4/10/2023)	**$75,000**
			Base Bid 3	$70,380.60

Total Project Bid	**$8,138,006.96**

To award Base Bid 1 (San Juan Grade Road) and Additive Alternatives 1 & 2 (Work Street from East Alisal Street to Work Circle), staff is requesting a transfer of $1,200,000.00 in Measure X

Bond Funds from CIP 9981 – Street Preventive Maintenance Program to CIP 9080 – San Juan Grade Road Improvements.

Based on the lowest bid received, the estimated total project cost is $9,327,327.93, including direct construction costs and soft costs. The anticipated project costs are as follows:

ANTICIPATED PROJECT COSTS	
Expenditure Description	**Anticipated Expenditure**
Base Bids 1-7	$6,797,339.71
Additive Alternatives 1-2	$1,340,667.25
Contingency (10%)	$813,800.70
Direct Project Cost Subtotal	$8,951,807.66
Inspection (2%)	$162,760.14
Administrative Overhead	$50,000
City Staff Project Management and Admin. (2%)	$162,760.14
Soft Project Cost Subtotal	$375,520.28
Project Direct Costs	$8,951,807.66
Project Soft Costs	$294,140.21
TOTAL PROJECT COSTS	$9,327,327.93

Based on the tabulation above, there is adequate funding available to complete the project as bid.

ATTACHMENTS:

- Resolution
- Exhibit A – Bid Tabulation Sheet
- Exhibit B - Project Location Map

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

A RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND AUTHORIZING BID AWARD AND EXECUTION OF CONTRACT WITH GRANITE CONSTRUCTION COMPANY FOR THE 2022-2023 PAVEMENT MAINTENANCE PROJECT, CIP 9981, 9120, 9080, AND APPROVING A TRANSFER OF $1,200,000.00 IN MEASURE X BOND FUNDS FROM CIP 9981 TO CIP 9080

WHEREAS, on August 18, 2020, the City Council approved a contract with Pavement Engineering Inc. for on-going pavement condition surveys, updates to the Street Saver Pavement Management Program (PMP) database, and pavement condition reports (Resolution No. 21932); and

WHEREAS, Public Works utilizes the Street Saver PMP as a budgeting and inventory tool and a record for pavement work history and condition; and

WHEREAS, the 2022-2023 Pavement Maintenance Project, in general, calls for pavement reconstruction, curb ramps, curbs, gutters, pavement patch repairs, crack treatment, chip seal, slurry seal, installation of new signs and striping; and

WHEREAS, the City Engineer approved the project plans and specifications and authorized the call for bids for this project; and

WHEREAS, the City of Salinas has determined that the project is categorically exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 1530l(c), Class 1) because the project proposes to maintain existing roadways, crosswalks, signage, and pavement striping, and the project does not qualify for any of the exemptions to the categorical exemptions found at CEQA Guidelines Sections 15300.2; and

WHEREAS, the project was advertise for construction bid on March 7, 2023; and

WHEREAS, representatives of the City Clerk of Salinas on April 7, 2023, at a public meeting held via Zoom meeting from City Hall, at Salinas, California, publicly opened, examined, and declared all bids or proposals delivered electronically via the PlanetBids website for the 2022-2023 Pavement Maintenance Project in accordance with the specifications for such work filed in the office of said City Clerk, and now on file in said office; and

WHEREAS, the lowest responsive and responsible bidder Granite Construction Company submitted a bid that is 68% of the engineering estimate and sufficient funds are available to award Base Bids 1 to 7 and Additive Alternatives 1 and 2; and

WHEREAS, to award Base Bid 1 and Additive Alternatives 1 and 2, staff is requesting a transfer of $1,200,000.00 in Measure X Bond Funds from CIP 9981 to CIP 9080; and

WHEREAS, City staff thereupon reported the results of the bidding to the City Council at its regular meeting on May 16, 2023, and the Council in open session at said meeting examined the report of staff.

NOW, THEREFORE, BE IT RESOLVED that pursuant to Salinas Municipal Code Section 12-21, in reference to the 2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080, that all of said bids or proposals are rejected except the bid from Granite Construction Company, (hereinafter referred to as "Successful Bidders"), being the lowest and best bid which is hereby accepted (Base Bids 1-7 and Additive Alternatives 1-2). The subject contract is hereby awarded to said Successful Bidder for the sum of $8,138,006.96, and more specifically at the unit prices particularly set forth and contained in the Proposal for the 2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080, of said successful bidders previously filed in the office of the City Clerk. Said sum shall be paid by the City of Salinas to said Successful Bidder in cash, lawful money of the United States of America, payable at the time and manner specified in the plans and specifications and contract documents for the project filed in the office of the City Clerk, entitled "2022-2023 Pavement Maintenance Project, CIP No. 9981, 9120, 9080"; and

BE IT FURTHER RESOLVED that said plans and specifications are hereby accepted and adopted for said work and are also referred to for all of the details and particulars thereof, and said plans and specifications are by reference incorporated in and hereby made a part of this resolution; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approves a transfer of $1,200,000.00 Measure X Bond Funds from CIP 9981 – Street Preventive Maintenance Program to CIP 9080 – San Juan Grade Road Improvements; and

BE IT FURTHER RESOLVED that the Mayor of Salinas is hereby authorized and directed on behalf of the City of Salinas to execute a contract consistent with the Proposal of said Successful Bidder for said work.

PASSED AND APPROVED this 16th day of May 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

EXHIBIT A

BID OPENING:
Apr. 7, 2023

BID TABULATION
2022-23 Pavement Maintenance

CIP No. 9981, 9120, 9080

Bid awarded on _____ by Salinas City Council by Resolution No. _____ (NCS) to: _____
for for the sum of _____(BaseBid No. 1 thru 7 + Additive Alternate No. 1 thru 2.
All other bids were rejected and bid bonds returned.
Dated this_____day of_____, 2023

Drawing No. 8202, 8234, 8248, 8249
Project Coordinator: Patrick Fung
Project Manager: Elise Ramirez

_____
City Clerk

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT	ENG. ESTIMATE UNIT PRICE	ENG. ESTIMATE TOTAL	CONTRACTOR #1 Granite Construction Company 580 West Beach Street Watsonville Ca. 95076 UNIT PRICE	CONTRACTOR #1 TOTAL
BASE BID No. 1 San Juan Grade Road (CIP 9080)							
1	Construction Coordination/Mobilization; Complete-In-Place	1	LS	70,000.00	70,000.00	$ 105,000.00	$ 105,000.00
2	Implement Sediment Control Plan; Complete-In-Place	1	LS	30,000.00	30,000.00	$ 5,000.00	$ 5,000.00
3	Prepare and Implement Traffic Control Plan Complete-In-Place	1	LS	66,000.00	66,000.00	$ 42,000.00	$ 42,000.00
4	Furnish and Install All Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project) Complete-In-Place	1	LS	15,000.00	15,000.00	$ 10,000.00	$ 10,000.00
5	Funish and Install Portable Changeable Message Signs (Including Removal at Completion of Project); Complete-In-Place	1	LS	40,000.00	40,000.00	$ 4,000.00	$ 4,000.00
6	Construction Surveying and Staking	1	LS	10,000.00	10,000.00	$ 4,000.00	$ 4,000.00
7	Roadway Excavation (6” Minimum Depth)	149,330	SF	6.00	895,980.00	$ 0.90	$ 134,397.00
8	Remove and Dispose Existing Concrete Curb and Gutter	30	LF	25.00	750.00	$ 75.00	$ 2,250.00
9	Remove and Dispose Existing Concrete Sidewalk	265	SF	15.00	3,975.00	$ 60.00	$ 15,900.00
10	Hot Mix Asphalt (Type A)	5,665	TON	170.00	963,050.00	$ 154.00	$ 872,410.00
11	Furnish and Install ADA-Compliant Pedestrian Ramp with Detectable Warning Surface; Complete-In-Place	4	EA	10,000.00	40,000.00	$ 3,800.00	$ 15,200.00
12	Construct Concrete Type “C” Curb and Gutter; Complete-In-Place	30	LF	50.00	1,500.00	$ 95.00	$ 2,850.00
13	Construct Concrete Sidewalk; Complete-In- Place	186	SF	30.00	5,580.00	$ 22.00	$ 4,092.00
14	Adjust Existing City Monument to Finish Grade; Complete-In-Place	3	EA	550.00	1,650.00	$ 1,800.00	$ 5,400.00
15	Adjust Existing City Sanitary Sewer Manhole to Finish Grade; Complete-In-Place	5	EA	1,000.00	5,000.00	$ 2,800.00	$ 14,000.00
16	Furnish and Install "Type BB” Fire Hydrant Pavement Marker; Complete-In-Place	5	EA	20.00	100.00	$ 35.00	$ 175.00
17	Furnish and Install new vehicle detector loops and advance warning vehicle detector loops	10	EA	1,000.00	10,000.00	$ 800.00	$ 8,000.00
TOTAL BASE BID No. 1 (ITEMS 1 - 17)				**$ 2,158,585.00**		**$ 1,244,674.00**	
ADDITIVE ALTERNATIVE No. 1 (WORK STREET: ALISAL ST TO JOHN ST, CIP 9080)							
18	Construction Coordination/Mobilization; Complete-In-Place	1	LS	15,000.00	15,000.00	$ 56,000.00	$ 56,000.00
19	Implement Sediment Control Plan; Complete- In-Place	1	LS	5,000.00	5,000.00	$ 2,500.00	$ 2,500.00
20	Prepare and Implement Traffic Control Plan Complete-In-Place	1	LS	8,000.00	8,000.00	$ 45,000.00	$ 45,000.00
21	Furnish and Install All Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project) Complete- In-Place	1	LS	7,500.00	7,500.00	$ 6,500.00	$ 6,500.00
22	Funish and Install Portable Changeable Message Signs (Including Removal at Completion of Project); Complete-In-Place	1	LS	12,500.00	12,500.00	$ 4,000.00	$ 4,000.00
23	Construction Surveying and Staking	1	LS	6,000.00	6,000.00	$ 4,000.00	$ 4,000.00
24	Roadway Excavation (6” Minimum Depth)	54,965	SF	6.00	329,790.00	$ 0.95	$ 52,216.75
25	Remove and Dispose Existing Concrete Curb and Gutter	185	LF	25.00	4,625.00	$ 35.00	$ 6,475.00
26	Remove and Dispose Existing Pedestrian Access Ramps	399	SF	20.00	7,980.00	$ 18.00	$ 7,182.00
27	Remove and Dispose Existing Concrete Sidewalk	1,720	SF	15.00	25,800.00	$ 8.00	$ 13,760.00
28	Remove and Dispose Existing Tree, Grind Tree Stump to 36” Below Grade; Complete-In-Place	8	EA	2,000.00	16,000.00	$ 2,400.00	$ 19,200.00
29	Construct Concrete Sidewalk; Complete-In- Place	1,660	SF	30.00	49,800.00	$ 15.00	$ 24,900.00
30	Hot Mix Asphalt (Type A)	2,064	TON	170.00	350,880.00	$ 155.00	$ 319,920.00
31	Furnish and Install ADA-Compliant Pedestrian Ramp with Detectable Warning Surface; Complete-In-Place	4	EA	10,000.00	40,000.00	$ 5,000.00	$ 20,000.00
32	Construct Concrete Type “C” Curb and Gutter; Complete-In-Place	185	LF	50.00	9,250.00	$ 80.00	$ 14,800.00
33	Furnish and Install Stormwater Catch Basin Inlet Filter	3	EA	2,025.00	6,075.00	$ 1,800.00	$ 5,400.00
34	Furnish and Install Thermoplastic Striping, Pavement Markings, and Raised Pavement Markers; Complete-In-Place	1	LS	11,391.00	11,391.00	$ 57,000.00	$ 57,000.00
35	Furnish and Install "Type BB” Fire Hydrant Pavement Marker; Complete-In-Place	1	EA	20.00	20.00	$ 35.00	$ 35.00
36	Furnish and Install Vehicle Detector Loop	4	EA	1,000.00	4,000.00	$ 2,000.00	$ 8,000.00
TOTAL Add Alternate No. 1 (ITEMS 18 - 36)				**$ 909,611.00**		**$ 666,888.75**	
ADDITIVE ALTERNATIVE No. 2 (JOHN TO WORK CIRCLE, CIP 9080)							
37	Construction Coordination/Mobilization; Complete-In-Place	1	LS	10,000.00	10,000.00	$ 50,000.00	$ 50,000.00
38	Implement Sediment Control Plan; Complete- In-Place	1	LS	5,000.00	5,000.00	$ 2,500.00	$ 2,500.00
39	Prepare and Implement Traffic Control Plan Complete-In-Place	1	LS	8,000.00	8,000.00	$ 50,000.00	$ 50,000.00
40	Funish and Install Portable Changeable Message Signs (Including Removal at Completion of Project); Complete-In-Place	1	LS	12,500.00	12,500.00	$ 4,000.00	$ 4,000.00
41	Furnish and Install All Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project) Complete- In-Place	1	LS	7,500.00	7,500.00	$ 6,000.00	$ 6,000.00
42	Construction Surveying and Staking	1	LS	6,000.00	6,000.00	$ 4,000.00	$ 4,000.00
43	Roadway Excavation (6” Minimum Depth)	64,665	SF	6.00	387,990.00	$ 0.90	$ 58,198.50
44	Remove and Dispose Existing Pedestrian Access Ramps	445	SF	20.00	8,900.00	$ 28.00	$ 12,460.00
45	Hot Mix Asphalt (Type A)	2,425	TON	170.00	412,250.00	$ 150.00	$ 363,750.00
46	Furnish and Install ADA-Compliant Pedestrian Ramp with Detectable Warning Surface; Complete-In-Place	5	EA	10,000.00	50,000.00	$ 5,200.00	$ 26,000.00
47	Furnish and Install Stormwater Catch Basin Inlet Filter	5	EA	2,025.00	10,125.00	$ 1,800.00	$ 9,000.00
48	Furnish and Install Thermoplastic Striping, Pavement Markings, and Raised Pavement Markers; Complete-In-Place	1	LS	12,050.00	12,050.00	$ 41,000.00	$ 41,000.00
49	Adjust Existing City Monument to Finish Grade; Complete-In-Place	3	EA	550.00	1,650.00	$ 1,700.00	$ 5,100.00
50	Adjust Existing City Sanitary Sewer Manhole to Finish Grade; Complete-In-Place	6	EA	1,000.00	6,000.00	$ 3,200.00	$ 19,200.00
51	Adjust Existing Valve Covers to Finish Grade; Complete-In-Place	8	EA	550.00	4,400.00	$ 1,800.00	$ 14,400.00
52	Furnish and Install "Type BB” Fire Hydrant Pavement Marker; Complete-In-Place	2	EA	20.00	40.00	$ 35.00	$ 70.00
53	Furnish and Install new vehicle detector loops and advance warning vehicle detector loops	3	EA	1,000.00	3,000.00	$ 2,700.00	$ 8,100.00
Total Additive Alternative No. 2 (Items 37-53) (For Comparison Only)				**$ 945,405.00**		**$ 673,778.50**	
ADDITIVE ALTERNATIVE No. 3 (SAN JUAN GRADE ROAD SIDEWALK, CIP 9080)							
54	~~*REMOVED Construct Concrete Sidewalk; Complete- In-Place*~~	~~*0*~~	~~*SF*~~	0.00	0.00	$ -	$ -
55	~~*REMOVED Furnish and Install Additional Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project), and Prepare and Implement Additional Traffic Control Plan as needed; Complete In Place*~~	~~*0*~~	~~*LS*~~	0.00	0.00	$ -	$ -
56	~~*REMOVED Implement Additional Sediment Control Plan; Complete In Place*~~	~~*0*~~	~~*LS*~~	0.00	0.00	$ -	$ -
Total Additive Alternative No. 3 (Items 54-56) (For Comparison Only)				**$ -**		**$ -**	

EXHIBIT A

BID OPENING:
Apr. 7, 2023

BID TABULATION
2022-23 Pavement Maintenance

CIP No. 9981, 9120, 9080

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT	ENG. ESTIMATE UNIT PRICE	ENG. ESTIMATE TOTAL	CONTRACTOR #1 Granite Construction Company 580 West Beach Street Watsonville Ca. 95076 UNIT PRICE	CONTRACTOR #1 TOTAL
BASE BID 2 SLURRY SEAL (CIP 9981 – VARIOUS STREETS)							
57	Construction Coordination/Mobilization; Complete-In-Place	1	LS	40,000.00	40,000.00	$ 75,000.00	$ 75,000.00
58	Implement Sediment Control Plan; Complete-In-Place	1	LS	25,000.00	25,000.00	$ 65,000.00	$ 65,000.00
59	Prepare and Implement Traffic Control Plan Complete-In- Place	1	LS	60,000.00	60,000.00	$ 90,000.00	$ 90,000.00
60	Furnish and Install All Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project) Complete-In-Place	1	LS	40,000.00	40,000.00	$ 65,000.00	$ 65,000.00
61	Pavement Digout and Repair; Complete-In-Place	20,000	SF	35.00	700,000.00	$ 13.00	$ 260,000.00
62	Crack Treatment; Complete-In- Place	33	LLM	5,000.00	165,000.00	$ 3,800.00	$ 125,400.00
63	Furnish and Install Type II Slurry Seal; Complete-In-Place	226,077	SY	3.50	791,269.50	$ 2.37	$ 535,802.49
64	Remove and Dispose of all Existing Striping, Markings, Channelizers, and Raised Pavement Markers; Complete-In-Place	1	LS	33,000.00	33,000.00	$ 97,000.00	$ 97,000.00
65	Furnish and Install: Thermoplastic Stripes; Pavement Markings; Channelizers; and Raised Pavement Markers (RPM); Complete-In-Place	1	LS	330,000.00	330,000.00	$ 483,000.00	$ 483,000.00
66	Furnish and Install "Type BB" Fire Hydrant Pavement Marker; Complete-In-Place	193	EA	20.00	3,860.00	$ 35.00	$ 6,755.00
Total Base Bid 2 (Items 57-66) (For Comparison Only)				**$ 2,188,129.50**		**$ 1,802,957.49**	
BASE BID 3 SLURRY SEAL (CIP 9981 – CESAR CHAVEZ PARKING LOT):							
67	Construction Coordination/Mobilization; Complete-In-Place	1	LS	5,000.00	5,000.00	$ 6,000.00	$ 6,000.00
68	Implement Sediment Control Plan; Complete-In-Place	1	LS	5,000.00	5,000.00	$ 2,500.00	$ 2,500.00
69	Prepare and Implement Traffic Control Plan Complete-In- Place	1	LS	1,000.00	1,000.00	$ 500.00	$ 500.00
70	Furnish and Install All Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project) Complete-In-Place	1	LS	1,000.00	1,000.00	$ 500.00	$ 500.00
71	Pavement Digout and Repair; Complete-In-Place	2,215	SF	35.00	77,525.00	$ 14.00	$ 31,010.00
72	Crack Treatment; Complete-In- Place	1	LLM	5,000.00	5,000.00	$ 3,800.00	$ 3,800.00
73	Furnish and Install Type II Slurry Seal; Complete-In-Place	2,422	SY	3.50	8,477.00	$ 2.30	$ 5,570.60
74	Furnish and Install Thermoplastic Striping; Complete-In-Place	1	LS	10,000.00	10,000.00	$ 20,500.00	$ 20,500.00
Total Base Bid 3 (Items 67-74) (For Comparison Only)				**$ 113,002.00**		**$ 70,380.60**	
BASE BID 4 SLURRY SEAL (CIP 9120 – MONTE BELLA)							
75	Construction Coordination/Mobilization; Complete-In-Place	1	LS	20,000.00	20,000.00	$ 30,000.00	$ 30,000.00
76	Implement Sediment Control Plan; Complete-In-Place	1	LS	10,000.00	10,000.00	$ 25,000.00	$ 25,000.00
77	Prepare and Implement Traffic Control Plan Complete-In-Place	1	LS	17,000.00	17,000.00	$ 35,000.00	$ 35,000.00
78	Furnish and Install All Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project) Complete-In-Place	1	LS	5,000.00	5,000.00	$ 10,000.00	$ 10,000.00
79	Crack Treatment; Complete-In- Place	13	LLM	5,000.00	65,000.00	$ 3,800.00	$ 49,400.00
80	Furnish and Install Type II Slurry Seal; Complete-In-Place	93,302	SY	3.50	326,557.00	$ 2.26	$ 210,862.52
81	Remove and Dispose of all Existing Striping, Markings, Channelizers, and Raised Pavement Markers; Complete-In-Place	1	LS	7,615.90	7,615.90	$ 5,750.00	$ 5,750.00
82	Furnish and Install Thermoplastic Striping, Pavement Markings, and Raised Pavement Markers; Complete-In-Place	1	LS	76,159.00	76,159.00	$ 33,750.00	$ 33,750.00
83	Furnish and Install "Type BB" Fire Hydrant Pavement Marker; Complete-In-Place	69	EA	20.00	1,380.00	$ 35.00	$ 2,415.00
Total Base Bid 4 (Items 75-83) (For Comparison Only)				**$ 528,711.90**		**$ 402,177.52**	
BASE BID 5 CHIP SEAL (CIP 9981 – VARIOUS STREETS):							
84	Construction Coordination/Mobilization; Complete-In-Place	1	LS	140,000.00	140,000.00	$ 110,000.00	$ 110,000.00
85	Implement Sediment Control Plan; Complete-In-Place	1	LS	75,000.00	75,000.00	$ 35,000.00	$ 35,000.00
86	Prepare and Implement Traffic Control Plan Complete-In- Place	1	LS	418,000.00	418,000.00	$ 70,000.00	$ 70,000.00
87	Furnish and Install All Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project) Complete-In-Place	1	LS	15,000.00	15,000.00	$ 14,000.00	$ 14,000.00
88	Funish and Install Portable Changeable Message Signs (Including Removal at Completion of Project); Complete-In-Place	1	LS	40,000.00	40,000.00	$ 4,500.00	$ 4,500.00
89	Pavement Digout and Repair; Complete-In-Place	15,427	SF	35.00	539,945.00	$ 17.00	$ 262,259.00
90	Crack Treatment; Complete-In- Place	25	LLM	5,000.00	125,000.00	$ 3,800.00	$ 95,000.00
91	Furnish and Install Chip Seal; Complete-In-Place	265,244	SY	6.00	1,591,464.00	$ 2.55	$ 676,372.20
92	~~*REMOVED Furnish and Install Surface Seal; Complete-In-Place*~~	~~*0*~~	~~*N/A*~~	0.00	0.00	$ -	$ -
93	Remove and Dispose of all Existing Striping, Markings, Channelizers, and Raised Pavement Markers; Complete-In-Place	1	LS	82,621.10	82,621.10	$ 116,000.00	$ 116,000.00
94	Furnish and Install Thermoplastic Striping, Pavement Markings, and Raised Pavement Markers; Complete-In-Place	1	LS	826,211.00	826,211.00	$ 517,000.00	$ 517,000.00
95	Furnish and Install "Type BB" Fire Hydrant Pavement Marker; Complete-In-Place	71	EA	20.00	1,420.00	$ 35.00	$ 2,485.00
96	Furnish and Install Pre-Formed Thermoplastic Marking (In- Lane Double Rumble Bar, Includes Removal of Existing Thermoplastic Rumble Bars); Complete-In-Place	1	LS	80,000.00	80,000.00	$ 144,000.00	$ 144,000.00
97	Remove And Dispose of Existing Post/Salvage Sign; Complete-In-Place	1	EA	200.00	200.00	$ 85.00	$ 85.00
98	Remove and Salvage Existing Sign; Complete-In-Place	100	EA	150.00	15,000.00	$ 65.00	$ 6,500.00
99	Furnish and Install Sign and Post; Complete-In-Place	26	EA	500.00	13,000.00	$ 495.00	$ 12,870.00
100	Furnish and Install Sign onto Existing Pole/Post; Complete- In-Place	116	EA	300.00	34,800.00	$ 325.00	$ 37,700.00
101	Furnish and Install Type I Barricade with R9-3A; Complete-In-Place	2	EA	1,500.00	3,000.00	$ 1,025.00	$ 2,050.00
102	Remove and Replace Existing Double-Sided Surface Mounted In-Street Post and Sign; Complete-In-Place	2	EA	350.00	700.00	$ 245.00	$ 490.00
103	Remove and Replace Existing Overhead Sign; Complete-In- Place	2	EA	1,000.00	2,000.00	$ 500.00	$ 1,000.00
Total Base Bid 5 (Items 84-103) (For Comparison Only)				**$ 4,003,361.10**		**$ 2,107,311.20**	
BASE BID 6 CHIP SEAL (CIP 9120 – MONTE BELLA):							
104	Furnish and Install Chip Seal; Complete-In- Place	3,330	SY	6.00	19,980.00	$ 2.55	$ 8,491.50
105	~~*REMOVED Furnish and Install Surface Seal; Complete-In-Place*~~	~~*0*~~	~~*N/A*~~	0.00	0.00	$ -	$ -
106	Furnish and Install: Thermoplastic Stripes; Pavement Markings; Channelizers; and Raised Pavement Markers (RPM); Complete- In-Place	1	LS	8,800.00	8,800.00	$ 36,000.00	$ 36,000.00
107	Remove and Salvage Existing Sign; Complete-In-Place	1	EA	150.00	150.00	$ 85.00	$ 85.00
108	Furnish and Install Sign onto Existing Pole/Post;	3	EA	300.00	900.00	$ 325.00	$ 975.00
Total Base Bid 6 (Items 103-108) (For Comparison Only)				**$ 29,830.00**		**$ 45,551.50**	

EXHIBIT A

BID OPENING:
Apr. 7, 2023

BID TABULATION
2022-23 Pavement Maintenance

CIP No. 9981, 9120, 9080

ITEM NO.	DESCRIPTION	APPROX. QUANTITY	UNIT	ENG. ESTIMATE UNIT PRICE	ENG. ESTIMATE TOTAL	CONTRACTOR #1 Granite Construction Company 580 West Beach Street Watsonville Ca. 95076 UNIT PRICE	CONTRACTOR #1 TOTAL
BASE BID 7: BORONDA ROAD: (N MAIN ST TO SAN JUAN GRADE RD, CIP 9981)							
109	Construction Coordination/Mobilization; Complete-In-Place	1	LS	18,000.00	18,000.00	$ 85,000.00	$ 85,000.00
110	Implement Sediment Control Plan; Complete- In-Place	1	LS	10,000.00	10,000.00	$ 3,500.00	$ 3,500.00
111	Prepare and Implement Traffic Control Plan Complete-In-Place	1	LS	15,000.00	15,000.00	$ 40,000.00	$ 40,000.00
112	Furnish and Install All Temporary Construction Area Signs, Posts, and Hardware (Including Removal at Completion of Project) Complete- In-Place	1	LS	12,500.00	12,500.00	$ 5,000.00	$ 5,000.00
113	Construction Surveying and Staking	1	LS	3,000.00	3,000.00	$ 500.00	$ 500.00
114	Roadway Excavation (6" Minimum Depth)	141,192	SF	6.00	847,152.00	$ 0.95	$ 134,132.40
115	Hot Mix Asphalt (Type A)	5,595	TON	170.00	951,150.00	$ 130.00	$ 727,350.00
116	Furnish and Install Thermoplastic Striping, Pavement Markings, and Raised Pavement Markers; Complete-In-Place	1	LS	24,000.00	24,000.00	$ 106,000.00	$ 106,000.00
117	Adjust Existing City Manholes to Finish Grade; Complete-In-Place	8	EA	5,000.00	40,000.00	$ 2,400.00	$ 19,200.00
118	Furnish and Install "Type BB" Fire Hydrant Pavement Marker; Complete-In-Place	2	EA	20.00	40.00	$ 35.00	$ 70.00
119	Furnish and Install Sign and Post; Complete-In- Place	3	EA	500.00	1,500.00	$ 495.00	$ 1,485.00
120	Furnish and Install Type I Barricade with Sign; Complete-In-Place	2	EA	1,000.00	2,000.00	$ 1,025.00	$ 2,050.00
Total Base Bid 7 (Items 109-120) (For Comparison Only)					**$ 1,924,342.00**		**$ 1,124,287.40**
					12,800,977.50		
	GRAND TOTAL (BASE BIDS 1-7 + ADDITIVE ALTERNATIVES 1-2) (FOR COMPARISON ONLY)				**$ 12,800,977.50**		**$ 8,138,006.96**
ITEMS TO BE SUBMITTED WITH PROPOSAL ON BID OPENING DATE							
1	Proposal						X
2	Addendum No. 1						X
3	Addendum No. 2						X
4	Addendum No. 3						X
5	Bid Bond						X
6	Bidder's Statement of Financial Responsibility Technical Ability and Experience						X
7	Insurance Certification						X
8	Non-Collusion Declaration Of Contractor						X
9	Bidder's Statement Of Subcontractors Part I						X
ITEMS TO BE SUBMITTED BY LOW BIDDER AND SECOND LOWEST BIDDDER ON/OR WITHIN 5 WORKING DAYS AFTER BID OPENING DATE							
10	Bidder's Statement Of Subcontractors Part II						
11	Non-Collusion Declaration Of Sub-Contractor						
12	Bidder's Statement of Good Faith Effort for Local Hire						
13	Bidder's List For The City Of Salinas Engineering And Transportation Department						

EXHIBIT B

2022-23 PAVEMENT MAINTENANCE
PROJECT No. 9080, 9120, AND 9080

LEGEND

- SLURRY SEAL
- PAVEMENT MAINTENANCE / CHIP SEAL
- SAN JUAN GRADE
- SLURRY SEAL, MONTE BELLA

RUSSELL RD
101
N MAIN ST
ROGGE RD
SAN JUAN GRADE RD
BORONDA RD
N DAVIS RD
US 101
SAN JUAN GRADE RD
MC KINNON ST
NATIVIDAD RD
E BORONDA RD
AUTO CENTER CIR
5
MADRID ST
HARDEN PKWY
INDEPENDENCE BLVD
KLAMATH DR
EL DORADO DR
E ALVIN DR
CONSTITUTION BLVD
6
1
FREEDOM PKWY
RIDER AVE
N SANBORN RD
WILLIAMS RD
DEL MONTE AVE
BARDIN WAY
BARDIN RD
TUSCANY BLVD
MONTE BELLA BLVD
SCONBERG PKWY
CALLE DEL ADOBE
W LAUREL DR
LARKIN ST
DAVIS RD
E BERNAL DR
SHERWOOD DR
E LAUREL DR
4
183
W ROSSI ST
E ROSSI ST
CALLE CEBU
E MARKET ST
CIRCLE DR
LINCOLN AVE
CHURCH ST
MAIN ST
MADERA ST
WORK ST
S SANBORN RD
E ALISAL ST
JOHN ST
SKYWAY BLVD
3
2
68
ABBOTT ST
S MAIN ST
E. ROMIE LANE
ROY DIAZ ST
W BLANCO RD
E BLANCO RD
HARKINS RD
HARRIS RD

LOCATION MAP

NOT TO SCALE

J:\p\9981-Chip Seal\base\COS_2022-23_projects.dwg Feb 28, 2023-3:41pm

File #: ID#23-279, **Version:** 1

Clean California Grant Application for AMOR Salinas Education and Outreach

Approve a Resolution authorizing staff to apply for the Clean California Local Grant Program Cycle 2 funding for up to $750,000 for AMOR Salinas education and outreach and authorizing acceptance of the grant if awarded to the City.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 2, 2023**

DEPARTMENT: **ADMINISTRATION**

FROM: **STEVEN S. CARRIGAN, CITY MANAGER**

BY: **SOPHIA ROME, COMMUNITY RELATIONS MANAGER**

TITLE: **CLEAN CALIFORNIA GRANT APPLICATION FOR AMOR SALINAS EDUCATION AND OUTREACH**

RECOMMENDED MOTION:

A motion to approve a Resolution (1) authorizing staff to apply for Clean California Local Grant Program Cycle 2 funding for up to $750,000 for AMOR Salinas education and outreach; (2) authorizing acceptance of the grant if awarded to the City of Salinas (City); and (3) authorizing establishment of appropriations and corresponding revenue budget, if grant funds are awarded.

RECOMMENDATION:

Staff recommends the City Council approve a Resolution authorizing staff to apply for Clean California Local Grant Program Cycle 2 funding for up to $750,000 for AMOR Salinas education and outreach and authorizing acceptance of the grant if awarded to the City.

EXECUTIVE SUMMARY:

The City launched the AMOR Salinas movement in 2020 to address concerns about an increase in litter and debris throughout the City. Heading into year three of AMOR Salinas, the City is seeking to expand education efforts to foster a culture of community commitment to volunteering and keeping the environment clean. The Clean California Local Grant Program (CCLGP) will expand the City's capacity and increase available resources to support education and outreach efforts over the next two years.

BACKGROUND:

During the first year of the pandemic, there were increasing concerns regarding the amount of litter and debris accumulating across the City. Through the formation of the Litter & Debris Subcommittee, the City introduced the AMOR Salinas movement designed to address the need for citywide beautification, engage the community and partners, and focus education efforts to foster a culture of commitment to citywide beautification, increasing volunteerism, and keeping our environment clean.

Year one of AMOR Salinas was focused on immediate need for beautification and increasing volunteerism. Moving into year two, the City committed resources to growing awareness and marketing for AMOR Salinas. The City has increased the number of City-led volunteer clean-ups and has more than doubled the number of volunteers in the City's database that have participated in City-led clean-ups through these AMOR Salinas efforts. There have been a growing number of partner and community-led clean-ups as well that are increasing the impact and reach of the AMOR Salinas movement.

The CCLGP will allow the City to continue to grow the AMOR Salinas movement, bring more awareness to AMOR Salinas, and focus on meaningful and impactful education within the community, including youth education and engagement. This grant application will include:

- AMOR Salinas banners along main corridors across the City
- At least one AMOR Salinas art piece at City Hall with consideration for other AMOR Salinas art placement in public spaces
- Partnership with SUBA to support the Alisal Ambassador program
- Additional City-led clean-ups along corridors, including supplies and materials
- Education, outreach, and marketing materials for events
- Education events at schools
- Part time staff support for AMOR Salinas education and outreach

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:

This grant aligns with the Council Strategic goals as follows:

- Economic Development
- Infrastructure and Environmental Sustainability
- Youth and Seniors

DEPARTMENTAL COORDINATION:

There was coordination with the Administration, Community Development, and Library and Community Services departments.

FISCAL AND SUSTAINABILITY IMPACT:

There is no significant impact to the General Fund. For an award of up to $750,000, the City will be responsible for up to $93,750 (12.5%). Funds will be appropriated and available in the Communications (Administration) annual operating budget in for fiscal years 2024 and 2025, as well as potential partnering with Community Development and Library and Community Services as this project aligns with Alisal Vibrancy Plan implementation and public art.

ATTACHMENTS:

None.

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

CLEAN CALIFORNIA GRANT APPLICATION FOR AMOR SALINAS EDUCATION AND OUTREACH

WHEREAS, the City launched the AMOR Salinas movement in 2020 to address concerns about an increase in litter and debris throughout the City of Salinas (City); and

WHEREAS, heading into year three of AMOR Salinas, the City is seeking to expand education efforts to foster a culture of community commitment to volunteering and keeping the environment clean; and

WHEREAS, the Clean California Local Grant Program (CCLGP) will expand the City's capacity and increase available resources to support education and outreach efforts over the next two years; and

WHEREAS, the CCLGP will allow the City to continue to grow the AMOR Salinas movement, bring more awareness to AMOR Salinas, and focus on meaningful and impactful education within the community, including youth education and engagement.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council authorizes staff to apply for Clean California Local Grant Program Cycle 2 funding for up to $750,000 for AMOR Salinas education and outreach, authorizes acceptance of the grant if awarded to the City of Salinas, and authorizes establishment of appropriations and corresponding revenue budget, if grant funds are awarded.

PASSED AND APPROVED this 2nd day of May, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

File #: ID#23-281, **Version:** 1

Cesar Chavez Park Soccer Field; CIP No. 9005

Approve a Resolution approving the plans and specifications for the Cesar Chavez Park Soccer Field, CIP No. 9005; approving the appropriation of funds in the amount of $200,000 from Measure G fund balance to CIP No. 9005; and approving award of contract to Norcal Contractor for the Cesar Chavez Park Soccer Field; CIP No. 9005 in the amount of $1,456,684.92 (Bid Items 1-35).

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOBS, P.E., L.S., DIRECTOR**

BY: **ELISE RAMIREZ, P.E., SENIOR CIVIL ENGINEER**
JOSIE LANTACA, ASSISTANT ENGINEER

TITLE: **CESAR CHAVEZ PARK SOCCER FIELD; CIP NO. 9005**

RECOMMENDED MOTION:

A motion to:

1) Approve the plans and specifications for the Cesar Chavez Park Soccer Field; CIP No. 9005; and

2) Approve the appropriation of funds in the amount of $200,000 from Measure G fund balance to CIP No. 9005; and

3) Approve award of contract to Norcal Contractor for the Cesar Chavez Park Soccer Field; CIP No. 9005 in the amount of $1,456,684.92 (Bid Items 1-35).

BACKGROUND:

In Early 2017, the City submitted a Proposition 40 grant application to the California Department of Parks and Recreation Office of Grants and Local Services (OGALS) for the construction of 1 full synthetic turf soccer field, 2 youth soccer fields, and a half-court basketball court at Cesar Chavez Park. OGALS approved the grant application, and on August 15, 2017, City Council accepted the Grant Award in the amount of $998,264 (Resolution No. 21241). The grant may only be utilized toward the project's construction cost.

Through a formal Request for Qualification process, the City contracted with BFS Landscape Architects for the preliminary and final design of the project. During the project's design development process, the preliminary estimates determined there would be insufficient funds to cover the construction costs for the project's original scope of work. Thus, the City submitted a request for a change in scope from OGALS, maintaining the value of the original grant amount. The revised scope of work read: "Construct a full-sized artificial turf soccer field and minor improvements at Cesar Chavez Park in the City of Salinas". In a letter dated March 26, 2021, OGALS approved the requested change in the project's scope of work.

The revised scope of work includes the construction of a full-size synthetic turf soccer field, upgrades and adjustments to the existing irrigation system to accommodate the new layout, construction of a bioretention area, and new landscaping.

The project was advertised for construction bid on March 7, 2023, and bids were opened on April 7, 2023, with the following results (see attached Bid Tabulation Sheet for details):

Bid Results:

Contractor	Total Bid (Items 1-35)
Norcal Contractor (Salinas, CA)	$1,456,684.92
Granite Rock Company (San Jose, CA)	$1,804,861.00
*Landscape Pros ML Inc. (Cupertino, CA)	$2,443,809.78
Engineer's Estimate	*$1,500,537.75*

*The bid from Landscape Pros ML Inc. was disqualified at bid opening due to an incomplete bid package submission.

Norcal Contractor (Norcal) is the apparent low bidder. Norcal's bid is 2.92% below the engineer's estimate.

On April 18, 2023, staff received a letter (via email - attached herewith) from the Foundation for Fair Contracting (FFC), a non- profit organization, requesting the rejection of Norcal Contractor's bid for the following reasons: ongoing violations of prevailing wage laws resulting in wage theft, failure to comply with bid specifications/unfair competitive advantage, and failure to comply with workforce development and formal apprenticeship programs.

The City has awarded and successfully completed CIP construction contracts with Norcal Contractors via the formal/competitive bidding process. City staff conducted internal and external reference checks and staff determined Norcal performed and fully executed the CIP contracts successfully. Norcal is a local (Salinas based), family-operated, non-union contractor. Internally, city staff reported working well with Norcal adding that they had demonstrated a good faith effort to comply with the prevailing wage and apprenticeship requirements. They submitted timely DAS 142-Request for Dispatch of Apprentice Forms and quickly rectified any instances where staff made requests for information or corrections. In addition, staff performed external reference checks on Norcal Contractor from the City of Santa Cruz, City of Gonzales, City of Gilroy, and North Monterey County Unified School District. All external references provided positive reviews regarding Norcal on their performance and paperwork. It is important to note, most of the projects with external references were grant funded. Therefore, staff recommends awarding the project to Norcal Contractor, the apparent low bidder, in the amount of $1,456,684.92.

The provision of the "Local Purchasing Preference Ordinance" is applicable to this project, and Norcal Contractor is a local contractor.

CEQA CONSIDERATION:

This project has been reviewed per the California Environmental Quality Act (CEQA) Guidelines and has been determined to be Categorically Exempt in accordance with Section 15303 (Class 3) and Section 15304 (Class 4) because the project involves no projected significant effects to an existing park and recreational facilities use.

STRATEGIC PLAN INITIATIVE:

The project addresses the City Council Goals of Infrastructure and Environmental Sustainability, Public Safety, and Youth and Seniors by providing safe recreational facilities for Salinas residents.

DEPARTMENTAL COORDINATION:

The process of administering this project involves Public Works, Library and Community Services, Finance, and Legal Departments.

Public Works Department coordinated the preparation of the project plans, specifications, and estimates with BFS Landscape Architects. Public Works also administered the bidding/advertisement process, and will manage, perform contract administration, and inspection of this project during construction. The project is a CIP for the Library and Community Services Department, CIP No. 9005. Finance Department manages the proper disbursement of funds, and Legal Department reviews pertinent documents/contracts to ensure compliance with applicable laws and regulations. Thus, staff from these Departments are involved with the development and execution of this project.

FISCAL AND SUSTAINABILITY IMPACT:

Total funding for this project includes the following:

Grant from State Dept of Parks and Recreation		$998,264
Measure G (2/7/2018 – Council Action Date)		$150,000
Transfer from CIP 9840 to CIP 9005 (12/18/2018 – Council Action Date)		$20,000
Measure G (FY 19/20)		$200,000
Measure G (FY 20-21)		$50,000
Measure G (FY 21/22)		$80,000
Measure G (FY 22/23)		$25,000
	Total	**$1,523,264**
Expenditures (encumbered & expended) through April 24, 2023	($187,761)	

Currently Available	$1,335,503
Proposed Appropriation from Measure G	$200,000
Total Available (if appropriation is approved)	**$1,535,503**

Expenditures (encumbered and expended) through April 24, 2023, totaled $187,761, including

costs associated with design (consultant fees and engineering). This leaves an unencumbered balance of $1,335,503. The estimated construction cost for this project including inspection/construction coordination, admin overhead, and contingencies, is $1,725,154.92. Below is a summary of the projected costs:

Construction Cost (Norcal's Bid)	$1,456,684.92
Contingencies (10%)	145,670.00
Inspection/Construction Coordination (5%)	72,800.00
Admin Overhead	50,000.00
Total Estimated Project Costs	**$1,725,154.92**

If the requested appropriation (from Measure G fund balance) in the amount of $200,000 to CIP No. 9005 is approved, funds will be insufficient to cover the total estimated project costs. The budget for next year's CIP will include a request of appropriation in the amount of $250,000 to CIP 9005 (from Measure G funds). If approved, this will cover the rest of the estimated costs for the project.

ATTACHMENTS:

Resolution
Location Map
Bid Tabulations
Letter from FFC dated April 18, 2023

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

A RESOLUTION APPROVING PLANS AND SPECIFICATIONS AND AUTHORIZING BID AWARD AND EXECUTION OF CONTRACT TO NORCAL CONTRACTOR FOR THE CESAR CHAVEZ PARK SOCCER FIELD; CIP 9005, AND APPROVING THE APPROPRIATION OF FUNDS IN THE AMOUNT OF $200,000 FROM MEASURE G FUND BALANCE TO CIP NO. 9005

WHEREAS, on August 15, 2017, the City Council accepted a Proposition 40 Grant Award from the California Department of Parks and Recreation Office of Grants and Local Services (OGALS) in the amount of $998,264 for the construction of 1 full synthetic turf soccer field, 2 youth soccer fields, and a half-court basketball court at Cesar Chavez Park (Resolution No. 21241); and

WHEREAS, on March 26, 2021, OGALS approved the change of the project scope to only construct the full synthetic turf soccer field, and related improvements; and

WHEREAS, the City Engineer approved the project plans and specifications and authorized the solicitation for bids for this project; and

WHEREAS, on March 7, 2023, the Cesar Chavez Soccer Field; CIP 9005 was advertised for bidding; and

WHEREAS, representatives of the City Clerk of Salinas on April 7, 2023, at a public meeting held virtually via Zoom, publicly opened, examined, and declared all bids or proposals received via PlanetBids, an electronic bid advertisement website for the Cesar Chavez Park Soccer Field; CIP No. 9005 in accordance with the plans and specifications for such work on file in the office of the City Clerk; and

WHEREAS, the lowest bidder, Norcal Contractor, submitted a bid that is 2.92% below the engineering estimate; and

WHEREAS, reference checks on Norcal Contractor from internal and external sources have positive reviews regarding Norcal Contractor on their performance and paperwork; and

WHEREAS, to award the project, staff is requesting an appropriation of funds in the amount of $200,000 from Measure G fund balance to CIP No. 9005; and

WHEREAS, City staff thereupon reported the results of the bidding to the City Council at its regular meeting on May 16, 2023, and the Council in open session at said meeting examined the report of staff.

NOW, THEREFORE, BE IT RESOLVED that in reference to the Cesar Chavez Soccer Field CIP 9005 that all of said bids or proposals are rejected except the bid of Norcal Contractor, (hereinafter referred to as "Successful Bidder"), being the lowest and best bid which is hereby accepted. The subject contract is hereby awarded to said Successful Bidder for the sum of $1,456,684.92 (Bid Items 1-35), and more specifically at the unit prices particularly set forth and contained in the Proposal for the Cesar Chavez Soccer Field; CIP 9005, of said Successful Bidder

previously filed in the office of the City Clerk on April 7, 2023. Said sum shall be paid by the City of Salinas to said Successful Bidder in cash, lawful money of the United States of America, payable at the time and in the manner specified in the plans and specifications and contract documents for the project filed in the office of the City Clerk, entitled "Cesar Chavez Soccer Field; CIP 9005"; and

BE IT FURTHER RESOLVED that said plans and specifications are hereby accepted and adopted for said work and are also referred to for all of the details and particulars thereof, and said plans and specifications are by reference incorporated in and hereby made a part of this resolution; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approves the appropriation of funds in the amount of $200,000 from Measure G fund balance to CIP No. 9005; and

BE IT FURTHER RESOLVED that the Mayor of Salinas is hereby authorized and directed on behalf of the City of Salinas to execute a contract consistent with the Proposal of said Successful Bidder for said work.

PASSED AND APPROVED this 16th day of May 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

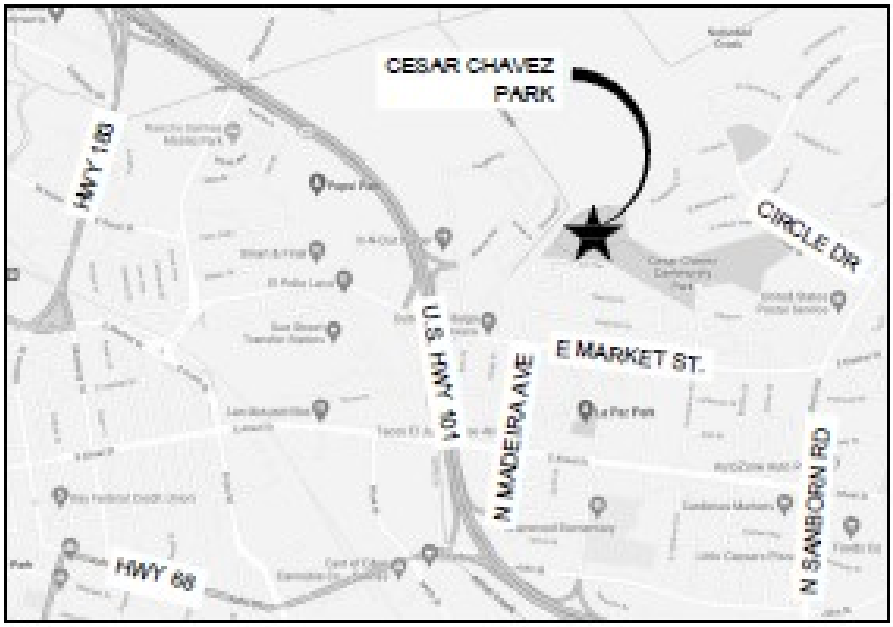
APPROVED:

_____
Kimbley Craig, Mayor

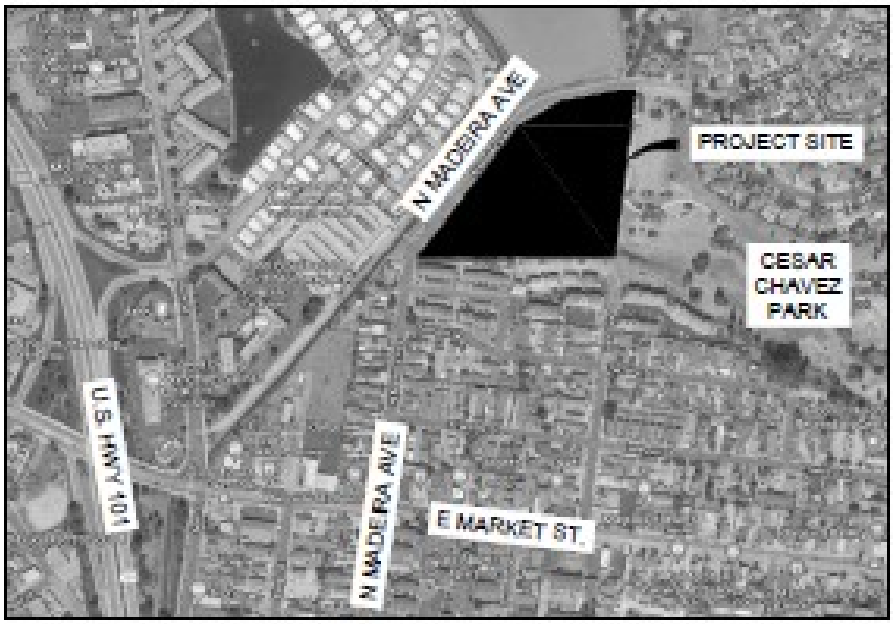
ATTEST:

_____
Patricia M. Barajas, City Clerk

VICINITY MAP



LOCATION MAP



LOCATION AND VICINITY MAP

BID TABULATION

Drawing No. 8250

Cesar Chavez Park Soccer Field; Project No. 9005

Bid awarded on _____, 2023 by Salinas City Council by Resolution No._____ (NCS) to _____ for the sum of $_____ for Items _____. All other bids were rejected and bid bonds returned.

Dated this ___ day of _____, 2023.

_____

City Clerk

Bid Opening: 4/07/2023 @ 2:00 PM, Electronic
Project Engineer: Elise Ramirez, P.E.
Project Coordinator: Josie Lantaca

PROPOSAL ITEMS:

Item #	Item Description	Unit of Measure	Quantity	Engineer's Estimate Unit Price	Engineer's Estimate Item Total	Norcal Contractor 260 Espinosa Road Salinas, CA 93907 831-238-1513 Unit Price	Norcal Contractor Item Total	Granite Rock Company 5225 Hellyer Avenue, Suite 220 San Jose, CA 95138 408-574-1400 Unit Price	Granite Rock Company Item Total	Landscape Pros ML Inc 20432/5B Silverado Avenue Cupertino, CA 95014 408-920-7718 Unit Price	Landscape Pros ML Inc Item Total
1	Construction Coordination/Mobilization	LS	1	*$71,454.00*	**$71,454.00**	*$6,700.00*	**$6,700.00**	*$124,500.00*	**$124,500.00**	*$185,000.00*	**$185,000.00**
2	SWPPP Development	LS	1	*$5,000.00*	**$5,000.00**	*$24,500.00*	**$24,500.00**	*$1,200.00*	**$1,200.00**	*$24,000.00*	**$24,000.00**
3	SWPPP Implementation	LS	1	*$10,000.00*	**$10,000.00**	*$14,500.00*	**$14,500.00**	*$52,300.00*	**$52,300.00**	*$37,756.97*	**$37,756.97**
4	Clear and Grub entire Area	SF	140000	*$0.25*	**$35,000.00**	*$0.11*	**$15,400.00**	*$0.95*	**$133,000.00**	*$0.89*	**$124,600.00**
5	Demolish/Salvage Irrigation	LS	1	*$3,000.00*	**$3,000.00**	*$17,600.00*	**$17,600.00**	*$34,400.00*	**$34,400.00**	*$15,927.47*	**$15,927.47**
6	Miscellaneous Demolition	LS	1	*$3,000.00*	**$3,000.00**	*$2,500.00*	**$2,500.00**	*$7,100.00*	**$7,100.00**	*$15,433.20*	**$15,433.20**
7	Off Haul/Excavation – Turf Field	CY	1500	*$40.00*	**$60,000.00**	*$36.56*	**$54,840.00**	*$61.00*	**$91,500.00**	*$23.15*	**$34,725.00**
8	Off Haul/Excavation – Trench	CY	150	*$40.00*	**$6,000.00**	*$47.19*	**$7,078.50**	*$170.00*	**$25,500.00**	*$37.79*	**$5,668.50**
9	Survey Staking	SF	67000	*$0.60*	**$40,200.00**	*$0.13*	**$8,710.00**	*$0.22*	**$14,740.00**	*$1.22*	**$81,740.00**
10	Rough Grading	CY	1350	*$40.00*	**$54,000.00**	*$26.90*	**$36,315.00**	*$56.00*	**$75,600.00**	*$6.54*	**$8,829.00**
11	Soil Stabilization (Lime Treated)	SF	62000	*$2.25*	**$139,500.00**	*$1.73*	**$107,260.00**	*$2.00*	**$124,000.00**	*$1.12*	**$69,440.00**
12	Fine Grading	SF	67000	*$0.50*	**$33,500.00**	*$0.55*	**$36,850.00**	*$0.76*	**$50,920.00**	*$0.66*	**$44,220.00**
13	Turf Field Base Rock – Class 2 (3" depth)	TN	865	*$55.00*	**$47,575.00**	*$84.83*	**$73,377.95**	*$80.00*	**$69,200.00**	*$50.64*	**$43,803.60**
14	Trench Rock	TN	250	*$60.00*	**$15,000.00**	*$158.69*	**$39,672.50**	*$108.00*	**$27,000.00**	*$69.67*	**$17,417.50**
15	Impermeable Liner	SF	62000	*$0.25*	**$15,500.00**	*$0.48*	**$29,760.00**	*$0.50*	**$31,000.00**	**$1.52**	**$94,240.00**
16	Synthetic Turf and Infill	SF	62000	*$8.00*	**$496,000.00**	*$5.72*	**$354,640.00**	*$4.55*	**$282,100.00**	**$13.70**	**$849,400.00**
17	Performance Pad	SF	62000	*$1.50*	**$93,000.00**	*$2.09*	**$129,580.00**	*$1.85*	**$114,700.00**	**$4.88**	**$302,560.00**
18	Perimeter Curb with Nailer	LF	1030	*$25.00*	**$25,750.00**	*$38.73*	**$39,891.90**	*$69.50*	**$71,585.00**	**$42.78**	**$44,063.40**
19	Turf – Hydroseed	SF	73425	*$0.35*	**$25,698.75**	*$1.21*	**$88,844.25**	*$1.00*	**$73,425.00**	**$0.84**	**$61,677.00**
20	Bioretention Planting with Pea Gravel	SF	5500	*$6.00*	**$33,000.00**	*$5.79*	**$31,845.00**	*$4.80*	**$26,400.00**	**$5.97**	**$32,835.00**
21	Split Rail Fence (At Bioretention Area)	LF	140	*$50.00*	**$7,000.00**	*$253.50*	**$35,490.00**	*$200.00*	**$28,000.00**	**$53.83**	**$7,536.20**
22	Adjust Existing Utility Boxes in Field	LS	1	*$2,560.00*	**$2,560.00**	*$1,500.00*	**$1,500.00**	*$1,500.00*	**$1,500.00**	**$441.60**	**$441.60**
23	Irrigation	SF	73425	*$1.00*	**$73,425.00**	*$1.21*	**$88,844.25**	*$1.00*	**$73,425.00**	**$2.32**	**$170,346.00**
24	8" Plastic Perforated Pipe	LF	810	*$65.00*	**$52,650.00**	*$15.59*	**$12,627.90**	*$32.00*	**$25,920.00**	**$65.66**	**$53,184.60**
25	Plastic Pipe (8" HDPE)	LF	141	*$95.00*	**$13,395.00**	*$75.03*	**$10,579.23**	*$133.00*	**$18,753.00**	**$72.96**	**$10,287.36**
26	Cleanout	EA	7	*$150.00*	**$1,050.00**	*$500.00*	**$3,500.00**	*$735.00*	**$5,145.00**	**$2,460.00**	**$17,220.00**
27	Storm Drain Pipe (12" RCP)	LF	42	*$250.00*	**$10,500.00**	*$76.47*	**$3,211.74**	*$230.00*	**$9,660.00**	**$95.26**	**$4,000.92**
28	Bubbler Box	EA	3	*$4,200.00*	**$12,600.00**	*$2,600.00*	**$7,800.00**	*$2,650.00*	**$7,950.00**	**$2,336.86**	**$7,010.58**
29	Overflow Inlet	EA	1	*$4,800.00*	**$4,800.00**	*$3,800.00*	**$3,800.00**	*$6,650.00*	**$6,650.00**	*$8,215.30*	**$8,215.30**
30	Type "A" SDMH	EA	1	*$10,800.00*	**$10,800.00**	*$13,100.00*	**$13,100.00**	*$22,650.00*	**$22,650.00**	*$4,351.20*	**$4,351.20**
31	Off Haul/Excavation – Bioretention Area	CY	653	*$100.00*	**$65,300.00**	*$69.20*	**$45,187.60**	*$60.00*	**$39,180.00**	*$6.66*	**$4,348.98**
32	Bioretention Soil Mix (24" depth)	CY	190	*$80.00*	**$15,200.00**	*$168.72*	**$32,056.80**	*$243.00*	**$46,170.00**	*$81.62*	**$15,507.80**
33	Class 2 Permeable Material (22" depth)	CY	174	*$70.00*	**$12,180.00**	*$196.45*	**$34,182.30**	*$217.00*	**$37,758.00**	*$28.48*	**$4,955.52**
34	Cobblestone Energy Dissipater	CY	6	*$150.00*	**$900.00**	*$990.00*	**$5,940.00**	*$1,530.00*	**$9,180.00**	*$1,256.79*	**$7,540.74**
35	Relocate Lighting/Electrical Facilities including Conduit with Conductors (2 Conduits) and pull boxes	LS	1	*$6,000.00*	**$6,000.00**	*$39,000.00*	**$39,000.00**	*$42,750.00*	**$42,750.00**	*$35,526.34*	**$35,526.34**
	Total Bid (Items 1-35)(For Comparison Only)				**$1,500,537.75**		**$1,456,684.92**		**$1,804,861.00**		**$2,443,809.78**

Drawing No. 8250

BID TABULATION

Cesar Chavez Park Soccer Field; Project No. 9005

Bid Opening: 4/07/2023 @ 2:00 PM, Electronic **Project Engineer: Elise Ramirez, P.E.** **Project Coordinator: Josie Lantaca**	**Engineer's Estimate**	**Norcal Contractor** 260 Espinosa Road Salinas, CA 93907 831-238-1513	**Granite Rock Company** 5225 Hellyer Avenue, Suite 220 San Jose, CA 95138 408-574-1400	**Landscape Pros ML Inc** 20432/5B Silverado Avenue Cupertino, CA 95014 408-920-7718
ITEMS TO BE SUBMITTED WITH PROPOSAL ON BID OPENING DATE:				
1. FULLY COMPLETED & SIGNED PROPOSAL FORM		YES	YES	Incomplete
2. BIDDER'S BOND		YES	YES	NO
3. BIDDER'S STATEMENT OF FINANCIAL RESPONSIBILITY, TECHNICAL ABILITY, AND EXPERIENCE		YES	YES	Incomplete
4. INSURANCE CERTIFICATION		YES	YES	Incomplete
5. NON-COLLUSION DECLARATION OF CONTRACTOR		YES	YES	Incomplete
6. BIDDER'S STATEMENT OF SUBCONTRACTORS PART 1		YES	YES	Incomplete
7. ADDENDUM NO. 1		YES	YES	YES
ITEMS TO BE SUBMITTED BY LOWEST BIDDER AND SECOND LOWEST BIDDER WITHIN 5 WORKING DAYS AFTER BID OPENING DATE:				
8. BIDDER'S STATEMENT OF SUBCONTRACTORS PART II				
9. NON-COLLUSION DECLARATION OF SUB-CONTRACTOR				
10. BIDDER'S STATEMENT OF GOOD FAITH EFFORT FOR LOCAL HIRE				
11. BIDDER'S LIST FOR THE CITY OF SALINAS PUBLIC WORKS DEPARTMENT				

VIA EMAIL – davidj@ci.salinas.ca.us

April 18, 2023

David Jacobs
City of Salinas
200 Lincoln Ave.
Salinas, CA 93901

RE: BID ADVISORY

Low Bidder:	**NorCal Contractor**
Awarding Agency:	**City of Salinas**
Project:	**Cesar Chavez Park Soccer Field**
FFC Case No.:	**1113SJ**

Dear Mr. Jacobs:

The Foundation for Fair Contracting (FFC) is a nonprofit organization which has been serving the public interest since 1985. The objective of the FFC is to monitor compliance with prevailing wage laws pertaining to the construction industry, including informing and educating industry stakeholders. Unbalanced bids raise questions in regard to performance and compliance with the rules and regulations for the payment of prevailing wages, and the safety and well-being of the workforce. It further opens the question of excessive future change orders, the fairness to and rights of other bidders in the bidding process, and the intent of the competitive bidding process in general.

In deference to all bidders and in order for the public interest to best be served, please enter this formal bid advisory against the above-noted contractor as a matter of public record. We respectfully request that NorCal Contractor (NorCal) bid be rejected for the following reasons:

- **ONGOING VIOLATIONS OF PREVAILING WAGE LAWS RESULTING IN WAGE THEFT**
  NorCal has numerous infractions/violations which have resulted in willful circumvention of the laws and regulations governing the payment of prevailing wages, including, but not limited to, violations resulting in wage theft and non-compliance with apprenticeship laws. NorCal has engaged in this pattern of unlawful activity on various public works prevailing wage projects. Civil Wage and Penalty Assessments have been issued to NorCal by the State of California, Division of Labor Standards Enforcement (DLSE), Labor Commissioner's office. We have provided supporting documentation for your review.

  Furthermore, NorCal is currently under investigation by our offices and complaints have been submitted to the State of California, Division of Labor Standards Enforcement (DLSE), Labor Commissioner's office in connection with issues provided below. We have provided supporting documentation for your review.

  - Misclassifications resulting in underpayments.
  - Failure to comply with overtime requirements.

- Failure to comply with apprenticeship requirements.
- Failing to report all workers on certified payrolls.

- **FAILURE TO COMPLY WITH BID SPECIFICATIONS/UNFAIR COMPETITIVE ADVANTAGE**
  NorCal's bid is below the Engineer's Estimate and in excess of 23% lower than all other bidders on this project. A large bid variance commonly indicates a failure to account for the proper prevailing wage rate – including travel and subsistence. If awarded the project, this contractor would need to submit change orders to complete the project in accordance with the specifications and/or compromise prevailing wage laws/standards. This gives NorCal an unfair advantage in its bidding practices against its competitors and puts the City of Salinas into a precarious legal position.

- **FAILURE TO COMPLY WITH WORKFORCE DEVELOPMENT AND FORMAL APPRENTICESHIP PROGRAMS**
  NorCal has not made a good faith effort to participate and invest in Local Workforce Development, nor have they participated in local hiring of workers in the community through formal and recognized pre-apprenticeship programs and formal apprenticeship programs for specific apprenticeable crafts. They have failed to request, employ, train, and pay the proper prevailing wages to apprentices.

Please contact our office with questions, comments, or clarifications.

Sincerely,

Jesse Jimenez
Executive Director

Case: 1113SJ

cc: City of Salinas – Mayor and Councilmembers
Kimbley Craig – Email: salinasmayor@ci.salinas.ca.us
Carla Viviana González – Email: district1@ci.salinas.ca.us
Tony Barrera – Email: district2@ci.salinas.ca.us
Steve McShane – Email: district3@ci.salinas.ca.us
Orlando Osornio – Email: district4@ci.salinas.ca.us
Andrew Sandoval – Email: district5@ci.salinas.ca.us
Anthony Rocha – Email: district6@ci.salinas.ca.us

File #: ID#23-284, **Version:** 1

2023 Continuum of Care Emergency Solutions Grant Program Application to the California Department of Housing and Community Development

Approve a Resolution approving the California Department of Housing and Community Development (HCD) Resolution approving an application for funding and the execution of a grant agreement and any amendments thereto from the 2023-2024 funding year of the State ESG program, Continuum of Care Allocation NOFA; authorizing the submission of an application to HCD for the 2023 HCD ESG Program CoC Notice of Funding Availability (NOFA); and authorizing the appropriation of awarded 2023 HCD ESG CoC funds.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

FROM: **LISA BRINTON, DIRECTOR**

DEPARTMENT: **COMMUNITY DEVELOPMENT DEPARTMENT**

THROUGH **ROD POWELL, PLANNING MANAGER**
FRANCISCO BRAMBILA, MANAGEMENT ANALYST

BY: **MARIA CAMBRON, COMMUNITY DEVELOPMENT ANALYST**

TITLE: **2023 CONTINUUM OF CARE EMERGENCY SOLUTIONS GRANT PROGRAM APPLICATION**

RECOMMENDED MOTION:

A motion to approve a resolution authorizing:

1. approval of a California Department of Housing and Community Development (HCD) resolution to submit an application for funding and the execution of a grant agreement and any amendments thereto for the State ESG program, Continuum of Care Allocation 2023-2024 funding year Notice of Funding Availability (NOFA); and
2. the submission of an application to HCD for the 2023 HCD ESG CoC Program NOFA; and
3. the City Manager or designee to execute all applicable HCD grant documents, necessary amendments, and applicable subrecipient agreements; and
4. the appropriation of awarded 2023 HCD ESG CoC funds to the Emergency Solutions Grant – CoC account

EXECUTIVE SUMMARY:

The City of Salinas has served as the State Emergency Solutions Grant Administrative Entity (AE) on behalf of the local Salinas/Monterey/San Benito Counties CoC #506 since 2016. In this capacity, the Salinas Community Development Department Housing and Community Development Division staff released the annual ESG NOFA, convened a rating and ranking panel, and presented recommended funding awards and allocation to the CoC Leadership Council for final approval.

As a function of its HCD ESG AE role for the CoC, the City must execute and submit an HCD Resolution authorizing and directing the submission of the required application and execution of City Funding Agreements/Contracts and related documents (e.g., environmental review documents, request for release of funds) to implement the 2023 HCD ESG CoC Allocation grant program. HCD has preliminarily advised ESG AEs to prepare for a yet-to-be-determined 2023

NOFA release and short application submission deadline to allow for final awards by December 2024.

BACKGROUND:

In order to meet HCD's projected ESG application deadline, the City published its annual NOFA on February 4, 2023, identifying an estimated 2023 ESG CoC allocation of approximately $269,709. Following the March 6, 2023, NOFA application deadline, the City assembled a diverse rating and ranking panel to assist in the review of applications and prioritization of funding recommendations. CoC #506 Leadership Council approved final fund allocation on April 26, 2023, which was presented to the City's Housing and Land Use Committee on May 9, 2023.

The table below provides a timeline of applicable activities and dates associated with the City's 2023 ESG CoC Program NOFA and application.

HCD 2023 ESG CoC Program Timeline	
Milestone	**Timeframe**
City 2023 NOFA Released	February 4, 2023
City NOFA Application Workshop	February 9, 2023
City NOFA Application Deadline	March 6, 2023
City NOFA Rating and Ranking	March 2023
Leadership Council Final Approval of 2023 ESG CoC Allocation	April 26, 2023
Salinas HLUC Informational Presentation	May 9, 2023
Salinas City Council Resolution	May 16, 2023
HCD 2023 ESG CoC NOFA Release	May 2023
2023 ESG CoC Application Submittal to HCD	TBD
HCD Award Notifications	TBD
HCD/City Standard Agreement Executed	TBD
City Funding Agreements Executed	TBD

DISCUSSION:

HCD ESG funds may be utilized within six primary funding components including Rapid Re-housing, Homeless Prevention, Street Outreach, Emergency Shelter, Homeless Management Information System (HMIS) and Program Administration. No less than forty percent (40%) of allocated funds must be used to support Rapid Rehousing activities and projects. The following table shows the estimated funding amounts available per category for the HCD 2023 ESG CoC Program.

2023 HCD ESG CoC Allocations		
ESG Component	**% Allocation**	**Allocation Amount**

Administration	2.9%	$7,936
Emergency Shelter	57.1%	$153,773
Street Outreach		
Homeless Prevention		
HMIS		
Rapid Re-Housing*	40.0%	$108,000
Total	**100%**	**$269,709****
** Minimum 40% of allocation must be spent for Rapid Re-Housing.* *** Final allocation will be based on NOFA release*		

DEPARTMENT COORDINATION:

This agenda item is administered by the City's Community Development Department Housing and Community Development Division in coordination with the City Attorney and Finance Department. Additional, external coordination with outside agencies and jurisdictions, such as HCD and staff of the local CoC #506 Leadership Council, has also occurred.

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:

HCD ESG Program CoC Allocation funding administered by the City allows the undertaking of a variety of programs instrumental in providing homeless services throughout the City and region, furthering partnerships with public service organizations, and addressing the human service needs of the City's low-income, elderly, and special needs communities. Execution of the proposed resolutions supports the City of Salinas Strategic Plan 2022-2025 Goal and Strategy of *Housing/Affordable Housing*.

FISCAL AND SUSTAINABILITY IMPACT:

There is no General Fund impact associated with this agenda item. 2023 HCD ESG CoC funds will be appropriated to the Emergency Solutions Grant – CoC fund.

ATTACHMENTS:

Resolution 2023 HCD ESG CoC Application
State Resolution 2023 ESG CoC Application
2023 HCD ESG CoC Funding Allocations – Leadership Council approved

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

A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING SUBMISSON OF THE 2023 CONTINUUM OF CARE EMERGENCY SOLUTIONS GRANT PROGRAM APPLICATION TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT

WHEREAS, the City of Salinas (City) is the only City within Monterey and San Benito Counties that administers the California Department of Housing and Community Development (HCD) Emergency Solutions Grants (ESG) Program Continuum of Care (CoC) Allocation; and,

WHEREAS, HCD plans to release a future 2023 ESG CoC Allocation Notice of Funding Availability (NOFA) with an estimated formula funding allocation of $269,709 for the local Salinas/Monterey/San Benito Counties CoC #506; and,

WHEREAS, the City, as the CoC #506 Administrative Entity, intends to submit a 2023 HCD ESG CoC Allocation NOFA application by the yet-to-be-determined application deadline to secure local funding; and,

WHEREAS, should HCD increase the initial 2023 ESG CoC Allocation funding amount to the local Salinas/Monterey/San Benito Counties CoC #506, the City is hereby authorized and directed to receive an ESG grant, not to exceed $600,000 in accordance with all HCD rules and laws; and,

WHEREAS, the City hereby agrees to administer ESG funds for eligible activities as approved by the CoC #506 Leadership Council and HCD in accordance with all grant program requirements, and other rules and laws, as well as in a manner consistent and in compliance with the Standard Agreement and any other contracts between the City and HCD; and,

WHEREAS, the City anticipates the receipt of the HCD 2023 CoC ESG allocation in December 2024 and will appropriate funds to the Emergency Solutions Grant – CoC account.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council authorizes a California Department of Housing and Community Development resolution approving the application for funding and the execution of a grant agreement and any amendments thereto from the 2023-2024 funding year of the State ESG Program Continuum of Care Allocation NOFA; and

BE IT FURTHER RESOLVED that the Salinas City Council authorizes the submission of an application to HCD for the 2023 HCD ESG Program CoC Notice of Funding Availability; and

BE IT FURTHER RESOLVED that the Salinas City Council authorizes the City Manager or designee to execute all applicable HCD grant documents, necessary amendments, and applicable subrecipient agreements; and

BE IT FURTHER RESOLVED that the Salinas City Council authorizes the appropriation of awarded 2023 HCD CoC ESG funds to the Emergency Solutions Grant – CoC account.

PASSED AND APPROVED this 16th day of May 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

RESOLUTION NO._____

A RESOLUTION APPROVING AN APPLICATION FOR FUNDING AND THE EXECUTION OF A GRANT AGREEMENT AND ANY AMENDMENTS THERETO FROM THE 2023-2024 FUNDING YEAR OF THE STATE ESG PROGRAM, CONTINUUM OF CARE ALLOCATION NOFA.

A necessary quorum and majority of the council members of City of Salinas ("Applicant") hereby consent to, adopt and ratify the following resolution:

A. WHEREAS the State of California (the "State"), Department of Housing and Community Development ("Department") will issue a Notice of Funding Availability ("NOFA") for the **Continuum of Care Allocation** in May,___, 2023 under the Emergency Solutions Grants (ESG) Program (Program, or ESG Program); and

B. WHEREAS Applicant is an approved state ESG Administrative Entity

SECTION 1:

Applicant is an approved Applicant by their Continuum of Care under the Continuum of Care Allocation and is hereby authorized and directed to receive an ESG grant, in an amount not to exceed $600,000 in accordance with all applicable rules and laws.

SECTION 2:

The Department may approve funding allocations for the ESG Program, subject to the terms and conditions of the NOFA, Program regulations, and the Standard Agreement. The Applicant acknowledges compliance with all state and federal public participationrequirements in the development of its applications.

SECTION 3:

If applicant receives a grant of ESG funds from the Department pursuant to the above referenced ESG NOFA, it represents and certifies that it will use all such funds in a manner consistent and in compliance with all applicable state and federal statutes, rules, regulations, and laws, including without limitation all rules and laws regarding the ESG Program, as well as any and all other contracts Applicant may have with the Department.

SECTION 4:

The Applicant hereby authorizes and directs the City Manager, or Community Development Director, to execute and deliver all applications and act on the Applicant's behalf in all matters pertaining to all such applications.

City of Salinas
COMMUNITY DEVELOPMENT DEPARTMENT
65 W. Alisal Street • Salinas, California 93901
(831) 758-7387 • (831) 775-4258 (Fax) • www.ci.salinas.ca.us

SECTION 5:

If an application is approved, the City Manager, or Community Development Director, is authorized to enter into, execute and deliver the grant agreement (*i.e*., Standard Agreement) and any and all subsequent amendments thereto with the State of California for the purposes of the grant.

SECTION 6:

If an application is approved, the City Manager, or Community Development Director, or Planning Manager is authorized to sign and submit Funds Requests and all required reporting forms and other documentation as may be required by the State of California from time to time in connection with the grant.

PASSED AND ADOPTED at a regular meeting of the **City Council** of the **City of Salinas** held on May 16, 2023, by the following vote:

AYES:_____ NOES:_____

ABSENT:_____ ABSTAIN:_____

_____
Kimbley Craig, Mayor
Salinas City Council

STATE OF CALIFORNIA
City of Salinas

I, Patricia M. Barajas, City Clerk of the City of Salinas, State of California, hereby certify the above and foregoing to be a full, true and correct copy of a resolution adopted by said City Council on this 16th day of May, 2023.

_____
Patricia M. Barajas, City Clerk of the City of Salinas,
State of California

CITY OF SALINAS
FUNDING ALLOCATION FOR STATE HCD ESG FUNDS
FISCAL YEAR 2022-23
DRAFT

Grant Number:
City Council Approval: **Pending**
Resolution No.: **Pending**
Leadership Council Approval: **April 26, 2023**

Grant Term: **1 year**
Stardard Agreement Start Date:
Stardard Agreement End Date:
Fund: **2941**

State HCD ESG Funding		Funding Restrictions	Amount
Final COC Allocation	$ 269,709	*At least 40% to be used for Rapid Re-Housing	$ 108,000
		**No more than 10% to be used for HMIS	$ 26,970
		Program Administration	*$ 7,936*
Total ESG Funding	**$ 269,709**		

State HCD ESG Funding Request

Agency	Project or Program	Total Funding Requested	ESG Components Requested Funding Allocations: Street Outreach	Emergency Shelter	Homeless Prevention	Rapid Re-Housing *	HMIS **	Program Administration	Ranking
City of Salinas	Program Administration	$ 7,079						$ 7,936	
Community Homeless Solutions	H.O.M.E. Resource Center	$ 40,000		$ 40,000					3
City of Salinas	Salinas Outreach & Response Team (SORT)	$ 85,000	$ 85,000						2
Franciscan Workers of Junipero Serra	Streets To Homes Encampment Outreach	$ 120,000	$ 120,000						4
Interim, Inc.	MCHOME Street Outreach & Emergency Shelter	$ 90,000	$ 80,000	$ 10,000					1
Central Coast Center for Independent Living (CCCIL)	CCCIL Rapid Rehousing and Housing Stabilization Program	$ 166,644			$ 65,322	$ 100,822	$ 500		3
	Total Funding Request	**$ 508,723**	**$ 285,000**	**$ 50,000**	**$ 65,322**	**$ 100,822**	**$ 500**	**$ 7,936**	
	Request Percentage	**188.6%**	**105.7%**	**18.5%**	**24.2%**	**37.4%**	**0.2%**	**2.9%**	

State HCD ESG Funding Staff Recommendations

Agency	Project or Program	Total Funding Recommendation	ESG Components Recommended Funding Allocations: Street Outreach	Emergency Shelter	Homeless Prevention	Rapid Re-Housing *	HMIS **	Program Administration	Ranking
City of Salinas	Program Administration	$ 7,936						$ 7,936	
Community Homeless Solutions	H.O.M.E. Resource Center	$ -							
City of Salinas	Salinas Outreach & Response Team (SORT)	$ 63,273	$ 63,273						2
Franciscan Workers of Junipero Serra	Streets To Homes Encampment Outreach	$ -							
Interim, Inc.	MCHOME Street Outreach & Emergency Shelter	$ 90,000	$ 80,000	$ 10,000					1
Central Coast Center for Independent Living (CCCIL)	CCCIL Rapid Rehousing and Housing Stabilization Program	$ 108,500				$ 108,000	$ 500		3
	Total Funding Request	**$ 269,709**	**$ 143,273**	**$ 10,000**	**$ -**	**$ 108,000**	**$ 500**	**$ 7,936**	
	Request Percentage	**100.0%**	**53.1%**	**3.7%**	**0.0%**	**40.0%**	**0.2%**	**2.9%**	

State HCD ESG Leadership Council Final Approval

Agency	Project or Program	Total Funding	ESG Components Funding Allocations: Street Outreach	Emergency Shelter	Homeless Prevention	Rapid Re-Housing *	HMIS **	Program Administration	Ranking
City of Salinas	Program Administration	$ 7,936						$ 7,936	
Interim, Inc.	MCHOME Street Outreach & Emergency Shelter	$ 90,000	$ 80,000	$ 10,000					1
City of Salinas	Salinas Outreach & Response Team (SORT)	$ 63,273	$ 63,273						2
Central Coast Center for Independent Living (CCCIL)	CCCIL Rapid Rehousing and Housing Stabilization Program	$ 108,500				$ 108,000	$ 500		3
	Total Funding Request	**$ 269,709**	**$ 143,273**	**$ 10,000**	**$ -**	**$ 108,000**	**$ 500**	**$ 7,936**	
	Request Percentage	**100.0%**	**53.1%**	**3.7%**	**0.0%**	**40.0%**	**0.2%**	**2.9%**	

File #: ID#23-300, **Version:** 1

Harden Parkway Path and Safe Routes to School Project

Approve a Resolution authorizing the acceptance of Active Transportation Grant funds in the amount of $8,079,000; authorize the establishment of a new CIP project, “Harden Parkway Path and Safe Routes to School Project,” with appropriations totaling $9,635,000; and authorize the Public Works Director to execute all agreements and any required paperwork with Caltrans for the Active Transportation Grant Program.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **PUBLIC WORKS DEPARTMENT**

FROM: **DAVID JACOBS P.E., L.S., PUBLIC WORKS DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

TITLE: **HARDEN PARKWAY PATH AND SAFE ROUTES TO SCHOOL PROJECT**

RECOMMENDED MOTION:

A motion to:

1) Authorize the acceptance of Active Transportation Grant funds in the amount of $8,079,000;
2) Authorize the establishment of a new CIP project, "Harden Parkway Path and Safe Routes to School Project," with appropriations totaling $9,635,000, a transfer of $8,079,000 from the Special Const Assist – Fed & St Fund to the CIP fund and a corresponding revenue budget, plus a transfer of $1,556,000 matching funds from the Measure X Transportation and Safety Fund to the CIP Fund for the Harden Parkway Path and Safe Routes to School Project; and
3) Authorize the Public Works Director to execute all agreements and any required paperwork with Caltrans for the Active Transportation Grant Program.

EXECUTIVE SUMMARY:

The City recently developed a Safe Routes to Schools Plan over a three-year process involving extensive community outreach and public engagement. As part of the Safe Routes to Schools planning effort, the City implemented a pop-up demonstration project for Harden Middle School. After the pop-up demonstration project, the team conducted a survey and found that the majority of the participating students and parents supported the project. Input received from the community helped form the final Salinas Safe Routes to Schools Plan adopted by City Council Resolution on December 6, 2022. In partnership with the Transportation Agency for Monterey County the City submitted an application to the Active Transportation Grant Program and successfully secured $8,079,000 in funding for the Harden Parkway Path and Safe Routes to School Project.

BACKGROUND:

On December 6, 2022, the City of Salinas adopted the Salinas Safe Routes to Schools Plan as a strategic planning document by Resolution No. 22533 (Attachment 1). Public input was the foundation of the process to create the Safe Routes to Schools Plan. The planning team developed an outreach plan and sought input from community members to understand school transportation needs and barriers and refine the draft recommendations. Parent and student surveys, presentations at parent meetings, and walking audits with school staff all contributed input on the barriers to walking and biking to schools in Salinas and the types of improvements that community members would like to see.

According to the 2021 city-wide Safe Routes to Schools survey, the top barriers to children walking and bicycling in Salinas are "driver behavior" and "traffic speed". These concerns have been validated through school site audits, speed surveys and photos. The feedback from the parent community clearly expresses a need for routes with slower traffic or more space and protection from motorized vehicles. This means that on certain streets, bicycle lanes are not comfortable enough to encourage children and less confident riders to take the trip by bicycle instead of by car. Harden Parkway and McKinnon Street both currently have bicycle lanes and sidewalks but have safety issues that need to be addressed to encourage higher levels of bicycling and walking in Salinas.

Harden Parkway provides access to the Northridge Mall and Harden Ranch Plaza, major shopping and employment hubs on busy North Main Street, a 6-lane arterial street which runs north-south through the community. Just a 10-minute bike ride to the south-side of the community is the Sherwood Park neighborhood. In combination with several other streets and paths, Harden Parkway and McKinnon Street provide one of the only routes for students and residents of the Sherwood Park neighborhood and Harden Plaza affordable housing complex to access Harden Middle School, higher education and the Northridge Mall while minimizing travel on dangerous North Main Street.

The intersection of Harden Parkway and McKinnon Street is currently controlled by an all-way stop with crosswalks on all four approaches. During the school hours the intersection can be congested with both vehicular traffic, and platoons of students crossing the intersection. The City Public Works Department routinely monitors intersections, and every few years brings a report to Council to prioritize intersection improvements. The last intersection improvements priority list was presented to Council in 2020, whereas the City Council approved Resolution No. 21915 (Attachment 2) prioritizing the intersection of Harden Parkway at McKinnon Street for improvements. The City developed a draft Intersection Control Evaluation (Attachment 3) to test the benefit and cost performance of different intersection improvements for Harden Parkway at McKinnon Street over a 20-year period. The analysis found a roundabout-controlled intersection would be the preferred alternative. The draft Intersection Control Evaluation would be finalized as part of the project approval and environmental document phase of the project.

As part of the Safe Routes to Schools planning effort, the City implemented a pop-up demonstration project for Harden Middle School. The pop-up event temporarily installed some of cost-effective infrastructure recommendations from the Safe Routes to School Plan. These events were an opportunity for the community to try out recommendations from the Safe Routes to Schools Plan and provide feedback before the City takes steps to install more permanent

infrastructure. Feedback from the community was used to help refine the recommendations in the Safe Routes to School Plan, before taking the Plan to City Council for adoption. After the pop-up demonstration project, the team conducted a survey (Attachment 4) and found that 60% wanted to see the changes made permanent, 9% wanted to see the changes made permanent with some changes, 20% did not support the changes, and 11% were undecided. Additionally, students from California State University Monterey Bay (CSUMB) conducted a study (Attachment 5) to analyze how the pop-up demonstration project influenced student behavior. The study found that the pop-up demonstration project increased overall pedestrian traffic during the month the temporary improvements were installed. The data seems to suggest with the improvements more students would feel safe and comfortable walking to school, which could encourage a more active and sustainable transportation behaviors.

On June 15, 2022, following the feedback the Safe Routes to Schools team received from the pop-up temporary project, the City in partnership with the Transportation Agency for Monterey County (TAMC) submitted an application to the Active Transportation Grant Program to request funding for improvements identified in the Salinas Safe Routes to Schools Plan, including a 0.77-mile multi-use path with a road diet on Harden Parkway from El Dorado Drive to Regency Circle. The reconfiguration will transform a 4-lane roadway to a 2-lane roadway with a roundabout at McKinnon Street, 2-way multiuse path separated by a bioswale and accessible sidewalks. Connecting to Harden Parkway, the project includes safe routes to school improvements on McKinnon Street including protected bike lanes connecting the proposed multiuse path on Harden Parkway to newly installed bike facilities on East Alvin Drive, high-visibility crosswalk in front of Harden Middle School and curb extensions along Westminster Drive connecting McKinnon Street to El Dorado Park. As part of this effort the City and TAMC also secured $1,548,000 of grant funding for outreach and education tasks to help encourage and promote safe walking and biking to school.

Following the acceptance of the grant, the City will need to submit paperwork to Caltrans and execute a supplemental agreement under the State master agreement. Staff recommends that the City Council authorize the Public Works Director to execute any necessary agreements any required paperwork with Caltrans for the Active Transportation Grant Program. Staff also recommends that the City Council approve a Resolution to authorize the establishment of a new CIP project, “Harden Parkway Path and Safe Routes to School Project,” with appropriations totaling $9,635,000, a transfer of $8,079,000 from the Special Const Assist – Fed & St Fund to the CIP fund, plus a transfer of $1,556,000 matching funds from the Measure X Transportation and Safety Fund to the CIP Fund and a corresponding revenue budget for the Harden Parkway Path and Safe Routes to School Project. Once accepted the City will be able to begin the environmental, design, and non-infrastructure phases. The City will need consultant support for the environmental, design and construction support. The item will be brought back to Council to approve a professional service agreement for consultant support following a request for proposals. The item will also be brought back to Council to approve a professional service agreement with TAMC for the non-infrastructure components. Once the plans and specifications are finalized the item will come back again to City Council to approve the plans and specifications and authorize staff to advertise the project.

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). The City of Salinas will need to certify a CEQA document when the final plan is approved, prior to construction.

STRATEGIC PLAN INITIATIVE:

This item supports the City Council's goals of "infrastructure and environmental sustainability", "public safety", and "youth and seniors".

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 cost to the General Fund. This Council action authorizes the establishment of a new CIP project, "Harden Parkway Path and Safe Routes to School Project," with appropriations totaling $9,635,000, a transfer of $8,079,000 from the Special Const Assist – Fed & St Fund to the CIP fund and a corresponding revenue budget, plus a transfer of $1,556,000 matching funds from the Measure X Transportation and Safety Fund to the CIP Fund for the Harden Parkway Path and Safe Routes to School Project.

The full project cost for the Harden Parkway Path and Safe Routes to School Project is estimated to be $15,562,000. The grant application requested $14,006,000 in grant funding with a 10% local match of $1,556,000. The California Department of Transportation's Active Transportation Program's budget this cycle was roughly $650 million. 434 applications were submitted by local agencies totaling over $3.1 billion. The City successfully secured two grant applications, the Alisal Safe Routes to School Project and the Harden Parkway Path and Safe Routes to School Project. The Harden Parkway Path and Safe Routes to School Project was at the cusp for funding recommendations, and the reaming ATP budget for cycle 6 was only able to award $8,079,000 of the requested grant funds. The state ATP budget currently shows a $5,927,000 shortfall in the construction phase of the project's budget. City staff is coordinating with Caltrans staff to ensure the project is fully funded, but there is still some risk that the City may need to find additional funding sources either in future ATP cycles or other grant programs.

ATTACHMENTS:
Resolution
Attachment 1 Resolution No 22533
Attachment 2 Resolution No 21915
Attachment 3 Salinas ICE Harden-McKinnon
Attachment 4 Summary Report of Bicycle & Pedestrian Counts for Temporary Installations on McKinnon Street & Westminster Drive
Attachment 5 Temporary Demonstration Survey Results

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

A RESOLUTION TO: 1) AUTHORIZE THE ACCEPTANCE OF ACTIVE TRANSPORTATION GRANT FUNDS IN THE AMOUNT OF $8,079,000; 2) AUTHORIZE THE ESTABLISHMENT OF A NEW CIP PROJECT, "HARDEN PARKWAY PATH AND SAFE ROUTES TO SCHOOL PROJECT," WITH APPROPRIATIONS TOTALING $9,635,000, A TRANSFER OF $8,079,000 FROM THE SPECIAL CONST ASSIST – FED & ST FUND TO THE CIP FUND, PLUS A TRANSFER OF $1,556,000 MATCHING FUNDS FROM THE MEASURE X TRANSPORTATION AND SAFETY FUND TO THE CIP FUND AND A CORRESPONDING REVENUE BUDGET FOR THE HARDEN PARKWAY PATH AND SAFE ROUTES TO SCHOOL PROJECT; AND 3) AUTHORIZE THE PUBLIC WORKS DIRECTOR TO EXECUTE ALL AGREEMENTS AND ANY REQUIRED PAPERWORK WITH CALTRANS FOR THE ACTIVE TRANSPORTATION GRANT PROGRAM

WHEREAS, the recently developed a Safe Routes to Schools Plan over a three-year process involving extensive community outreach and public engagement; and

WHEREAS, as part of the Safe Routes to Schools planning effort, the City implemented a pop-up demonstration project for Harden Middle School; and

WHEREAS, after the pop-up demonstration project, the team conducted a survey and found that the majority of the participating students and parents supported the project; and

WHEREAS, input received from the community helped form the final Salinas Safe Routes to Schools Plan adopted by City Council Resolution on December 6, 2022; and

WHEREAS, in partnership with the Transportation Agency for Monterey County the City submitted an application to the Active Transportation Grant Program and successfully secured $8,079,000 in funding for the Harden Parkway Path and Safe Routes to School Project; 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 authorizes the acceptance of Active Transportation Grant funds in the amount of $8,079,000; and

BE IT FURTHER RESOLVED that the Salinas City Council authorize the establishment of a new CIP project, "Harden Parkway Path and Safe Routes to School Project," with appropriations totaling $9,635,000, a transfer of $8,079,000 from the Special Const Assist – Fed & St Fund to the CIP fund and a corresponding revenue budget, plus a transfer of $1,556,000 matching funds from the Measure X Transportation and Safety Fund to the CIP Fund for the Harden Parkway Path and Safe Routes to School Project; and

BE IT FURTHER RESOLVED that the Salinas City Council approves a Resolution to authorize the Public Works Director to execute all agreements and any required paperwork with Caltrans for the Active Transportation Grant Program.

PASSED AND APPROVED this 16th day of May 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

Kimbley Craig, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

RESOLUTION NO. 22533 (N.C.S.)

A RESOLUTION OF THE SALINAS CITY COUNCIL ADOPTING THE SALINAS SAFE ROUTES TO SCHOOLS PLAN AS A STRATEGIC PLANNING DOCUMENT

WHEREAS, at its October 22, 2019, meeting the City Council authorized an agreement with the Transportation Agency for Monterey County for the use of state grant funds for the development of a Salinas Safe Routes to Schools Plan; and

WHEREAS, the Traffic and Transportation Commission received updates during the December 12, 2019, March 12, 2020 and April 12, 2022 meetings; and

WHEREAS, the Draft Safe Routes to School Plan was presented to City Council on October 18, 2022, and the Council was requested to provide feedback prior to adoption; 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 that the Salinas City Council hereby approves a Resolution adopting the Salinas Safe Routes to Schools Plan as a strategic planning document.

PASSED AND APPROVED this 6th day of December 2022, by the following vote:

AYES: Councilmembers: Barrera, Cromeenes, Gonzalez, McShane, Osornio, Rocha and Mayor Craig

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

DocuSigned by:
Kimbley Craig
E554E94F4CE64C8...
Kimbley Craig, Mayor

ATTEST:

DocuSigned by:
Patricia Barajas
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Patricia M. Barajas, City Clerk

RESOLUTION NO. 21915 (N.C.S.)

A RESOLUTION ADOPTING THE 2020 INTERSECTION IMPROVEMENTS PRIOTITY LIST

WHEREAS, the Traffic and Transportation Commission and City staff recommend the adoption of the 2020 Intersection Improvements Priority List to fund the top two priorities for intersection improvements; and

WHEREAS, the list of candidate intersections came from public requests, input from Commissioners and Council members, environmental documents, traffic study findings, and staff's understanding of traffic operations; and

WHEREAS, intersection improvements may include a traffic signal, roundabout, or other traffic control device as determined most appropriate on a case by case basis; and

WHEREAS, the recommended intersections met one or more warrants based on the California Manual of Uniform Traffic Control Devices (CA-MUTCD) and are prioritized based on the City of Salinas point system; and

WHEREAS, the top two priority intersections for improvements include Harden Parkway at McKinnon Street and Freedom Parkway at Rider Avenue; and

WHEREAS, staff recommends both intersections be evaluated for a traffic signal, roundabout and other alternatives using an ICE analysis prior to making a final determination for the appropriate intersection control.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council approves and hereby adopts the 2020 Intersection Improvements Priority List.

PASSED AND APPROVED this 4th day of August 2020, by the following vote:

AYES: Councilmembers: Barrera. Davis, De La Rosa, McShane, Villegas and Mayor Pro Tem Cromeenes

NOES: None

ABSENT: None

ABSTAIN: None

APPROVED:

DocuSigned by:
C. Cromeenes
11CE66346FEF49D...
Christie Cromeenes, Mayor Pro Tem

ATTEST:

DocuSigned by:

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Patricia M. Barajas, City Clerk

Intersection Control Evaluation
Harden Parkway at McKinnon Street in Salinas, CA

INTRODUCTION

An Intersection Control Evaluation (ICE) was completed for the intersection of Harden Parkway and McKinnon Street (the "study intersection") in Salinas, California. The existing four-legged intersection operates as an all-way stop-control (AWSC). Continuous growth is expected to increase demand at the study intersection. The purpose of this ICE is to determine which intersection control will provide the greatest return-on-investment (ROI) over the design-life (20 years) for the study intersection. The current demand meets signal warrant 2 (four-hour) and warrant 3 (peak hour), as described in the California Manual on Uniform Traffic Control Devices (CAAMUTCD).

The following intersection control improvement alternatives were evaluated in this ICE Analysis:

- Existing AWSC (no improvements)
- Alternative 1: Traffic Signal
- Alternative 2: Roundabout

EXISTING CONDITION AND PROPOSED ALTERNATIVES

Existing Conditions

Harden Parkway is an east-west collector with North Main Street at the west end and El Dorado Drive at the east end. McKinnon Street in a north-south local road with East Alvin Drive at the south end and East Boronda Road at the north end. Harden Parkway has a left turn pocket and through, through/right approach lanes in both directions. McKinnon Street has a left turn pocket and a thru/right turn lane in both directions. Harden Parkway and McKinnon both have a posted speed limit of 35 mph. There are sidewalks on all four corners and bicycle lanes on each approach and exit. There is residential housing on the north-west, south-west, and south-east corners and McKinnon Park on the north-east corner.

Design Year Scenarios

- Existing Conditions (2021)
  - Traffic counts were taken on Thursday May 6, 2021.
- Future Conditions (2041)
  - The existing counts were grown out 20 years using a linear growth rate of 1.7%.

See **Appendix A** for the intersection traffic volumes and heavy vehicle percentages that were used for the intersection analysis.

Existing AWSC Operations

The Existing AWSC is projected to operate at LOS F for the peak 2035 design year, with a maximum delay of 110.1 seconds and a maximum 95th percentile queue of 875 feet on WB approach. **Table 1** below summarizes the operations for the Existing AWSC. See **Appendix B** for existing traffic signal synchro operational analysis worksheets.

Table 1: Existing AWSC Operations

	AM			PM		
Design Year	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
2021	B	11.8	75 (SB)	C	23.9	150 (SB)
2041	C	16.6	150 (SB)	F	89.8	475 (SB)

Proposed Intersection Control Alternatives

Two intersection control alternatives were ultimately considered in the ICE Analysis for the intersection of Harden Parkway and McKinnon Street. See **Appendix C** and **Appendix D** for the operational analysis worksheets for each alternative.

Alternative 1: Traffic Signal

This alternative includes adding traffic signal heads to the intersection. The lane configuration would remain the same as the existing conditions. See **Table 2** below for a summary of Alternative 1 operations analysis.

Table 2: Traffic Signal Operations

	AM			PM		
Design Year	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
2021	A	6.2	50 (SB)	A	7.9	75 (SB)
2041	A	6.9	75 (SB)	B	10.6	150 (NB)

This alternative would replace the Existing AWSC with a roundabout. See **Table 3** below for a summary of Alternative 2 operations analysis.

Alternative 2: Roundabout

Table 3: Roundabout Operations

	AM			PM		
Design Year	v/c	Delay (s)	95% Queue (ft) (approach)	v/c	Delay (s)	95% Queue (ft) (approach)
2021	0.246	5.2	50 (SB)	0.565	9.6	150 (EB)
2041	C0.289	5.7	50 (SB)	0.585	11.9	150 (EB)

SUMMARY OF KEY PERFORMANCE MEASURES

Four performance metrics are evaluated at the study intersection to calculate the Benefit Cost (B/C) Ratio which measures the expected return on investment for each proposed intersection control. The performance measures used to calculate the ***benefits*** of the proposed improvement compared to the existing condition, or no project alternative are:

- ***Safety Benefit*** (of the proposed intersection control type)
- ***Delay Reduction Benefit*** (of the proposed intersection control type)

Performance measures used to calculate the conceptual level ***costs*** of the proposed intersection control improvement compared to the existing condition, or no project alternative are:

- ***Operations and Maintenance (O&M) Cost*** (added costs of the proposed intersection control type)
- ***Initial Capital Cost*** (added costs of the proposed intersection control type)

Refer to **Appendix E** for a detailed description of each performance measure and the Cal B/C 2020 Value Comparison Table[1] that were used in this B/C Analysis.

[1] *Cal B/C 2020 Value Comparison Table*, Caltrans, January 2020.

PERFORMANCE MEASURE SUMMARY

The following figures show the cost of key performance measures for each control types at the intersection of Harden Parkway and McKinnon Street assuming 20-years of intersection operations to calculate life-cycle costs. Table 4 below summarizes the costs associated with each alternative.

Table 4: Performance Measure Summary

PERFORMANCE MEASURE LIFE CYCLE COST (NET PRESENT VALUE)			
Safety			
	No-Build (AWSC)	**Signal**	**Roundabout**
Annual Cost of Collisions	$149,578	$206,261	$95,628
Discounted Life Cycle Cost of Collisions	$2,128,120	$2,975,714	$1,380,111
Delay			
	No-Build (AWSC)	**Signal**	**Roundabout**
Annual Quantity (hours)	10348	1936	2066
Annual Cost	$128,990	$25,520	$27,331
Total Discounted Life Cycle Cost	$2,708,784	$535,913	$573,947
Operations and Maintenance			
	No-Build (AWSC)	**Signal**	**Roundabout**
Annual O&M Costs	$300	$6,700	$2,833
Discounted Life Cycle O&M Costs	$4,377	$97,755	$41,332
Discounted Pavement Rehab Costs	$96,444	$96,444	$57,033
Total O&M Costs	$100,821	$194,199	$98,365
Initial Capital			
	No-Build (AWSC)	**Signal**	**Roundabout**
High Approximation	$0	$1,000,000	$2,000,000
Low Approximation	$0	$850,000	$1,500,000
Average for Both Ramps	**$0**	**$925,000**	**$1,750,000**

Benefit Performance Measure Summary

Safety

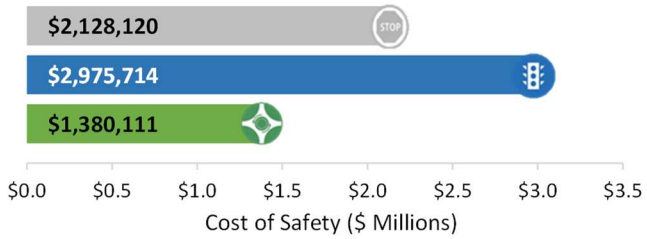


Figure 1: Lifecycle Cost of Safety

Preferred Alternative:

Based on the lowest predicted life-cycle cost for safety, the preferred intersection control type for this intersection is a roundabout. See Appendix F for the Interactive Highway Safety Design Manual (IHSDM)'s KABCO values used for the safety analysis.

Delay

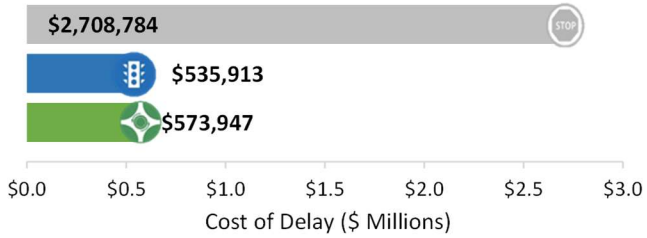


Figure 2: Lifecycle Cost of Delay

Preferred Alternative:

Based solely on the lowest predicted life-cycle cost for delay, the preferred intersection control type for this intersection is a traffic signal.

Cost Performance Measure Summary

Operations and Maintenance (O&M)

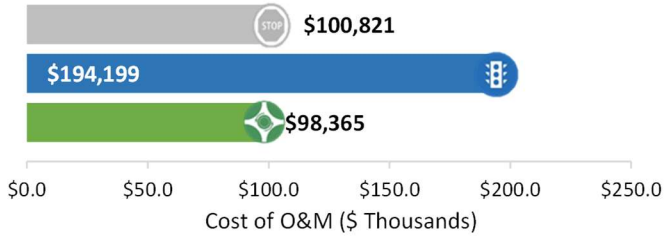


Figure 3: Lifecycle Cost of O&M

Preferred Alternative:

Based solely on lowest expected annual O&M costs, the preferred intersection control type for this intersection is a roundabout.

Initial Capital Costs

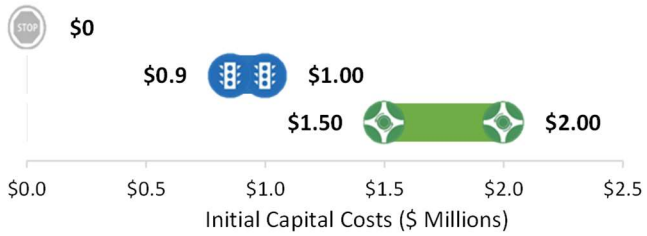


Figure 4: Initial Capital Costs

Preferred Alternative:

Of the two proposed alternatives, the traffic signal would have a lower initial capital cost.

B/C ANALYSIS SUMMARY

B/C Ratio Scoring

The following equation illustrates the B/C ratio and Table 5 provides the description of B/C ratio scoring:

$$\mathbf{B/C}\ \text{Ratio Score} = \frac{\sum \textbf{Benefit Performance Measures}}{\sum \textbf{Cost Performance Measures}}$$

Table 5: Description of B/C Ratio Scoring

B/C Ratio Score	Description
B/C = 1.00	A B/C ratio of 1.00 is a neutral rating. This indicates that the ROI for existing signal is equal to improved signal/roundabout.
B/C < 1.00	A B/C ratio less than 1.00 indicates that the existing signal will provide a better ROI when compared to improved signal/roundabout.
B/C > 1.00	A B/C ratio greater than 1.00 indicates that improved signal/roundabout provides a better ROI when compared to the existing signal.
The B/C score is based on the net present value using a discount rate of 4% through the life-cycle duration of 20 years for each of the five performance measures.	

Note: ROI=Return of Investment

The summary results of the stage 1 B/C analysis at the study intersection are summarized in Table 6. The stage 1 B/C analysis compares the proposed signal and roundabout alternatives to the Existing AWSC. Both the traffic signal and the roundabout have B/C ratios greater than 1.0, which indicate that they are both cost-effective intersection control types when compared to the Existing AWSC.

Table 6: Summary of Life-Cycle B/C Analysis – Stage 1 B/C Ratios

TOTAL PROJECT LIFE CYCLE SUMMARY FOR 20 YEARS			
Total Benefits (B)			
Added Benefits Compared to No-Build (AWSC)	**No-Build (AWSC)**	**Signal**	**Roundabout**
Safety	$ -	$ (847,594)	$ 748,008
Delay	$ -	$ 2,172,871	$ 2,134,838
Total Benefits	**$0**	**$1,325,277**	**$2,882,846**
Total Costs (C)			
Added Cost Compared to Existing Conditions	**No-Build (AWSC)**	**Signal**	**Roundabout**
O&M	$ -	$ 93,378	$ (2,456)
Initial Capital	$ -	$ 925,000	$ 1,750,000
Total Costs	**$0**	**$1,018,378**	**$1,747,544**
B/C Ratio Compared to Existing Conditions	**N/A**	**1.30**	**1.65**

A second stage of the B/C analysis was performed to determine the preferred alternative intersection control type between the traffic signal and a roundabout. The stage 2 B/C analysis compares the roundabout to the traffic signal alternatives. The roundabout has a B/C ratio greater than 1.0, which indicates that the roundabout will have a greater ROI compared to the traffic signal. Table 7 shows a summary of the stage 2 B/C results.

Table 7: Summary of Life-Cycle B/C Analysis – Stage 2 B/C Ratios

TOTAL PROJECT LIFE CYCLE SUMMARY FOR 20 YEARS		
Total Benefits (B)		
Added Benefits Compared to Signal	**Signal**	**Roundabout**
Safety	$ -	$ 1,595,602
Delay	$ -	$ (38,034)
Total Benefits	**$0**	**$1,557,568**
Total Costs (C)		
Added Cost Compared to Existing Conditions	**Signal**	**Roundabout**
O&M	$ -	$ (95,834)
Initial Capital	$ -	$ 825,000
Total Costs	**$0**	**$729,166**
B/C Ratio Compared to Existing Conditions	**N/A**	**2.14**

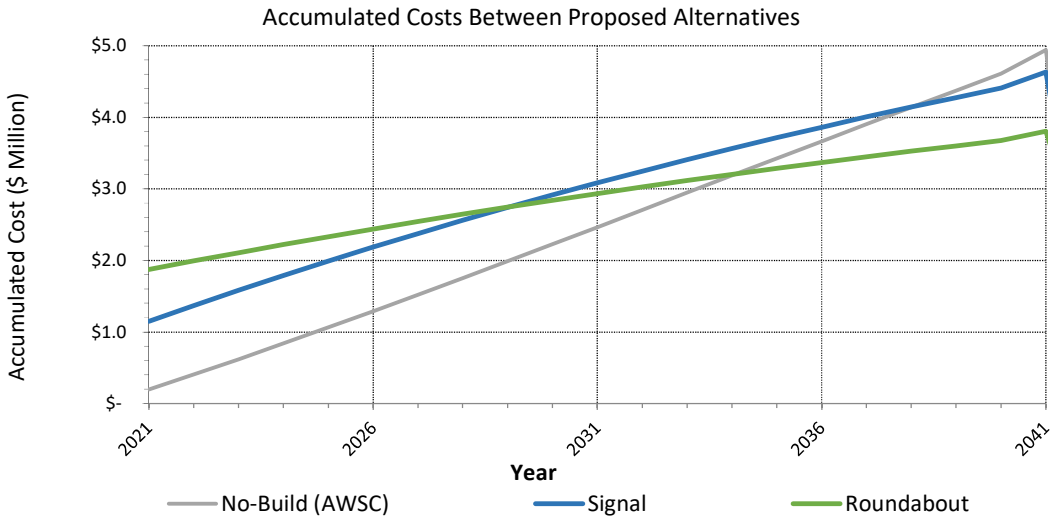


Figure 5: Lifecycle Accumulated Costs

Figure 5 shows the accumulated costs of all four performance measures for the AWSC and each proposed alternative. The roundabout starts with the largest accumulated cost in year 2021 because of the high initial capital cost. However, because the roundabout has low safety, delay, and O&M costs, the accumulated cost for the roundabout is the lowest in year 2041. The roundabout and AWSC lines intersect near year 2034 (13 years) – this is when the roundabout would have a positive ROI that will continue to grow. The roundabout is the preferred intersection control type for the entire 20-year analysis time period.

CONCLUSION AND RECOMMENDATIONS

An analysis of the estimated benefit and cost performance measures indicate that, when forecast traffic volumes are considered for a minimum 20-year service life, **a roundabout-controlled intersection is the preferred alternative** at the intersection of Harden Parkway and McKinnon Street.

- The Existing AWSC will have the longest delays and queue lengths out of all the intersection control alternatives at the study intersection.
- The traffic signal and roundabout would have similar operations.
- The roundabout alternative has the lowest lifecycle societal cost on safety.
- The Existing AWSC and the roundabout have similar lifecycle O&M costs.
- Both the proposed traffic signal and roundabout would have a ROI compared to the Existing AWSC over the lifecycle of the intersection.
- The proposed roundabout would have a ROI compared to the proposed traffic signal over the lifecycle of the intersection.
- The City of Salinas will start to see a positive ROI from the roundabout after 13 years.

Appendix

Appendix A – Traffic Volumes
Appendix B – Existing AWSC Synchro Operational Analysis
Appendix C –Traffic Signal Synchro Operational Analysis
Appendix D – Roundabout SIDRA Operational Analysis
Appendix E – Description of Benefit Cost Performance Measures and Caltrans Cal B/C 2020 Value Comparison Table
Appendix F – HSM Predictive Method Safety Analysis IHSDM KABCO Values

CSU Monterey Bay Class: ENSTU 376

-

Summary Report of Bicycle & Pedestrian Counts for Temporary Installations on McKinnon Street & Westminster Drive, Salinas CA

Written by: Mollie Brogdon

June 24, 2022

Abstract

To ensure the safety for children and all community members in Monterey County, as part of the Salinas Safe Routes to School Program, The Transportation Agency for Monterey County installed temporary safety measures in front of Harden Middle School located in Salinas, CA. With help from the Sustainable City Year Program and CSUMB students, a study on the temporary installations was conducted to assess their effectiveness in increasing pedestrians and bicyclist traffic, as well as improving their overall safety. Each movement an individual made across the intersection of McKinnon Street and Westminster Drive was recorded during four designated days and time frames both before and after the temporary safety measures were installed. When it was observed, additional documentation concerning dangerous behavior was made. This study concluded that the temporary installations did increase the safety of bicyclists and pedestrians. However, pedestrians may still be subject to unsafe conditions due to the speed of vehicular traffic, and children bicyclists remain susceptible to injury from the lack of prevalent helmet use. Pedestrian activity had a notable increase following the installations, whereas bicyclist activity decreased. It was also found that the temporary installations did not encourage bicyclists to travel in the protected bike lanes. This study argues that an additional speed survey is necessary to better assess the severity of speeding in the area. Education on proper bike lane use for child bicyclists is also recommended. Finally, stronger enforcement of helmet use for minors is imperative. A program to connect the children with such safety gear is advised.

Background & Purpose

All children should be able to make their way to school safely. The Transportation Agency for Monterey County (TAMC) is working to ensure children's safety through various Safe Routes to School projects and programs across Monterey County. TAMC is aware that the majority of children in Monterey County are driven to school. This is one of the leading causes of traffic congestion on local roads during the morning and afternoon. This chaotic drop-off traffic in front of schools creates an unsafe environment for children who walk and bike. TAMC is making an effort to bring forth a community approach to achieving a deep and comprehensive impact for children's safety through the Safe Routes to School Program. One specific project that TAMC employed took place in front of Harden Middle School and was made possible through the Sustainable City Year Program. The Sustainable City Year Program is a connection made by universities and communities to assist with local needs. The program is intended to assist local municipalities with sustainability-related projects that they would like to take on but may not have the resources to do so. For this project, an Environmental Studies class focusing on infrastructure at California State University, Monterey Bay, collaborated with TAMC to collect bicycle and pedestrian count data and assess the effectiveness of the project.

The project in front of Harden Middle School was focused on the intersection of McKinnon Street and Westminster Drive, with the goal of getting feedback from the community and improving safety. TAMC added temporary curb extensions on Westminster Drive and changed bike lanes to protected bikeways with a barrier from cars on McKinnon Street. Examples of these temporary installation are found below in ***Figure 1***. To properly evaluate the effectiveness of these temporary measures, CSUMB students were tasked with counting the movements of pedestrians and bicyclists across the entire intersection. The counts were primarily intended to answer the following question: How do the temporary installations impact pedestrian

and bicyclists' behaviors? Questions of more specific interest include, Do the temporary installations improve safety for pedestrians? Do the temporary installations improve safety for bicyclists? Do the temporary installations encourage more pedestrian and bicyclist activity? Recording the activity within the intersections through pedestrian and bicyclist counts allowed for a comprehensive investigation to answer the questions of interest.

***Figure 1*. Temporary Bike Lane Separations on McKinnon Street**

Methodology

The counts were recorded by CSUMB students, whose role included observing and tallying the movements of pedestrians and bicyclists across the McKinnon and Westminster intersection. An example of how the intersection was labeled for the purpose of counting can be seen in ***Figure 2*** below. These counts were taken from 7-9am and 2:30-4:30pm on Tuesday April 5th and Thursday April 7th before the installations. After the installation of the curb extensions and separate bikeways, counts were taken during the same time frames on Tuesday April 26th and Thursday April 28th.

During the counts, students recorded the number of individual movements people made at any of the four crossings, as well as turns they made on corners of the street. Counters specified if the pedestrians or bicyclists were adults or children, if the crossings were considered

safe, if child bicyclists were wearing helmets or not, and if bicyclists were traveling on the sidewalk or street. A safe crossing was one in which a pedestrian or bicyclists used the designated pathways and did not have a dangerous interaction with the vehicular traffic.

Additional notes were recorded if dangerous or unusual behavior was observed. Counters also recorded the opinions and input from community members as well as teachers from Harden Middle School that approached them about the study. To account for other variables impacting the results, the temperature and weather conditions during each count were also documented. Weather during every count was mild; no rain, extreme heat, cold, or wind was recorded. It is likely that the weather did not impact the results of this study.

Within the collected data, there is some information regarding bicyclists that is incomplete or was entered incorrectly. The data is concerned with helmet use by child bicyclists and if the bicyclists were traveling on the sidewalk or street. The findings and conclusions further explain in detail the impact of this on the study.

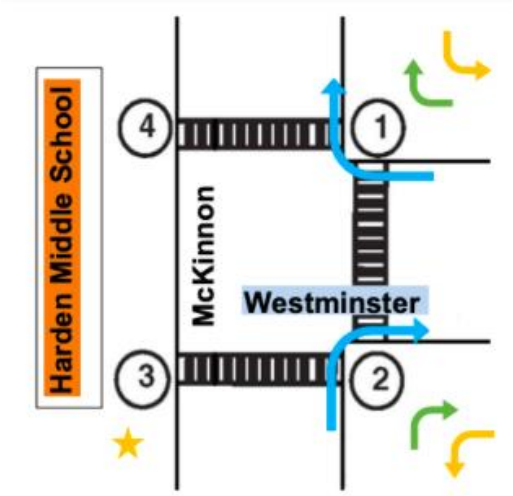


Figure 2. Labeled Intersection for Counting

Findings:

To gain a better understanding of the results of this project, an overview of three themes within the findings will be presented. These include results relating to pedestrians, bicyclists, and dangerous behaviors. These findings will relay comparative information and data from before and after the temporary installations.

Pedestrians

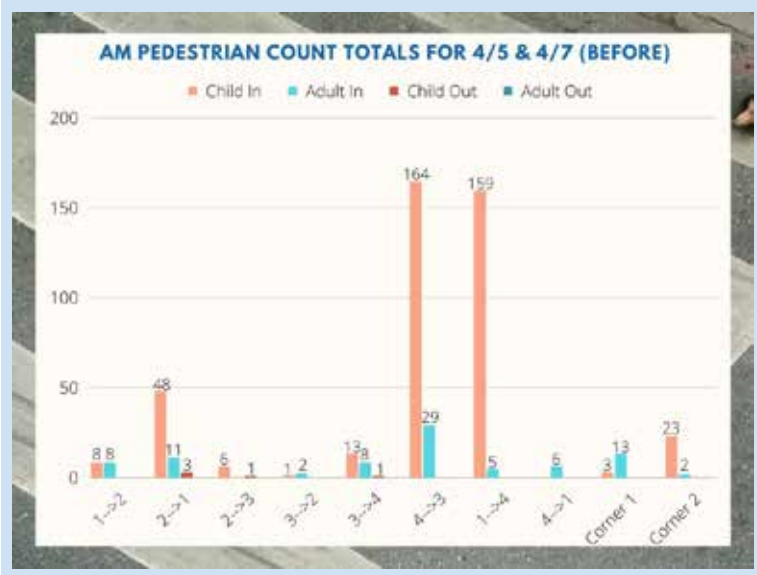
Figure 3 below displays several findings from the study. Within the graphs, categories of "In" signifies that the crossing took place within a designated pathway and that the crossing was considered safe from vehicular traffic. On the other hand, those that say "Out" indicate that the crossing took place outside of the crossway and was considered an unsafe crossing. "Before" signifies the count data prior to the installation of the temporary safety measures and "After" signifies the data that was collected following the installation of temporary street improvements. Since the before and after counts for Tuesday and Thursday were generally comparable to each other, the data from the two days was compiled into sum totals.

As seen in the graphs, movements of children were far more frequent than adults at almost every crossing. In the morning, the most frequently crossed pathways were from 2→1 with 48 children inside the crosswalk before and 44 after, 3→4 with 13 children before and 21 after, 4→3 with 164 children before and 228 after, and 1→4 with 159 children before and 175 after. Likewise, in the evening, the most frequent crossings for children included: 1→2 with 40 before and 72 after, 2→1 with 63 before and 49 after, 3→4 with 307 before and 435 after, 4→3 with 35 before and 70 after, 1→4 with 19 before and 47 after, 4→1 with 215 before and 248 after, and finally Corner 2 where there were 44 turns before and 54 turns after the pop-ups.

The main pathways traveled by children are the crossings between locations 4 and 3 as well as the between locations 1 and 4. Both were traveled in high frequency in the morning and

afternoon, just in the opposite direction. In the morning, children typically traveled sequentially from 1→4 then, from 4→3. In the afternoon, they typically travel from 3→4 then, from 4→1.

The graphs further demonstrate that there is more pedestrian traffic during the afternoons than there is in the mornings. Moreover, there are more children crossings that took place outside of the crosswalks during the afternoon. It is important to note that one of the most frequent crosswalks that children traveled outside of was 3→4 in the afternoon. This pathway is not an actual street crossing, but a sidewalk where the large bins were added as a barrier between the bike lane and the street. The data is unclear whether the pedestrians were traveling behind these bins in the bike lane, or in front of the bins in the street.



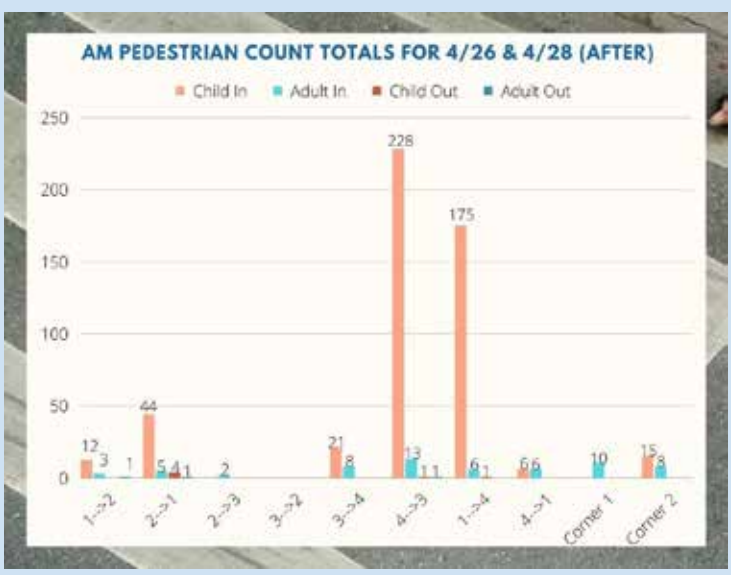


Figure 3. Pedestrian Count Graphs

Bicyclists

Similar to ***Figure 3, Figure 4*** also displays compiled data from two data collection days to best showcase the findings. ***Figure 4*** shows that in the mornings of the pre-counts, there were a total of 94 bicyclists. Within this, 40 were children, 38 of which, traveled on the sidewalk. In the afternoon of the pre-counts, there were 37 bicyclists. 22 out of the 37 bicyclists were children with 18 traveling on the sidewalks. After the temporary measures were installed, post-counts revealed that in the morning there were a total of 35 bicyclists. 28 of these bicyclists were children, with 25 of them traveling on sidewalks. Likewise, the afternoon post-counts totaled 49 bicyclists. Out of the 49 bicyclists, there were 41 children. The data that was collected during these time frames does not indicate whether these children traveled on the sidewalk or the street.

Cumulatively, ***Figure 5*** reveals that there was a total of 131 bicyclist movements during the pre-count, and 84 bicyclist movements observed during the post-count. This is a 35.9% overall decrease in bicyclist traffic. In the mornings, bicyclist traffic decreased by 62.7%.

However, in the afternoon, bicyclist traffic increased by 32.4%. Overall, the number of bicyclists decreased following the installation of the temporary measures.

Lack of helmet use by children bicyclists proved to be a significant finding within the study. The data collected on helmet use may not be reflective of the precise percentage of children that wore helmets due to data entry errors. However, based on substantial observational data, it can be concluded that there were very few children who wore helmets. The vast majority of children bicyclists did not wear helmets. A change in the frequency of helmet use by children bicyclists was not observed following the installations.

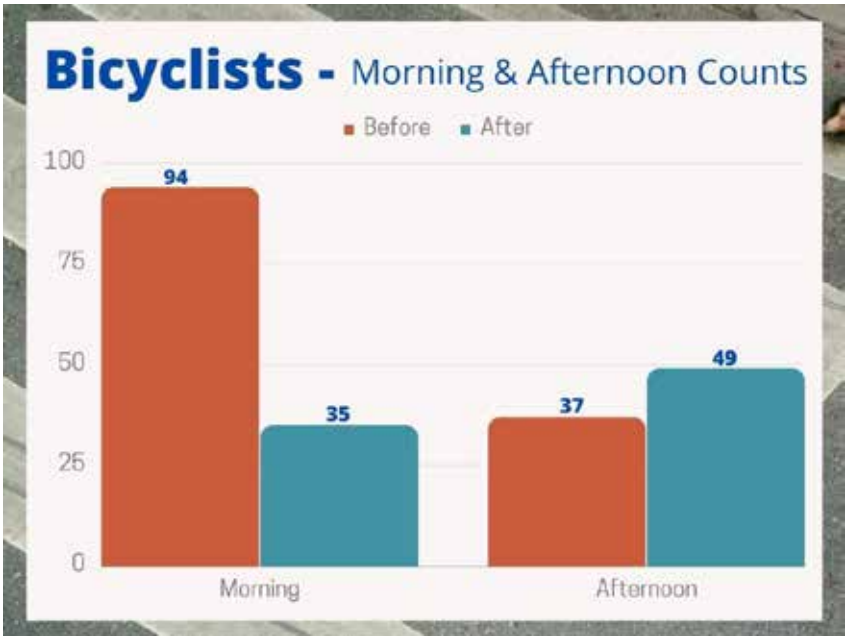


Figure 4. Morning & Afternoon Counts of Bicyclists Graph

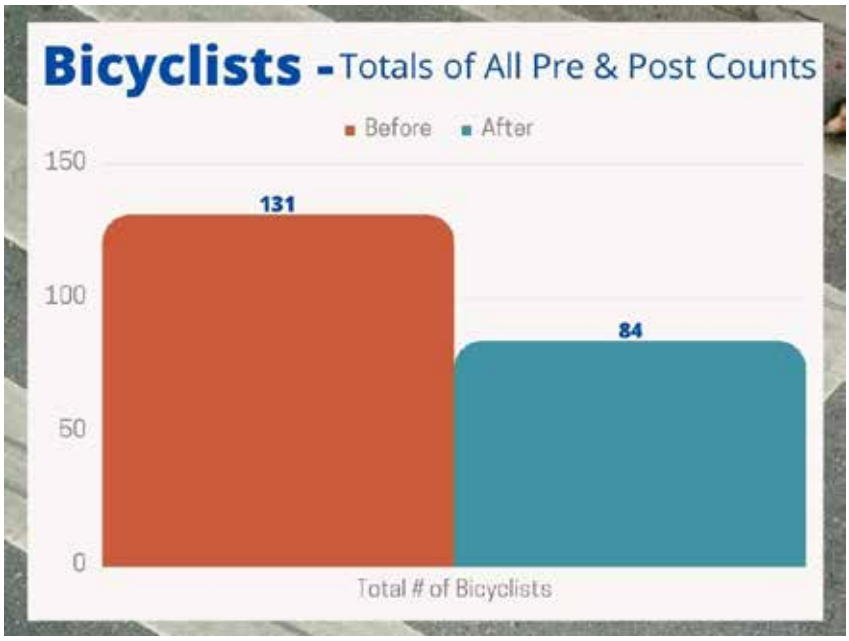


Figure 5. Totals of Before & After Counts Graph

Dangerous Behaviors

Based on observational data collected during the study, vehicular traffic was a significant contributor to dangerous behaviors within the intersection. Prior to the installations, cars commonly pulled into the unprotected bike lanes on McKinnon Street to drop-off or pick-up children. ***Figure 6*** below provides an example of this frequent occurrence. Following the installation of the temporary bike lane barriers, cars were no longer able to make this maneuver. Instead, they then opted to park in the residential streets down Westminster Drive. These locations down Westminster became crowded and cars ended up blocking intersections, parking in front of driveways, and in fire lanes as they waited to pick their children up. One CSUMB student counter reported on the deeper implications that could arise as a result of vehicles blocking intersections:

> "During [a post-count] count on Thursday April 28, multiple cars were parked, blocking the fire lanes where Westminster opens onto McKinnon (in the 1→2/2→1 crossing, see Figure 1). A few minutes later, I observed an ambulance and fire engine responding to a

> medical emergency on Tynan Court, which intersects Westminster near the count site. If those cars had been blocking the lanes, neither emergency vehicle would have been able to access the street without driving over a planted center divider and knocking over a sign. This is the only major drawback I can see with the installation: as parking opportunities are limited on McKinnon to create safer conditions for pedestrians, drivers are routed onto residential streets, causing potential issues for emergency and residential access to the neighborhood. Granted, this problem only arises during school pickup hours, but it is still a concerning possibility."

After the temporary installations were put in place, it was observed that the number of children who were dropped off in the morning within the intersection significantly decreased. More specifically, there were fewer cars that stopped to drop off children in front of the crossing between locations 3 and 4. Prior to the installation, this was a popular spot for cars to stop and drop off children.

Another frequent dangerous behavior observation made by counters relates to the speed of vehicular traffic. Before and after the installations, multiple counters noted that the speed vehicles were traveling down McKinnon was a concern. Although the actual speed of vehicles was not recorded in the study, it was evident that they were traveling at a speed that was unsafe for pedestrians. One observation of particular importance deals with the crosswalk between locations 1 and 4. During the morning counts, both before and after the installations, it was recorded that a child was almost hit by a vehicle in the middle of this crosswalk. In both instances, the children had to make abrupt stops in the middle of the crossing to avoid being hit by a car.

Figure 6. Cars Parked in Bike Lane on McKinnon Street

Conclusions

The purpose of this study was to gain insight into the following questions: How do the temporary installations impact pedestrian and bicyclists' behaviors? Do the temporary installations encourage more pedestrian and bicyclist activity? Do the temporary installations improve safety for pedestrians and bicyclists?

It is concluded that overall pedestrian traffic increased following the addition of the temporary street improvements. Almost every route during the post-installation counts had a notable increase. It is also clear that the main routes traveled by children are the crossings between locations 4 and 3 as well as the crossing between locations 1 and 4. Both of these were traveled in high frequency in the morning and afternoon, just in the opposite direction. From this, it can be assumed that many children are being picked up in the same places that they are dropped off for school or that they live in the neighborhoods accessed by Westminster Drive. It was also observed that children traveled outside of the crosswalks more frequently in the afternoon than in the morning. This is likely a result of a rush of students being released from

school at the same time and the resulting crowding on the sidewalks in front of Harden Middle School. Since the children are traveling outside of the pathways during these times, the bins that were set up in front of the 3←→4 crossing are likely providing a necessary safety barrier to protect the child pedestrians from vehicular traffic.

This temporary barrier bins in front of locations 3 and 4 proved to be advantageous for bicyclists who utilize the bike lane as well. They actively assisted in inhibiting cars from entering and parking in the bike lane to drop-off or pick-up children. The bins, along with the other temporary installations that created protected bikeways, allows for bicyclists to safely travel in the bike lane without the risk of interference from vehicles. Despite the fact that the protected bikeways are making traveling in the bike lane safer, they did not encourage bicyclists to travel in the bike lanes themselves. Although it cannot be concluded with full certainty due to missing data during the afternoon post-counts on whether the bicyclists were traveling on or off the sidewalks, the data that is available during the morning counts indicates that there was no change in bicyclists traveling on the streets instead of the sidewalk. Bicyclists continued to travel on the sidewalks.

As it has been presented, there was an 35.9% overall decrease in bicyclist traffic following the instillations. In the mornings, there was a decrease of 62.7%. Only during the afternoon was there an 32.4% increase in bicyclists traffic following the installations.

Although the temporary installations were not created with the intention of improving this observation, one of the main concerns that became evident within the study is the lack of helmet use in child bicyclists. Very few, if any, children wore helmets while riding their bikes. This is a significant safety risk for children.

An additional safety concern for both pedestrian and bicyclists is the speed of vehicular traffic on McKinnon Street. The installations did not appear to significantly lower the speed that

vehicles are traveling. Pedestrians and bicyclists continue to be at risk from speeding cars. While this study reported only two "close-calls" events where children were almost struck by motorists in a designated crosswalk, other stakeholders such as Harden Middle School teachers, have reported that it is a common occurrence.

In all, the temporary installations did increase the safety of bicyclists and pedestrians by providing a safety barrier from motorists. However, pedestrians are still subject to unsafe conditions due to the speed of vehicular traffic, and children bicyclists remain susceptible to injury from the lack of prevalent helmet use. Pedestrian activity had a notable increase following the installations, whereas bicyclist activity decreased. The temporary installations did not encourage bicyclists to travel in the protected bike lanes.

Recommendations

To address the safety concerns that this study has uncovered, a few recommendations for infrastructure improvements and programming should be taken into consideration. First, to make a more accurate assessment on the speed of vehicular traffic within the area, an additional speed survey is recommended. Once the severity of speeding is recorded, it would allow for a better examination of pedestrian and bicyclist safety. Then, applicable recommendations on how to decrease the speed of traffic can be made.

An additional recommendation is to better educate child bicyclists on using the bike lanes. Child bicyclists may not be aware that using sidewalks while traveling on bikes is unsafe and that the street bike lanes is where they should travel instead. Sufficient education on bicycle policies for children will enhance safety for all. It may also encourage more children to bike to school after they have had the opportunity to become more familiar and confident about biking.

However, if measures continue to be taken to encourage children to bike to school, helmet enforcement for children under the age of 18 must also take effect. Whether this be through actions Harden Middle School takes to regulate helmet use, through local law enforcement, or even through a program that allows children to gain access to safety gear such as helmets, intervention is necessary.

APPENDIX D

MCKINNON STREET TEMPORARY DEMONSTRATION

Safe Routes to School TAMC

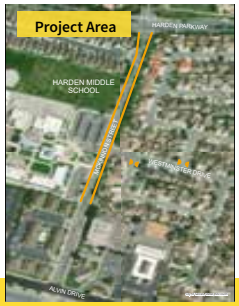
Coming Soon

Temporary Protected Walking and Biking Installation

At McKinnon Street and Westminster Drive

April 20th - May 18th

The bike lanes on McKinnon Street between Harden Parkway and Harden Middle School will be temporarily changed to separated bikeways, and temporary curb extensions will be added on Westminster Drive. The goal of these changes is to improve safety and get feedback from the community.



GET INVOLVED

Learn more about the project and make sure your voice is heard.

1. **Attend a virtual community meeting** April 7th 6-7:30pm. Scan the QR code below for details.
2. Try walking or biking through this temporary project.
3. Use the QR code, link, or phone number below to take the survey.

LEARN MORE

» Call (831) 515-1364
» Scan the QR code
» Visit https://saferoutesmonterey.org/planning-salinas

Safe Routes to School TAMC

Viene Próximamente

Proyecto Temporal Para Caminar y Andar en Bicicleta de Manera Protegida

a McKinnon Street y Westminster Drive

20 de abril - 18 de mayo

Las vías ciclistas sobre McKinnon Street entre Harden Parkway y Harden Middle serán cambiadas temporalmente a vías ciclistas separadas, y además, extensiones de acera serán instaladas sobre Wesminster Drive. La meta de estos cambios es mejorar la seguridad y obtener comentario publico.

PARA INVOLUCRARSE

Obtenga más información sobre el proyecto y asegúrese de que se escuche su voz.

1. **Asista a una junta virtual** 7 de Abril de 6–7:30pm. Para más información, use el código QR.
2. Intenta caminar o andar en bicicleta usando este proyecto temporal.
3. Use el código QR, el enlace o el número de teléfono para tomar la encuesta.

APRENDE MÁS

» Llámenos al (831) 515-1364
» Escanear el código QR
» Visítenos en nuestro sitio web https://saferoutesmonterey.org/planningsalinas-spanish/

Outreach Materials - Flier

Outreach Materials - Banner

The bike lanes on McKinnon Street between Harden Parkway and Harden Middle School will be temporarily changed to separated bikeways, and temporary curb extensions will be added on Westminster Drive. The goal of these changes is to improve safety and get feedback from the community.

WHAT TO EXPECT

- There may be traffic delays on McKinnon Street on April 18th and 19th while the temporary installation is being installed. **Please allow extra time to drive through this area.**
- There may be more people walking and biking on McKinnon Street and Westminster Drive during the temporary installation. **When you are driving, please slow down and watch for people walking and biking.**

LEARN MORE

For more information about the Safe Routes to School Plan, scan the QR code, visit https://saferoutesmonterey.org/planning-salinas/, or call (831) 515-1364.

Las vías ciclistas sobre McKinnon Street entre Harden Parkway y Harden Middle serán cambiadas temporalmente a vías ciclistas separadas, y además, extensiones de acera serán instaladas sobre Wesminster Drive. La meta de estos cambios es mejorar la seguridad y obtener comentario publico.

QUE SE PUEDE ESPERAR

- Puede haber retrasos por el tráfico sobre la calle McKinnon Street durante los días de instalación que serán el 18 y 19 de Abril. **Favor de darse más tiempo para manejar por esta área.**
- Puede que vea más gente caminando o andando en bicicleta sobre las calles McKinnon St y Westminster Drive durante esta instalación. **Cuando maneje por favor disminuya su velocidad y esté atento de más gente que ande caminando y andando en bicicleta.**

MANTENGASE INFORMADO

Para más información sobre el Plan de Rutas Seguras a la Escuela, haga scan al codigo QR o visítenos en https://saferoutesmonterey.org/planningsalinas-spanish/, o llámenos al (831) 515-1364

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ECRWSS
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EDDM Retail

Local Postal Customer

NOTICE:

Temporary Protected Walking and Biking Installation Coming to McKinnon Street and Westminster Drive

April 20th – May 18th

You are invited to walk and bike on McKinnon Street and Westminster Drive during the installation to see what a permanent project could look like.

AVISO:

Instalación Temporal Para Caminar y Andar en Bicicleta de Manera Protegida Viene a McKinnon Street y Westminster Drive

20 de abril - 18 de mayo

¡Le Escuchamos!

Le invitamos a que camine o ande en bicicleta sobre las calles McKinnon Street y Westminster Drive durante esta instalación para que vea lo que pudiera ser un proyecto permanente.

Virtual Community Meeting
April 7th 6:00 - 7:30pm.
Scan the QR code for details

Junta Comunitaria Virtual
7 de Abril de 6:00 – 7:30pm.
Para más información, use el código QR

Project Area
Área del Proyecto


Example of Temporary Separated Bikeway
Ejemplo de los Vías Ciclistas Separadas


Example of Curb Extension
Ejemplo de las Extensiones de Acera

Safe Routes to School · TAMC · SALINAS · COUNTY OF MONTEREY HEALTH DEPARTMENT · Ecology Action · SUHSD · ALISAL

Outreach Materials - Mailer

Safe Routes to School

COMING SOON!

Temporary Protected Walking and Biking Installation

At McKinnon Street and Westminster Drive
April 20th – May 18th

Possible Traffic Impacts

The installation will include barriers between the bike lane and the motor vehicle lane, so you will not be able to drop-off or pick up students on McKinnon Street during the demonstration. This may cause additional traffic in the school drop-off loop. Thank you for your patience with any additional traffic during this project.

How Can My Student Get to School During the Demonstration?

1. **Walk or Bike to School.** Students are encouraged to walk or bike during the installation, and will be entered in a raffle to win prizes if they log their trips through the Move It Monterey County Challenge. Learn more at https://rb.gy/2pwefn
2. **Drop-off in Church Parking Lot (5-minute walk).** You can drop off or pick up students in the parking lot of the Church of Latter Day Saints, located at 255 E Alvin Dr. (see map above)
3. **Drop-off Circle (15+ minutes):** The drop-off circle will remain open but may take 15+ minutes to get through. If enough students walk or bike to school or are dropped off in the church parking lot, it will take less time to get through the drop-off loop.

Why Redesign McKinnon Street?

The temporary installation is designed with students in mind. The project will include barriers between the bike lane and the motor vehicle lane, which makes it safer for students to bike to Harden Middle School and North Salinas High School.

LEARN MORE:
For more information, scan the QR code visit https://saferoutesmonterey.org/planning-salinas, or call (831) 515-1364.

Safe Routes to School

VIENE PRÓXIMAMENTE

Instalación Temporal para Caminar y Andar en Bicicleta de Manera Protegida

En las calles McKinnon Street y Westminster Drive
20 de April – 18 de Mayo

Posible Impacto al Tráfico Normal

La instalación incluirá barreras entre la vía ciclista y la vía de autos, así que no será posible parar para dejar o recoger a su estudiante sobre la calle McKinnon Street durante el mes de demostración. Esto puede que cause tráfico adicional en el área de descenso a la par del estacionamiento escolar. Le agradecemos su paciencia por el tráfico adicional durante este proyecto.

Maneras que su estudiante puede llegar a la escuela durante la demostración:

1. **Caminando o en bicicleta.** Animamos a que estudiantes caminen o vayan a la escuela en bicicleta durante el mes de la demostración. Estudiantes que usen este método podrán grabar sus viajes a la escuela por medio del programa Move It Monterey County Challenge y participar en una rifa para ganar premios. Para más informes puede ir a la página web https://rb.gy/2pwefn
2. **Puede dejar su estudiante en el estacionamiento de la iglesia (requiere caminar al campo escolar que toma 5 minutos).** Usted podrá dejar y recoger a su estudiante de la iglesia Church of Latter Day Saints, localizada en el 255 E. Alvin Dr. (refiera al mapa arriba)
3. **Puede dejar su estudiante en el área de ascenso cerca del estacionamiento escolar (15+ minutos):** El área de ascenso se mantendrá abierto durante la demostración, pero puede que le tome más de 15 minutos para usarla. Si suficientes estudiantes caminan o van a la escuela en bicicleta, o son dejados en el estacionamiento de la iglesia, puede ser que pasar por el área de ascenso sea más rápido.

¿Porque el rediseño de la calle McKinnon Street??

La instalación temporal está diseñada con estudiantes en mente. El proyecto incluirá barreras entre las vías ciclistas y las vías de autos para aumentar la seguridad de estudiantes que andan en bicicleta hacia las escuelas Harden Middle y North Salinas High.

PARA MAS INFORMACION:
Para más información, haga scan el código QR o visítenos en la página web: https://saferoutesmonterey.org/planningsalinas-spanish/, o llámenos al (831) 515-1364.

Outreach Materials - Drop-off Flier

Safe Routes to School

What do these colors mean?

Green means space for biking

Barriers protect people walking and biking from cars

Temporary Installation

April 20th – May 18th

Protected Walking and Biking Installation Coming to McKinnon Street

https://saferoutesmonterey.org/planning-salinas

¿Qué significan estos colores?

El cuadro verde es un espacio para bicicletas.

Estas barreras protegen del trafico de carros a personas caminando o en bicicleta.

Proyecto Temporal

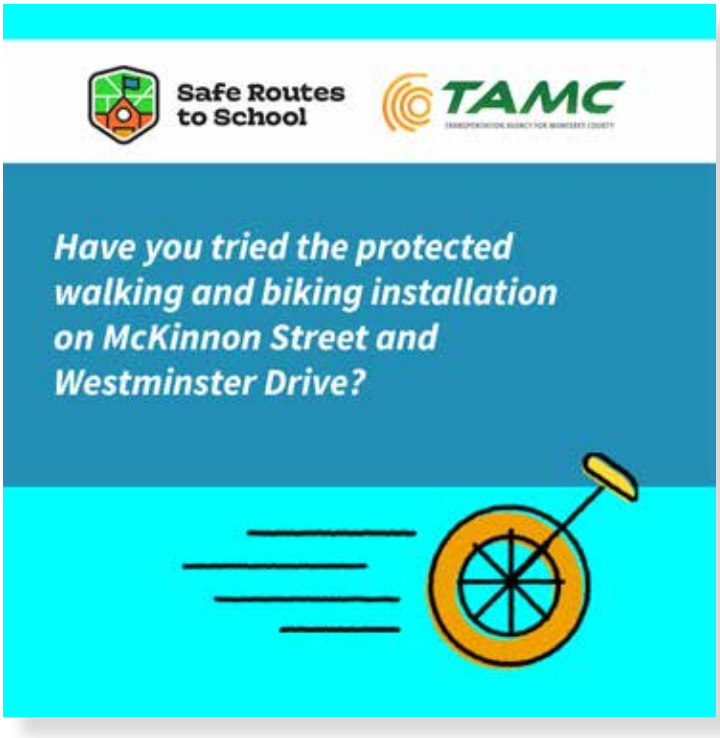
20 de Abril - 18 de Mayo

Instalación Para Caminar y Andar en Bicicleta de Manera Protegida Viene a la Calle McKinnon

Outreach Materials - Poster

Social Media Graphic #1 English

Social Media Graphic #1 Spanish



Social Media Graphic #2 English

Social Media Graphic #2 Spanish

Safe Routes to School

McKinnon Street Temporary Installation Participant Survey

Encuesta para Participante sobre la Instalación Temporal en la Calle McKinnon

1. How did you experience the temporary installation? Select all that apply/ *¿Cómo uso el espacio de instalación temporal? Selección todas las respuestas que se aplica para usted.*
   - ☐ Walking / **caminando**
   - ☐ Biking / **por bicicleta**
   - ☐ Driving / **manejando**

2. How would you describe your experience using this space? For each feature, place a check in the box that best describes your experience. / *¿Cómo calificaría su experiencia usando este espacio? Por favor indique cómo se siento con cada una de las instalaciones en la siguiente lista. Para cada instalación indique la casilla que mejor describa su experiencia.*

   a. Curb extension / *Extensión de acera/banqueta*

   I love it / *Me encanto*
   I like it / *Me gusto*
   I'm neutral / *Neutral*
   I don't like it/ *No me gusto*
   I hate it / *No me gusto para nada*
   I did not use it/ *No la use*

b. Protected bicycle lanes / ***Instalación ciclista con barrera protejida***

- I love it / ***Me encanto***
- I like it / ***Me gusto***
- I'm neutral / ***Neutral***
- I don't like it/ ***No me gusto***
- I hate it / ***No me gusto para nada***
- I did not use it/ ***No la use***

3. Did you walk or bike more because of the temporary installation? / *¿Caminó o anduvo en bicicleta usted más ahora porque está la instalación temporal?*

   - ☐ Yes / ***Si***
   - ☐ No / ***No***

4. Would you like to see the temporary improvements made permanent? / ***¿Le gustaría ver estos mejoramientos temporales convertidas a instalaciones permanentes?***

   - ☐ Yes / ***Si***
   - ☐ No / ***No***
   - ☐ Undecided/***Indeciso(a)***
   - ☐ Maybe – with some changes / **Tal vez – con ciertos cambios**

5. How likely would you be to walk or bike through this area if the changes became permanent? / ***¿Cuál sería la probabilidad que usted usaría esta instalaciones para andar en bicicleta o caminar si estos cambios se hicieran permanentes?***

   - ☐ Not at all likely / ***No usaría este espacio para nada***
   - ☐ Not likely / ***Pienso que no lo usaría***
   - ☐ Likely / ***Pienso que si lo usaría***
   - ☐ Definitely / ***Definitivamente lo usaría***

6. What is your favorite part about the temporary installation? / ***¿Cuál es su parte favorita de la instalación temporal?***

7. What would you change about the temporary installation? / *¿Que sería una cosa que cambiaría de la instalación temporal?*

8. Have you ever felt unsafe walking or riding a bike at the intersection of Harden Parkway and McKinnon Street? / *¿Alguna vez se ha sentido inseguro al caminar o andar en bicicleta en la intersección de Harden Parkway y McKinnon St?*

9. Please describe any traffic incidents you've seen (near misses) or of which you have heard about involving people walking, biking, or driving at the intersection of Harden Parkway and McKinnon Street. / *Describa cualquier incidente de tráfico que haya visto (casi accidentes) o de los que haya oído hablar de personas que caminan, andan en bicicleta o conducen en la intersección de Harden Parkway y McKinnon Street.*

10. Do you have any additional comments? / **¿Tiene algún otro comentario adicional?**

Optional Questions / *Preguntas Opcionales*:

1. Do you have a child or children that attend any of the following schools? (select all that apply) / *¿Tiene usted estudiantes que van a las siguientes escuelas? (seleccione todas que apliquen)*:
   - ☐ Harden Middle
   - ☐ North Salinas High
   - ☐ Natividad Elementary
   - ☐ McKinnon Elementary
   - ☐ No

2. What is your ZIP code? / *Indique su código postal.*
   - ☐ 93905
   - ☐ 93906
   - ☐ 93907
   - ☐ 93901
   - ☐ 93908
   - ☐ Other / *Otro*: _____

3. What is your age? / *Marque la casilla que indique su edad.*
   - ☐ Under 18 / *Menos de 18*
   - ☐ 18 – 35
   - ☐ 36 – 50
   - ☐ 51 – 65
   - ☐ 65+

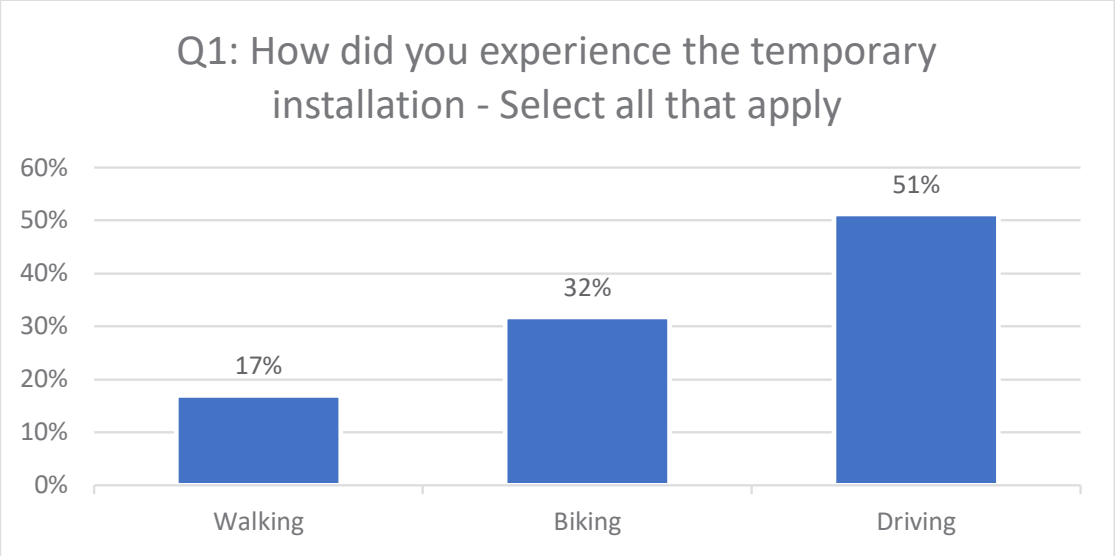
4. What is your gender? / *¿Cuál es su género?*
   - ☐ Man/ *hombre*
   - ☐ Woman/ *mujer*
   - ☐ Other/*otro*
   - ☐ Prefer not to say / *prefiero no decir*

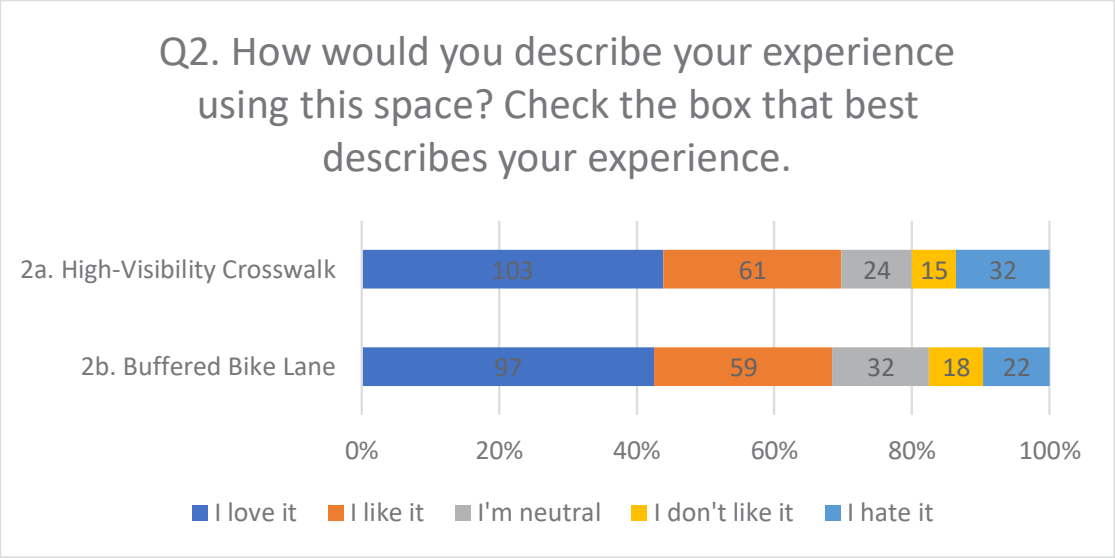
5. What is your race/ethnicity? / *Cuál es su raza/etnicidad?*
   - ☐ Black/African American / *Afro Americano*
   - ☐ Hispanic/Latinx / *Hispano/Latinx*
   - ☐ White/Caucasian / *Blanco/Anglo*
   - ☐ Asian / *Asiático*
   - ☐ Native American / *Americano Nativo*
   - ☐ Mixed ethnicity / *Etnicidad mixta*
   - ☐ Other / *Otra*
   - ☐ Prefer not to say / *Prefiero no decir*

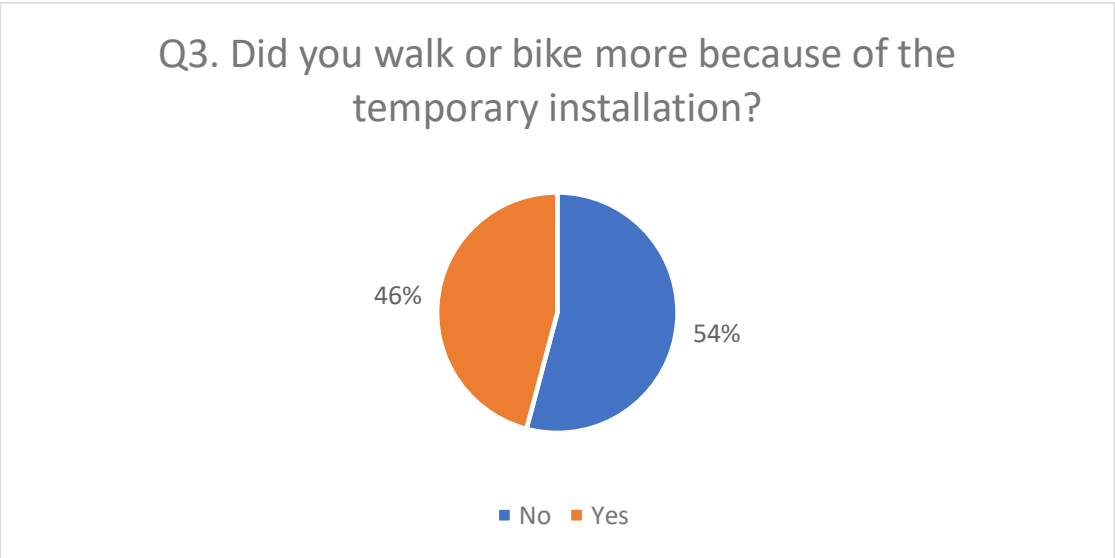
6. We are raffling off two bicycles for survey respondents! If you would like to enter the raffle, enter your name and contact info (phone number or email) below. / *¡Estaremos sorteando dos bicicletas para participantes de esta encuesta! Si le gustaría participar, incluya su nombre y número de teléfono o email en el área abajo.*

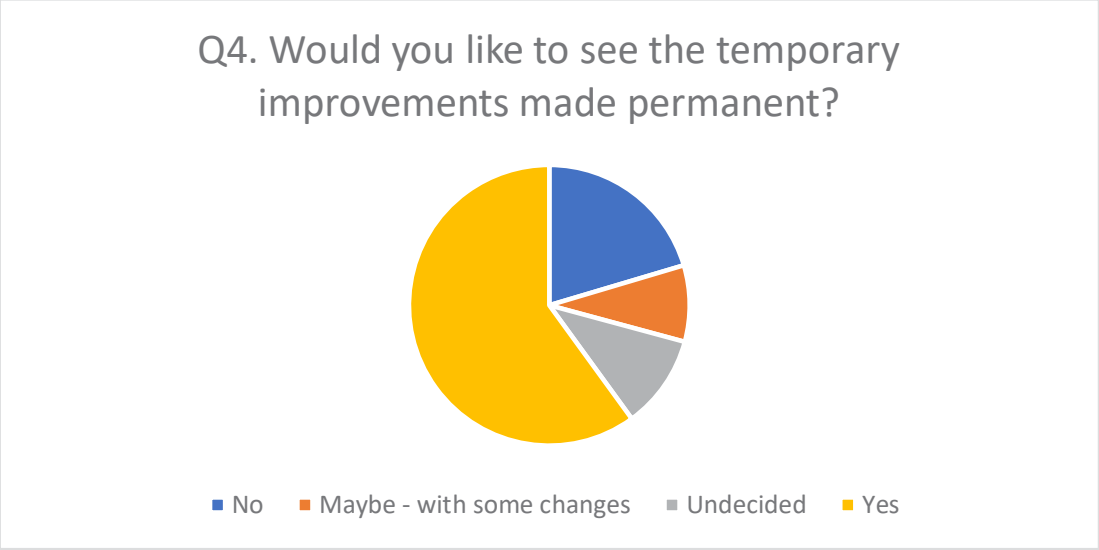
Thank you for your participation!! / ¡Gracias por su participación!

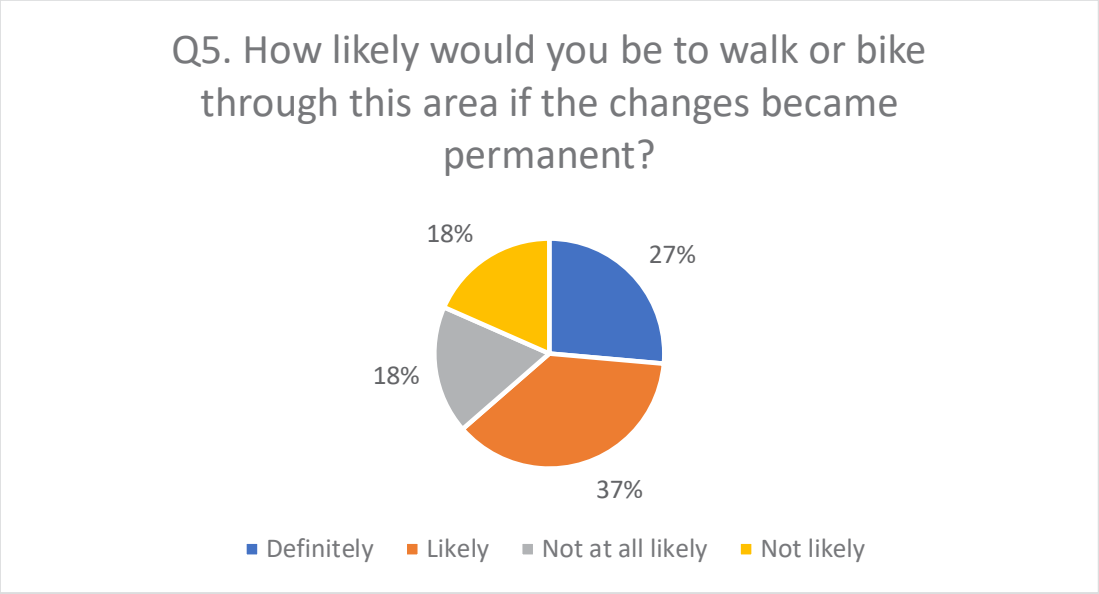
McKinnon Street Temporary Installation Survey Responses

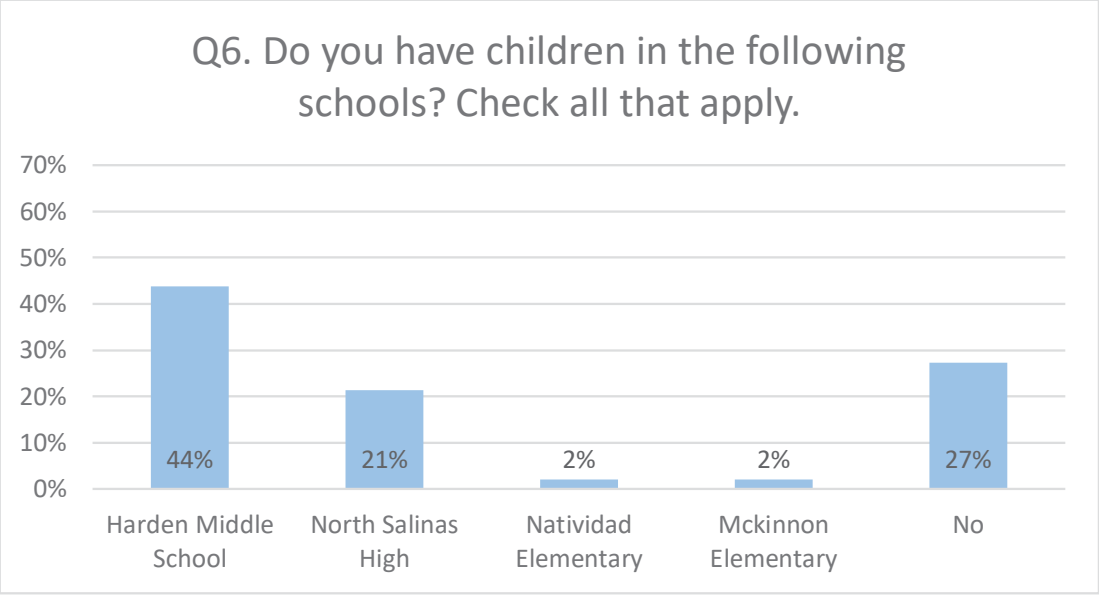


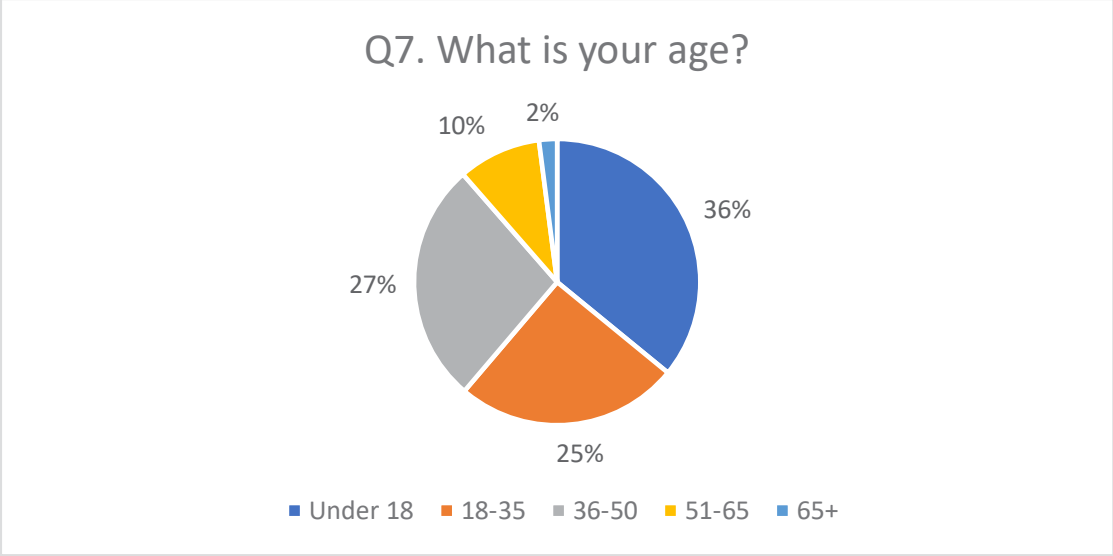


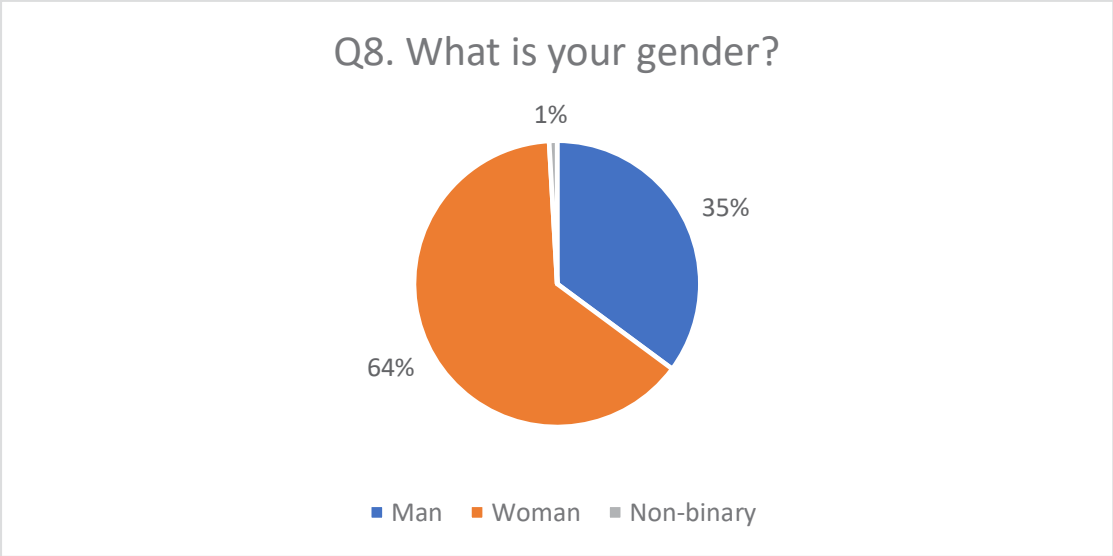


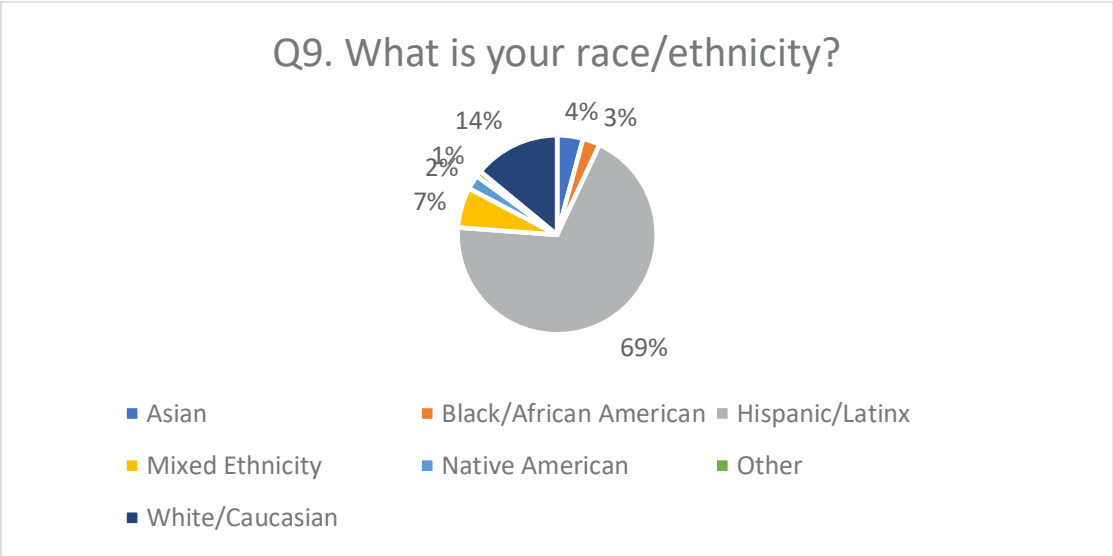

Q4. Would you like to see the temporary improvements made permanent?
No
Maybe - with some changes
Undecided
Yes


Q5. How likely would you be to walk or bike through this area if the changes became permanent?
18%
27%
18%
37%
Definitely
Likely
Not at all likely
Not likely


Q6. Do you have children in the following schools? Check all that apply.
70%
60%
50%
40%
30%
20%
10%
0%
44%
21%
2%
2%
27%
Harden Middle School
North Salinas High
Natividad Elementary
Mckinnon Elementary
No


Q7. What is your age?
10%
2%
36%
27%
25%
Under 18
18-35
36-50
51-65
65+


Q8. What is your gender?
1%
35%
64%
Man
Woman
Non-binary


Q9. What is your race/ethnicity?
14%
4%
3%
1%
2%
7%
69%
Asian
Black/African American
Hispanic/Latinx
Mixed Ethnicity
Native American
Other
White/Caucasian

File #: ID#23-302, **Version:** 1

Display of Commemorative Flag - Progress Pride Flag

Approve a Resolution authorizing the display of a commemorative Progress Pride Flag at City Hall from June 1, 2023, to June 30, 2023.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **ADMINISTRATION**

FROM: **PATRICIA M. BARAJAS, CITY CLERK**

TITLE: **DISPLAY OF COMMEMORATIVE FLAG – PROGRESS PRIDE FLAG**

RECOMMENDED MOTION:

A motion to approve a Resolution authorizing the display of a commemorative Progress Pride Flag at City Hall from June 1, 2023, thru June 30, 2023.

RECOMMENDATION:

Consider approval of a Resolution authorizing the display of a commemorative Progress Pride Flag at City Hall from June 1, 2023, to June 30, 2023, in accordance with the City's Administrative Memorandum 70-05.

EXECUTIVE SUMMARY:

The City of Salinas established Administrative Memorandum 70-05, Display of Federal, State, City and Ceremonial Flags at City Building on April 15, 1970. The Memorandum was updated in 1983, 2004 and 2021 to conform with Federal and State statues. The current policy requires approval of a Resolution of the City Council in order to display commemorative flags on City flagpoles. In keeping with past practice, the City Council is asked to consider authorization to raise the Progress Pride Flag during the month of June.

BACKGROUND:

The Stonewall Riots or Stonewall Rebellion in New York are considered the catalyst for the LGBTQ+ civil rights movement in the United States. The month of June is annually celebrated as LGBT Pride month to coincide with the anniversary of the Stonewall Riots. This is the second request the city has received to display a commemorative flag at a City facility. Administrative Memorandum 70-05 established clear guidelines on the display of commemorative flags at City Hall given First Amendment concerns. The Memorandum also states that City flagpoles are not intended to be a forum for free expression by the public. Display of the Progress Pride Flag at City Hall during the month of June must be considered and approved by Resolution of the City Council.

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:

Approval and display of a commemorative Progress Pride Flag supports the City Council's Strategic Goal of Effective and Culturally Responsive Government by promoting diversity, equity and inclusion.

DEPARTMENTAL COORDINATION:

The display of the Progress Flag requires coordination with the Public Works and Administration respectively to accommodate the display in accordance with the City's policy. Additionally, there is ongoing coordination with the Community Relations Manager to promote and commemorate the raising of the flag on June 1, 2023.

FISCAL AND SUSTAINABILITY IMPACT:

No fiscal impact associated with this action.

ATTACHMENTS:
Resolution
Flag Policy

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

RESOLUTION AUTHORIZING THE DISPLAY OF A COMMEMORATIVE PROGRESS PRIDE FLAG AT CITY HALL FROM JUNE 1, 2022, TO JUNE 30, 2022

WHEREAS, of Salinas established Administrative Memorandum 70-05, Display of Federal, State, City and Ceremonial Flags at City Building on April 15, 1970; and

WHEREAS, the current Administrative Memorandum updated in 2021 requires approval of a Resolution of the City Council in order to display commemorative flags on City flagpoles; and

WHEREAS, the Salinas City Council wishes to commemorate the anniversary of the Stonewall Riots or Stonewall Rebellion which inspired the movement for Lesbian, Gay, Bisexual Transgender (LGBT) civil rights in the United States; and

WHEREAS, the display of the Progress Pride Flag, serves to express the City's official commemoration of this important event in U.S. History and its commitment to celebrating diversity.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby authorizes and supports the display of the commemorative Progress Pride Flag on the City flagpole located in front of City Hall from June 1 to June 30, 2023 in accordance with Administrative Memorandum 70-05.

PASSED AND APPROVED this 24th day of May 2021, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

Memorandum

City of Salinas

City Manager – Steven S. Carrigan
Assistant City Manager – Jim Pia
Estefania Vargas
Public Works – David Jacobs
Crissy English-White
Hang Pham
Brett Godown
Community Development – Megan Hunter
Denise Ledezma
Maira Flores-Nunez
Library and Community Services – Kristan Lundquist
Trisha Meraz
Fire – Chief Michele Vaughn
Human Resources – Marina Horta-Gallegos
Finance – Mark Roberts
City Clerk – Patricia Barajas
Elizabeth Soto
City Attorney's Office – Christopher A. Callihan
Krystal Lazcano
Police – Chief Adele Fresé
Assistant Chief Roberto Filice
Martha Guizar

Date: August 11, 2021

To: Department Directors

From: Steven S. Carrigan

SUBJECT: ADMINISTRATIVE MEMORANDUM 70-05

DISPLAY OF FEDERAL, STATE, CITY AND CEREMONIAL FLAGS AT CITY BUILDINGS

Please find the attached Administrative Memorandum, which is now in force and is to be included in your department Administrative Memo Manual.

If you have any questions regarding this policy, contact the Administration Department.

cc: Airport
Administration
City Clerk
Community Development
Finance
Fire
Human Resources
City Attorney
Library and Community Services
Police
Public Works

ADMINISTRATIVE MEMORANDUM

70-05
(Updated 08/19/83)
(Updated 09/29/04)
(Updated 08/11/2021)

EFFECTIVE DATE: April 15, 1970

SUBJECT: DISPLAY OF FEDERAL, STATE, CITY AND CEREMONIAL FLAGS AT CITY BUILDINGS
(Responsible Department – Administration)

PURPOSE:

The purpose of this memorandum is to establish official City policy for display of the Federal, State, City, and ceremonial or commemorative flags at various City buildings and to provide guidance for display of flags.

POLICY:

It is mandatory upon all agencies and departments of the City of Salinas to pay proper respect to the United States colors and to render it the courtesies to which it is entitled.

The City's flagpoles are not intended to be a forum for free expression by the public. The City will not display a commemorative flag based on a request from a third party, nor will the City use its flagpoles to sponsor the expression of a third party.

PROCEDURE:

Flags shall be displayed in conformance with Federal and State statutes, including Title 4 Chapter 1 of the United States Code and Sections 430 through 439 of California Government Code.

The Administration Department will notify staff responsible for the lowering or raising of flags by email when a proclamation or order is issued, or the flag is to be raised or lowered for a designated period. City Departments are responsible for the display of flags at their respective buildings and facilities.

The flag will be flown at City Hall, City buildings and specified City parks every day from 8:00 a.m. to 5:00 p.m. except during inclement weather. Illuminated flags may be displayed 24 hours a day.

A. POW/MIA Flags

1. The Prisoner of War or Missing in Action (POW/MIA) flag, a nationally recognized flag by an act of Congress through the adoption of U.S. Public Law 101-355 to represent the "Nation's concern and commitment to resolving as fully as possible the fates of Americans still prisoner, missing and unaccounted for in Southeast Asia."

2. The POW/MIA flag shall be displayed annually at City Hall on the following days:

   Armed Forces Day – 3rd Saturday in May

   Memorial Day – Last Monday in May

   Flag Day – June 14

   Independence Day – July 4

   National POW/MIA Recognition Day – 3rd Friday in September

   Veterans Day – November 11

B. City Flag

1. The City flag may be displayed or flown at a commercial or retail establishment within the city and is deemed permissible by the Salinas Municipal Code.

2. The City Manager and City Clerk may jointly authorize other uses upon finding of public purpose directly connected with official business of the city.

3. The City flag shall not be used for any political campaign or political activity.

C. Ceremonial/Commemorative Flags

1. Ceremonial or commemorative flags may be displayed as an expression of the City's official sentiments, consistent with the City's value.

2. Any such authorization shall be given at a duly noticed meeting at the request of a member of the Council and by approval of a resolution of the City Council.

3. Shall only be displayed on the flagpole located at City Hall for period that is reasonable or customary for the subject that is to be commemorated, but no longer than one month.

D. Display at Half-Staff

1. The United States flag shall be flown at half-staff on the following designated days in accordance with Federal law:

   i. Peace Officer Memorial Day – May 15

   ii. Memorial Day – Last Monday in May

   iii. Patriot Day – September 11

   iv. National Firefighters Memorial Day – Designated day in October

   v. Pearl Harbor Remembrance Day – December 7

2. The flags shall be flown at half-staff by order of the President of the United States or by the Governor of the State of California. On occasion, the City Manager of the City of Salinas, may direct the flag to be flown at half-staff.

3. The City of Salinas will lower the United States flag to half-staff in observance of the following occasions:

    i. Upon the death of an active member of a Police Department or Fire Department who was killed in the line of duty, from the time of death until interment.

    ii. Upon the death of an active City employee killed in the line of duty, from the time of death until interment.

    iii. Upon the death of any present City of Salinas elected official, from the time of death until interment.

E. Respect for Flag

1. When the national, State or POW/MIA flags are in such condition (faded, torn, soiled, or frayed) that it is no longer a fitting emblem for display, it should be replaced with a new flag.

2. Unserviceable United States flags shall be retired and destroyed in a dignified way, preferably by burning and in accordance with the U.S. Flag Code.

3. Requisition of new flags shall be the responsibility of each department.

File #: ID#23-304, **Version:** 1

Uniform Rental Laundry Services Amendment No. 3

Approve a Resolution approving Amendment No. 3 to the agreement with Cintas Incorporation for an additional amount of $15,750 for services through the reminder of the agreement term.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOBS, PE, LS, PUBLIC WORKS DIRECTOR**

BY: **JENNY DAVILA, PW ADMIN SUPERVISOR**

TITLE: **UNIFORM RENTAL LAUNDRY SERVICES AMENDMENT 3**

RECOMMENDED MOTION:

A motion to approve amendment number 3 to an existing agreement with Cintas Incorporated authorizing an additional amount of $15,750 to cover the rental laundry services for the remaining of the approved agreement, bringing the total annual contract amount to $75,152.

EXECUTIVE SUMMARY:

Staff relies on professional uniform rental and laundry services to maintain an acceptable dress code. Due to an increase in the number of employees 58 to 66 since the beginning of the agreement an increase in the approved agreement amount is needed. Staff is requesting the increase of $15,750 to cover the services for the remainder of the contract.

BACKGROUND:

On August 4, 2020, Staff requested and was granted approval to enter into a 3-year agreement with Cintas Incorporated for uniform rental and laundry services in response to a Request for Proposals in May of 2020 for the amount of $53,402. Uniform rental and laundry services were based on a total of 58 employees. On August 26, 2020, Amendment number 1 adding the Salinas Airport personnel to the agreement was signed, increasing the contract amount to $55,902. Amendment number 2 was approved on July 15, 2021, to increase payment terms for an increase in the level of expected services, bringing the agreement to a new total of $61,902. Because of the additional increase of services, the second amendment did not provide for a sufficient increase to cover those services for the remainder of the contract which ends on August 8, 2023. As of now, there are a total of 66 employees who receive the uniform rental and laundry service from Cintas. Because of this increase, staff is now requesting a final increase of $15,750 to cover the remaining contract amount bringing the total to $75,152.

Division	*Estimated # of Employees at beginning of Agreement*	*Current # of employees receiving Uniform services*
Fleet	*7*	*9*
Facilities	*3*	*5*
Forestry	*7*	*6*
Streets	*15*	*19*
Parks	*7*	*14*
Wastewater	*17*	*12*
Graffiti	*2*	*1*
Total Number of Employees	*58*	*66*

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 long-term agreement for these services, relates to the City Council's Vision and Strategic Goal of Operational Efficiency due to the time savings that will occur from frequently seeking out a different vendor for these ongoing services. The Strategic Plan can be viewed here [link].

DEPARTMENTAL COORDINATION:

Public Works Administration and Maintenance Divisions have worked closely in the preparation, publication and review of the request for proposals that was the original resolution as well as any amendments that were addressed thereafter.

FISCAL AND SUSTAINABILITY IMPACT:

These services are budgeted through the Public Works Maintenance Division's operational budgets. As noted on the following table, based on the current budget sufficient funds are available in each individual division's budget account to cover the annual service agreement cost.

Budget Account	Current Annual Cost	Total Estimated Increase	Final Estimated Budget
7120.50.5233-62.5110	$16,000	$4,800	$20,800
1000.50.5232-62.5110	$3,200	$1,200	$4,400
1200.50.5239-62.5110	$4,000	$350	$4,350
1200.50.5231-62.5110	$1,200	$0	$1,200
1200.55.5238-62.5110	$7,000	$2,950	$9,950
6500.50.5443-62.5110	$1,300	$2,000	$3,300
1200.50.5234-62.5110	$16,502	$0	$16,502
6500.50.5444-62.5110	$2,000	$0	$2,000
6400.50.5442-62.5110	$6,000	$1,500	$7,500
6200.50.5441-62.5110	$2,200	$2,950	$5,150
Total	**$59,402**	**$15,750**	**$75,152**

ATTACHMENTS:
Resolution
Approved Agreement Signed
Approved Amendment 1 Signed
Approved Amendment 2 Signed
Amendment 3

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

A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING AMENDMENT 3 TO APPROVED RESOLUTION 21925 UNIFORM RENTAL LAUNDRY SERVICES AGREEMENT WITH CINTAS INCORPORATION

WHEREAS, On August 4, 2020, Salinas City Council approved and entered into an agreement with Cintas Incorporation "Cintas" for Uniform Rental Laundry Services in an amount not to exceed $53,402; and

WHEREAS, On August 26, 2020, Amendment No. 1 was approved adding Salinas Airport personnel to the Agreement, increasing the agreement amount to $55,902; and

WHEREAS, On July 15, 2021, Amendment No. 2 was approved to increase payment terms to account for an increase in the level of expected services, bringing the Agreement total to an amount not to exceed $61,902; and

WHEREAS, On May 16, 2023, Amendment No. 3 to increase the Agreement total not to exceed $75,152 to cover the costs of increased services for additional employees for the remainder of the agreement ending August 8, 2023.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council approves Amendment No. 3 to the agreement with Cintas Incorporated to increase the total for the remainder of the agreement in an amount not to exceed $75,152

PASSED AND APPROVED this 16th day of May 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 CINTAS

Uniform Laundry and Rental Service

THIS AGREEMENT is executed this 20th day of July, 2020, ("Agreement" or "Contract") between the City of Salinas, a California Charter city and municipal corporation (hereinafter "City") and Cintas Incorporated (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: Weekly uniform service includes, rental, cleaning, repairs & replacement. Scope of work is further Contractor's Proposal dated June 24, 2020, hereby included as 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 August 8, 2020 and shall be completed by August 8, 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 $53,402 per year for a 3 year term, as more fully described in Contractor's fee schedule included in 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, including those 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

DocuSigned by:
Ray E. Corpuz, Jr.
CEE7B0E9D4C34D0...
Ray E. Corpuz, Jr.
City Manager

APPROVED AS TO FORM:

DocuSigned by:
Christopher A. Callihan
1895479BC5A349F...
Christopher A. Callihan, City Attorney, or
Rhonda Combs, Assistant City Attorney

CONTRACTOR

Jerry Del Real

By (Printed Name): Jerry Del Real

Its (Title): Service Manager

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.

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

Contractor's Proposal

SALINAS

RICH IN LAND | RICH IN VALUES

REQUEST FOR PROPOSAL (RFP)
UNIFORM RENTAL/LAUNDRY SERVICES

PROPOSALS DUE: WEDNESDAY, JUNE 24TH AT 2:00PM

CITY OF SALINAS PUBLIC WORKS DEPARTMENT
426 WORK STREET
SALINAS, CA 93901
(831) 758-7233

Table of Contents

REQUEST FOR PROPOSAL (RFP) FOR UNIFORM RENTAL/LAUNDRY SERVICES

1. INTRODUCTION

The City of Salinas is seeking proposals from qualified Proposers to provide Rental/Laundry Services for Work Uniforms. The required services and performance conditions are described in the Scope of Work (or Services).

2. ATTACHMENT OVERVIEW

The attachments below are included with this Request for Proposals (RFP) for your review and submittal (see asterisk):

Attachment A – Proposer's Information Form*
Attachment B – Scope of Work/Services
Attachment C – Sample Agreement
Attachment D – Insurance Requirements
Attachment E – Qualifications of Firm Relative to City's Needs*
Attachment F – Cost Proposal Forms*

The items identified with an asterisk (*) shall be filled out, signed by the appropriate representative of the company and returned with submittal.

3. INSTRUCTIONS TO PROPOSERS

3.1 Non-Mandatory Pre-Proposal Conference

A non-mandatory pre-proposal conference will be held Wednesday, June 17th, 2020 at 11:00 a.m. at City Yard, Large Conference Room, 426 Work Street, Salinas, CA 93905. Meeting will also be held virtually, via Zoom. Meeting details will be made available via an addendum. Prospective Proposers are strongly encouraged to attend.

3.2 Examination of Proposal Documents

The submission of a proposal shall be deemed a representation and certification by the Proposer that they:

a. Have carefully read and fully understand the information that was provided by the City to serve as the basis for submission of this proposal.
b. Have the capability to successfully undertake and complete the responsibilities and obligations of the proposal being submitted.
c. Represent that all information contained in the proposal is true and correct.
d. Did not, in any way, collude, conspire to agree, directly or indirectly, with any person, firm, corporation or other Proposer in regard to the amount, terms or

conditions of this proposal.

e. Acknowledge that the City has the right to make any inquiry it deems appropriate to substantiate or supplement information supplied by Proposer, and Proposer hereby grants the City permission to make these inquiries, and to provide any and all related documentation in a timely manner.

No request for modification of the proposal shall be considered after its submission on grounds that Proposer was not fully informed to any fact or condition.

3.3 Addenda/Clarifications

This RFP may be downloaded for free from City of Salinas' vendor portal of the e-procurement site PlanetBids: https://www.planetbids.com/portal/portal.cfm?CompanyID=22949. Note that failure to register as a prospective bidder for this RFP on the e-procurement website, PlanetBids, will preclude you from receiving updates or amendments, if issued. Questions regarding this RFP may be submitted through the Q&A section of the project page (on the PlanetBids).

3.4 Questions and Answers

Unless otherwise directed, all communications regarding this RFP, including all questions, should be submitted through the Q&A section of the project page (on PlanetBids).

3.5 Submission of Proposal

All proposals shall be submitted to:

City of Salinas
Maintenance Services Division
Att: Lucas Aledo
426 Work Street
Salinas, CA 93901

Proposals must be received no later than 2:00 p.m. on Wednesday, June 24th, 2020. All proposals received after that time will be returned to the Proposer unopened.

The Proposer shall submit 3 hard copies and one electronic copy (on a flash drive) of its proposal in a sealed envelope, addressed as noted above, bearing the Proposer's name and address clearly marked, "RFP FOR WORK UNIFORM RENTAL/LAUNDRY SERVICES"

3.6 Fit Testing and Interview

The City reserves the right to investigate and rely upon information from other available sources in addition to any documents of information submitted by the Proposer responding to this RFP. Staff will evaluate and rank the submitted proposals (and all other available information) in the order in which they provide the "best value" to the City.

The City may, in its discretion, select up to five (5) or more of the top ranked respondents to interview for this project, interview all respondents or directly negotiate with the preferred respondent. The City has tentatively scheduled **June 29, 2020 at 9am for finalist interviews**. If selected as one of the finalists in the selection process, the City reserves the right to request financial information from the Proposer. Any financial information requested will be held in confidence and used only in evaluating the financial strength of the Proposer and ability to perform all services requested. On the basis of the proposal, references, interviews, and selection criteria listed below, the selection panel will make a recommendation identifying the most qualified firm.

Top ranked respondents will be required to provide sample uniforms to test for quality and fit at the time of the interview. The Samples are to be provided to the City **at no charge and with no charges for the one time laundry service** for the testing process. Proposers may pick up the samples after testing is complete from the City's Public Works Maintenance Yard at 426 Work Street, Salinas, CA.

City staff will meet with the recommended firm and negotiate the final form of the contract. If good faith negotiations with the selected firm are unsuccessful, the City will terminate such negotiations, and undertake new negotiations with another finalist, or finalists. The City reserves the right to reject any or all proposal at its sole discretion and modify the evaluation process. The authorization for contract award for this Project will be upon approval of the Salinas City Council.

3.7 Withdrawal of Proposals

A Proposer may withdraw its proposal at any time before the expiration of the time for submission of proposals as provided in the RFP by delivering a written request for withdrawal signed by, or on behalf of, the Proposer.

3.8 Rights of the City of Salinas

This RFP does not commit the City to enter into a contract, nor does it obligate the City to pay for any costs incurred in preparation and submission of proposals or in anticipation of a contract. The City reserves the right to:

- Make the selection based on its sole discretion;
- Reject any and all proposals;
- Modify the criteria of evaluation;

- Issue subsequent Requests for Proposals;
- Postpone opening for its own convenience;
- Remedy technical errors in the Request for Proposals process;
- Approve or disapprove the use of particular sub-consultants;
- Negotiate with any, all, or none of the Proposers;
- Accept other than the lowest offer;
- Waive informalities and irregularities in the Proposals and/or
- Enter into an agreement with another Proposer in the event the originally selected Proposer defaults or fails to execute an agreement with the City.

An agreement shall not be binding or valid with the City unless and until it is executed by authorized representatives of the City and of the Proposer.

4. PROPOSED TENTATIVE TIMELINE

The tentative RFP timeline is asfollows:

RFP Issued	May 15, 2020
Pre-Proposal Meeting	June 17, 2020 at 11am
Deadline for questions,clarifications	Friday, June 19, 2020 at 5pm
Proposals Due	Wednesday, June 24, 2020 at 2pm
Fitness Testing and Interview of Short-Listed Candidates	Week of June 29, 2020
Council Award of Contract	August 4, 2020
Work commences	September 1, 2020

5. INFORMATION TO BE SUBMITTED (to be submitted in this order only)

These instructions outline the guidelines governing the format and content of the proposal and the approach to be used in its development and presentation. The intent of the RFP is to encourage responses that clearly communicate the Proposer's understanding of the City's requirements and its approach to successfully provide the products and/or services on time and within budget. Only that information which is essential to an understanding and evaluation of the proposal should be submitted. Items not specifically and explicitly related to the RFP and proposal, e.g. brochures, marketing material, etc. will not be considered in the evaluation.

All proposals shall address the following items in the order listed below and shall be numbered 1 through 8 in the proposal document.

5.1 Proposal Summary

This section shall discuss the highlights, key features and distinguishing points of

the Proposal. A separate sheet shall include a list of individuals and contacts for this Proposal and how to communicate with them. Limit this section to a total of three (3) pages.

5.2 Profile on the Proposer

This section shall include a brief description of the Proposer's size as well as the proposed local organizational structure. Include a discussion of the Proposer's financial stability, capacity, and resources.

Additionally, this section shall include a listing of any lawsuit or litigation and the result of that action resulting from (a) any public project undertaken by the Proposer or by its subcontractors where litigation is still pending or has occurred within the last five years or (b) any type of project where claims or settlements were paid by the Proposer or its insurers within the last five years. Limit this section to a total of 2 pages.

5.3 Proposer Qualifications

This section shall include a brief description of the Proposer's and sub-contractors' qualifications and previous experience with uniform rental and cleaning. Provide in a table format (see Sample Table, Attachment E) description of uniform rental and cleaning services provided to public municipalities and private sector. Include a summary of the work performed, the total annual cost, and the name, title, and phone number of client(s) to be contacted for references.

Give a brief statement of the Proposer's ability to roll-out services and stay within budget for uniform services and cleaning. Limit this section to a total of 3 pages.

5.4 Work Plan or Proposal

This section shall present a well-conceived service plan. Include a full description of major tasks and subtasks. This section of the proposal shall establish that the Proposer understands the City's objectives and work requirements and Proposer's ability to satisfy those objectives and requirements. Describe the proposed approach for addressing the required services and the Proposer's ability to meet the City's schedule, outlining the approach that would be undertaken in providing the requested services.

5.5 Proposed Innovations

The Proposer may also suggest technical or procedural innovations that have been used successfully on other engagements and which may provide the City with better service delivery. In this section discuss any ideas, innovative approaches, or

specific new concepts included in the Proposal that would provide benefit to the City.

5.6 Project Staffing

This Section shall discuss how the Proposer would propose to staff this project. Key project team members shall be identified by name, title, and specific responsibilities on the project. An organizational chart for the project team shall be included. Key personnel will be an important factor considered by the review committee. If you can, include a resume or background on the key team members assigned to this project.

5.7 Proposal Exceptions

This section shall discuss any exceptions or requested changes that Proposer has to the City's RFP conditions, requirements, and sample contract. If there are no exceptions noted, it is assumed the Proposer will accept all conditions and requirements identified in the Attachment C – "Sample Agreement for Services." Items not excepted will not be open to later negotiation.

5.8 Proposal Costs Sheet and Rates to be Provide in Separate, Sealed envelope

The fee information is relevant to a determination of whether the fee is fair and reasonable in light of the services to be provided. Provision of this information assists the City in determining the Proposer's understanding of the project, and provides staff with tools to negotiate the cost, provided in a table (See Table, Attachment F).

This Chapter shall include the proposed costs to provide the services desired. Include any other cost and price information, plus a not-to-exceed amount, that would be contained in a potential agreement with the City. The hourly rates may be used for pricing the cost of additional services outlined in the Scope of Work.

PLEASE NOTE: The City of Salinas does not pay for services before it receives them. Therefore, do not propose contract terms that call for upfront payments or deposits.

6. CONTRACT TYPE AND METHOD OF PAYMENT

It is anticipated that the agreement resulting from this solicitation, if awarded, will be a *not-to-exceed budget* form of contract. A Sample Agreement of Services is provided as Attachment C. The method of payment to the successful Proposer shall be on *a fixed fee* basis with a maximum "not to exceed" fee as set by the Proposer in the proposal or as negotiated between the Proposer and the City as being the maximum cost to perform

all work. This figure shall include direct costs and overhead, such as, but limited to, transportation, communications, subsistence and materials, and any subcontracted items of work. Proposers shall be prepared to accept the terms and conditions of the Agreement, including Insurance Requirements in Attachment D. If a Proposer desires to take exception to the Agreement, Proposer shall provide the following information in Section 5.7 of their submittal package. Please include the following:

- Proposer shall clearly identify each proposed change to the Agreement, including all relevant Attachments.
- Proposer shall furnish the reasons for, as well as specific recommendations, for alternative language.

The above factors will be taken into account in evaluating proposals. Proposals that take substantial exceptions to the proposed Agreement may be determined by the City, at its sole discretion, to be unacceptable and no longer considered for award.

6.1 Insurance Requirements

The selected Proposer(s), at Proposer's sole cost and expense and for the full term of the Agreement or any extension thereof, shall obtain and maintain, at a minimum, all of the insurance requirements outlined in Attachment D.

All policies, endorsements, certificates and/or binders shall be subject to the approval of the Risk Manager of the City of Salinas as to form and content. These requirements are subject to amendment or waiver if so approved in writing by the Risk Manager. The selected Proposer agrees to provide the City with a copy of said policies, certificates, and/or endorsement upon award of contract.

7. REVIEW AND SELECTION PROCESS

City staff will evaluate the proposals provided based on the following criteria:

CRITERIA	WEIGHT
Quality and completeness of proposal;	10%
Proposer's compliance with applicable laws, regulations, policies (including city council policies), guidelines and orders governing prior or existing contracts performed by the contractor.	10%
Quality, performance and effectiveness of the solution, goods and/or services to be provided by the Proposer; Ability to ensure hygiene and minimize waste	10%
Proposer's experience, including the experience of staff to be assigned to the project, the engagements of similar scope and	10%

complexity; Proposer's prior record of performance with City or others in similar venues.	
References; at least three references, to include recent experience, contract sizes, duration of the relationship	10%
Cost to the City; The City shall not use the lowest responsible bid criteria in selecting a qualified Proposal. Cost, as listed above, is one of several criteria utilized by the City in selecting the most qualified Proposal and the City is, therefore, not required to accept the lowest bid	40%
Proposer's ability to perform the work within the time specified, proximity to City and availability during project	10%

The selection committee will make a recommendation to the City Council. The City Council will make the final determination on the award of a contract. The City has the discretion to make modifications to the selection process and criteria.

8. ORAL INTERVIEWS

Proposers may be required to participate in an oral or virtual interview.

Proposers who are selected shall make every effort to attend. The City tentatively scheduled the interviews the week of June 29, 2020.

9. PUBLIC NATURE OF MATERIALS

Responses to this RFP become the exclusive property of the City. Response to this RFP becomes a matter of public record and shall be regarded as public records, with the exception of those elements in each proposal which are defined by the Proposer as business or trade secrets and plainly marked as "Confidential," "Trade Secret," or "Proprietary". The City shall not in any way be liable or responsible for the disclosure of any such proposal or portions thereof, if they are not plainly marked as "Confidential," "Trade Secret," or "Proprietary" or if disclosure is required under the Public Records Act. Any proposal which contains language purporting to render all or significant portions of the proposal "Confidential," "Trade Secret," or "Proprietary" shall be regarded as non-responsive.

Although the California Public Records Act recognizes that certain confidential trade secret information may be protected from disclosure, the City may not accept or approve that the information that a Proposer submits is a trade secret. If a request is made for information marked "Confidential," "Trade Secret," or "Proprietary," the City shall provide the Proposer who submitted the information with reasonable notice to allow the Proposer to seek protection from disclosure by a court of competent jurisdiction.

10. COLLUSION

By submitting a proposal, each Proposer represents and warrants that its proposal is genuine and not a sham or collusive or made in the interest of or on behalf of any person not named therein; that the Proposer has not directly induced or solicited any other person to submit a sham proposal or any other person to refrain from submitting a proposal; and that the Proposer has not in any manner sought collusion to secure any improper advantage over any other person submitting a proposal.

11. DISQUALIFICATION

Factors such as, but not limited to, any of the following may be considered just cause to disqualify a proposal without further consideration:

a. Evidence of collusion, directly or indirectly, among Proposers in regard to the amount, terms or conditions of this proposal;

b. Any attempt to improperly influence any member of the evaluation team;

c. Existence of any lawsuit, unresolved contractual claim or dispute between Proposer and the City;

d. Evidence of incorrect information submitted as part of the proposal;

e. Evidence of Proposer's inability to successfully complete the responsibilities and obligation of the proposal; and

f. Proposer's default under any previous agreement with the City, which results in termination of the Agreement.

12. NON-CONFORMING PROPOSAL

A proposal shall be prepared and submitted in accordance with the provisions of these RFP instructions and specifications. Any alteration, omission, addition, variance, or limitation of, from or to a proposal may be sufficient grounds for non- acceptance of the proposal, at the sole discretion of the City.

13. GRATUITIES

No person shall offer, give or agree to give any City employee any gratuity, discount or offer of employment in connection with the award of contract by the city

~ End of Section ~

ATTACHMENT A - PROPOSER'S INFORMATION FORM

PROPOSER (please print):

Name: Cintas Corporation

Address: 904 Holloway Rd. Gilroy, Ca. 95020

Telephone: (408) 848-1023 Fax: (408) 848-1385

Contact person, title, email, telephone and fax number: Jerry Del Real

Service Manager, delrealg@Cintas.com F(408)848-1385

Proposer, if selected, intends to carry on the business as (check one):

☐ Individual
☐ Joint Venture
☐ Partnership
☑ Corporation

Date incorporated? _____ In what state? _____

Date authorized to do business in California? _____

☐ Other (explain):_____

No proposal shall be accepted which has not been signed in ink in the appropriate space below:

By signing below, the submission of a proposal shall be deemed a representation and certification by the Proposer that they have investigated all aspects of the RFP, that they are aware of the applicable facts pertaining to the RFP process, its procedures and requirements, and they have read and understand the RFP. No request for modification of the proposal shall be considered after its submission on the grounds that the Proposer was not fully informed as to any fact or condition.

1. If Proposer is an **INDIVIDUAL**, sign below:

Date:_____ _____
Proposer's Signature

_____
Proposer's typed name and title

2. If Proposer is **PARTNERSHIP** or **JOINT VENTURE**; at least two (2) Partners shall sign here:

_____
Partnership or Joint Venture Name (type or print)

Date: _____ _____
Signature & Title of Member of the Partnership or Joint Venture

_____
Signature & Title of Member of the Partnership or Joint Venture

3. If Proposer is a **CORPORATION**, the duly authorized officer shall sign as follows:

The undersigned certify that he/she is:

General Manager - Loc#630 Gilroy
Title

Of the corporation named below; that they are designated to sign the Proposal Cost Form for and on behalf of the below named CORPORATION, and that they are authorized to execute same for and on behalf of said CORPORATION.

Viney Vig
Corporation Name (type or print)

By: _____ Date: 6/24/2020
Signature

Title: General Manager

ATTACHMENT B – SCOPE OF SERVICES

1. INTRODUCTION

Proposer will provide rental, laundering and delivery of uniforms, linens, and mats for Public Works Department. Services shall include laundering and repair of rented uniforms and laundering of City-owned uniforms. Rental of items such as shop towels, and mats are also included. The contractor will be required to upgrade uniforms, linens, and mats with new items as needed at no cost to the City. Contractor will furnish all materials, labor services and special skills required to provide this service as described in these specifications.

2. SAMPLE AND FITNESS TESTING

Contractors are required to submit a sample at their own expense to be tested by the City. The samples are due once Proposer has been notified that they have been selected to the final round of interviews and must be delivered to:

In Person: Public Works Yard 426 Work Street, Salinas, CA 93901

Public Works – Maintenance –Lucas Aledo

Item #	Qty	Pant Size/Shirt Size	Type	Color
1	1	Various in sizes	JEAN/CARHARTT CARPENTER OR (EQUIVALENT)	DENIM
2	1	Various in sizes	JEAN/CARHARTT RELXFIT OR (EQUIVALENT)	DK DENIM
3	1	Various in sizes	DUNGAREE/CARHARTT OR (EQUIVALENT)	BROWN
4	1	Various in sizes	DUNGAREE/CARHARTT OR (EQUIVALENT)	NAVY
5	1	Various in sizes	JEAN/FR/CARPENTER/RELXFIT	DENIM
6	1	Various in sizes	WORK PANT	NAVY
7	1	Various in sizes	SUSAN CARGO PANTS/WMNS	KHAKI
8	1	Various in sizes	WK SHIRT/BLK/MICRO P/CTN LS	BLACK
9	1	Various in sizes	POLO/POLY/BLK/SS-RG00L	BLACK
10	1	Various in sizes	UNIF SHIRT/ORANGE POP LS	ORANGE
11	1	Various in sizes	UNIF SHIRT/ORANGE POP SS	ORANGE
12	1	Various in sizes	SHIRT/BTN DWN LS	KHAKI /Orange/Black
13	1	Various in sizes	SHIRT/BTN DWN SS	KHAKI
14	1	Various in sizes	FR SHRT/ 88/12 MD LS	NY/BL
15	1	Various in sizes	PERMA-LND JACKET	NAVY
16	1	Various in sizes	COVERALL/CTTN/SNAP/POSTMAN	BLUE

3. LAUNDER

Contractor shall launder rented garments. On occasion, individuals may launder rented garments themselves. Contractor must supply bins to store soiled garments for pickup.

Contractor must supply lockers for storage of uniforms. Clothing must be ironed and pressed.

4. LIQUIDATED DAMAGES

Liquidating damages of $270 per day will be applied for all services that are not satisfied in the proper time frame stated within the scope of work.

5. CONTRACT TERM

The City intends to award a 3-year contract with the option for two one-year extensions.

6. RENTAL

The following City of Salinas Divisions require uniform rental services. The number of employees may change from time to time.

Division	Estimated Number of Employees
Fleet	7
Facilities	3
Forestry	7
Streets	15
Parks	7
Wastewater	17
Graffiti	2
Total Number of Employees	**58**

7. INVENTORY TRACKING (INITIAL ISSUE, INVENTORY, CHANGES)

Contractor shall issue new standard or Flame Resistant (FR) uniforms to employees at the beginning of the contract period as specified by each Division. Thereafter, the Contractor shall maintain sufficient stock to provide complete new uniform sets within one to two weeks for newly hired employees.

The inventory per person per week will be five (5) uniforms per employee per week. Employee will have the option to choose short sleeve shirts, long sleeve shirts or the combination thereof, so long as not to exceed (5) uniform shirts in total. One extra uniform will also be accounted for, as the employee will be wearing a uniform. Some employees will be given additional shirts (FR shirts or 100% cotton shirts) and/or coveralls to satisfy the requirements of the Department.

Contractor shall track inventory of City-owned garments submitted for laundry, repair or

replacement basis. This report shall be submitted to the City on a weekly basis for verification of garments submitted. Contractor shall provide in its rate structure a price for cleaning only for City-owned garments.

8. MEASUREMENTS OF INDIVIDUALS

Contractor shall be responsible for individual measurements and resultant fit of the uniforms. Contractor shall provide uniforms for all employees regardless of size or special fitting requirements. All garments, when issued are to be new; no used garments shall be issued at any time during the period of the contract unless a garment has been returned for repair during the garment's stated life span.

Contractor shall provide new uniforms at no extra cost upon City's request. Contractor shall take employee measurements at various City facilities. Contractor shall work with Individual divisions to coordinate dates and times for measurements. Alterations may be required for certain individuals and Contractor shall supply cost associated with each uniform alteration.

The Contractor shall maintain a record of uniform size (pants waist and length, shirt size and jacket size) for each employee that has been issued a uniform. Contractor shall add or delete items and quantities used, as required, to meet City's needs.

Contractor should allow for shrinkage on FR garments and standard issue 100% cotton uniforms of about 3"-5".

Account Representative will be notified of additions of new employees requiring fitting for new uniforms.

9. MARKING, CITY EMBLEMS, NAME PATCHES

Contractor shall mark or label each leased or City-owned, standard issue or FR item of clothing clearly but, inconspicuously, to permit identification of garments by each employee. All patching and threading on FR garments must be of same FR material.

The Contractor shall furnish and sew on various department emblems, individual name patches and/or lettering on the front of garments. Name labels and City emblems, provided by contractor, shall be placed on every shirt, jacket and coveralls. Design of the labels and City emblem must receive prior approval by the Director of Public Works before initial issue.

10. PICK-UP/DELIVERY

Contractor is responsible for pick-up and delivery of all leased and City-owned standard issue or FR uniform items. Contractor shall supply hanger racks, shop towel cans and soiled laundry container(s).

Contractor shall pick up soiled garments once a week from various divisions and deliver on hangers to the same location within one week. Contractor shall replace garments not properly washed and ironed within two (2) working days.

Contractor shall complete an itemized list of the leased or City-owned standard issue or FR uniform items and quantity being picked up for laundering. Contractor shall submit a copy of the itemized list to the unit for reconciliation when the clean garments are returned. Contractor shall remain at the delivery site while the garments are checked in. Uniforms are to be entered into the system at our site prior to removal. Contractor shall correct any discrepancy within 24 hours.

Every six months, inventory must be taken by Contractor of garments issued to each individual employee. This data will be reconciled with inventory data from the City for verification of number of garments issued and on hand. Data should also be compared with the Contractor's original inventory.

11. DAMAGED/REPAIR/REPLACEMENT ITEMS

The City shall determine the conditions under which a garment is considered damaged and/or is the need of repair or needs to be replaced and the level of charges associated with each. Wear and tear period shall be determined by the City at all times.

The City expects a uniform to last a year. If a uniform fails within less than a year at no fault of the employee, the uniform shall be replaced at no charge. If a uniform is damaged by an employee, other than regular expected wear and tear, then the City is responsible for a prorated amount of the cost. For example, if a garment's lifespan is one year, but the garment fails within 6 months then the City is only responsible for 50% of the cost of the uniform replacement.

Replacement uniform pieces shall be new. Turn Around time shall be 1- 2 weeks.

12. LOST ITEMS

Contractor shall include a cost for replacement for each item. The formula used in pro-rating the charges shall be the same formula used for replacing damaged uniform.

13. BILLING

Contractor shall submit invoices weekly. The invoice shall include account number, names of employees and the number and type of garment rented and cleaned; or laundered only. The invoice shall segregate charges by Division.

Billing shall be based on the cost approved by City and incorporated as part of the contract. There shall be no other charges on the bill not otherwise approved or included in

the contract. The City may order additional items. These additional items must be approved by the Director of Public Works in writing.

Contractor shall remove employee names from billing upon notification of separation from City or discontinued employment within one week of notification from the City.

14. GARMENT SPECIFICATIONS – STANDARD ISSUE

Contractor shall supply the ANSI Standard Class 2 Safety Apparel for daytime and Class 3 for nights (this is due to regulatory compliance for Minimum Illumination for Nighttime Road Work). Totals reflect estimated weekly amount.

High visibility garments must be Class 3 Level.

Work Shirt: 275

- Work shirt with lined collar and cuffs
- Long sleeve and short sleeve
- 65% poly/35% cotton
- Variety of colors – including tan, orange, light blue, navy
- Two button-through pockets
- Men's and women's sizes as required.

Work Pants: 290

- Industrial type, plain front, set-in waistband, no cuffs
- Poly/ cotton
- Variety of colors
- Non-corrosive heavy-duty brass zipper for the fly
- Belt loop, center stitched, sewn into waistband
- Men's and women's sizes required.

Coveralls: 35

- Long sleeve, one piece, zipper front
- 100% cotton or 65/35 poly/cotton blend
- Pre-shrunk and generously cut for comfortable laying over work clothing. Safety stitched seams for long-lasting wear.
- Side vent openings, concealed button front.
- Two breast pockets, two slash style front pockets and two rear hip pockets.

Miscellaneous Janitorial Items

- Fender Protectors: 20
- Shop Rags: 260

Garment Specifications – NFPA 70E Standard, Flame Resistant

Prior to the awarding of the contract, Sample FR clothing sets shall be made available to be field and fitness tested. FR Clothing will be made available to accommodate employees up to 7X. Contractor shall supply the ANSI Standard Safety Apparel Class 2 for daytime and Class 3 for nighttime wear (this is due to regulatory compliance for Minimum Illumination for Nighttime Road Work).

Work Shirt – ARC Rating 8.7: 15 shirts

- Work shirt with lined collar and cuffs
- Long sleeve
- 12% Nylon/88 % cotton FR Material
- Color: Khaki and Light Blue
- Six or seven-button plain front, plain facing folded straight and flat, long tuck in tail. Two piece yoke.
- Two button-through pockets
- Men's and women's sizes as required. NOTE: All custom sized FR shirts must have Extra-long sleeve lengths.
- Preferably a Carhart or Bulwark brand
- Option 2 would be a category 2 FR Long Sleeve Henley Styled Shirt
- Option 3 would be a category 2 FR Long Sleeve High Visibility Shirt-Henley or Button down Collared Shirt in High Visibility Yellow or Orange
- If button down shirts are chosen, we would like all shirts to have the tails of the shirts squared off and finished

Additional Specifications:

- New uniforms for new employee's
- Replacement uniform pieces – should be new
- Cleaning detergent –needs to remove oil, grease
  - more odor free (current detergent leaves an odor that becomes stronger within a couple of hrs of employee wearing) option for hypoallergenic
- turnaround time: 1-2 weeks for new or replacement uniform
- mending, repair to meet turnaround time (1-2 wks)
- Lockers – Equip will need lockers to establish quality control

~ End of Attachment~

ATTACHMENT C - SAMPLE AGREEMENT

AGREEMENT FOR SERVICES BETWEEN THE CITY OF SALINAS AND XXX

UNIFORM RENTAL/LAUNDRY SERVICES

THIS AGREEMENT is executed this ____ day of _____, 202_, ("Agreement" or "Contract") between the City of Salinas, a California Charter city and municipal corporation (hereinafter "City") and XXX, a XX (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: Uniform Rental and Laundry Services. Scope of work is further discussed in City's Request for Proposal (RFP) for Uniform Rental Laundry Services published June 2020, Attachment XX and Contractor's Proposal dated __/__/__, Attachment XX.

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 September 1, 2020 and shall be completed by August 30, 2022 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, [_____ Dollars ($_____)] or [(an hourly fee in the amount of _____ Dollars ($_____) per hour, not to exceed _____ Dollars ($_____)], as more fully described in title of Contractors fee schedule, Attachment XX. 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 XXX 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

_____

Joe Gunter
Mayor

APPROVED AS TO FORM:

_____

Christopher A. Callihan, City Attorney, or
Rhonda Combs, Assistant City Attorney

CONTRACTOR

_____

By (Printed Name): Jerry DelReal

Its (Title): Service manager

ATTACHMENT D - 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.

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 E - SAMPLE TABLE FORMAT QUALIFICATIONS OF PROPOSER RELATIVE TO CITY'S NEEDS

Project Name _____

Client Nutrien AG Solutions - Salinas, Ca.

Description of Work Performed: Weekly uniform & Facility Services

Total Project Cost: $115,000 - annually

Percentage of Work Firm was responsible for: 100%

Client Contact Information: Robert Mathos (831) 206-4456

Did your company meet the project schedule: ☑ Yes ☐ No

Give a brief statement of the organization's adherence to the schedule and budget for the project: We provide a weekly service, any complaints about the service that are not addressed at route level must be escalated to my attention. No complaints have been brought to my attention.

Project Name _____

Client Braga fresh Foods - Salinas, Ca.

Description of Work Performed: Weekly uniform and Facility Services

Total Project Cost: $125,000 - Annually

Percentage of Work Firm was responsible for: 100%

Client Contact Information: Terri Baldwin (831) 744-3095

Did your company meet the project schedule: ☑ Yes ☐ No

Give a brief statement of the organization's adherence to the schedule and budget for the project: Any complaints not address at route level should be brought to my attention. No complaints from this customer.

Project Name _____

Client Carmel Area Waste water - Carmel, Ca.

Description of Work Performed: weekly uniform and facility services

Total Project Cost: $25,000 - Annually

Percentage of Work Firm was responsible for: 100%.

Client Contact Information: Daryl Lauer (831) 257-0434

Did your company meet the project schedule: ☑ Yes ☐ No

Give a brief statement of the organization's adherence to the schedule and budget for the project: no issues with cost of program or level of service.

Project Name _____

Client California American Water - Salinas & Pacific Grove

Description of Work Performed: weekly uniform Services

Total Project Cost: $50,000 - Annually

Percentage of Work Firm was responsible for: 100%.

Client Contact Information: Edi Lemon (831) 646-3206

Did your company meet the project schedule: ☑ Yes ☐ No

Give a brief statement of the organization's adherence to the schedule and budget for the project:

no issues with cost of program or level of service.

ATTACHMENT F- COST PROPOSAL & BID RESPONSE

Item	Colors (Desired)	Sizes	Qty per week 1	Rental Unit Cost	Rental Extended Price per Week	Contractor launders City-owned garment Per Garment/week	Brand & Product Code (specify below)
1. Work Shirt Short or Long Sleeve Carhartt	Orange, & Khaki	Sm -4XLT	275	$ .415	$ 114.12	$ 1.50	Cintas Co Carhartt (Fa
2. Jacket	Blue	SM-4XLT	35	$ .433	$ 15.15	$ 1.50	Cintas
Carhartt Pant 3.Industrial Pant	Navy blue pants, blue jeans and Brown	W: 26-60" Ins: 26-36"	155 ~~290~~ 135	.476 $ .189	73.78 $ 25.51	1.50 $ 1.50	Carhartt Cintas
4. Work Shirt FR Fabric WORK PANT FR	Blue	S-4XLT	15 15	.45 $ .56	6.75 $ 8.40	1.50 $ 1.50	Carhartt Carhartt
100% COTTON 5. Work Coverall	Blue	36-50	35	$ .425	$ 14.88	$ 1.50	Cintas
6. Shop Towels			260	$ .062	$ 16.12	$ N/A	N/A
7. Fender Covers			20	$ .791	$ 15.82	$ N/A	N/A
GRAND TOTAL			930	$ 3.80	$ 290.53	$ N/A	

ITEM
Providing and affixing patches with City name
Providing and affixing patches with individual name
Affixing City provided logo patches
Environmental Fees
Garment Preparation for size change
Garment Preparation for color change
Garment Preparation for new employee after initial installation
Depreciation scale
Other – enter any additional charges not listed in the proposal. Any charges not listed in the proposal or herein will not be paid. (Size Premium for non standard sizes) Uniform Advantage Program
Alterations-Please list the cost and type for alterations. If left blank it will be considered to be at no cost to the City.

AGREEMENT --AMENDMENT NO. 1 TO UNIFORM RENTAL AND LAUNDRY SERVICE BETWEEN CINTAS INC AND CITY OF SALINAS

This Amendment No. [1] to the Uniform rental and laundry service (the "Amendment") is entered into this 26 day of August 2020, by and between the City of Salinas (the "City") and Cintas Inc, (the "Contractor"). City and Contractor may be individually referred to herein as a "Party" and collectively the City and Contractor may be referred to as the "Parties."

RECITALS

WHEREAS, the City and Contractor first entered into an Agreement for services between the City of Salinas and Cintas effective 20th day of July, 2020, pursuant to which Contractor agreed to act as and provide certain services to the City for compensation for uniform rental and laundry service not to exceed $53,402.00 per year for a 3 year term. (the "Agreement"); and

WHEREAS, the City and Contractor desire to amend the Agreement to add the Salinas Airport personnel (3 staff members), to the three year agreement at a not-to-exceed price of $1,500.00 per year for a 3 year term.

NOW, THEREFORE, in mutual consideration of the terms and conditions set forth below, the Parties agree as follows:

TERMS

1. The Agreement, section, is amended to the following: Agreement with Contractor for uniform rental and laundry service, for the sum not to exceed $55,902.00 per year for a period of 3 years.

2. All other covenants, terms, and conditions set forth in the Agreement and not amended by this Amendment shall remain in full force and effect as if fully set forth herein.

IN WITNESS WHEREOF, the undersigned, as authorized representatives of the City and Contractor have entered into this Agreement as of the date first written above.

CITY OF SALINAS

DocuSigned by:
Jim Pia
95AF7118EAC649A...
Ray E. Corpuz, Jr., City Manager
Jim Pia, Interim City Manager

APPROVED AS TO FORM:

Rhonda Combs
Rhonda Combs, Assistant City Attorney

CINTAS INCORPORATED

Jerry Del Real
Printed name: Jerry Del Real
Title: Service Manager

AGREEMENT —AMENDMENT NO. 2 TO
UNIFORM LAUNDRY AND RENTAL SERVICE
BETWEEN
CINTAS INC AND CITY OF SALINAS

This Amendment No. 2 to the Uniform Laundry and Rental Service (the "Amendment") is entered into this 15th day of July 2021, by and between the City of Salinas (the "City") and Cintas Incorporated, (the "Contractor"). City and Contractor may be individually referred to herein as a "Party" and collectively the City and Contractor may be referred to as the "Parties."

RECITALS

WHEREAS, the City and Contractor first entered into an Agreement for Uniform Laundry and Rental Services between the City of Salinas and Cintas Inc effective 20th day of July, 2020, pursuant to which Contractor agreed to act as and provide certain services to the City for compensation for uniform rental and laundry service not to exceed $53, 402.00 per year for a 3 year term (the "Agreement"); and

WHEREAS, on August 26th 2020 the City and Contractor entered into "Agreement-Amendment No 1" to add additional scope at a not-to-exceed price of $1,500 per year; and

WHEREAS, the City and Contractor desire to further amend the Agreement to increase payment terms to account for an increase in the level expected services at the amount of $7,000.00 per year.

NOW, THEREFORE, in mutual consideration of the terms and conditions set forth below, the Parties agree as follows:

TERMS

1. The Agreement, section "4. Payment" is amended in its entirety to read as follows:
   - 4. Payment. City agrees to pay and Contractor agrees to accept as full and fair consideration for the performance of this agreement, an amount not to exceed $61,902 per year as more fully described in contractors fee schedule included in 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 Contractors 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.

2. All other covenants, terms, and conditions set forth in the Agreement and not amended by this Amendment shall remain in full force and effect as if fully set forth herein.

IN WITNESS WHEREOF, the undersigned, as authorized representatives of the City and Contractor have entered into this Agreement as of the date first written above.

CITY OF SALINAS

DocuSigned by:
Steve Carrigan
04396AE44903419...

Steven S. Carrigan, City Manager

APPROVED AS TO FORM:

DocuSigned by:
Christopher A. Callihan
DF600E62871844E...

□ Christopher A. Callihan, City Attorney
□ Rhonda Combs, Assistant City Attorney

CINTAS INCORPORATED

DocuSigned by:
Genaro Del Real
0DDF0CBC3E514FB...

Printed name: Genaro Del Real
Title: Service Manager

AGREEMENT —AMENDMENT NO. 3 TO
UNIFORM LAUNDRY AND RENTAL SERVICE
BETWEEN
CINTAS INC AND CITY OF SALINAS

This Amendment No. 3 to the Uniform Laundry and Rental Service (the "Amendment") is entered into this 16th day of May 2023, by and between the City of Salinas (the "City") and Cintas Incorporated, (the "Contractor"). City and Contractor may be individually referred to herein as a "Party" and collectively the City and Contractor may be referred to as the "Parties."

RECITALS

WHEREAS, the City and Contractor first entered into an Agreement for Uniform Laundry and Rental Services between the City of Salinas and Cintas Inc effective 20th day of July 2020, pursuant to which Contractor agreed to act as and provide certain services to the City for compensation for uniform rental and laundry service not to exceed $53, 402.00 per year for a 3-year term (the "Agreement"); and

WHEREAS, on August 26th, 2020, the City and Contractor entered into "Agreement-Amendment No 1" to add additional scope at a not-to-exceed price of $1,500 per year; and

WHEREAS, on July 26th, 2021, the City and Contractor desire to further amend the Agreement to increase payment terms to account for an increase in the level expected services at the amount of $7,000.00 per year; and

WHEREAS, the City and Contractor desire to further amend the Agreement to increase payment terms to account for an increase in the level of expected services in an amount not to exceed $75,152 for the remainder of the agreement.

NOW, THEREFORE, in mutual consideration of the terms and conditions set forth below, the Parties agree as follows:

TERMS

1. The Agreement, section "4. Payment" is amended in its entirety to read as follows:
    - 4. Payment. City agrees to pay and Contractor agrees to accept as full and fair consideration for the performance of this agreement, an amount not to exceed $75,152. Contractor has no right of reimbursement for expenses under this agreement. Compensation shall become due and payable 30 days after City's approval of Contractors 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.

2. All other covenants, terms, and conditions set forth in the Agreement and not amended by this Amendment shall remain in full force and effect as if fully set forth herein.

IN WITNESS WHEREOF, the undersigned, as authorized representatives of the City and Contractor have entered into this Agreement as of the date first written above.

CITY OF SALINAS

_____
Steven S. Carrigan, City Manager

APPROVED AS TO FORM:

_____
□ Christopher A. Callihan, City Attorney
□ Rhonda Combs, Assistant City Attorney

CINTAS INCORPORATED

_____

Printed name: _____

Title: _____

File #: ID#23-305, **Version:** 1

Records Retention Schedule Update

Approve a Resolution adopting a new Records Retention Schedule.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **ADMINISTRATION**

FROM: **PATRICIA M. BARAJAS, CITY CLERK**
CHRISTOPHER A. CALLIHAN, CITY ATTORNEY

TITLE: **RECORDS RETENTION SCHEDULE UPATE**

RECOMMENDED MOTION:

A motion to approve a Resolution adopting a new Records Retention Schedule.

EXECUTIVE SUMMARY:

The City is updating its records management program, including its records retention policies which will result in efficiency gains and cost savings. The City of Salinas selected Gladwell Governmental Services, Inc., an expert in local government records, to update its records management program. An update in the existing program was necessary to reduce current and future records storage costs, eliminate duplication of effort, increase efficiency and take advantage of current technology and changes in law.

BACKGROUND:

The update to the current records management systems was driven by many factors, including:

- Limited space in City facilities
- Filing and storing of duplicate records across departments
- Production and management of many permanent records
- Increase in records storage expenses
- Technology advancements
- Changes in law

The purpose of the program is to apply efficient and economical methods to the utilization, maintenance, retention, preservation and disposal of all records managed by the City. The retention periods are in compliance with all laws and are standard business practice for California cities.

The new Retention Schedules provide clear, specific records descriptions and retention periods, and apply current law and technology to the management of City records. Through the update process, staff was able to clearly identify which department is responsible for maintaining specific original record and establishing clear retention periods for different record categories.

It is standard business practice for California cities to authorize the routine destruction of records that have exceeded their retention period, upon the request of the Department Head and with the consent in writing of the Department Head, City Clerk and City Attorney.

Standard business practice for California cities also authorizes updates to the schedule without further action of the City Council, which is provided in Section 3.

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:

Approval of an update to the Records Retention Schedule supports the City Council's Strategic Goal of Effective and Culturally Responsive Government.

DEPARTMENTAL COORDINATION:

The new retention schedule was written interactively with representatives from all departments participating in the process via virtual meetings, telephone and email.

FISCAL AND SUSTAINABILITY IMPACT:

No City funds required. Salinas will realize significant cost savings both in labor and storage expenses.

ATTACHMENTS:
Resolution
Retention Schedules
Records Destruction Form
Retention Schedule Update Form

RESOLUTION NO. (N.C.S)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SALINAS, CALIFORNIA, ADOPTING A RECORDS RETENTION SCHEDULE, AUTHORIZING DESTRUCTION OF CERTAIN CITY RECORDS AND REPEALING RESOLUTION NUMBERS 19314 (N.C.S) and 21787 (N.C.S)

WHEREAS, the maintenance of numerous records is not necessary after a certain period of time for the effective and efficient operation of government of the City of Salinas; and

WHEREAS, Section 34090 of the Government Code of the State of California provides a procedure whereby any City record which has served its purpose and is no longer required may be destroyed; and

WHEREAS, the City of Salinas previously adopted Resolution Numbers 19314 (N.C.S) and 21787 (N.C.S), approving Records Retention Schedules which now require updates.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF SALINAS AS FOLLOWS:

Section 1. Resolution Numbers 19314 (N.C.S) and 21787 (N.C.S) are hereby repealed.

Section 2. The records of the City of Salinas, as set forth in the Records Retention Schedule Exhibit A, attached hereto and incorporated herein by this reference, are hereby authorized to be destroyed as provided by Section 34090 et seq. of the Government Code of the State of California and in accordance with the provision of said schedule upon the request of the Department Head and with the consent in writing of the Department Head, City Clerk and City Attorney, without further action by the City Council of the City of Salinas.

Section 3: Updates are hereby authorized to be made to the Records Retention Schedule, without any further action by the City Council, with the consent of the Department Head, City Clerk, City Attorney and City Manager.

Section 4. The term "records" as used herein shall include documents, instructions, books, microforms, electronic files, magnetic tape, optical media, or papers as defined by the California Public Records Act.

Section 5. The City Clerk shall certify to the passage and adoption of this resolution.

Section 6. This resolution shall become effective immediately upon its passage and adoption.

PASSED AND APPROVED this 16th day of May 2023 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

HOW TO USE RETENTION SCHEDULES

A legend explaining the information presented in the retention schedule has been printed on the back of each page for your easy reference; an index to locate records is also provided.

The specified retention period applies regardless of the media of the record: If a record is stored on paper and a computer file on a hard drive, both records should be destroyed (or erased) after the specified period of time has elapsed.

Copies or duplicates of records should never be retained longer than the prescribed period for the original record.

STRUCTURE: CITYWIDE, DEPARTMENTS & DIVISIONS

The City-wide retention schedule includes those records all departments have in common (letters, memorandums, purchase orders, etc.). These records are NOT repeated in the Department retention schedule, unless that department is the Office of Record, and therefore responsible for maintaining the original record for the prescribed length of time.

Each department has a separate retention schedule that describes the records that are unique to their department, or for which they are the Office of Record. Where appropriate, the department retention schedules are organized by Division within that Department. If a record is not listed in your department retention schedule, refer to the City-wide retention schedule. An index will be provided for your reference.

BENEFITS

This retention schedule has been developed by Diane R. Gladwell, MMC, an expert in Municipal Government records, and will provide the City with the following benefits:

- Reduce administrative expenses, expedite procedures
- Free filing cabinet and office space
- Reduce the cost of records storage
- Eliminate duplication of effort within the City
- Find records faster
- Easier purging of file folders
- Determine what media should be used to store records

For questions, please contact the City Clerk.

AUTHORIZATION TO DESTROY RECORDS:

Destruction of an original record that has exceeded its retention period must be authorized according to City Policies & Procedures prior to destroying it.

- If there is a **minimum** retention ("**Minimum 2 years**"), destruction of the document must be authorized before it is destroyed, as it is an original record.

Copies, drafts, notes and non-records do NOT require authorization, and can be destroyed "When No Longer Required."

- If there is **NOT** a minimum retention ("When No Longer Required"), it does NOT need to be authorized prior to destruction, as it is a preliminary draft / transitory record or a copy.

On every page of the schedules (near the top, just under the column headings) are important instructions, including instructions regarding holds on destroying records. "**Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).**"

RECORDS RETENTION SCHEDULE LEGEND

OFR (Office of Record): The department that keeps the original or "record copy." Usually it is the department that originates the record, unless the item is for a City Council meeting (then it is the City Clerk.)

Records Description: The record series (a group of like records).

Transitory Records not retained in the ordinary course of business, **that do NOT have substantive content:** Preliminary drafts, notes, or interagency or intra-agency memoranda and records having only transitory value. Examples: Telephone messages, meeting room reservation schedules, logs, source records entered into a computer system that qualifies as a "trusted system", etc.

Non-Record: Documents, studies, books and pamphlets produced by outside agencies, preliminary drafts not retained in the ordinary course of business.

Total Retention: The total number of years the record will be retained

For file folders containing documents with different retention timeframes, use the document with the longest retention time.

P = Permanent

Indefinite = No fixed or specified retention period; used for databases, because the data fields are interrelated.

Vital? = Those records that are needed for basic operations in the event of a disaster.

Media Options (*guideline*) – the form of the record:

Mag = Electronic Computer Magnetic Media (Hard drives, Networks, USB Drives, Cloud, etc.)
Mfr = Microforms (aperture cards, microfilm, microfiche, or jackets)
Ppr = Paper
OD = Optical Disk, CD-r, DVD-r, WORM, or other **media** which **does not allow changes**

Scan / Import (*guideline*)**:**

"S" indicates the record should be scanned into the document imaging system;
"I" indicates the record should be electronically imported into the document imaging system;
"M" indicates the record should be microfilmed

Destroy Paper after Imaged & QC'd / Trustworthy Electronic Record: "Yes" indicates the electronic record may serve as the OFFICIAL record (and the paper version may be destroyed, or the record may be electronically generated and never exist in paper format;) **IF (legal requirements)** the document has been imaged (electronically generated, scanned or imported **and** placed on **Unalterable Media, Immutable Cloud Media, DVD-R, CD-R, Blue-ray-R, or WORM** – Write Once Read Many Media, **or microfilmed**) which is stored in a safe & separate location, and both the images and indexing Quality Checked ("QC'd"). The electronic record or image must contain all significant details from the original and be an adequate substitute for the original document for all purposes, and other legal mandates apply. Includes all electronic records which are to serve as the Official Record.

Legend for legal citations (§: Section)

CC: Civil Code (CA)
CFC: California Fire Code
EVC: Evidence Code (CA)
FTB: Franchise Tax Board (CA)
HUD: Housing & Urban Develop. (US)
PC: Penal Code (CA)
UFC: Uniform Fire Code
W&I: Welfare & Institutions Code (CA)
B&P: Business & Professions Code (CA)
CCP: Code of Civil Procedure (CA)
CFR: Code of Federal Regulations (US)
FA: Food & Agriculture Code
GC: Government Code (CA)
LC: Labor Code (CA)
PRC Public Resources Code
USC: United States Code (US)
CBC: California Building Code
CCR: California Code of Regulations (CA)
EC: Elections Code (CA)
FC: Family Code (CA)
H&S: Health & Safety Code (CA)
Ops. Cal. Atty. Gen..: Attorney General Opinions (CA)
R&T: Revenue & Taxation Code (CA)
VC: Vehicle Code (CA)

RECORDS RETENTION SCHEDULE: CITY-WIDE STANDARDS

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
Retentions apply to the department that is NOT the Office of Record (OFR), or the "Lead Department". If you are the OFR, refer to your department retention schedule.								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, public records act requests, and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
CITY-WIDE (Used by All Departments)								
Lead Dept.	CW-001	Agreements & Contracts: **ORIGINALS (WITH Grant Funding)** City Clerk retains the Original Agreement or Contract only when approved by the City Council	Completion + 10 years or After Funding Agency Audit, if required, whichever is longer	Yes: Before Completion	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Some grant funding agencies require audits; Statute of Limitations for Errors & Omissions is 10 years; Statute of Limitations: Contracts & Spec's=4 years, Wrongful Death=comp. + 5 years, Developers=comp. + 10 years; CCP §337 et. seq., 2 CFR 200.334; 24 CFR 91.105(h), 92.505, & 570.502(b), 29 CFR 97.42; OMB Circular A-133GC §34090
Lead Dept.	CW-002	Agreements & Contracts: **ORIGINALS (WITHOUT Grant Funding)** City Clerk retains the Original Agreement or Contract only when approved by the City Council	Completion + 10 years	Yes: Before Completion	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	City preference; Covers E&O Statute of Limitations; Published Audit Standards=4-7 years; Statute of Limitations: Contracts & Spec's=4 years, Wrongful Death=comp. + 5 years, Developers=comp. + 10 years; Statewide guidelines propose termination + 5 years; CCP §337 et. seq., GC §34090
Lead Dept.	CW-003	Agreements & Contracts: **ADMINISTRATION (WITH Grant Funding)** (Insurance Certificates, Project Administration, Certified Payrolls, RFP - Request for Proposal.)	Completion + 10 years or After Funding Agency Audit, if required, whichever is longer	Yes: Before Completion	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Some grant funding agencies require audits; Statute of Limitations for Errors & Omissions is 10 years; Statute of Limitations: Contracts & Spec's=4 years, Wrongful Death=comp. + 5 years, Developers=comp. + 10 years; CCP §337 et. seq., 2 CFR 200.334; 24 CFR 91.105(h), 92.505, & 570.502(b), 29 CFR 97.42; OMB Circular A-133GC §34090

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
Retentions apply to the department that is NOT the Office of Record (OFR), or the "Lead Department". If you are the OFR, refer to your department retention schedule.								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, public records act requests, and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Lead Dept.	CW-004	Agreements & Contracts: **ADMINISTRATION (WITHOUT Grant Funding)** (Insurance Certificates, Project Administration, Certified Payrolls, RFP - Request for Proposal, etc.)	Completion + 10 years	Yes: Before Completion	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	City preference; Covers E&O Statute of Limitations; Published Audit Standards=4-7 years; Statute of Limitations: Contracts & Spec's=4 years, Wrongful Death=comp. + 5 years, Developers=comp. + 10 years; Statewide guidelines propose termination + 5 years; CCP §337 et. seq., GC §34090
Lead Dept.	CW-005	Agreements & Contracts: **UNSUCCESSFUL BIDS, PROPOSALS or RESPONSES to RFPs** (Request for Proposals) **and/or RFQs** (Request for Qualifications) that don't result in a contract, and not opened by the City Clerk	2 years		Mag, Ppr		Yes: After QC & OD	GC §34090
	CW-006	Boards, Commissions, & Committees: **External Organizations** - Agendas, Minutes, Resolutions, or other documents (e.g. County Board of Supervisors)	When No Longer Required		Mag, Ppr			Non-records
Staffing Dept.	CW-007	Boards, Committees, Commissions, Ad-Hoc Committees: **Citizen Advisory Created by the City Council AGENDAS & STAFF REPORTS**	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090 et seq.
Staffing Dept.	CW-008	Boards, Committees, Commissions, Ad-Hoc Committees: Citizen Advisory Created by the City Council **AUDIO or VIDEO RECORDINGS**	Minimum 2 years		Mag			Department preference; Audio Required for 30 days; GC §54953.5(b); video recordings of meetings are required for 90 days; GC §34090.6
Staffing Dept.	CW-009	Boards, Committees, Commissions, Ad-Hoc Committees: **Citizen Advisory Created by the City Council MINUTES**	P		Mag, Ppr			GC §34090

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
Retentions apply to the department that is NOT the Office of Record (OFR), or the "Lead Department". If you are the OFR, refer to your department retention schedule.								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, public records act requests, and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Staffing Dept.	CW-010	Committees: **Employee Committees**, Employee Staff Meetings / Department Staff Meetings **AGENDAS and MINUTES**	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Only Citizen Advisory Boards appointed by the City Council must retain minutes permanently (Council Subcommittees present their recommendations to the full Council); GC §34090 et seq.
Lead **(Responding)** Dept.	CW-011	Complaints / Concerns from Citizens (Excludes Police Officers - Also Request for Services Software)	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	City preference; Statute of Limitations for personal property, fraud, etc. is 3 years; Claims must be filed in 6 months; CCP §§338 et seq., 340 et seq., 342, GC §34090
Lead Dept.	CW-012	Copies or duplicates of any record	Copies - When No Longer Required		Mag Ppr			GC §34090.7
Dept. that **Authors** Document or Receives the City's Original Document	CW-013	Correspondence - **ROUTINE (Content relates in a substantive way to the conduct of the public's business)** (e.g. Letters, Memorandums, Administrative, Chronological, General Files, Reading File, Working Files, etc.)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090; City of San Jose v. Superior Court (Smith). S218066. Supreme Court of California, 2017

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
Retentions apply to the department that is NOT the Office of Record (OFR), or the "Lead Department". If you are the OFR, refer to your department retention schedule.								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, public records act requests, and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Dept. that **Authors** Document or Receives the City's Original Document	CW-014	Correspondence - **TRANSITORY / PRELIMINARY DRAFTS**, Interagency and Intraagency Memoranda NOT retained in the ordinary course of business **Content NOT Substantive**, or NOT made or retained for the purpose of preserving the informational content for future reference (e.g. calendars, checklists, e-mail, social media posting, employee directories, flyers, invitations, instant messaging, inventories, logs, mailing lists, meeting room registrations, speaker cards, staff videoconference chats, notes and recordings, supply inventories, staff videoconferences, chats, notes, recordings, telephone messages, text messages, transmittal letters, thank yous, requests from other cities, preliminary notices for construction projects, undeliverable envelopes, visitors logs, voice mails, webpages, etc.)	When No Longer Required		Mag, Ppr			Electronic and paper records are filed and retained based upon their **CONTENT.** Records, e-mails, electronic records, or social media postings where the **Content relates in a substantive way to the conduct of the public's business, or that ARE made or retained for the purpose of preserving the informational content for future reference are saved** by printing them out and placing in a file folder, or saving them electronically in a folder outside the e-mail system; If not mentioned here, consult the City Attorney to determine if a record is considered transitory / preliminary drafts. GC §§34090, 7927.500; 64 Ops. Cal. Atty. Gen. 317 (1981)); City of San Jose v. Superior Court (Smith). S218066. Supreme Court of California, 2017
Lead Dept.	CW-015	Drafts & Notes: Drafts that are revised (retain final version)	When No Longer Required		Mag, Ppr			As long as the drafts and notes are not retained in the "Regular Course of Business". Consult the City Attorney to determine if a record is considered a draft. GC §§34090, 7927.500

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
Retentions apply to the department that is NOT the Office of Record (OFR), or the "Lead Department". If you are the OFR, refer to your department retention schedule.								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, public records act requests, and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Lead Dept.	CW-016	GIS Database / Data / Layers (both City-wide and Specialized)	When No Longer Required	Yes	Mag			The Lead Department should print out historical documents (or save source data) prior to replacing the data, if they require the data or output for historical purposes; Department Preference (Preliminary documents); GC §34090 et seq.
Lead Dept.	CW-017	Grant Applications funded by the City's General Fund	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Finance maintains payable information in Accounts Payable; GC §34090
Lead Dept.	CW-018	Grants **(UNSUCCESSFUL** Applications, Correspondence)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Lead Dept.	CW-019	Grants / CDBG (Community Development Block Grant) / Reimbursable Claims / FEMA Reimbursements / OES Reimbursements **(SUCCESSFUL** Reports, other records required to pass the funding agency's audit, if required) Applications (successful), grant agreement, copies of invoices, program rules, regulations & procedures, reports to grant funding agencies, correspondence, audit records, completion records	After Funding Agency Audit, if required - **Minimum 5 years**		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Meets auditing standards; Grants covered by a Consolidated Action Plan are required for 5 years; Uniform Admin. Requirements for Grants to Local Governments is 3 years from expenditure report or final payment of grantee or subgrantee; statewide guidelines propose 4 years; 2 CFR 200.334; 24 CFR 91.105(h), 92.505, 570.490, & 570.502(a&b), 29 CFR 97.42; OMB Circular A-110 & A-133; GC §34090
Lead Dept.	CW-020	Newspaper Clippings	When No Longer Required		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Non-records - may be obtained from the newspaper company; GC §34090
Human Resources	CW-021	Personnel Files **(Department Copies)**	Do Not Retain in Departments	Before Annual Evaluation	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Originals are retained by Human Resources; GC §34090.7

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Retentions apply to the department that is NOT the Office of Record (OFR), or the "Lead Department". If you are the OFR, refer to your department retention schedule.								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, public records act requests, and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Lead Dept.	CW-022	Personnel Files **(Supervisor's Notes)**	Shred After Incorporation into Performance Evaluation or Documented Discipline	Before Annual Evaluation	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Notes maintained in a separate folder to be incorporated into performance evaluation, or to document progressive discipline; GC §34090 et seq.
Lead Dept.	CW-023	Photographs	When No Longer Required		Mag, Ppr			Preliminary Drafts; destroy unnecessary photographs. GC §§34090, 7927.500
Lead Dept. (Who Uses the Vehicle)	CW-024	Pre-Trip Inspections / Vehicle Safety Checks / Daily Vehicle Inspections / Daily Equipment Checks	2 years		Ppr			GC §34090; 13 CCR 1234(c)
Lead Dept.	CW-025	Public Relations / Press Releases (may use Constant Contact and Gov Delivery)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Lead Dept. (Who Ordered the Appraisal)	CW-026	Real Estate Appraisal Reports: Property **NOT** purchased, Loans not funded, etc.	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Not accessible to the public; Statewide Guidelines show 2 years; GC §§34090, 7928.705
Lead Dept. (Who Ordered the Appraisal)	CW-027	Real Estate Appraisal Reports: **Purchased** Property, Funded Loans	Minimum 5 years	Yes: Before Purchase	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Not accessible to the public until purchase has been completed; meets grant auditing requirements; 2 CFR 200.334; 24 CFR 91.105(h), & 570.502(b); 29 CFR 97.42, GC §34090
	CW-028	Reference Materials: Policies, Procedures, Brochures, Flyers, Manuals, Newsletters, etc: Produced by **OUTSIDE ORGANIZATIONS** (League of California Cities, Chamber of Commerce, etc.)	When No Longer Required		Mag, Ppr			Non-Records

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
Retentions apply to the department that is NOT the Office of Record (OFR), or the "Lead Department". If you are the OFR, refer to your department retention schedule.								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, public records act requests, and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Lead Dept.	CW-029	Reference Materials: Policies, Procedures, Brochures, Flyers, Manuals, Newsletters, Administrative Policies, etc: Produced by **YOUR Department**	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Statewide guidelines propose superseded + 2 or 5 years; GC §34090
Lead Dept.	CW-030	Reference Materials: Policies, Procedures, Brochures, Flyers, Manuals, Newsletters, Administrative Policies, etc: Produced by **OTHER Departments**	When Superseded		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Copies; GC §34090.7
Lead Dept.	CW-031	Reports and Studies (Historically significant - e.g., Zoning Studies)	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Administratively and Historically significant, therefore retained permanently; GC §34090
Lead Dept.	CW-032	Reports and Studies (other than Historically significant reports - e.g. Annual Reports)	10 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Information is outdated after 10 years; statewide guidelines propose 2 years; If historically significant, retain permanently; GC §34090
Responding Department	CW-033	Request for Services Software / Citizen Complaint Software (Salinas Comment)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Lead Dept.	CW-034	Special Projects / Subject Files / Issue Files	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.
Lead Dept.	CW-035	Surveys / Questionnaires (that the City issues). If a summary of the data is compiled, the survey forms are considered a draft or transitory record, and can be destroyed as drafts (When No Longer Required)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, public records act requests, and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Lead Dept.	CW-036	Training Presented by City Staff - **COURSE** RECORDS (Attendance Rosters, Outlines and Materials; includes Ethics, Harassment, & Safety Training & Tailgates)	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Ethics Training is 5 years; Statewide guidelines propose 7 years; Calif. Labor Division is required to keep their OSHA records 7 years; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years for personnel actions; 8 CCR §3203 et seq., 29 CFR 1627.3(b)(ii), LC §6429(c); GC §§12946, 34090, 53235.2(b)

RECORDS RETENTION SCHEDULE: ADMINISTRATION - CITY CLERK

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards .								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
***HOLDS:** Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
ADMINISTRATION - CITY CLERK								
Admin / City Clerk	CC-001	Affidavits of Publications / Affidavits of Posting Notices / Legal Advertising / Notices / Proofs of Publications / Public Hearing Notices	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Brown Act challenges must be filed within 30 or 90 days of action; Statute of Limitations on Municipal Government actions is 3 - 6 months; GC §§34090, 54960.1(c)(1)
Admin / City Clerk	CC-002	Agenda Packets: **City Council, Redevelopment Agency / Successor Agency**, **Oversight Board**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; GC §34090
Admin / City Clerk	CC-003	Audio Recordings / Video Recordings: **City Council, Redevelopment Agency / Successor Agency**, **Oversight Board**	Minimum 2 years		Mag			Department preference; Audio Required for 30 days; GC §54953.5(b); video recordings of meetings are required for 90 days; GC §34090.6
Admin / City Clerk	CC-004	Agreements & Contracts, WHEN APPROVED BY THE CITY COUNCIL - **(INFRASTRUCTURE, OR IF IMAGED, JPAs, MOUs)** *Agreement or Contract includes all contractual obligations (e.g. Specifications and Successful Proposal or Scope of Work)* **Examples of Infrastructure:** Architects, Buildings, bridges, covenants, development, environmental, Joint Powers, MOUs, park improvements, property & property restrictions, redevelopment, reservoirs, sewers, sidewalks, street & alley improvements, settlement, subdivisions, utilities, water, etc.	P	Yes: Before Completion	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; All infrastructure contracts should be permanent for emergency preparedness; Statute of Limitations is 4 years; 10 years for Errors & Omissions; land records are permanent by law; CCP §337 et. seq., GC §34090; Contractor has retention requirements in 48 CFR 4.703

Adopted:

RECORDS RETENTION SCHEDULE: ADMINISTRATION - CITY CLERK

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards .								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
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Admin / City Clerk	CC-005	Agreements & Contracts - , WHEN APPROVED BY THE CITY COUNCIL - **(NON-INFRASTRUCTURE, Professional Services Agreements, Tenant / Lease Agreements - NOT IMAGED)** *Agreement or Contract includes all contractual obligations (e.g. Specifications and Successful Proposal or Scope of Work)* **Examples of Non-Infrastructure**: Consultants, Franchises, Landscaping, Painting, Slurry Seals (Paving), Tree Trimming, Leases, Personnel, Professional Services, etc.	Completion + 10 years	Yes: Before Completion	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Statute of Limitations is 4 years; 10 years for Errors & Omissions; land records are permanent by law; CCP §§337. 337.1(a), 337.15, 343; GC §34090, Contractor has retention requirements in 48 CFR 4.703(a)
Admin / City Clerk	CC-006	Bid Opening Packets: RFP / Specifications, Successful Proposal, Notice of Completion (When opened by the City Clerk)	2 years		Mag, Ppr		Yes: After QC & OD	GC §34090
Admin / City Clerk	CC-007	Board & Commission / Committee Maddy Act Lists / Vacancy Notices	2 years		Mag, Ppr		Yes: After QC & OD	GC §34090
Admin / City Clerk	CC-008	Bonds: CIP Labor & Materials, Construction Bonds, Indemnity Bonds, Performance Bonds, Letters of Credit	Release of Bond / Letter of Credit		Mag, Ppr			Security; GC §34090
Admin / City Clerk	CC-009	City Articles of Incorporation	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; GC §34090
Admin / City Clerk	CC-010	Ethics Training Certificates for Elected Officials and Designated Employees (may be stored in Target Solutions / Vector Solutions)	5 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	GC §§ 3105, 12946, 34090; 53235.2(b)

RECORDS RETENTION SCHEDULE: ADMINISTRATION - CITY CLERK

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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Admin / City Clerk	CC-011	Filing System / Subject Files / Function Filing System **- HISTORICALLY SIGNIFICANT, LAND, PLANNING, CAPITAL IMPROVEMENT INFRASTRUCTURE PROJECTS**	P		Mag, Ppr		Yes: After QC & OD	Department preference; GC §34090
Admin / City Clerk	CC-012	Filing System / Subject Files / Function Filing System **- NOT HISTORICALLY SIGNIFICANT**	Minimum 2 years		Mag, Ppr		Yes: After QC & OD	Department preference; GC §34090
Admin / City Clerk	CC-013	FPPC Economic Interest Filings (FPPC 700 Series Forms - Statement of Economic Interests): **ALL**	7 years		Mag, Mfr, OD, Ppr	S / I	Yes: After 2 years	City maintains original statements; GC §81009(d)(e)(f)&(g)
Admin / City Clerk	CC-014	FPPC Form 801 (Gift to Agency Report)	7 years		Mag, Ppr	S / I	Yes: After 2 years	Must post on website; GC §81009(e)
Admin / City Clerk	CC-015	FPPC Form 802 (Event Ticket / Pass Distributions Agency Report)	7 years		Mag, Ppr	S / I	Yes: After 2 years	Should post on website for 4 years; GC §81009(e)
Admin / City Clerk	CC-016	FPPC Form 803 (Behested Payment Report)	7 years		Mag, Ppr	S / I	Yes: After 2 years	GC §81009(e)
Admin / City Clerk	CC-017	FPPC Form 806 (Agency Report of Public Official Appointments)	7 years		Mag, Ppr	S / I	Yes: After 2 years	Must post on website; 2 CCR 18705.5; 2 CCR 18702.5(b)(3); GC §34090; GC §81009(e)
CITY CLERK ELECTIONS (CONSOLIDATED)								
Admin / City Clerk	CC-018	Campaign Filings (FPPC 400 Series Forms & Form 501): **UNSUCCESSFUL CANDIDATES**	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After 2 years	Paper must be retained for at least 2 years; GC §81009(b)&(g)
Admin / City Clerk	CC-019	Campaign Filings (FPPC 400 Series Forms & Form 501): **SUCCESSFUL CANDIDATES** (Elected Officials)	P		Mag, Mfr, OD, Ppr	S / I	Yes: After 2 years	Paper must be retained for at least 2 years; GC §81009(b)&(g)
Admin / City Clerk	CC-020	Campaign Filings (FPPC 400 Series Forms): **THOSE NOT REQUIRED TO FILE ORIGINAL WITH CITY CLERK** (copies)	4 years		Mag, Mfr, OD, Ppr	S / I	Yes: After 2 years	Paper must be retained for at least 2 years; GC §81009(f)&(g)

RECORDS RETENTION SCHEDULE: ADMINISTRATION - CITY CLERK

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
***HOLDS:** Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
Admin / City Clerk	CC-021	Campaign Filings (FPPC 400 Series Forms): **OTHER COMMITTEES** (PACS - not candidate-controlled)	7 years		Mag, Mfr, OD, Ppr	S / I	Yes: After 2 years	Paper must be retained for at least 2 years; GC §81009(c)&(g)
Admin / City Clerk	CC-022	Candidate File: Nomination Papers, Candidate Statement Forms, Ballot Designation Forms, etc. - **SUCCESSFUL CANDIDATES**	Term of Office + 4 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Statewide guidelines proposes 4 years for successful candidates, 2 years for unsuccessful; CA law states term of office and 4 years after the expiration of term and does not delineate between the two; EC §17100
Admin / City Clerk	CC-023	Candidate File: Nomination Papers, Candidate Statement Forms, Ballot Designation Forms, etc. - **UNSUCCESSFUL CANDIDATES**	Election + 4 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Statewide guidelines proposes 4 years for successful candidates, 2 years for unsuccessful; CA law states term of office and 4 years after the expiration of term and does not delineate between the two; EC §17100
Admin / City Clerk	CC-024	Elections - **GENERAL, WORKING or ADMINISTRATION** Files (Correspondence, Applications to fill a Vacancy on the City Council, Planning Commission, Precinct Maps, County Election Services, Candidate Statements to be printed in the Sample Ballot, Polling Locations and Precinct Board Members, Notices, Postings, etc.)	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Admin / City Clerk	CC-025	Elections - Petitions (Initiative, Recall or Referendum) - **IF SUFFICIENT**	Results + 8 months		Ppr			Not accessible to the public; The 8 month retention applies after election results, or final examination if no election, unless there is a legal or FPPC proceeding. EC §§17200(b)(3), 17400
Admin / City Clerk	CC-026	Elections - Petitions (Initiative, Recall or Referendum) - **IF INSUFFICIENT**	Final Examination + 1 year after petition examination		Ppr			Not accessible to the public; The 8 month retention applies after election results, or final examination if no election, unless there is a legal or FPPC proceeding. EC §§17200(b)(3), 17400

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards .								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
***HOLDS:** Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
(End of Elections Section)								
Admin / City Clerk	CC-027	Historical Records, Photographs, & Historical Projects (e.g. City Anniversaries, Incorporation, City Seal, Awards of significant historical interest, Grand Openings, etc.)	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC'd & OD	City Clerk determines historical significance; records can address a variety of subjects and media. Some media (e.g. audio and video tape) may be limited because of the media's life expectancy; GC §34090
Admin / City Clerk	CC-028	Minutes: **City Council, Redevelopment Agency / Successor Agency, Oversight Board**	P		Mag, Mfr, OD, Ppr	S / I	No	GC §34090(e)
Admin / City Clerk	CC-029	Oath of Office / Appointments / Oath for Disaster Worker: City Council, Board or Commission Members Only	Separation + 6 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC'd & OD	Department Preference; Statute of Limitations: Public official misconduct is discovery of offense + 4 years, GC §§36507, 34090; PC §§801.5, 803(c); 29 USC 1113
Admin / City Clerk	CC-030	Ordinances	P		Mag, Mfr, OD, Ppr	S / I	No	GC §34090(e)
Admin / City Clerk	CC-031	Prop. 218 (Property-based fees - Sewer, Solid Waste, Water) **Protest Letters / Ballots, Tabulation**	2 years		Mag, Ppr			GC §53753(e)(2)
Admin / City Clerk	CC-032	Public Records Requests **Database** - Excludes Police	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Admin / City Clerk	CC-033	Public Records Requests / Subpoenas Duces Tecum - Excludes Police	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Lead Dept OR City Clerk	CC-034	Recorded Documents: Deeds, Easements, Right of Ways, Abandonments / Vacation, Liens / Lien Releases	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090(a)
Admin / City Clerk	CC-035	Records Destruction Authorization Forms & Certifications (All Departments)	10 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC'd & OD	Department preference; GC §34090

RECORDS RETENTION SCHEDULE: ADMINISTRATION - CITY CLERK

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards .								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
***HOLDS:** Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
Admin / City Clerk	CC-036	Resolutions: **City Council, Planning Commission, Redevelopment Agency / Successor Agency, Oversight Board**	P		Mag, Mfr, OD, Ppr	S / I	No	GC §34090(e)

RECORDS RETENTION SCHEDULE: ADMINISTRATION - CITY MANAGER

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards .								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
***HOLDS:** Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
ADMINISTRATION - CITY MANAGER								
Admin / City Manager	CM-001	Legislative Advocacies, Support or Opposition to proposed Federal or State Legislation	Minimum 2 years		Mag, Ppr			Department preference; GC §34090
Admin / City Manager	CM-002	Projects / Subject Files (Subject will change over time)	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090 et seq.
Finance	CM-003	Travel Arrangements	When No Longer Required		Mag, Mfr, OD, Ppr	S / I	Yes: After QC'd & OD	Preliminary Drafts (Invoices are the final record); GC §34090 et seq.
ADMINISTRATION - COMMUNITY RELATIONS								
Admin / City Manager / Community Relations	CM-004	Newsletters - Employees and Public	Minimum 2 years		Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Department preference; GC §34090
Admin / City Manager / Community Relations	CM-005	Photos, Videos & Slides	When No Longer Required		Mag, Ppr			Drafts; final photos may become part of a final document; GC §34090
Admin / City Manager / Community Relations	CM-006	Special Projects & Fact Sheets (Issues and/or projects will vary over time)	When No Longer Required	Yes: While Active Issues	Mag, Ppr			GC §34090

Adopted:

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
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ADMINISTRATION - HUMAN RESOURCES								
Admin / Human Resources	HR-001	Benefit Plan Documents (CalPERS, Dental, Vision, etc.)	Duration of the Contract + 6 years	Yes: For Duration of Contract	Mag, Ppr			EEOC / ADEA (Age) requires 1 year after benefit plan termination; Federal law requires 6 years after filing date for retirement; State Law requires 2 years after action; 29 CFR 1627.3(b)(2); 29 USC 1027; 11 CCR 560; 28 CCR 1300.85.1; GC §34090
Admin / Human Resources	HR-002	Classification / Reorganization Studies (for employee classifications and department structures)	Minimum 3 years		Mag, Ppr			Department preference; Bureau of National Affairs recommends 2 years for all supplementary Personnel records; Wage rate tables are 1 or 2 years; State requires 2 years; 29 CFR 516.6, 29 CFR 1602.14, GC §§12946, 34090
Admin / Human Resources	HR-003	Compensation Surveys & Studies	Minimum 3 years		Mag, Ppr			Department preference; Bureau of National Affairs recommends 2 years for all supplementary Personnel records; Wage rate tables are 1 or 2 years; State requires 2 years; 29 CFR 516.6(2), 29 CFR 1602.14, GC §§12946, 34090
Admin / Human Resources	HR-004	COVID-19 Attestations by Employees, COVID-19 Notifications to Employees	3 years		Mag Ppr			LC §6409.6(k), GC §34090
Admin / Human Resources	HR-005	CRD (California Civil Rights Department) / Department of Fair Employment & Housing (DFEH or EEOC) Claims / Harassment Claims	Minimum Final Disposition + 5 years		Mag, Ppr			Department preference; All State and Federal laws require retention until final disposition of formal complaint; State requires 2 years after "fully and finally disposed"; 2 CCR 11013(c); GC §§12946, 34090
Admin / Human Resources	HR-006	EEOC Forms / EEO-4 Forms / EDD Reports (Employment Development Department Reports)	3 years		Mag, Ppr			29 CFR 1602.30; 29 CFR 1602.31, 29 CFR 1602.32; GC §34090 et seq.

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***HOLDS**: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
Admin / Human Resources	HR-007	Employee Investigations	Minimum Final Disposition + 5 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference; statute of limitations for EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; 29 CFR 1602.31 & 1627.3(b)(1), GC §§12946, 34090;
Admin / Human Resources	HR-008	Employment Verifications	When No Longer Required		Mag, Ppr			Non-records, content is not substantive; GC §34090 et seq.
Admin / Human Resources	HR-009	Grievance Board **AGENDAS & STAFF REPORTS**	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090 et seq.
Admin / Human Resources	HR-010	Grievance Board **MINUTES**	P		Mag, Ppr			GC §34090
Admin / Human Resources	HR-011	Grievances	Minimum Final Disposition + 5 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference; statute of limitations for retirement benefits is 6 years from last action; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; 29 CFR 1602.31 & 1627.3(b)(1), GC §§ 3105, 12946, 34090; LC 1198.5; 26 CFR 31-6001-1; 53235.2(b); 53237.2(b)
Admin / Human Resources	HR-012	I-9s	Separation + 3 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Required for 1 year from termination or 3 years from hiring, whichever is later; EEOC / FLSA / ADEA (Age) requires 3 years for "any other forms of employment inquiry"; State Law requires 2 -3 years; 8 CFR 274a.2; 29 CFR 1627.3(b)(1); GC §§12946, 34090

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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Admin / Human Resources	HR-013	Job Descriptions / Classification Specifications	Minimum Superseded + 3 years		Mag, Mfr, OD, Ppr	S / I	Yes: After 1 year	Department preference; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; retirement benefits is 6 years from last action; 29 CFR 1602.31 & 1627.3(b)(1), 8 CCR §3204(d)(1) et seq., GC §§12946, 34090
Admin / Human Resources	HR-014	OSHA Citations and Inspections	5 years		Mag, Ppr			OSHA requires 5 years; State law requires 2 years; 8 CCR §3203(b)(1), OMB 1220-0029; GC §34090; LC §6429c
Admin / Human Resources	HR-015	OSHA Logs - 200, 300, 301, 301A	5 years		Mag, Ppr			OSHA requires 5 years; State law requires 2 years; 8 CCR 14300.33(a), 8 CCR §3203(b)(1), GC §34090.7; LC §6429c
Admin / Human Resources	HR-016	Personnel Files - **Employee File (Main File, including Benefits)** Includes Application, Discipline, Evaluations, Policy Acknowledgements, Employee's Oath of Office / Oath for Disaster Worker, Personnel Action Forms, W-4 Forms, etc.)	Separation + 30 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference; statute of limitations for retirement benefits is 6 years from last action; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; W-4s are required four years after the due date of such tax for the return period to which the records relate, or the date such tax is paid, whichever is the later. 26 CFR 31-6001-1; 29 CFR 1602.31 & 1627.3(b)(1), GC §§ 3105, 12946, 34090; LC 1198.5

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***HOLDS**: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
Admin / Human Resources	HR-017	Personnel Files - **Medical File** Pre-employment Medical Clearances, ADA Accommodations, Fit for Duty, Respirator Fit Tests, etc.	Separation + 30 years OR Deceased + 5 years	Yes: Until Separation	Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department preference; Files maintained separately; Claims can be made for 30 years for toxic substance exposure; 8 CCR §3204(d)(1) et seq., 8 CCR 5144, 8 CCR 15400.2; 29 CFR 1910.1020(d)(1)(i), GC §§12946, 34090
Admin / Human Resources	HR-018	Recruitment and Testing File (Includes Advertisements, Applications for Unsuccessful Candidates, Interview Notes, Job Brochures, Test Data, Testing Analysis & statistical Metric, Job Analysis, Rating Sheets, Scantrons, etc.)	Hiring Decision + 4 years		Mag, Ppr			State Law requires 4 years; EEOC / FLSA / ADEA (Age) requires 1-3 years; 29 CFR 1627.3(b)(1), 29 CFR 1602.14 et seq.2 CCR 11013(c); GC §§12946, 34090
Admin / Human Resources	HR-019	Recruitment Database (NeoGov)	Minimum 4 years		Mag, Ppr			State Law requires 4 years; EEOC / FLSA / ADEA (Age) requires 1-3 years; 29 CFR 1627.3(b)(1), 29 CFR 1602.14 et seq.2 CCR 11013(c); GC §§12946, 34090
Admin / Human Resources	HR-020	Retiree Medical Billing	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Meets municipal government auditing standards; GC §34090
Admin / Human Resources	HR-021	Training Certificates - Harassment Prevention Certificates, etc (May be stored in Target Solutions / Vectors Solutions Database)	5 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	8 CCR §3203 et seq., 29 CFR 1627.3(b)(ii), LC §6429(c); GC §§12946, 34090, 53235.2(b)
Lead Dept.	HR-022	Training Database (Target Solutions / Vector Solutions)	Minimum 5 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	8 CCR §3203 et seq., 29 CFR 1627.3(b)(ii), LC §6429(c); GC §§12946, 34090, 53235.2(b)
Admin / Human Resources	HR-023	W-4s	Superseded or Separated + 5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; (mandate is four years after the due date of such tax for the return period to which the records relate, or the date such tax is paid, whichever is the later). 26 CFR 31-6001-1; GC §34090

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***HOLDS**: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
Admin / Human Resources	HR-024	Workers Compensation Claims / Long Term Disability Claims (Includes all Accident, Incident, or Injury Reports from Employees)	Separation + 30 years OR Deceased + 5 years	Yes: Until Separation	Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department preference; Files maintained separately; Claims can be made for 30 years for toxic substance exposure; 8 CCR §3204(d)(1) et seq., 8 CCR 5144, 8 CCR 15400.2; 29 CFR 1910.1020(d)(1)(i), GC §§12946, 34090

RECORDS RETENTION SCHEDULE: CITY ATTORNEY

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards .								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, claims, complaints, audits, pending records requests, and/or investigations suspend normal retention periods (retention resumes after settlement).								
CITY ATTORNEY								
City Attorney	CA-001	Administrative Civil & Criminal Citations - Citations that are issued by various City Departments for violations of the City's Municipal Code	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.
City Attorney	CA-002	Advice Files / Attorney Work Product / Subject Files (Notes, etc.)	Minimum 2 years	Yes: Until Resolution	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.
City Attorney	CA-003	City Attorney Opinions	Minimum 2 years	Yes	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
City Attorney	CA-004	Claim for Damages / Claims Against the City	Final Resolution + 5 years	Yes: Until Resolution	Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference; Meets municipal government auditing standards; Statute of Limitations is 4 years; CCP §§337 et seq., 343; GC §34090,
City Attorney	CA-005	Contracts for Investigators	Completion + 5 years	Yes: Before Completion	Mag, Ppr			Department preference; Statute of Limitations for contractual obligations is 4 years; CCP §§337. 337.1(a), 337.15, 343; GC §34090
City Attorney	CA-006	Lawsuits / Litigation - **EXCLUDES** Final Settlement Agreements, Historically Significant Records	Minimum Resolution + 5 years	Yes: Until Resolution	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Claim must be filed within 1 year, lawsuit within 2 years; CCP §337 et seq.; GC §§911.2, 34090, 34090.6; PC §832.5(b)
City Attorney	CA-007	Lawsuits / Litigation - **Final Settlement Agreements, Historically Significant Records**	P	Yes: Until Resolution	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Claim must be filed within 1 year, lawsuit within 2 years; CCP §337 et seq.; GC §§911.2, 34090, 34090.6; PC §832.5(b)
City Attorney	CA-008	Legislative Advocacies, Amicus Briefs, etc.	Minimum 2 years		Mag, Ppr			Department preference; GC §34090

Adopted:

RECORDS RETENTION SCHEDULE: COMMUNITY DEVELOPMENT
(Building, Code Enforcement, Econ Dev., Housing & Comm. Dev, Planning)

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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
COMMUNITY DEVELOPMENT / PERMIT SERVICES: BUILDING & SAFETY / LAND DEVELOPMENT								
Lead Dept.	CD-001	_Permit **Database** (TRAKiT)	Indefinite	Yes (all)	Mag			Department Preference - Data is interrelated; GC §34090, H&S §19850
Community Development / Permit Services	CD-002	Address Files / **Building Permits**	P	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090, H&S §19850
Community Development / Permit Services	CD-003	Appeals Board / Building Standards Appeals Board **- MINUTES**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090(a)
Community Development / Permit Services	CD-004	Appeals Board / Building Standards Appeals Board **- AGENDAS & STAFF REPORTS**	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.
Community Development / Permit Services	CD-005	Building Plans - **Finalled** - **INDUSTRIAL, COMMERCIAL, MULTI-FAMILY DWELLINGS, PLACES OF PUBLIC ACCOMMODATION**	P	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Law requires for the life of the building for commercial and common interest dwellings only; CBC 104.7 & 107.5, H&S§19850, GC §34090
Community Development / Permit Services	CD-006	Building Plans - **Cancelled or Withdrawn**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Preliminary drafts not retained in the ordinary course of business; CBC §104.7; H&S§19850, GC §34090
Community Development / Permit Services	CD-007	Building Plans - **Expired**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; CBC §104.7; H&S§19850, GC §34090
Community Development / Permit Services	CD-008	Building Plans - **Finalled** - **TENANT IMPROVEMENTS**	P	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Law requires for the life of the building for commercial and common interest dwellings only; CBC 104.7 & 107.5, H&S§19850, GC §34090

RECORDS RETENTION SCHEDULE: COMMUNITY DEVELOPMENT
(Building, Code Enforcement, Econ Dev., Housing & Comm. Dev, Planning)

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Community Development / Permit Services	CD-009	Building Plans - **Finalled** - **SINGLE FAMILY RESIDENTIAL - SFR and APPURTENANCES** Structural Calculations	P	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; State law requires plans need not be filed for dwellings less than 2 stories, garages & appurtenances, farms/ranches, 1-story with bearing walls less than 25'; CBC requires 180 days from completion date; CBC 104.7 & 107.5, H&S§19850, GC §34090
Community Development / Permit Services	CD-010	California Building Codes / Uniform Building Codes	Minimum While Ordinance is in Force		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	GC §50022.6
Community Development / Permit Services	CD-011	Certificate of Occupancy (CofO)	P	Yes (all)	Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference; GC §34090
Community Development / Permit Services	CD-012	Construction Permits	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Community Development / Permit Services	CD-013	Copyright Release Forms / Requests & Permissions to Receive Copies of Plans (to and from Architects)	Minimum 2 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference (kept with the Building Permit file); GC §34090
Community Development / Permit Services	CD-014	Correction Notices	P		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference (Preliminary Drafts); GC §34090
Community Development / Permit Services	CD-015	Energy Calculations	P	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Community Development / Permit Services	CD-016	Geotechnical and Soil Reports / Hydrology Reports / Preliminary Studies / Project Assessments - **Where Land Development is the Lead**	P		Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Department Preference; GC §34090

RECORDS RETENTION SCHEDULE: COMMUNITY DEVELOPMENT
(Building, Code Enforcement, Econ Dev., Housing & Comm. Dev, Planning)

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Community Development / Permit Services	CD-017	Geotechnical and Soils Reports (all)	P		Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Department Preference; GC §34090
Community Development / Permit Services	CD-018	Land Development / Private Development: **Administrative Records** Construction Inspections, Photos, Progress Meetings, Project Schedules, etc.	Completion + 10 years	Yes: Until Completed	Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Statute of Limitations is 4 years; 10 years for Errors & Omissions; land records are permanent by law; CCP §§337. 337.1(a), 337.15, 343; GC §34090
Community Development / Permit Services	CD-019	Land Development / Private Development: **Permanent Records** Deeds, Drainage, Driveway, Easements, Rights of Way, Soils Reports, Stormwater, Private Lab Verifications, Rights-of-Way Testing Lab Final Reports etc.	P	Yes: Until Completed	Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Department preference; retained for disaster preparedness purposes; Statewide guidelines propose Permanent for Infrastructure plans; Final environmental determinations are required to be kept a "reasonable period of time"; 14 CCR §15095(c); CCP §337 et. seq., GC §34090
Community Development / Permit Services	CD-020	Plan Check Comments	Minimum When Permit is Finalled		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference (Preliminary Drafts); GC §34090
Community Development / Permit Services	CD-021	Stop Work Notices	P		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference (Preliminary Drafts); GC §34090
CODE ENFORCEMENT								
Community Development / Code Enforce.	CD-022	Code Enforcement / Abatement Case Files (Includes appeals and Code Enforcement Complaint Letters)	Minimum 2 years	Yes: Until Resolution	Mag, Ppr			Department preference; GC §34090
Community Development / Code Enforce.	CD-023	Hearing Officer Determinations (for appeals of Code Enforcement Actions)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC'd & OD	GC §34090

RECORDS RETENTION SCHEDULE: COMMUNITY DEVELOPMENT
(Building, Code Enforcement, Econ Dev., Housing & Comm. Dev, Planning)

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Community Development / Code Enforce.	CD-024	Notice of Violations ./ Code Enforcement Citations	Minimum 2 years		Mag, Mfr, OD, Ppr	S/I	Yes: When Inactive	Department preference; GC §34090
ECONOMIC DEVELOPMENT								
Community Development / Economic Development	CD-025	Economic Development Projects / Business Recruitment and Retention	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090 et seq.
HOUSING & COMMUNITY DEVELOPMENT								
Community Development / Housing & Community Development	CD-026	CARES Grants (Covid-19) Applications (successful), grant agreement, copies of invoices, program rules, regulations & procedures, reports to grant funding agencies, correspondence, audit records, completion records	After Funding Agency Audit, if required - **Minimum 5 years**		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Meets auditing standards; Grants covered by a Consolidated Action Plan are required for 5 years; Uniform Admin. Requirements for Grants to Local Governments is 3 years from expenditure report or final payment of grantee or subgrantee; statewide guidelines propose 4 years; 2 CFR 200.334; 24 CFR 91.105(h), 92.505, 570.490, & 570.502(a&b), 29 CFR 97.42; OMB Circular A-110 & A-133; GC §34090

RECORDS RETENTION SCHEDULE: COMMUNITY DEVELOPMENT
(Building, Code Enforcement, Econ Dev., Housing & Comm. Dev, Planning)

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Community Development / Housing & Community Development	CD-027	CDBG / Sub-Recipient Grants Agreements	After Funding Agency Audit, if required - **Minimum 5 years**		Mag, Ppr			Meets auditing standards; Grants covered by a Consolidated Action Plan are required for 5 years; Uniform Admin. Requirements for Grants to Local Governments is 3 years from expenditure report or final payment of grantee or subgrantee; statewide guidelines propose 4 years; 2 CFR 200.334; 24 CFR 91.105(h), 92.505, 570.490, & 570.502(a&b), 29 CFR 97.42; OMB Circular A-110 & A-133; GC §34090
Community Development / Housing & Community Development	CD-028	Deeds, Easements, Right of Ways, Abandonments / Vacation, Liens / Lien Releases - **Where Housing is the Lead**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090(a)
Community Development / Housing & Community Development	CD-029	Deeds: Trust Deeds	Loan Pay-off + 5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference (meets municipal government auditing standards); GC §34090
Community Development / Housing & Community Development	CD-030	Environmental Determinations (Finals): Environmental Impact Reports (EIRs), Negative Declarations, etc.) / CEQA **Where Housing is the Lead**	P		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Usually filed in the project file; Final environmental determinations are required to be kept a "reasonable period of time"; 14 CCR §15095(c); GC §34090

RECORDS RETENTION SCHEDULE: COMMUNITY DEVELOPMENT
(Building, Code Enforcement, Econ Dev., Housing & Comm. Dev, Planning)

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Community Development / Housing & Community Development	CD-031	Environmental Determinations: Environmental Impact Reports (EIRs), Negative Declarations, etc.) / CEQA - **Where Housing & Community Development is the Lead** **Correspondence and staff notes** that provide insight into the project or the agency's CEQA compliance with respect to the project	Project Approval or Denial + 2 years		Mag, Ppr			Not all internal communications and notes are required to be saved; "E-mails that do not provide insight into the project or the agency's CEQA compliance with respect to the project — are not within the scope of section 21167.6, subdivision (e) and need not be retained." Golden Door Properties, LLC v. Superior Court of San Diego County (County of San Diego, et al., Real Parties in Interest) (53 Cal.App.5th 733); PRC 21167,6; GC §34090
Community Development / Housing & Community Development	CD-032	Homeless Services Applications (successful), grant agreement, copies of invoices, program rules, regulations & procedures, reports to grant funding agencies, correspondence, audit records, completion records	After Funding Agency Audit, if required - **Minimum 5 years**		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Meets auditing standards; Grants covered by a Consolidated Action Plan are required for 5 years; Uniform Admin. Requirements for Grants to Local Governments is 3 years from expenditure report or final payment of grantee or subgrantee; statewide guidelines propose 4 years; 2 CFR 200.334; 24 CFR 91.105(h), 92.505, 570.490, & 570.502(a&b), 29 CFR 97.42; OMB Circular A-110 & A-133; GC §34090
Community Development / Housing & Community Development	CD-033	Housing Applications **Rejected** (First Time Home Buyers, Life/Safety, Rehabilitation, HOME, etc.)	5 years		Mag, Ppr			GC §34090

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(Building, Code Enforcement, Econ Dev., Housing & Comm. Dev, Planning)

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Community Development / Housing & Community Development	CD-034	Housing Programs: Affordable Housing Projects, HOME, Rehabilitation, CDBG-funded Housing Projects, etc. **WITH a Recapture / Resale Restriction**	5 years after the Affordability Period Terminates, or the Written Agreement Terminates, Whichever is Longer		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	HUD requires 5 years after the project completion; documents imposing recapture / resale restrictions are 5 years after the affordability period terminates; Uniform Admin. Requirements for Grants to Local Governments is 3 years from expenditure report; statewide guidelines propose 4 years; 2 CFR 200.334; 24 CFR 92.508(a)&(c) & 570.502(a)(16), 982.158, 884.214; 29 CFR 97.42, GC §34090
Community Development / Housing & Community Development	CD-035	Housing Programs: CDBG-funded Housing Projects, etc. **WITHOUT a Recapture / Resale Restriction**	Loan Pay-off + 5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	HUD requires 5 years after the agreement terminates; Consistent with Consolidated Plan Requirements; Required for 3-4 years from expenditure or performance report; 2 CFR 200.334; 24 CFR 92.508(a)&(c) & 570.502(a)(16), 982.158, 884.214; 29 CFR 97.42, GC §34090
COMMUNITY DEVELOPMENT / PLANNING / FORMER REDEVELOPMENT AGENCY								
Lead Dept.	CD-036	_Permit **Database** (TRAKiT)	Indefinite	Yes (all)	Mag			Department Preference - Data is interrelated; GC §34090, H&S §19850

RECORDS RETENTION SCHEDULE: COMMUNITY DEVELOPMENT
(Building, Code Enforcement, Econ Dev., Housing & Comm. Dev, Planning)

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Community Development / Planning	CD-037	**Planning Projects - Discretionary & Ministerial - Approved Permanent Entitlements & Permits** (Includes Associated CEQA Noticing, Conditions of Approval, Environmental Determinations, Staff Reports, Plans) Examples: Conditional Use Permits (CUPs) Density Bonus Development Permit General Plan / General Plan Amendments Lot Line Adjustment Master Plan Public Art Rezones Specific Plan Tentative Subdivision Maps / Parcels Maps Use Permits Variance Zoning Clearance Zoning Ordinance / Updates	P	Yes	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Final environmental determinations are required to be kept a "reasonable period of time"; 14 CCR §15095(c); GC§§34090, 34090.7
Community Development / Planning	CD-038	Advanced Planning / Long Range Planning / Project Implementation (Final Documents only)	P		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Usually filed in the project file; Final environmental determinations are required to be kept a "reasonable period of time"; 14 CCR §15095(c); GC §34090
Community Development / Planning	CD-039	Annexations / Boundaries / Consolidations / LAFCO	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	minute

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Community Development / Planning	CD-040	Census, Demographics	When No Longer Required		Mag, Ppr			(Non-Records - Census Bureau is OFR)
Community Development / Planning	CD-041	Design Review Board **- AGENDAS & STAFF REPORTS**	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.
Community Development / Planning	CD-042	Design Review Board - **AUDIO or VIDEO RECORDINGS**	Minimum 2 years		Mag			Department preference; Audio Required for 30 days; GC §54953.5(b); video recordings of meetings are required for 90 days; GC §34090.6
Community Development / Planning	CD-043	Design Review Board **- MINUTES**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090(a)
Community Development / Planning	CD-044	Environmental Determinations: Environmental Impact Reports (EIRs), Negative Declarations, etc.) / CEQA **- Where Planning is the Lead** **Correspondence and staff notes** that provide insight into the project or the agency's CEQA compliance with respect to the project	Project Approval or Denial + 2 years		Mag, Ppr			Not all internal communications and notes are required to be saved; "E-mails that do not provide insight into the project or the agency's CEQA compliance with respect to the project — are not within the scope of section 21167.6, subdivision (e) and need not be retained." Golden Door Properties, LLC v. Superior Court of San Diego County (County of San Diego, et al., Real Parties in Interest) (53 Cal.App.5th 733); PRC 21167,6; GC §34090
Community Development / Planning	CD-045	Environmental Determinations: Environmental Impact Reports (EIRs), Negative Declarations, etc.) / CEQA **Inside City boundaries - Where Planning is the Lead**	P		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Usually filed in the project file; Final environmental determinations are required to be kept a "reasonable period of time"; 14 CCR §15095(c); GC §34090

RECORDS RETENTION SCHEDULE: COMMUNITY DEVELOPMENT
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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Community Development / Planning	CD-046	Former Redevelopment Agency Projects and Plans - **HISTORICAL** Deeds, Easements, Right of Ways, Abandonments / Vacation, Liens / Lien Releases, or other Historically Significant records	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; GC§34090 et seq.
Community Development / Planning	CD-047	Former Redevelopment Agency Projects and Plans - **NOT Historical**	10 years		Mag, Ppr			Department preference; GC§34090
Community Development / Planning	CD-048	General Plan, Elements and Amendments	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; GC §34090
Community Development / Planning	CD-049	Historic Resources Board **- AGENDAS & STAFF REPORTS**	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.
Community Development / Planning	CD-050	Historic Resources Board - **AUDIO or VIDEO RECORDINGS**	Minimum 2 years		Mag			Department preference; Audio Required for 30 days; GC §54953.5(b); video recordings of meetings are required for 90 days; GC §34090.6
Community Development / Planning	CD-051	Historic Resources Board **- MINUTES**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090(a)
Community Development / Planning	CD-052	Master Plans, Specific Plans, Land Use Plans and Amendments	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; GC §34090
Community Development / Planning	CD-053	Materials Boards	When No Longer Required		Mag, Ppr			Preliminary drafts not retained in the ordinary course of business; GC §34090
Community Development / Planning	CD-054	Planning Commission **- AGENDAS & STAFF REPORTS**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.

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Community Development / Planning	CD-055	Planning Commission - **AUDIO or VIDEO RECORDINGS**	Minimum 2 years		Mag			Department preference; Audio Required for 30 days; GC §54953.5(b); video recordings of meetings are required for 90 days; GC §34090.6
Community Development / Planning	CD-056	Planning Commission **- MINUTES**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090(a)
Community Development / Planning	CD-057	Temporary Permits: Activity in Public Places / Banner Permits / Child Care Permits / Christmas Tree Lots / Home Enterprise / Pumpkin Lots / Sidewalk Dining / Temporary Use Permits (TUP) / Temporary Signs / etc. (Approved & Unapproved)	Expiration + 2 years	Yes: During Event	Mag, Ppr			Department preference; GC§§34090
Community Development / Planning	CD-058	Zoning Maps (Historically Significant)	P	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Community Development / Planning	CD-059	Zoning Ordinance Amendments / Zone Changes	P	Yes	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference (copies); GC §34090.7

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FINANCE / ACCOUNTING								
Finance / Accounting	FIN-001	_Financial Services / ERP **Database** (Tyler New World)	Indefinite	Yes	Mag			Data Fields / Records are interrelated; (no retention mandated for databases); GC §34090
Finance / Accounting	FIN-002	1099's / 1096's	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; (mandate - IRS: 4 years after tax is due or paid); Ca. FTB: 3 years; 26 CFR §31.6001-1(e)(2), R&T §19530, GC §34090; 29 USC 436
Finance / Accounting	FIN-003	Accounts Payable / Invoices and Backup / Warrants / Refunds / Credit Card Statements / P-Card Statements (Includes Invoices, Travel Expense Reimbursements, etc.)	5 years	Yes: Until Paid	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; 5 years meets municipal government auditing standards and Statute of Limitations for contracts; (mandate is 2 years); CCP §337 et. seq.; GC §34090
Finance / Accounting	FIN-004	Audit Work Papers	When No Longer Required		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Preliminary drafts / content not substantive; (no retention mandated); GC §34090
Finance / Accounting	FIN-005	Audits - Annual Financial Reports / Annual Comprehensive Financial Report (ACFR)	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; (mandate is 2 years); GC §34090
Finance / Accounting	FIN-006	Audits - Single Audits, Grant Audits, IRS Audits, Transportation Audits, PERS Audit, etc.	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference (meets municipal government auditing standards); (mandate is 2 years); GC §34090
Finance / Accounting	FIN-007	Bank Statements, Bank Reconciliations	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; meets auditing standards; (mandate is 2 years); GC §34090, 26 CFR 31.6001-1
Finance / Accounting	FIN-008	Banking Transactions, Bank Wire Transactions, Confirmations	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; meets auditing standards; (mandate is 2 years); GC §34090

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If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Finance / Accounting	FIN-009	Bonds & Bond Sales / Official Statements / Transcripts / Certificates of Participations (COPs) - Includes Continuing Disclosure Reports See Bank Statements for statement retention.	Fully Defeased + 10 years	Yes: Until Maturity	Mag, Ppr			Department Preference; Statute of Limitations for bonds, mortgages, trust deeds, notes or debentures is 6 years; Bonds issued by local governments are 10 years; There are specific requirements for disposal of unused bonds; (mandate is 2 years); CCP §§336 et seq. 337.5(a); 26 CFR 1.6001-1(e): GC §43900 et seq.
Finance / Accounting	FIN-010	Budgets - Finals and Amendments	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; (mandate is 2 years); GC §34090
Finance / Accounting	FIN-011	Budgets Work Papers	When No Longer Required		Mag, Ppr			Preliminary drafts; (no retention mandated); GC §34090
Finance / Accounting	FIN-012	Checks / Warrants (Cashed)	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Meets municipal government auditing standards; (mandate is 2 years); GC § 34090
Finance / Accounting	FIN-013	Checks / Warrants (VOIDED)	When No Longer Required		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Preliminary drafts; (no retention mandated); GC §34090
Finance / Accounting	FIN-014	Escheat (Unclaimed money / uncashed checks)	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; All tangible property held by government agencies escheats after 3 years; Statute of Limitations is 1 year for seized property; (mandate is 2 years) CCP §§340(d), 1519; GC §34090
Finance / Accounting	FIN-015	Finance Committee Subcommittee of the Council **AGENDAS, MINUTES, STAFF REPORTS**	Minimum 2 years		Mag, Ppr			Department Preference; (mandate is 2 years); GC §34090 et seq.
Finance / Accounting	FIN-016	Fiscal Agent Statements, Investment Account Statements, LAIF Statements / Local Agency Investment Fund Trustee Statements	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; meets auditing standards; (mandate is 2 years); GC §34090, 26 CFR 31.6001-1

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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Finance / Accounting	FIN-017	Fixed Assets	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; meets auditing standards; (mandate is 2 years); GC §34090, 26 CFR 31.6001-1
Finance / Accounting	FIN-018	Investments / Investment Statements / Certificate of Deposit / Investment Bonds (Receipts / Advisor Reports / Trade Tickets	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Meets auditing standards; statewide guidelines propose permanent; FTC Reg's rely on "self-enforcement"; (mandate is 2 years); GC§§ 34090, 43900
Finance / Accounting	FIN-019	Journal Entries / Journal Vouchers	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; meets auditing standards; (mandate is 2 years); GC §34090, 26 CFR 31.6001-1
Finance / Accounting	FIN-020	Measure V, G, E Oversight Committees / Ballot Measure Oversight Committees **AGENDAS, STAFF REPORTS**	Minimum 2 years		Mag, Ppr			Department Preference; (mandate is 2 years); GC §34090 et seq.
Finance / Accounting	FIN-021	Measure V, G, E Oversight Committees / Ballot Measure Oversight Committees **MINUTES**	P		Mag, Ppr			(mandate is permanent); GC §34090
Finance / Accounting	FIN-022	OES / FEMA Claims (Excludes Fire Department's Strike Team Reimbursements)	10 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference (meets municipal government auditing standards); (mandate is 2 years); GC §34090
Finance / Accounting	FIN-023	Reports, General Ledger, Subsidiary Ledgers, Reconciliations, Registers, Transaction Histories, Balance Sheets, Revenue & Expenditure Reports, etc. **(FROM DATABASE - ANNUAL, MONTHLY OR PERIODIC**)	When No Longer Required		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference (The Financial System Database is the original; reports are considered drafts or copies); (no retention mandated); GC §34090 et seq.
Finance / Accounting	FIN-024	Reports: Annual State or Federal: State Controller's Report, Local Government Compensation Report, Gas Tax, MOE (Maintenance of Effort) Report, Street Report, etc.	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Meets auditing standards; (no retention mandated); GC §34090

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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Finance / Accounting	FIN-025	Tax - Annual Tax Roll and Special Assessments: Landscape and Lighting Districts, Ad Valorem Taxes, etc.	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Meets auditing standards; (no retention mandated); GC §34090
Finance / Accounting	FIN-026	Tax - Sales Tax Reports	When No Longer Required		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Compilation of Non-Records / Preliminary drafts used to project revenue; (no retention mandated); GC §34090
Finance / Accounting	FIN-027	W-9s	Vendor Inactive + 3 years	Yes: Until Paid	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Meets IRS Auditing Standards (mandated for 3 years after the last payment to the vendor); GC §34090
FINANCE / REVENUE & LICENSING								
Finance / Revenue & Licensing	FIN-028	Accounts Receivable / Revenue / Our Invoices to Outside Entities: Insurance Companies, Franchise Fees, DUI Billing, Transient Occupancy Tax (TOT), Auctions of Surplus Property, Credit Card Payment Receipts, Tenant Billing, etc.	5 years	Yes: Until Paid	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Meets auditing standards; (mandate is 2 years); GC §34090 et seq.
Finance / Accounting	FIN-029	Business License / Business Permits: **Database**	Indefinite	Yes	Mag			Data Fields / Records are interrelated; (no retention mandated for databases); GC §34090
Finance / Revenue & Licensing	FIN-030	Business Licenses / Business Permits: Applications, New, Renewals	5 years	Yes: Until Paid	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Meets auditing standards; (mandate is 2 years); GC §34090 et seq.
Finance / Revenue & Licensing	FIN-031	Cash Receipts, Rents, Other Income, Credit Card Settlements	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Meets auditing standards; (mandate is 2 years); GC §34090 et seq.
FINANCE / PAYROLL								
Finance / Payroll	FIN-032	CalPERS Reports / New York Life Reports - Annual Valuation Reports, Actuarial Valuation Reports	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; (mandate is 2 years); GC §34090

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If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Finance / Payroll	FIN-033	DE-6, DE-7, DE-9, DE-34, DE-43, W-3 & DE-166, 941 Forms, PERS / FICA & Medicare Adjustments - Quarterly Payroll Tax Returns / OASDI, Federal Tax Deposits, Adjustments, etc.	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; (mandated for 4 yrs after tax is due or paid;) Ca. FTB: 3 years; IRS Reg §31.6001-1(e)(2), R&T §19530; 29CFR 516.5 - 516.6, 29USC 436, GC §34090
Finance / Payroll	FIN-034	Garnishments	Satisfied + 5 years, or Separation of Employee		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference to meet auditing standards (mandate is 2 years); GC §34090; 26 CFR 31.6001.1
Finance / Payroll	FIN-035	Payroll **Database** (Tyler New World)	Indefinite	Yes	Mag			Data Fields / Records are interrelated; (no retention mandated for databases); GC §34090
Finance / Payroll	FIN-036	Payroll Reports - **Periodic** Bi-weekly Payroll Report	7 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference for grant audits; Meets municipal government auditing standards; (mandate is 2 years); PERS Circular letter 200-051-17; GC §34090
Finance / Payroll	FIN-037	Time Cards / Time Sheets	7 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference for grant audits; Meets auditing standards (audit + 4 years); Ca. requires 2 yr min.; FTB keeps 3 years; (mandate by IRS requires 4 years); IRS Reg §31.6001-1(e)(2), R&T §19530; LC § 1174(d); 29 CFR 516.5; 29 CFR 516.5 & 516.6(c); GC §34090
Finance / Payroll	FIN-038	W-2's	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	IRS mandate: 4 yrs after tax is due or paid; Ca. FTB: 3 years; IRS Reg §31.6001-1(e)(2), R&T §19530; 29CFR 516.5 - 516.6, 29USC 436, GC §34090
FINANCE / PURCHASING								

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Finance / Purchasing	FIN-039	Purchase Orders, / Procurement & Contracting Records - Formal and Informal (RFPs, Specifications, Contracts, Amendments, Successful Bids, Notice of Award, RFQs, etc.)	10 years	Yes: Before Completion	Mag, Ppr			10 years for Errors & Omissions; Statute of Limitations is 4 years; (mandate is 2 years); CCP §§337. 337.1(a), 337.15, 343; GC §34090
Finance / Purchasing	FIN-040	Vehicle Titles / Pink Slips	Upon Sale or Disposal of Vehicle		Mag, Ppr			Title is transferred to new owner or auction house (no retention mandated);

RECORDS RETENTION SCHEDULE - FIRE

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If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
FIRE ADMINISTRATION								
Fire / Admin. & Police / Admin	FR-001	Emergency Operations Plan (includes Office of Emergency Management & Homeland Security)	When Superseded	Yes (all)	Mag, Mfr, OD, Ppr	S/I	No	GC §34090
Fire / Admin. & Police / Admin	FR-002	EOC Activations & Drills	10 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC	Department Preference; GC §34090
Fire / Admin.	FR-003	Fire Incident Reports (printouts from the Fire RMS database)	When No Longer Required		Mag, Ppr			Considered a preliminary draft / copy (the Fire RMS database is the original); GC §34090 et seq.
Fire / Admin.	FR-004	Fire Incident **RMS Database** (County Communications Software)	Indefinite	Yes	Mag, Ppr			Data is interrelated; GC §34090 et seq.
Fire / Admin.	FR-005	HIPAA Policies and Procedures (Health Insurance Portability and Accountability Act)	Superseded + 6 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	24 CFR 164.530(j)
Fire / Admin.	FR-006	ISO Insurance Ratings	15 years		Mag, Ppr			Department Preference (rated every 10 years); GC §34090
Fire / Admin.	FR-007	Monthly Statistical Reports / Run Statistics	When No Longer Required		Mag, Ppr			Considered a preliminary draft / copy (the Fire RMS database is the original); GC §34090 et seq.
Fire / Admin.	FR-008	Programs and Projects (e.g. Cadet, CPR Program, Fire Service Day, etc.)	Minimum 2 years		Mag, Ppr			Department Preference; GC § 34090 et seq.
Fire / Admin.	FR-009	Ride-A-Long Waivers	2 years		Mag, Ppr			GC §34090
Fire / Admin.	FR-010	Strike Team Reimbursement (OES / FEMA)	10 years		Mag, Ppr			Department Preference; GC §34090
FIRE / EMERGENCY MEDICAL SERVICES								
Fire / EMS	FR-011	Ambulance Billing (Performed by a private company)	5 years		Mag, Ppr			Department preference; meets municipal government auditing standards; GC §34090

Adopted:

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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Fire / EMS	FR-012	Controlled Substance Logs, Inventories / Ambulance Inventory Logs	3 years		Mag, Ppr			Department Preference - Controlled substances are required for 2 years after inventory or transaction; 21 CFR §1304.04, 1310.04
Fire / EMS	FR-013	EMS Complaints	3 years		Mag, Ppr			Statute of Limitations for health providers is 3 years; Call Records are required for 3 years; 13 CCR 1100.7, CCP §340.5, GC §34090
Fire / EMS	FR-014	HIPAA Policies and Procedures (Health Insurance Portability and Accountability Act)	Superseded + 6 years		Mag, Mfr, OD, Ppr	S	Yes: After 1 year	24 CFR 164.530(j)
Fire / EMS	FR-015	Patient Care Reports / PCRs / e-PCRs (EMS transportation) Reports: **ALL** (medical and non-medical.) Includes e-PCR Database / Electronic Patient Care Report Database	20 years		Mag, Mfr, OD, Ppr	S	Yes: After 2 years	Department Preference; minors are required until 1 year after age 18, but not less than 7 years; 10 years is recommended by AHIMA for "healthcare providers"; Statute of Limitations for health providers is 3 years; CCP §340.5, GC §34090; H&S §§1797.98(e) 123145; 42 CFR 482.24(b); 9 CCR 9444, 22 CCR 70751(c) & 71551(c); 22 CCR 70751(c), 71551(c), 73543(a), 74731(a), 75055(a), 75343(a), 77143(a), W&I 14124.1; CMS Pub. 100-4, Chapter 1, Section 110.3
Fire / EMS	FR-016	Refusal to Transfer	3 years		Mag, Ppr			Statute of Limitations for health providers is 3 years; Call Records are required for 3 years;13 CCR 1100.7, CCP §340.5, GC §34090

RECORDS RETENTION SCHEDULE - FIRE

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If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
FIRE MARSHAL / FIRE PREVENTION								
Community Develop. / Building	FR-017	Development Review / Plan Review - Building Permits	Copies - When No Longer Required		Mag, Ppr			Department Preference; GC § 34090 et seq.
Fire / Fire Prevention	FR-018	**Fire Direct Permits / Administrative Permits (F-Permits** that don't start at Building)	P		Mag, Ppr			Department Preference; GC § 34090 et seq.
Fire / Fire Prevention	FR-019	Fire Inspections / **Business Inspection Files / Occupancy Inspections / Approvals, Fires, Modification / Alternative Methods or Materials**	Life of the Structure or Activity, or **Minimum 5 years, Whichever is Longer**		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Required for the Life of the Structure or Activity, or Minimum 5 years whichever is longer for Approvals, Inspections, Fires, Modification / Alternative Methods or Materials; CFC §§ 104.6 – 104.6.4; GC §34090
Fire / Fire Prevention	FR-020	Fire Inspections / **Citations / Notice of Violations**	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Not required for the Life of the Structure or Activity, or Minimum 5 years whichever is longer - only applies to Approvals, Inspections, Fires, Modification / Alternative Methods or Materials; CFC §§ 104.6 – 104.6.4; GC §34090
Fire / Fire Prevention	FR-021	Fire Investigations - **Arson & Capital Crimes Only**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference (Capital Crimes have no statute of limitations); GC §34090 et seq.
Fire / Fire Prevention	FR-022	Fire Investigations - **OTHER Than** Arson & Capital Crimes	Minimum 2 years		Mag, Ppr			Department preference; GC §34090 et seq.
Fire / Fire Prevention	FR-023	Fire Prevention Programs (Fire Prevention Week, etc.)	Minimum 2 years		Mag, Ppr			Department Preference; GC § 34090 et seq.
Fire / Fire Prevention	FR-024	Permits: **Construction** Permits (Short Term Uses / Temporary Uses): High Piled Storage, Sprinkler Plans, etc.	Expiration of Permit + 2 years	Yes: Before Event	Mag, Ppr			GC §34090 et seq.

Adopted:

RECORDS RETENTION SCHEDULE - FIRE

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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Fire / Fire Prevention	FR-025	Permits: **Fire Code** Permits / Special Event Permits (assembly permits, candle permits, tent permits, open flame, etc.)	Expiration of Permit + 2 years	Yes: Before Event	Mag, Ppr			GC §34090 et seq.
Fire / Fire Prevention	FR-026	Permits: **Operational** Permits (Long-term operations): High Piled Storage, Sprinkler Plans, etc.	Life of the Structure or Activity, or **Minimum 5 years, Whichever is Longer**	Yes: Before Event	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC § 34090 et seq.
Fire / Fire Prevention	FR-027	Public Information / Education (when produced internally)	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090
Fire / Fire Prevention	FR-028	Temporary Hydrant Permits (Cal Water)	Expiration + 2 years		Mag, Ppr			Department preference; GC §34090 et seq.
FIRE / OPERATIONS / SUPPRESSION								
Fire / Ops	FR-029	Controlled Substance Logs, Inventories / Drug Logs	3 years	Yes	Mag, Ppr			Department Preference - Controlled substances are required for 2 years after inventory or transaction; 21 CFR §1304.04, 1310.04; GC §34090
Fire / Ops	FR-030	Equipment Records & Testing	Surplus + 2 years		Mag, Ppr			Department Preference to be in compliance with NFPA Standards for in-service automotive fire apparatus ; NFPA 1911.4.7.3 & Annex C.5, GC §34090
Fire / Ops	FR-031	Pre-Fire Plans	When Superseded		Mag, Ppr			GC §34090 et seq.
Fire / Ops	FR-032	Station Log Books / Red Books	P		Mag, Ppr			Department Preference; GC §34090
FIRE / TRAINING								
Fire / Training	FR-033	Training Certificates - Fire Specialized Training (May be stored in Target Solutions / Vectors Solutions Database)	5 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	8 CCR §3203 et seq., 29 CFR 1627.3(b)(ii), LC §6429(c); GC §§12946, 34090, 53235.2(b)

Adopted:

RECORDS RETENTION SCHEDULE - FIRE

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If the record is not listed here, refer to the Retention for City-Wide Standards								
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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Lead Dept.	FR-034	Training Database (Target Solutions / Vector Solutions)	Minimum 5 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	8 CCR §3203 et seq., 29 CFR 1627.3(b)(ii), LC §6429(c); GC §§12946, 34090, 53235.2(b)
Fire / Training	FR-035	Training File (by employee) Individual Training Certificates, Continuing Education for Paramedics	Minimum 5 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department preference; Ethics Training is 5 years; Statewide guidelines propose 7 years; Calif. Labor Division is required to keep their OSHA records 7 years; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years for personnel actions; 8 CCR §3203 et seq., 29 CFR 1627.3(b)(ii), LC §6429(c); GC §§12946, 34090, 53235.2(b)

RECORDS RETENTION SCHEDULE: INFORMATION TECHNOLOGY

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
***HOLDS:** Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).*								
INFORMATION TECHNOLOGY								
Information Technology	IT-001	Backups / Computer Backups (ALL)	When No Longer Required	Yes	Mag.			Used for Disaster Recovery Purposes Only; Considered a copy and can be destroyed when no longer required; GC §34090 et seq.
Information Technology	IT-002	Enterprise System Catalogue (Listing of Enterprise-wide Software, posted on line)	When Superseded	Yes	Mag.			GC §34090 et seq.
Information Technology	IT-003	UNALTERABLE MEDIA / IMMUTABLE MEDIA (Cloud Immutable Backup, WORM / DVD-r / CD-r / Blue Ray-R) or other unalterable media that does not permit additions, deletions, or changes	P		OD			For legal compliance for Trustworthy Electronic Records (when the electronic record serves as the official record); must be stored in a "safe and separate location"; GC 34090, 12168.7, EVC 1550, CCR 22620 et seq.
Information Technology	IT-004	Video Recordings - **Building Security, City Operations**	1 year		Mag			Records regular ongoing operations of the City; GC §34090.6 et seq.
Information Technology	IT-005	Video Recordings - **Public Areas / Public Activity**	When No Longer Required		Mag			Does not record regular and ongoing operations; GC §34090.6 et seq,

Adopted:

RECORDS RETENTION SCHEDULE - LIBRARY & COMMUNITY SERVICES

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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COMMUNITY SERVICES / ADMINISTRATION								
Library & Community Services / Admin.	L&CS-001	Art in Public Places / **Art Installations** - Original Designs and Material, etc.	Art Decommis-sioned + 5 years		Mag, Mfr, OD, Ppr	S	No	Decommissioned means removal from public display; Department preference; GC §34090
Library & Community Services / Admin.	L&CS-002	Library & Community Services Commission, Public Art Commission **AGENDAS, AGENDA PACKETS**	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC &OD	Department Preference; GC §34090
Library & Community Services / Admin.	L&CS-003	Library & Community Services Commission, Public Art Commission **MINUTES, BYLAWS**	P	Yes	Mag, Mfr, OD, Ppr	S	Yes: After QC &OD	GC §34090
COMMUNITY SERVICES / PARKS & SPORTS ADMINISTRATION								
Library & Community Services / Parks & Sports Admin	L&CS-004	_Recreation **Database / Class Registration Database**	Minimum 2 years	Yes	Mag, Ppr			May contain e-packets with electronic waivers; Data is interrelated; GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-005	Activity Guide / Class Guide / Program Guide (Final)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC'd & OD	GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-006	Applications / Participants' Registration / Liability Forms / Release of Liability Forms / Photo Releases / Waivers of Liability / Permissions: Camps, Field Trips, Authorization to give Medicine, etc.	2 years	Yes: During Class or Program	Mag, Ppr			GC §34090

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Library & Community Services / Lead Div.	L&CS-007	Contest Entries (Photo Contests, etc.)	When No Longer Required		Mag, Ppr			Content not substantive; Preliminary drafts not retained in the ordinary course of business; GC §34090
Library & Community Services / Lead Div.	L&CS-008	Contest Winners (Photo Contests, etc.)	2 years		Mag, Ppr			GC §34090 et. seq.
Library & Community Services / Parks & Sports Admin	L&CS-009	Contracts for Instructors and Performers	Completion + 2 years	Yes: During Class or Program	Mag, Ppr			Department preference; CCP §337; GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-010	Evaluations / Surveys (Programmatic Evaluations of Recreation programs)	When No Longer Required		Mag, Ppr			Content Not Substantive / Preliminary drafts / Transitory records; GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-011	Film Permits, Special Event Permits	Expiration + 2 years		Mag, Ppr			GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-012	Herbicide / Pesticide Application (Parks)	2 years		Mag, Ppr			Department Preference (agricultural pesticide records are required for 2 years); GC §34090; 3 CCR 6623, 40 CFR 171.11 et seq.

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Library & Community Services / Parks & Sports Admin	L&CS-013	Income Assistance Subventions for Recreation Programs / Scholarships (from General Fund)	5 years	Yes: During Class or Program	Mag, Ppr			Department Preference (Some programs may have grant funding); 2 CFR 200.334; 24 CFR 91.105(h), 92.505, 570.490, & 570.502(a&b), 29 CFR 97.42; OMB Circular A-110 & A-133; GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-014	Park Facility Use Requests / Field Rentals / Facility Use Applications and Permits (includes ABC Permits, and Insurance Certificates, where required)	2 years		Mag, Ppr			GC §34090 et. seq.
Library & Community Services / Parks & Sports Admin	L&CS-015	Park Tree Maintenance	5 years		Mag, Ppr			Department preference; GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-016	Playground Inspections	10 years		Mag, Ppr			Department preference; GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-017	Rosters / Sign-in / Sign-Out Sheets for classes and programs	2 years		Mag, Ppr			GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-018	Schedules / Hours (classes and staff)	When No Longer Required		Mag, Ppr			Content not substantive; Preliminary drafts not retained in the ordinary course of business; GC §34090

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Library & Community Services / Parks & Sports Admin	L&CS-019	Senior Services (Excludes Foodbank or any grant-funded programs)	2 years	Yes: During Class or Program	Mag, Ppr			GC §34090
Library & Community Services / Parks & Sports Admin	L&CS-020	Swimming Pool Chemical Addition Logs	2 years	Yes: During Class or Program	Mag, Ppr			GC §34090
Division Providing Service / Work	L&CS-021	Work Orders / Service Requests - **CRM / CMMS DATABASE** (Computerized Maintenance Management System)	Indefinite		Mag			Data is interrelated; GC §34090
Division Providing Service / Work	L&CS-022	Work Orders / Service Requests - **All Information Entered in CRM / CMMS Database** (Paper drafts)	When No Longer Required		Mag Ppr			Preliminary drafts (the database is the original); GC §34090
Division Providing Service / Work	L&CS-023	Work Orders / Service Requests - **NOT entered in CRM / CMMS Database** (or partial information entered into CMMS Database) (Division providing service retains originals; Division requesting service is considered a copy)	5 years		Mag Ppr			City Preference; CCP §§338 et seq., 340 et seq., 342, GC §34090
YOUTH SERVICES & COMMUNITY ENGAGEMENT								
Library & Community Services / Youth Services & Community Engage.	L&CS-024	Client Outreach (Enrollment Forms, Goal Setting, Referrals, etc.)	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC &OD	Department Preference; GC §34090

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Library & Community Services / Youth Services & Community Engage.	L&CS-025	Community Alliance for Safety and Peace	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC &OD	Department Preference; GC §34090
Library & Community Services / Youth Services & Community Engage.	L&CS-026	Grants - State and Federal **(SUCCESSFUL** Reports, other records required to pass the funding agency's audit, if required) Applications (successful), grant agreement, copies of invoices, program rules, regulations & procedures, reports to grant funding agencies, correspondence, audit records, completion records	5 years		Mag, Ppr			Meets auditing standards; Uniform Admin. Requirements for Grants to Local Governments is 3 years from expenditure report or final payment of grantee or subgrantee; statewide guidelines propose 4 years; 2 CFR 200.334; 24 CFR 91.105(h), 92.505, 570.490, & 570.502(a&b), 29 CFR 97.42; OMB Circular A-110 & A-133; GC §34090
Library & Community Services / Youth Services & Community Engage.	L&CS-027	Grants **(UNSUCCESSFUL** Applications, Correspondence)	2 years		Mag, Ppr			GC §34090
Library & Community Services / Youth Services & Community Engage.	L&CS-028	Violence Prevention (Outreach, Leadership Development Attendance, Registration, etc.)	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC &OD	Department Preference; GC §34090

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Library & Community Services / Youth Services & Community Engage.	L&CS-029	Volunteer Applications & Waivers - Placed / Hours were volunteered	Inactive / Separation + 3 years		Mag, Mfr, OD, Ppr	S	Yes: 1 year	Courts may treat volunteers as employees; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; 29 CFR 1602.31 & 1627.3(b)(1), 8 CCR §3204(d)(1) et seq., GC §§12946, 12960, 34090; 29 USC 1113
Library & Community Services / Youth Services & Community Engage.	L&CS-030	Volunteer Applications & Waivers - Wait Listed	3 years		Ppr			Courts may treat volunteers as employees; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; 29 CFR 1602.31 & 1627.3(b)(1), 8 CCR §3204(d)(1) et seq., GC §§12946, 12960, 34090; 29 USC 1113
LIBRARY								
Library & Community Services / Library	L&CS-031	_Library Information **Database**	Indefinite	Yes	Mag, Ppr			Data Fields / Records are interrelated; GC §34090
Library & Community Services / Lead Div.	L&CS-032	Contest Entries (Photo Contests, etc.)	When No Longer Required		Mag, Ppr			Content not substantive; Preliminary drafts not retained in the ordinary course of business; GC §34090
Library & Community Services / Lead Div.	L&CS-033	Contest Winners (Photo Contests, etc.)	2 years		Mag, Ppr			GC §34090 et. seq.

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Library & Community Services / Lead Div.	L&CS-034	Contracts for Digital Services / Subscription for On-Line Services	Completion + 2 years		Mag, Ppr			GC §34090 et. seq.
Library & Community Services / Library	L&CS-035	Grants: **LSCA** (Library Services and Construction), **LSTA** (Library Services and Technology), **SLRC** (State Literacy Resource Centers), **CLLS** (California Library Literacy Services); **CLSA** (California Library Services Act, **IMLS (Institute of Museum & Library Services),** and **PLF** (Public Library Foundation) **ONLY.** For all others, follow City-wide Schedule. (SUCCESSFUL Reports, and Financial Information) Send copy of application and award to Administrative Services	Final Expenditure + 5 years		Mag, Mfr, OD, Ppr	S/ I	Yes: After QC & OD	Per California State Library Records Management Program Requirements (April 27, 1998); GC §34090
Library & Community Services / Library	L&CS-036	Incident Reports	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090
Library & Community Services / Library	L&CS-037	Library Programs - Education, Youth & Families, Lifelong Learning, etc. (Program Manager's Records)	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090
Library & Community Services / Lead Div.	L&CS-038	Registrations / Sign-ups / Waivers (Signed by participants, or their parent or guardian)	2 years		Mag, Ppr			GC §34090 et. seq.
Library & Community Services / Lead Div.	L&CS-039	Releases / Copyright Usage Permission / Photo or Video Release Agreement / Use Items from Library Collection, etc.	P		Mag, Mfr, OD, Ppr	S/ I	Yes: After QC & OD	Department preference; GC §34090 et. seq.

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Library & Community Services / Library	L&CS-040	Sponsored Art, Artists and/or Projects - **Temporary Exhibits**	Completion + 2 years		Mag, Ppr			GC §34090

RECORDS RETENTION SCHEDULE: POLICE

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
ANIMAL SERVICES								
Police / Animal Services	PD-001	_Animal Shelter Manager Software **Database**	Indefinite	Yes	Mag			Data Fields / Records are interrelated; GC §34090
Police / Animal Services	PD-002	Adoption Receipts / Ownership	3 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.
Police / Animal Services	PD-003	Animal Address Files: Bite Reports, Complaints, Cruelty Investigations and Administrative Hearing Officer Findings, Dangerous Dog Reports, Impound Notices, Investigations, Barking Dogs, Loose Dogs, etc.	When Animal Deceased, **Minimum 3 years**		Mag, Ppr			Department Preference; GC §34090 et seq.
Library & Community Services / Admin.	PD-004	Animal Services Committee **AGENDAS, AGENDA PACKETS**	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Library & Community Services / Admin.	PD-005	Animal Services Committee **MINUTES, BYLAWS**	P	Yes	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Police / Animal Services	PD-006	Animal Treatment / Medical	3 years	Yes	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	3 years is required for animal treatment records; FA §32003(e), PC §597.1(d); CCP §§336(a), 337 et. seq.,
Police / Animal Services	PD-007	Complaints - Regarding Animals (Barking, etc.)	3 years	Yes	Mag, Ppr			Department Preference; GC §34090 et seq.
Police / Animal Services	PD-008	Impound Notices / Contact Requests	End of Impound + 3 years		Mag, Ppr			Department preference; 3 years is required for animal treatment records; FA §32003(e), PC §597.1(d); CCP §§336(a), 337 et. seq., GC §34090

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Police / Animal Services	PD-009	Investigations / Problem Files (barking, loose dogs, dangerous dog reports, vicious animals, etc.)	Minimum 3 years		Mag, Ppr			Department Preference; GC §34090 et seq.
Police / Animal Services	PD-010	Notices to Comply, Warning Letters / Notices / Citation Books (Off leash, etc.)	Minimum 3 years		Mag, Ppr			Department Preference; GC §34090 et seq.
Police / Animal Services	PD-011	Record of All Efforts to Contact Owner and/or Microchip's Primary Registrant	2 years		Mag, Ppr			FA 31108.3 and 31752.1
POLICE ADMINISTRATION / POLICE CHIEF								
Police / Admin. / Chief	PD-012	Alarm Billing	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference (meets municipal government auditing standards); GC §34090
Police / Admin. / Chief	PD-013	Alarm Permits, False Alarm Notifications	Expiration + 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Police / Admin. / Chief	PD-014	Background Files - **Successful Applicants**	Separation + 4 years	Yes: Until Separation	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; 29 CFR 1672.3(b)(i), 29 CFR 1602.14; GC §§12946, 12960, 34090; 29 USC 1113
Police / Admin. / Chief	PD-015	Background Files - **Unsuccessful Applicants**	4 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; 29 CFR 1672.3(b)(i), 29 CFR 1602.14; GC §§12946,12960, 34090
Police / Admin. / Chief	PD-016	CCW Permits (Carry Concealed Weapon Permits) - **Retired Employees**	Expiration + 2 years		Mag, Ppr			Department preference; GC §34090

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Police / Admin. / Chief	PD-017	Contracts for Investigators (Police only)	Completion + 5 years	Yes: Before Completion	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Statute of Limitations for contractual obligations is 4 years; CCP §§337. 337.1(a), 337.15, 343; GC §34090
Fire / Admin. and Police / Admin. / Chief	PD-018	Emergency Operations Plan (includes Office of Emergency Management & Homeland Security)	When Superseded	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Fire / Admin. & Police / Admin	PD-019	EOC Activations & Drills	10 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC	Department Preference; GC §34090
Police / Admin. / Chief	PD-020	Internal Affairs / Complaints from a Member of the Public **WITH Sustained Finding of Misconduct**	Final Disposition + 15 years		Mag, Ppr			PC §§832.5(b), 832.7; GC§ 34090
Police / Admin. / Chief	PD-021	Internal Affairs / Complaints from a Member of the Public **WITHOUT Sustained Finding of Misconduct**	Final Disposition + 5 years		Mag, Ppr			Consistent with Lexipol Policy; State requires for at least 5 years for complaints by members of the public; other State & Federal laws require retention until final disposition of formal complaint; State requires 2 years after action is taken; Statute of Limitations is 4 years for misconduct after the discovery of the offense for misconduct in office; EVC §1045, GC §§12946,12960, 34090, PC §§801.5, 803(c), 832.5, 832.7, VC §2547
Police / Admin. / Chief	PD-022	Internal Affairs / **Internal Complaints** (made by employees)	Final Disposition + 5 years		Mag, Ppr			Department Preference; Exceeds with Lexipol Policy; Not a civilian complaint; other State & Federal laws require retention until final disposition of formal complaint; State requires 2 years after action is taken; EVC §1045, GC §§12946,12960, 34090

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Police / Admin. / Chief	PD-023	Policies & Procedures / Lexipol / Operation Directives / General Orders (Department Policies and Procedures)	Superseded		Mag, Mfr, OD, Ppr	S / I	Yes: After superseded	Department Preference; GC § 34090 et seq.
Police / Admin. / Chief	PD-024	Press Releases - Police Only	2 years		Mag, Ppr			GC §34090
Police / Admin. / Chief	PD-025	Reports and Studies - Historical	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC § 34090 et seq.
Police / Admin. / Chief	PD-026	Reports and Studies regarding Police operations (not historical - manpower, consolidation, etc.)	Minimum 2 years		Mag, Ppr			Department Preference; GC § 34090 et seq.
Police / Admin. / Chief	PD-027	Reports to State or Federal Agencies: Report to the State Commission on Peace Officer Standards and Training (POST Commission) of peace officer employment, compliant, finding, disposition, or judgement pursuant to PC §13510.9; Report of data regarding the number, type, or disposition of complaints made against its officers	2 years		Mag, Ppr			PC §13510.9, GC §34090 et seq.
Police / Admin. / Chief	PD-028	Use of Force Reviews - Not as a result of a complaint by a Member of the Public	2 years		Mag, Ppr			Department Preference; GC §§12946, 12960, 34090
INVESTIGATIONS								
Police / Investig.	PD-029	Asset Forfeiture Notification	5 years		Mag, Ppr			Per Federal DOJ requirements (Equitable Sharing Guide); GC §34090
Police / Investig.	PD-030	Business **Permit Background Files** (Bingo license, Pawn broker license, Tobacco Retail Licensing, etc.)	Expiration + 2 years		Mag, Ppr			Department Preference; GC § 34090 et seq.
Police / Investig.	PD-031	Business **Permits** (Bingo license, Pawn broker license, Tobacco Retail Licensing, etc.)	Expiration + 2 years		Mag, Ppr			Department Preference; GC § 34090 et seq.

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Police / Investig.	PD-032	Criminal Intelligence Files Confidential informant information & activities	Last Entry + 5 years		Mag, Ppr			Files contain criminal intelligence information concerning an individual only if there is reasonable suspicion that the individual is involved in criminal conduct or activity and the information is relevant to that criminal conduct or activity. Misleading, obsolete or unreliable information is required to be destroyed; remaining records must not be retained longer than 5 years; 28 CFR 23.20(h); GC §34090
Police / Investig.	PD-033	Detectives Investigation Files and Arrest Files **(Official Reports)**	Transferred into Record's Crime Report Files		Ppr, Mag			Transfer all Official Reports to Records to be placed in the Crime Report Files.
Police / Investig.	PD-034	Guns: Dealers Record of Sale (DROS)	2 years		Mag, Ppr			GC §34090
Police / Investig.	PD-035	Informant Files	When No Longer Required - **Minimum 2 years**		Ppr, Mag			Informant information; Does not contain criminal intelligence information concerning individuals; Department preference; GC §34090
Police / Investig.	PD-036	Pawn Slips	2 years		Mag, Ppr			GC §34090
Police / Investig.	PD-037	Registrants: Arson Registrations: **Adults**	Death of Registrant		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; Pursuant to PC §457.1 et seq.; required to register for life; If released from CYA, records are destroyed after age 25 or sealing pursuant to W&I §781; GC §34090.7
Police / Investig.	PD-038	Registrants: Arson Registrations: **Juveniles** released from California Youth Authority	Age 25 or Sealing Date + 5 years		Mag, Ppr			Pursuant to PC §457.1 et seq.; If released from CYA, records are destroyed after age 25 or sealing pursuant to W&I §781; GC §34090.7

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Police / Investig.	PD-039	Registrants: Sex Offender Registrations: **Adults**	Death of Registrant		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; After 2021, Offenders can petition Court for removal 10 or 20 years after offense, provided there are no subsequent offenses; Pursuant to PC §290 et seq.
Police / Investig.	PD-040	Registrants: Sex Offender Registrations: **Juveniles**	Sealing Date + 5 years (or Court Order), or Death of Registrant		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; After 2021, Offenders can petition Court for removal 10 or 20 years after offense, provided there are no subsequent offenses; Pursuant to PC §290 et seq.
Police / Investig.	PD-041	Subpoenas (Personal Appearance of Police Employees)	When No Longer Required		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Court or District Attorney records; GC §34090 et seq.

RECORDS RETENTION SCHEDULE: POLICE

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
OPERATIONS / PATROL								
Police / Ops / Patrol	PD-042	Canine (Police Service Dogs) Program Files / Training Files: **Animal Files**	Separation + 3 years		Mag, Ppr			3 years is required for animal care / treatment records; FA §32003(e), PC §597.1(d); GC §34090 et seq.
Police / Ops / Patrol	PD-043	Canine (Police Service Dogs) **Program Files**: Action Reports, Monthly Reports	5 years		Mag, Ppr			Department preference; GC §34090 et seq.
Police / Ops / Patrol	PD-044	Patrol Schedules	When No Longer Required		Mag, Ppr			Preliminary drafts (the timecard / timesheet is the final); GC §34090 et seq.
OPERATIONS / TRAFFIC								
Police / Ops / Traffic	PD-045	Hearing Officer Determinations (Citation Appeals, Tows, etc.)	2 years		Mag, Ppr			GC §34090
Police / Ops / Traffic	PD-046	Traffic Control: Radar Calibration Records	Life of the Equipment		Mag, Ppr			Department preference; GC §34090 et seq.
Police / Ops / Traffic	PD-047	Traffic Control: Radar Trailer Surveys, etc.	Minimum 2 years		Mag, Ppr			GC §34090 et seq.
PROPERTY AND EVIDENCE								
Police / Property & Evidence	PD-048	Crime Report Photos	Follows the Retention of the Evidence		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Police / Property & Evidence	PD-049	Gun and Narcotics Destruction Log (Documents related to)	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090
Police / Property & Evidence	PD-050	Property & Evidence **Database**	Indefinite		Mag, Ppr			Department Preference (data is interrelated); GC §34090
Police / Property & Evidence	PD-051	Property & Evidence **Logs**	2 years		Mag, Ppr			GC §34090

Adopted:

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Police / Property & Evidence	PD-052	Safekeeping: Lost & Found Property (Documents related to)	2 years		Mag, Ppr			GC §34090
RECORDS								
Police / Records	PD-053	Citations (Parking, Traffic, Marijuana / Cannabis). Includes requests for dismissals, cancellations, and appeals.	2 years		Mag, Ppr			GC §34090 et seq.
Police / Records	PD-054	CRIME REPORTS / SEALED RECORDS: **Sealed Juvenile and Ward Cases** - Except those with Child Abuse or Severe Neglect, (Substantiated), outstanding stolen property, including firearms, or lost firearms	Sealing Date + 5 years (or Court Order)	Yes: Before Disposition	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Statute of Limitations runs up to age of majority + 8 years; sealed records for juveniles and wards of the Court must be destroyed 5 years after sealing date; CCP §§340.1, GC §34090; W&I §§389(a), 781(d)
Police / Records	PD-055	CRIME REPORTS: Lost Property: **Firearms** entered into CLETS (if not Permanent Retention)	Until Found or Recovered	Yes	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference to facilitate Three Strikes law and ease of document imaging administration; PC§ 11108.2(b); GC §34090
Police / Records	PD-056	CRIME REPORTS: **ALL Capital Crimes, Homicide, Juvenile, Child Abuse (substantiated), Elder Abuse (substantiated), & Sexual Assault (Rape), Arson (Suspected or Undetermined)**	P	Yes	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; DOJ retains CACI (Child Abuse Central Index) information for adults 100 years; Most have no limitations on commencement of action; PC §§ 261, 286, 288, 288a, 288.5, 289, 289.5, and 799; 803(h), 11169 et seq.; 11170(a); WIC 707(b)
Police / Records	PD-057	CRIME REPORTS: Child Abuse or Neglect Investigation Reports - **Unsubstantiated or Inconclusive**	No Further Report on Suspected Abuser + 10 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	PC §§11169(c),11170(a)(3)

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Police / Records	PD-058	CRIME REPORTS: **Except those specifically mentioned in the schedule (ALL Others)**	7 years	Yes	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; Provided there are no outstanding warrants, unrecovered identifiable items, criminal deaths, they are not historically significant, and it is not classified under PC §800 & 290; Stat. of Limit. is 2 yrs; Destroy juvenile marijuana after age18; H&S §11361.5, GC §34090, PC §802, PC §§187, 800 et seq.
Police / Records	PD-059	CRIME REPORTS: Misdemeanor or Infraction - Adult Marijuana / Cannabis - H&S §11357(b)(c)(d)(e) or H&S §11360(b) (with procedure in H&S §11361.5) - Except those with outstanding stolen property, including firearms, or lost firearms	Conviction or Arrest (If No Conviction) + 2 years	Yes: Before Disposition	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	(Courts and other Agencies "Shall" destroy); H&S§ 11361.5 et seq.
Police / Records	PD-060	CRIME REPORTS: **Misdemeanor or Infraction - Juvenile Marijuana / Cannabis** - H&S §11357(~~E~~) - Except those with outstanding stolen property, including firearms, or lost firearms	2 years or Juvenile 18 years old	Yes: Before Disposition	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	If no subsequent conviction ("Shall" Destroy); H&S §11361.5
Police / Records	PD-061	CRIME REPORTS: **Missing Persons**	P (If Returned, Follows the Retention for the Crime Report)	Yes: Before Disposition	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090

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If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Police / Records	PD-062	CRIME REPORTS: **Factually Innocent Petition Accepted Records** Sealed Pending Destruction - Except those with outstanding stolen property, including firearms, or lost firearms	Date of Arrest + 3 years	Yes: Before Disposition	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Individual petitions District Attorney; Sheriff concurs that person is factually innocent, then seals record ("Shall" Destroy); GC §34090; PC §851.8(a)
Police / Records	PD-063	CRIME REPORTS: **Misdemeanor or Infraction Marijuana / Cannabis** §11357(de) - **Juvenile on School Grounds during School Hours** (with procedure in H&S §11361.5)	Offender is 18 Years Old	Yes: Before Disposition	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	(Courts and other Agencies "Shall" destroy); H&S§ 11361.5 et seq., 11357(e)
Police / Support Services / Records	PD-064	CRIME REPORTS: Vacatur Relief Granted by Court - **Victim of Human Trafficking, or Victim of Intimate Partner Violence or Sexual Violence (Nonviolent Crimes)**	Court Order + 1 year		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Individual petitions Court ("Shall" Destroy); GC §34090; PC §§236.14(k); 236.15(k)
Police / Records	PD-065	Officer Recordings: **Body-Worn Cameras** – **LOGS of Access or Deletion of Data**	P		Mag,			PC§ 832.18(b)(5)(E); GC §34090.6 et seq.
Police / Records	PD-066	Officer Recordings: **Body-Worn Cameras** - that **ARE evidence, Officer Involved Shootings / Detention or Arrest / Complaints**	Follows retention for Evidence, **Minimum 2 years**		Mag,			PC§ 832.18(b)(5)(B)&(C); GC §34090.6 et seq.
Police / Records	PD-067	Officer Recordings: **Body-Worn Cameras** - that are **NOT evidence**	60 days		Mag,			Department preference (law recommends 90 days); PC§ 832.18(b)(5)(A); GC §34090.6 et seq.
Police / Records	PD-068	Public Records Requests / Subpoenas Duces Tecum - Police Only	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Police / Records	PD-069	Public Records Requests **Database** (NextRequest) - Police Only	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090

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If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Police / Records	PD-070	RMS **Database** (Mark43)	Indefinite	Yes	Mag			Data Fields / Records are interrelated; GC §34090
Police / Records	PD-071	Video Recordings - **Temporary Holding Cells**	1 year		Mag			Records regular ongoing operations of the City; GC §34090.6 et seq.

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Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
TRAINING								
Police / Training	PD-072	Personnel Training File - **Officer Training - BY EMPLOYEE (Includes POST printouts)** Includes Range Qualifications, Retiree Fire Arson Qualifications	Separation + 5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference to be consistent with Human Resources; OSHA requires safety training 5 years; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; 8 CCR §3203 et seq., 29 CFR 1602.31 LC §6429(c); GC §§12946,12960, 34090, 53235.2(b)
Police / Training	PD-073	Training - **Department Training Records - COURSE RECORDS** (Attendance Rosters, Outlines and Materials; includes Use of Force training, safety training, etc.)	Minimum 5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Rosters are sent to POST; OSHA requires safety training 5 years; EEOC/FLSA/ADEA (Age) requires 3 years for promotion, demotion, transfer, selection, or discharge; State Law requires 2 -3 years; 8 CCR §3203 et seq., 29 CFR 1602.31 ; LC §6429(c); GC §§12946,12960, 34090, 53235.2(b)
Police / Training	PD-074	Ride A-Long Waiver Form	2 years		Mag, Ppr			GC §34090 et seq.
Police / Training	PD-075	STOP Source Data, Audit Log / Racial and Identity Profiling Act (RIPA) Annual Report	3 years		Mag, Ppr			11 CCR 999.228; 11 CCR 999.229; GC §34090
Police / Training	PD-076	Training Bulletins	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; GC §34090 et seq.

RECORDS RETENTION SCHEDULE: PUBLIC WORKS
(Engineering Transportation, Environmental Maintenance, GIS)

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
PUBLIC WORKS / AIRPORT								
Public Works / Airport	PW-001	Above Ground Storage Tank (Airport Owned) Tank Monitoring, Inspections and Maintenance, Release Detection Systems, Cathodic Protection Maintenance Records, CUPA Inspections, including letters of correction and citations	20 years		Mag, Mfr, OD, Ppr	S	No	Department Preference; applies to both Tier I and Tier II Tanks; (Tier II tanks are required to have an integrity test every 20 years); EPA recommends that formal test records or reports be retained for the life of the container; GC §34090
Public Works / Airport	PW-002	Aircraft Accident / Incident Reports: Aircraft (sent to FAA)	Minimum 2 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department preference; GC §34090
Public Works / Airport	PW-003	Airport Commission **AGENDAS & STAFF REPORTS**	Minimum 2 years		Mag, Ppr			Department Preference; GC §34090 et seq.
Public Works / Airport	PW-004	Airport Commission **AUDIO OR VIDEO RECORDINGS**	Minimum 2 years		Mag			Department preference; Audio Required for 30 days; GC §54953.5(b); video recordings of meetings are required for 90 days; GC §34090.6
Public Works / Airport	PW-005	Airport Commission **MINUTES**	P		Mag, Ppr			GC §34090
Public Works / Airport	PW-006	Airport Security Access Applications / AOA Access Personnel Records / Gate User Acknowledgements / Proximity Cards (Employees and Tenants)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090 et seq.
Public Works / Airport	PW-007	Airport State License (Safety Inspections)	P	Yes	Mag, Mfr, OD, Ppr	S	No	Department preference; GC §34090
Public Works / Airport	PW-008	Airport Tenant Agreements and Insurance Certificates	Termination + 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090 et seq.
Public Works / Airport	PW-009	CalTrans Aeronautics Inspections (Annual - Includes letters of corrections and citations)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090 et seq.

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(Engineering Transportation, Environmental Maintenance, GIS)

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / Airport	PW-010	Citations / Lease Enforcement Actions / Rules & Regulations Enforcement / Notices of Violations (includes written noise and safety complaints)	Resolution + 3 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference (consistent with other Code Enforcement and Operational Complaints); Statewide guidelines recommend Current Year + 10 years for Noise Monitoring & Complaints; GC §34090 et seq.
Public Works / Airport	PW-011	Emergency Operations Plan / Disaster Recovery Plan / Earthquake Information, Airport Certification Manual, Airport Emergency Plan	Until Superseded	Yes	Mag, Mfr, OD, Ppr	S	No	Most are non-records; GC §34090
Public Works / Airport	PW-012	Employee Training File - All Course Records (except for medically related) (Attendance Rosters, Outlines & Materials, SOP's & Checklists)	Separation + 5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; GC §34090
Public Works / Airport	PW-013	**FAA Inspections / Reports / FAA Forms:** Daily Inspection Logs & Maintenance Work Orders; Meter Reading & Adjustments, Facility Maintenance Logs, Radio Equipment Operation Records, NavAid & AWOS Error Data, Certification & Inspections; NOTAMS , Technical Performance Records	2 years		Mag, Ppr	S	Yes: After QC & OD	GC §34090, 14 CFR 171.13 - 171.327
Public Works / Airport	PW-014	NPDES Permit (Stormwater Discharge Permit) **- Airport Only**	Expiration + 3 years	Yes	Mag, Ppr			Code of Federal Regulations requires 3 years; 40 CFR §§122.21, 122.41, 122.44; CCP §337 et seq.
Public Works / Airport	PW-015	Oil / Water Separator (Concrete)	3 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference (consistent with stormwater / NPDES requirements; 40 CFR §§122.21, 122.41, 122.44; CCP §337 et seq.
Public Works / Airport	PW-016	Permits: Use Permits, Short-Term Use Permits, Short-Term Rentals	Termination + 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090 et seq.

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / Airport	PW-017	Stormwater: Chain of Custody, Guidance Information, Lab Reports **- Airport Only**	3 years		Mag, Ppr			Code of Federal Regulations requires 3 years; 40 CFR §§122.21, 122.41, 122.44; CCP §337 et seq.
Public Works / Airport	PW-018	Stormwater: Industrial Notices / Code Enforcement / Violations / Spill Response **- Airport Only**	Resolution + 3 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Code of Federal Regulations requires 3 years; 40 CFR §§122.21, 122.41, 122.44; CCP §337 et seq.
Division Providing Service / Work	PW-019	Work Orders / Service Requests - **CRM / CMMS DATABASE** (Computerized Maintenance Management System)	Indefinite		Mag			Data is interrelated; GC §34090
Division Providing Service / Work	PW-020	Work Orders / Service Requests - All Information Entered in CRM / CMMS Database (Paper drafts)	When No Longer Required		Mag Ppr			Preliminary drafts (the database is the original); GC §34090
Division Providing Service / Work	PW-021	Work Orders / Service Requests - **NOT entered in CRM / CMMS Database** (or partial information entered into CMMS Database) (Division providing service retains originals; Division requesting service is considered a copy)	5 years		Mag Ppr			City Preference; CCP §§338 et seq., 340 et seq., 342, GC §34090
ENGINEERING & TRANSPORTATION								
Lead Dept.	PW-022	_Permit **Database** (TRAKiT)	Indefinite	Yes (all)	Mag			Department Preference - Data is interrelated; GC §34090, H&S §19850
Public Works / Engineering & Transportation	PW-023	Assessment Districts / Community Facilities Districts / Landscape and Lighting Districts	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Public Works / Engineering & Transportation	PW-024	Bonds: CIP Labor & Materials, Performance Bonds, Letters of Credit, Encroachment Permits	Release of Bond / Letter of Credit		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Security; GC §34090

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / Engineering & Transportation	PW-025	Capital Improvement Projects (CIP) / Design & Construction: **Administration File** Project Administration, Certified Payrolls, Construction Manager's Logs, Hazardous Materials Plans, Meeting Minutes, Project Schedules, Progress meetings, Real Estate Appraisals, RFIs & Responses, Construction Inspection Logs, Daily Inspections, Daily Logs, Punch Lists, etc.	Completion + 10 years or After Funding Agency Audit, if required, whichever is longer	Yes: Until Completed	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Some grant funding agencies require audits; Statute of Limitations for Errors & Omissions is 10 years; Published Audit Standards=4-7 years; Statute of Limitations: Contracts & Spec's=4 years, Wrongful Death=comp. + 5 years, Developers=comp. + 10 years; Statewide guidelines propose termination + 5 years; CCP §337 et. seq., GC §34090
Public Works / Engineering & Transportation	PW-026	Capital Improvement Projects (CIP) / Design & Construction: **Permanent File** Specifications & Addenda, Contract Copies, Change Orders, CEQA / Environmental Documents - EIRs, Negative Declarations, Exemptions, Materials Testing Reports, Photos, Soil Reports, Studies, Submittals, Successful Proposal, Surveys, etc.	P	Yes: Until Completed	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; retained for disaster preparedness purposes; Statewide guidelines propose Permanent for Infrastructure plans; Final environmental determinations are required to be kept a "reasonable period of time"; 14 CCR §15095(c); CCP §337 et. seq., GC §34090
Public Works / Engineering & Transportation	PW-027	Design & Construction Standards - Authored by the City for Private Development	P		Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Department Preference; GC §34090
Public Works / Engineering & Transportation	PW-028	Drawings, Maps, Plans and Record Drawings, Large-Format Drawings, Survey Record Maps, Capital Improvement Project "As-Built"	P	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Drafts should be destroyed; GC §34090
Public Works / Engineering & Transportation	PW-029	Encroachment Permits / Excavation Permits: **Permanent** (Structures in the City's Right of Way, Retaining Walls, etc.) Includes Insurance Certificates	P	Yes: Until Completion	Mag, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090

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RECORDS RETENTION SCHEDULE: PUBLIC WORKS
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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / Engineering & Transportation	PW-030	Encroachment Permits / Excavation Permits: **Temporary** (Street Permits, Temporary Construction, Sidewalk Repairs, Traffic Control, Transportation Permits, Utility Cuts (Installation & Patching), etc.) Includes Insurance Certificates	Minimum 2 years	Yes: Until Completion	Mag, Ppr	S / I	Yes: After QC & OD	GC § 34090
Public Works / Engineering & Transportation	PW-031	Engineering Studies / Surveys (Public Right-of-Way) - Geotechnical and Soil Reports / Hydrology Reports / Preliminary Studies / Project Assessments	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Public Works / Engineering & Transportation	PW-032	FEMA / Flood Plain: National Flood Insurance Program's (NFIP) Community Rating System (CRS) FEMA Required Reporting	10 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Public Works / Engineering & Transportation	PW-033	Grading Permits	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090
Public Works / Engineering & Transportation	PW-034	Improvement Plans (for Tracts / Subdivisions)	P	Yes (all)	Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Drafts should be destroyed; Some maps are also retained by Planning; Selected maps are retained in Public Works for administrative purposes; GC §34090, 34090.7
Public Works / Engineering & Transportation	PW-035	Private Development Projects / Job Files: **Administration File / Construction Inspection** Construction Inspections, Correspondence, Daily Logs, Inspector's Records, Photos, etc.	Completion + 10 years	Yes: Until Completed	Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Statute of Limitations for Errors & Omissions is 10 years; Statute of Limitations: Contracts & Spec's=4 years, Wrongful Death=comp. + 5 years, Developers=comp. + 10 years; CCP §337 et. seq., GC §34090

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(Engineering Transportation, Environmental Maintenance, GIS)

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HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / Engineering & Transportation	PW-036	Private Development Projects / Job Files: **Permanent Files** Certificate of Acceptance / Approval (copy), Dedications, Abandonments, Drainage, Driveway, Private Lab Verifications, Testing Lab Final Reports, Studies, Reports, Geotechnical and Soil Reports / Hydrology Reports, etc.	P	Yes: Until Completed	Mag, Mfr, OD, Ppr	S/I	Yes: After QC & OD	Department preference; retained for disaster preparedness purposes; GC §34090
Lead Dept OR City Clerk	PW-037	Recorded Documents: Deeds, Easements, Right of Ways, Abandonments / Vacation, Liens / Lien Releases	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090(a)
Public Works / Engineering & Transportation	PW-038	Traffic and Transportation Committee - **AGENDAS & STAFF REPORTS**	Minimum 2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et seq.
Public Works / Engineering & Transportation	PW-039	Traffic and Transportation Committee - **AUDIO or VIDEO RECORDINGS**	Minimum 2 years		Mag			Department preference; Audio Required for 30 days; GC §54953.5(b); video recordings of meetings are required for 90 days; GC §34090.6
Public Works / Engineering & Transportation	PW-040	Traffic and Transportation Committee - **MINUTES**	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090(a)
Public Works / Engineering & Transportation	PW-041	Traffic Calming Requests (Speed Humps, etc.)	2 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	GC §34090
Police / State of California	PW-042	Traffic Collision Reports / SWTRS	Copies - When No Longer Required		Mag Ppr			copies; GC §34090.7
Public Works / Engineering & Transportation	PW-043	Traffic Counts	Minimum 2 years		Mag Ppr			Department preference; GC §34090

RECORDS RETENTION SCHEDULE: PUBLIC WORKS
(Engineering Transportation, Environmental Maintenance, GIS)

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
City Clerk	PW-044	Traffic Speed Surveys (certified by City Council Resolution)	Copies - When No Longer Required		Mag Ppr			Presented to the City Council in the Council Agenda Packet; GC §34090.7
Public Works / Engineering & Transportation	PW-045	Traffic Stop Sign Warrants	Minimum 2 years		Mag Ppr			Department preference; GC §34090
Public Works / Engineering & Transportation	PW-046	Traffic Video Recordings (Public Areas / Public Activity)	When No Longer Required		Mag			Does not record regular and ongoing operations; GC §34090.6 et seq,
PUBLIC WORKS / ENVIRONMENTAL MAINTENANCE (Corporation Yard, Facilities, Fleet, Streets, Urban Forestry, Wastewater Maintenance)								
Public Works / Environmental Maintenance	PW-047	Aboveground Storage Tanks (Agency Owned) Spill Prevention Control and Countermeasures (SPCC), Inspections, Integrity Testing, Maintenance, Repairs	20 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; applies to both Tier I and Tier II Tanks; (Tier II tanks are required to have an integrity test every 20 years); GC §34090
Public Works / Environmental Maintenance	PW-048	AQMD Permits - for Generators, etc.	Issue Date + 5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	40 CFR 70.6; GC §34090
Public Works / Environmental Maintenance	PW-049	Asbestos or Lead Testing / Testing Results (ALL, no matter who ordered the test)	P		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; GC §34090
Public Works / Environmental Maintenance	PW-050	Building Inspections / Facilities Inspections	2 years		Mag, Ppr			GC §34090
Public Works / Environmental Maintenance	PW-051	CCTV Videos of Sewer and Storm Drain Lines	5 years		Mag, Ppr			Department preference; GC §34090

RECORDS RETENTION SCHEDULE: PUBLIC WORKS
(Engineering Transportation, Environmental Maintenance, GIS)

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Lead Dept. (Who Uses the Vehicle)	PW-052	Fleet - Pre-Trip Inspections / Vehicle Safety Checks / Daily Vehicle Inspections / Daily Equipment Checks	2 years		Ppr			GC §34090; 13 CCR 1234(c)
Public Works / Environmental Maintenance	PW-053	Fleet - Used Oil Disposal Manifests	3 years		Mag, Ppr			22 CCR 66266.130(c)(5), H&S §25250.18(b), 25250.19(a)(3) et seq.
Public Works / Environmental Maintenance	PW-054	Fleet - Vehicle & Equipment History Files Maintenance, Smog Certificates	Disposal of Vehicle or Equipment + 2 years		Mag, Ppr			Department Preference; If a motor carrier, required for 18 months after vehicle is sold; CHP requires life of vehicle; OSHA requires 1 year; 8 CCR § 3203(b)(1); 49 CFR 396.21(b)(1); 49 CFR 396.3; CCP §337 et. seq., 3 CCR 1234(f); GC §34090
Public Works / Environmental Maintenance	PW-055	Fleet Management Database	Indefinite		Mag			Data is interrelated; GC §34090
Public Works / Environmental Maintenance	PW-056	Generator Operation Logs & Inspections	5 years		Mag, Ppr			AQMD Rule 1470; Form 400–E–13a instructions; GC §34090
Public Works / Environmental Maintenance	PW-057	Herbicide or Pesticide Application Forms (FIFRA Forms - Federal Insecticide, Fungicide, and Rodenticide Act) (Electronic records are retained in the NPDES database)	2 years		Mag, Ppr			Department Preference (agricultural pesticide records are required for 2 years); GC §34090; 3 CCR 6623
Public Works / Environmental Maintenance	PW-058	Operations & Maintenance Manuals (O&M Manuals)	Life of Facility or Equipment		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; GC §34090 et. seq.
Public Works / Environmental Maintenance	PW-059	Pressure Vessel Certifications or Permits (Air Compressors, Propane, etc.)	Expiration of Certificate or Permit		Mag, Mfr, OD, Ppr	S	Yes: After 1 year	Department preference; GC §34090 et. seq.

RECORDS RETENTION SCHEDULE: PUBLIC WORKS
(Engineering Transportation, Environmental Maintenance, GIS)

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / Environmental Maintenance	PW-060	Safety Data Sheet (SDS) / Material Safety Data Sheet (MSDS) / Chemical Use Report Form (or records of the chemical / substance / agent, where & when it was used)	30 years		Mag, Mfr, OD, Ppr	S / I	Yes - After QC & OD	Previous SDS / MSDS may be obtained from a service; SDS / MSDS may be destroyed as long as a record of the chemical / substance / agent, where & when it was used is maintained for 30 years; Applies to qualified employers; Claims can be made for 30 years for toxic substance exposures; 8 CCR 3204(d)(1)(B)(2 and 3), 29 CFR 1910.1020(d)(1)(i), GC §34090
Public Works / Environmental Maintenance	PW-061	Streets - Sidewalk Maintenance, Grinding, 50/50 Program with Residents for Sidewalk Repair (3 bids, successful bidder, etc.)	5 years		Mag, Ppr			Department preference; GC §34090
Public Works / Environmental Maintenance	PW-062	Underground Service Alerts (USA's) / Dig Alerts	3 years		Mag, Ppr			Department Preference (the Regional Notification Center has the obligation to retain the notice for 3 years); GC §§4216.2(d) & 4216.3(d), GC §34090
Public Works / Environmental Maintenance	PW-063	Urban Forestry: Tree **DATABASE**	Indefinite		Mag			Data is interrelated; GC §34090
Public Works / Environmental Maintenance	PW-064	Urban Forestry: Tree Maintenance, Trimming, Arborists Reports	5 years		Mag, Ppr			Department preference; GC §34090
Public Works / Environmental Maintenance	PW-065	Wastewater - Confined Space Entries / Hot Work Permits	6 years		Mag, Ppr			Department Preference to be consistent with SSMP 6-year update requirement; 8 CCR 5157(d)(14) & (e)(6); 29 CFR 1910.146(e)(6) GC §34090
Public Works / Environmental Maintenance	PW-066	Wastewater - FOG (Fats, Oil & Grease) / Source Control / Industrial Pretreatment Annual / Semi-Annual Reports	6 years		Mag, Ppr			Department Preference to be consistent with SSMP 6-year update requirement; NPDES Monitoring records required for 3 years; POTW reports are required for 3 years; 40 CFR 403.12; GC §34090

RECORDS RETENTION SCHEDULE: PUBLIC WORKS
(Engineering Transportation, Environmental Maintenance, GIS)

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / Environmental Maintenance	PW-067	Wastewater - Lab Reports & Chains of Custody: Wastewater	6 years		Mag, Mfr, OD, Ppr	S / I	Yes - After QC & OD	Department Preference to be consistent with SSMP 6-year update requirement; GC §34090
Public Works / Environmental Maintenance	PW-068	Wastewater - Lift Station Maintenance (records not in the Work Order / Service Request database)	6 years		Mag, OD, Ppr	S / I	Yes: After QC & OD	Department Preference to be consistent with SSMP 6-year update requirement; GC §34090
Public Works / Environmental Maintenance	PW-069	Wastewater - Odor Complaints / Gas Detection Results / Investigations	6 years		Mag, OD, Ppr	S / I	Yes: After QC & OD	Department Preference to be consistent with SSMP 6-year update requirement; GC §34090
Public Works / Environmental Maintenance	PW-070	Wastewater - Sanitary Spills and Overflows (SSOs)	6 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference to be consistent with SSMP 6-year update requirement; Required for a minimum of 5 years; 40 CFR 122.41(j)(2); SWRCB Order 2006-03; 40 CFR 122.41(j)(2); GC §34090
Public Works / Environmental Maintenance	PW-071	Wastewater - Sewer System Management Plans (SSMP) and Audits / Sanitary Spills Overflow Prevention Plan (SSOPP) and Sanitary Sewer Overflow Response Plan	Superseded + 6 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; SSMPs are required to be updated every 6 years; SSOs are required for a minimum of 5 years; 40 CFR 122.41(j)(2); SWRCB General Orders 2006-03 & 2022-0103-DWQ; GC §34090
Public Works / Environmental Maintenance	PW-072	Wastewater Permits - **Regulatory / Operating Permits** / Industrial Waste Discharge Requirements (WDR) Permit: Examples (CalARP, Cal OSHA, CERS, CUPA, NPDES, SWRCB, etc.)	Minimum 6 years		Mag, Mfr, OD, Ppr	S	Yes: After QC & OD	Department Preference to be consistent with SSMP 6-year update requirement; NPDES Monitoring records required for 3 years; 40 CFR §§122.21, 122.41, 122.44; GC §34090 CCP §337 et seq.
Public Works / Environmental Maintenance	PW-073	Wastewater Regulatory Reports - **Reports to Regulatory Agencies**: Examples (CalARP, Cal OSHA, CERS, CUPA, NPDES, SWRCB, etc.)	Minimum 6 years		Mag, Ppr			Department Preference to be consistent with SSMP 6-year update requirement; NPDES Monitoring records required for 3 years; 40 CFR §§122.21, 122.41, 122.44; GC §34090 CCP §337 et seq.

RECORDS RETENTION SCHEDULE: PUBLIC WORKS
(Engineering Transportation, Environmental Maintenance, GIS)

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Division Providing Service / Work	PW-074	Work Orders / Service Requests - **CRM / CMMS DATABASE** (Computerized Maintenance Management System)	Indefinite		Mag			Data is interrelated; GC §34090
Division Providing Service / Work	PW-075	Work Orders / Service Requests - **All Information Entered in CRM / CMMS Database** (Paper drafts)	When No Longer Required		Mag Ppr			Preliminary drafts (the database is the original); GC §34090
Division Providing Service / Work	PW-076	Work Orders / Service Requests - **NOT entered in CRM / CMMS Database** (or partial information entered into CMMS Database) (Division providing service retains originals; Division requesting service is considered a copy)	5 years		Mag Ppr			City Preference; CCP §§338 et seq., 340 et seq., 342, GC §34090
PUBLIC WORKS / GEOGRAPHIC INFORMATION SYSTEMS (GIS)								
Lead Dept.	PW-077	GIS Database / Data / Layers (both City-wide and Specialized)	When No Longer Required	Yes	Mag			The Lead Department should print out historical documents (or save source data) prior to replacing the data, if they require the data or output for historical purposes; Department Preference (Preliminary documents); GC §34090 et seq.
PUBLIC WORKS / NPDES (NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM)								
Public Works / NPDES	PW-078	NPDES Database (Stormwater Inspections, etc.)	Indefinite	Yes	Mag, Ppr			Data is interrelated; GC §34090 et seq.
Public Works / NPDES	PW-079	Stormwater Illicit Discharges	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Required for a minimum of 5 years; 40 CFR 122.41(j)(2); SWRCB Order 2006-03; 40 CFR §§122.21, 122.41, 122.44; GC §34090
Public Works / NPDES	PW-080	Stormwater Inspections (Business Inspections, O&M related inspections, and Development Inspections)	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; City's permit requires 5 years (Federal mandate is 3 years SWRCB Order 2006-03; 4§§122.21, 122.41, 122.44; GC §34090

Adopted:

RECORDS RETENTION SCHEDULE: PUBLIC WORKS
(Engineering Transportation, Environmental Maintenance, GIS)

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / NPDES	PW-081	Stormwater: NPDES Annual Reports	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; City's permit requires 5 years (Federal mandate is 3 years0; 40 CFR §§122.21, 122.41, 122.44
Public Works / NPDES	PW-082	Stormwater: NPDES Permits	Expiration + 5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; City's permit requires 5 years (Federal mandate is 3 years); 40 CFR §§122.21, 122.41, 122.44; CCP §337 et seq.
Public Works / NPDES	PW-083	Street Sweeping Tonnage Reports	5 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department Preference; City's permit requires 5 years (Federal mandate is 3 years); 40 CFR §§122.21, 122.41, 122.44; CCP §337 et seq.
PUBLIC WORKS / WATER, WASTE AND ENERGY								
Public Works / Water Waste & Energy	PW-084	Solar Energy / Vehicle e-Charing Stations - Capital Improvement Projects (CIP) / Design & Construction: **Administration File** Project Administration, Certified Payrolls, Construction Manager's Logs, Hazardous Materials Plans, Meeting Minutes, Project Schedules, Progress meetings, Real Estate Appraisals, RFIs & Responses, Construction Inspection Logs, Daily Inspections, Daily Logs, Punch Lists, etc.	Completion + 10 years or After Funding Agency Audit, if required, whichever is longer	Yes: Until Completed	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Some grant funding agencies require audits; Statute of Limitations for Errors & Omissions is 10 years; Published Audit Standards=4-7 years; Statute of Limitations: Contracts & Spec's=4 years, Wrongful Death=comp. + 5 years, Developers=comp. + 10 years; Statewide guidelines propose termination + 5 years; CCP §337 et. seq., GC §34090

RECORDS RETENTION SCHEDULE: PUBLIC WORKS
(Engineering Transportation, Environmental Maintenance, GIS)

Office of Record (OFR)	Retention No.	Records Description	Total Retention	Vital?	Media Options	Image: I=Import M=Mfr S=Scan	Destroy Paper after Imaged & QC'd?	Comments / Reference
If the record is not listed here, refer to the Retention for City-Wide Standards								
Retentions begin when the act is completed, and imply a full file folder (e.g. last document + 2 years), since destruction is normally performed by file folder.								
HOLDS: Litigation, complaints, claims, public records act requests, audits and/or investigations suspend normal retention periods (retention resumes after settlement or completion).								
Public Works / Water Waste & Energy	PW-085	Solar Energy / Vehicle e-Charing Stations - Capital Improvement Projects (CIP) / Design & Construction: **Permanent File** Specifications & Addenda, Contract Copies, Change Orders, CEQA / Environmental Documents - EIRs, Negative Declarations, Exemptions, Materials Testing Reports, Photos, Soil Reports, Studies, Submittals, Successful Proposal, Surveys, etc.	P	Yes: Until Completed	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; retained for disaster preparedness purposes; Statewide guidelines propose Permanent for Infrastructure plans; Final environmental determinations are required to be kept a "reasonable period of time"; 14 CCR §15095(c); CCP §337 et. seq., GC §34090
Public Works / Water Waste & Energy	PW-086	Solar Energy / Vehicle e-Charing Stations - Drawings, Maps, Plans and Record Drawings, Large-Format Drawings, Survey Record Maps, Capital Improvement Project "As-Built"	P	Yes (all)	Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Drafts should be destroyed; GC §34090
Public Works / Water Waste & Energy	PW-087	Solid Waste - Recycling / AB 939 Compliance / SB 1383 Compliance (Organic Waste Collection and Recycling) . CalRecycle Annual Waste Diversion Reports	10 years		Mag, Mfr, OD, Ppr	S / I	Yes: After QC & OD	Department preference; required for 5 years; Low-Carbon Fuel Standard regulations credits can be received for 10 years, and are eligible for an extension; 14 CCR § 18995.2; H&S §39730.7; GC §34090
Public Works / Water Waste & Energy	PW-088	Solid Waste - Tonnage Reports / Statistics	10 years		Mag, Ppr			Department preference; GC §34090
Lead Dept.	PW-089	Underground Service Alerts (USA's) / Dig Alerts	3 years		Mag, Ppr			Required for 3 years; GC §§4216.2(f) & 4216.3(d); GC §34090

Date: _____ Department: _____

Form RM-1: RECORDS DESTRUCTION AUTHORIZATION FORM

The records listed below (or on the attached list) are **scheduled to be destroyed**, as indicated on the Records Retention Schedule.

The records are not the subject of any claim, litigation, investigation, or audit.

(List records here, or attach a list)

File #	Records Description	From (Start Date)	To (End Date)	Box #	Retention #	Retention Period

Check one option for destruction:

☐ Shredding is Required (Records contain private information) OR

☐ Recycle (Records do NOT contain private information)

_____ _____
Employee Preparing Form Date

DOCUMENTS HAVE BEEN REVIEWED AND APPROVED FOR DESTRUCTION

_____ _____
Department Head / Division Manager Date

_____ _____
City Clerk Date

_____ _____
City Attorney Date

Return this form to the originating department following approval (they coordinate the shredder arrangements)

(Complete after destruction has been performed, if done by City Employees. If destruction is performed by a commercial vendor, have them provide you with a certificate.)

I HEREBY CERTIFY that the items listed above have been destroyed in accordance with City policies and procedures:

_____ _____
Employee Performing Destruction Date

Return this form to the City Clerk's Office after completion.

(date)

SUBJECT: UPDATE TO RECORDS RETENTION SCHEDULES

Department:_____

Version Number Being Approved:_____

Attached are updated Retention Schedules for the above department showing proposed updates in “Track Changes” format.

The updates have been reviewed, approved, and made by the City’s records management consultant, who specializes in California local government records (Gladwell Governmental Services, Inc.)

Per the resolution originally adopting the records retention schedules, updates are authorized to be made without further action by the City Council, but must obtain the consent of the City Clerk, City Manager and City Attorney.

I have reviewed and approved the proposed updates to the Records Retention Schedules.

_____ _____
Department Head Date

_____ _____
City Clerk Date

_____ _____
City Manager Date

_____ _____
City Attorney Date

File #: ID#23-307, **Version:** 1

Renewal of Microsoft Software Assurance

Approve a Resolution authorizing the renewal of Microsoft Software Assurance from CDW-G LLC., in an amount not to exceed $84,000.00.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **ADMINISTRATION**

FROM: **JIM PIA, ASSISTANT CITY MANAGER**

BY: **ERIC SANDOVAL, GIS ADMINISTRATOR**

TITLE: **RENEWAL OF MICROSOFT SOFTWARE ASSURANCE**

RECOMMENDED MOTION:

A motion to approve a resolution to allow the City Manager to negotiate the purchase and renewal of Microsoft Software Assurance from CDW-G LLC., in an amount not to exceed $84,000.

EXECUTIVE SUMMARY:

The City of Salinas continues to maintain and support various technology programs and platforms for City Departments. The Microsoft maintenance program is for customers, like the City, who use Microsoft Windows, Microsoft Office, and other server and desktop applications. Software Assurance gives the City the ability to spread payments over several years, while offering no-cost upgrades to newer versions. The City has been using this cost-effective strategy since at least 2017.

BACKGROUND:

The City currently uses Microsoft software and platforms for its day-to-day operations. Software includes Microsoft Windows Server, Microsoft SQL Server, and Microsoft Windows Virtual Server. After initial purchase of these software licenses, the City has been purchasing annual maintenance or Software Assurance, so it does not have to repurchase the software licenses when there is a version upgrade. Software Assurance is only available to customers who purchase volume licensing, such as the City.

Maintaining sync of software versions is necessary for the maintenance and interoperability of multiple technology systems, maintain staff collaboration and the integration with non-Microsoft applications. The current resolution will authorize the continuation of maintaining core Microsoft software on the City's servers and virtual desktop environment.

Funding has already been budgeted and approved as part of the FY 2022-23 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 was approved by City Council as part of the FY 2022-23 Annual Budget. There is no recommended action for new appropriations.

ATTACHMENTS:

1. Resolution
2. CDW-G Quote

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

A RESOLUTION OF THE CITY COUNCIL OF SALINAS TO APPROVE THE RENEWAL OF MICROSOFT SOFTWARE ASSURANCE

WHEREAS, the City desires to renew and maintain its Microsoft Windows Server, SQL and Remote Desktop software assurance and licensing; and

WHEREAS, CDW-G, LLC continues to provide Microsoft Windows Server, SQL and Remote Desktop software assurance and services for the City of Salinas

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council authorizes the Purchasing Agent to purchase a renewal of Microsoft Software Assurance from CDW-G LLC., in an amount not to exceed $84,000.

PASSED AND APPROVED this 16th day of May, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

Quote # NHTD118

Description: MICROSOFT RENEWAL

Created Date: 04/10/23

Status: Open

Requested By: ERIC SANDOVAL

Customer Notes:

This is first annual payment of three payments

Ship to:

CITY OF SALINAS
INFORMATION TECHNOLOGY
200 LINCOLN AVE
SALINAS , CA 93901-2691

Billed to:

CITY OF SALINAS
ATTN: ACCTS PAYABLE
200 LINCOLN AVE
SALINAS , CA 93901-2691
(831) 758-7381

Shipping method:

Electronic Drop Ship

Payment method:

DO NOT SHIP

Quote Summary

Subtotal	$83,386.49
*US Tax	$0.00
Shipping	$0.00
Grand Total	**$83,386.49**

*Tax may change if this quote is amended by your account manager.

Checkout

Add to Cart

Product Details

ITEM		AVAILABILITY	PRICE	QUANTITY	ITEM TOTAL
Windows Server	Microsoft Windows Server - software assurance - 1 user CAL MFG Part: R18-00086-3-1 CDW Part: 2174561 UNSPSC: Electronic distribution - NO MEDIA	In Stock	$11.48 Pricing Option Applied: National IPA Technology Solutions	249.0	$2,858.52
	Microsoft SQL Server Standard Core Edition - software assurance - 2 cores MFG Part: 7NQ-00301-3-1 CDW Part: 2688654 UNSPSC: Electronic distribution - NO MEDIA	In Stock	$707.65 Pricing Option Applied: National IPA Technology Solutions	25.0	$17,691.25
	MS SLD+ WIN SVR DCCORE SA MVL MFG Part: 9EA-00268-3-1 CDW Part: 4355322 UNSPSC: Electronic distribution - NO MEDIA	In Stock	$138.84 Pricing Option Applied: National IPA Technology Solutions	145.0	$20,131.80

ITEM	AVAILABILITY	PRICE	QUANTITY	ITEM TOTAL
Microsoft Windows Server Standard Edition - software assurance - 2 cores MFG Part: 9EM-00263-3-1 CDW Part: 4352831 UNSPSC: Electronic distribution - NO MEDIA	In Stock	$27.76 Pricing Option Applied: National IPA Technology Solutions	40.0	$1,110.40
Microsoft SQL Server Standard Edition - software assurance - 1 server MFG Part: 228-04529-3-1 CDW Part: 2174690 UNSPSC: Electronic distribution - NO MEDIA	In Stock	$177.15 Pricing Option Applied: National IPA Technology Solutions	8.0	$1,417.20
Microsoft Windows Virtual Desktop Access - subscription license - 1 device MFG Part: 4ZF-00030-12MO CDW Part: 2146414 UNSPSC: Electronic distribution - NO MEDIA	In Stock	$130.22 Pricing Option Applied: National IPA Technology Solutions	300.0	$39,066.00
Microsoft SQL Server - software assurance - 1 user CAL MFG Part: 359-01014-3-1 CDW Part: 2174726 UNSPSC: Electronic distribution - NO MEDIA	In Stock	$41.16 Pricing Option Applied: National IPA Technology Solutions	27.0	$1,111.32

File #: ID#23-318, **Version:** 1

Granicus, Inc. Subscription Renewal - Government Experience Cloud

Approve a Resolution authorizing the annual subscription renewal with Granicus, Inc. in the amount of $35,175.00 for the Government Experience Cloud for FY 24.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 18, 2023**

DEPARTMENT: **ADMINISTRATION**

FROM: **PATRICIA M. BARAJAS, CITY CLERK**

TITLE: **GRANICUS, INC. SUBSCRIPTION RENEWAL – GOVERNMENT EXPERIENCE CLOUD SOLUTION**

RECOMMENDED MOTION:
Approve a Resolution authorizing a subscription renewal with Granicus, Inc. in the amount of $35,175.00 to provide a Government Experience Cloud solution.

EXECUTIVE SUMMARY:
Granicus, Inc. Government Experience Cloud is a Service (SaaS) solution that enables local government organization helps local government transform the resident experience to better connect, engage, and serve constituents by increasing workflow efficiencies and maximizing existing technology investments, such as integrations into traditional enterprise solutions. The Granicus, Inc. annual subscription is set to expires on June 30, 2023. Subscription renewal shall not exceed $35,175.00 for FY 2024.

BACKGROUND:
In June 2022, the Administration entered into an agreement with Granicus, Inc for the redesign of the city's website and public engagement tools. The website redesign and public engagement project goal was to create a "virtual City Hall" that the community can easily navigate, learn about the City's initiatives and events, complete forms and processes online, and access services and information. This project includeed using the latest web design and content standards for language access and Americans with Disabilities Act (ADA) compliance, and ability to maintain these standards and requirements as they change.

Website and engagement tool functionality that Granicus will provide as part of the subscription include:

- OpenCities - Website and Content Management
- OpenCities - Comprehensive Service and Support Ticketing System
- OpenForms Enterprise - Digital Forms and Workflow Automation
- Communications Cloud/GovDelivery - Email and SMS Communications
- OpenCities - Cloud Security Licensing with 24/7/365 security.

The website redesign project and new communications platform is near completion and scheduled to launch in June 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) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:
Subscription renewal of Granicus, Inc. is in line with the City Council Goal of Effective and Culturally Responsive Government. The Council identified strategies that included evaluating technology gaps, effective governance, transparency and public engagement.

DEPARTMENTAL COORDINATION:
The City Clerk's Office and Administration continue to work in collaboration with all department to support the city website content management and public engagement.

FISCAL AND SUSTAINABILITY IMPACT:
Funds will be appropriated and are available in the City Clerk's annual operating budget in the amount of $35,175.00 for FY 2024. Future year subscription fees for the Government Experience Cloud Enterprise solution will be budgeted annually.

ATTACHMENTS:
Resolution
FY 24 Quote

RESOLUTION _____ (N.C.S.)

RESOLUTION AUTHORIZING THE SUBSCRIPTION RENEWAL WITH GRANICUS, INC. IN THE AMOUNT OF $35,175.00 TO PROVIDE GOVERNMENT EXPERIENCE CLOUD SOLUTION

BE IT HEREBY RESOLVED BY THE CITY COUNCIL OF SALINAS: that the City Councill does hereby approve the attached subscription renewal, Exhibit A, between Granicus, Inc. and the City, in the amount of $35,175.00 for FY 2024.

PASSED AND ADOPTED this 16th day of May 2023, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

408 St. Peter St, Suite 600
St. Paul, MN 55102

THIS IS NOT AN INVOICE

Order Form
Prepared for
Salinas, CA

Granicus Budgetary Proposal for Salinas, CA

ORDER DETAILS

Prepared By:	Tania Dominguez Chon
Phone:	
Email:	tania.dominguezchon@granicus.com
Order #:	Q-265228
Prepared On:	26 Apr 2023
Expires On:	23 Jun 2023

ORDER TERMS

Currency:	USD
Payment Terms:	Net 30 (Payments for subscriptions are due at the beginning of the period of performance.)
Period of Performance:	06/24/2023 - 06/23/2024

The subscription includes the following domain(s) and subdomain(s):

https://www.cityofsalinas.org/

PRICING SUMMARY

The pricing and terms within this Proposal are specific to the products and volumes contained within this Proposal.

Government Experience Cloud Subscription Fees		
Solution	**Billing Frequency**	**Annual Fee**
Government Experience Cloud (SERVE)	Annual	$35,175.00

Communications Cloud Tier:
for up to 25000 subscribers.

TERMS & CONDITIONS

- This quote, and all products and services delivered hereunder are governed by the terms located at https://granicus.com/legal/licensing, including any product-specific terms included therein (the "License Agreement"). If your organization and Granicus has entered into a separate agreement or is utilizing a contract vehicle for this transaction, the terms of the License Agreement are incorporated into such separate agreement or contract vehicle by reference, with any directly conflicting terms and conditions being resolved in favor of the separate agreement or contract vehicle to the extent applicable.
- If submitting a Purchase Order, please include the following language: The pricing, terms and conditions of quote Q-265228 dated 26 Apr 2023 are incorporated into this Purchase Order by reference and shall take precedence over any terms and conditions included in this Purchase Order.
- This quote is exclusive of applicable state, local, and federal taxes, which, if any, will be included in the invoice. It is the responsibility of Salinas, CA to provide applicable exemption certificate(s).
- Any lapse in payment may result in suspension of service and will require the payment of a setup fee to reinstate the subscription.
- The terms and conditions set forth in the Agreement effective 24 Jun 2022 are incorporated herein by reference.
- Client will be invoiced for use of any product or service measured or capped by volume or amount of usage that exceeds the permitted amount set forth in this Quote at the same cost or rate set forth herein.
- **Updates to Shared Short Codes for SMS/Text Messaging:**
  Granicus will be migrating all clients with SMS/Text Messaging Solutions using a shared short code option to a unique standard toll-free number within the United States (International numbers not supported). Short Codes are recommended for Text-to-Subscribe functionalities, if enabled where available, for an additional fee.
  Client must have explicit opt-in for all destinations sent to and adhere to all CTIA guidelines for the duration of its use.

File #: ID#23-319, **Version:** 1

Direct Purchase of Six (6) LUCAS Devices

Approve a Resolution authorizing the purchase of six (6) LUCAS devices and respective service contracts from Stryker Medical, at a cost not to exceed $165,620.26, plus a 10% contingency.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **FIRE DEPARTMENT**

FROM: **SAM KLEMEK, FIRE CHIEF**

TITLE: **DIRECT PURCHASE OF LUCAS DEVICES**

RECOMMENDED MOTION:

It is recommended that the City Council approve a resolution for the direct purchase of six (6) Lucas Devices.

EXECUTIVE SUMMARY:

The Salinas Fire Department is requesting authorization to purchase six (6) Lucas devices and respective service contracts from Stryker Medical, at a cost not to exceed $165,620.26, plus a 10% contingency, to be placed on each of our front-line apparatus. The Lucas device is a portable, battery-operated tool used to perform mechanical chest compressions on patients who are in cardiac arrest. National pricing of this proprietary technology is established by the manufacturer where a competitive bid process would not likely yield any savings. The City Council has the authority to approve direct purchases of goods and services under Salinas Municipal Code Section 12-27.

BACKGROUND:

The Salinas Fire Department has found that the use of the Lucas device has improved the quality and consistency of chest compressions during cardiac arrest, resulting in an increased rate of return to spontaneous circulation (ROSC). Having one Lucas device readily available in each front-line apparatus will improve our ability to provide equitable, consistent, and high-quality care to cardiac arrest patients. Lucas devices allow Salinas Fire Department first responders save lives in our community.

The Lucas device can be especially valuable in situations where it may be difficult for rescuers to maintain manual compressions, such as when navigating narrow hallways or tight spaces, or during transport to the hospital. The device can help to minimize interruptions in chest compressions, which is important for maintaining blood flow to the brain and other vital organs during cardiac arrest. The Fire Department believes that this will help to improve the quality of care provided to our community that ultimately saves lives.

The total cost of the purchase is $165,620.26. Funds are readily available in the Fire Department's 2501 EMS fund. We believe that this investment in equipment will help to improve the quality of care provided to our community and ultimately save lives.

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 Fire department will coordinate with the Finance department through the procurement process.

FISCAL AND SUSTAINABILITY IMPACT:

$ 165,620.26 and a 10% contingency are available in the Fire department's 2501 EMS fund.

ATTACHMENTS:

Resolution
Quote

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

A RESOLUTION AUTHORIZING THE DIRECT PURCHASE OF SIX (6) LUCAS DEVICES IN THE AMOUNT OF $ 165,620.26

WHEREAS, The Lucas device is a portable, battery-operated tool used to perform mechanical chest compressions on patients who are in cardiac arrest; and,

WHEREAS, The Salinas Fire Department has found that the use of the Lucas device has improved the quality and consistency of chest compressions during cardiac arrest, resulting in an increased rate of return to spontaneous circulation (ROSC); and,

WHEREAS, Having one Lucas device readily available in each front-line apparatus will improve the Fire department's ability to provide equitable, consistent, and high-quality care to cardiac arrest patients**;** and,

WHEREAS, The Salinas Fire Department is requesting authorization to purchase six (6) Lucas devices and respective service contracts, at a cost not to exceed $165,620.26, plus a 10% contingency; and

WHEREAS, The Fire Department believes that this will help to improve the quality of care provided to our community that ultimately saves lives; and,

WHEREAS, The City Council has the authority to approve direct purchases of goods and services under Salinas Municipal Code Section 12-27; and

WHEREAS, The City Council finds that the criteria of Section 12-27 are met.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council authorizes the Purchasing Officer to complete the purchase authorized by this Resolution and sign all necessary contracts upon review and approval of the City Attorney.

PASSED AND APPROVED this 16th day of May 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Kimbley Craig, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

stryker

LUCAS

Quote Number: 10612985

Version: 1

Prepared For: CITY OF SALINAS FIRE DEPT

Attn:

Remit to: **Stryker Medical**
P.O. Box 93308
Chicago, IL 60673-3308

Rep: Antonella Bondi

Email: antonella.bondi@stryker.com

Phone Number:

Quote Date: 04/19/2023

Expiration Date: 07/18/2023

Delivery Address		**End User - Shipping - Billing**		**Bill To Account**	
Name:	CITY OF SALINAS FIRE DEPT	Name:	CITY OF SALINAS FIRE DEPT	Name:	CITY OF SALINAS FIRE DEPT
Account #:	1324135	Account #:	1324135	Account #:	1324135
Address:	65 W ALISAL ST STE 210	Address:	65 W ALISAL ST STE 210	Address:	65 W ALISAL ST STE 210
	SALINAS		SALINAS		SALINAS
	California 93901-2750		California 93901-2750		California 93901-2750

Equipment Products:

#	Product	Description	Qty	Sell Price	Total
1.0	99576-000063	LUCAS 3, v3.1 Chest Compression System, Includes Hard Shell Case, Slim Back Plate, (2) Patient Straps, (1) Stabilization Strap, (2) Suction Cups, (1) Rechargeable Battery and Instructions for use With Each Device	6	$16,814.60	$100,887.60
2.0	11576-000060	LUCAS Desk-Top Battery Charger	6	$1,306.36	$7,838.16
3.0	11576-000071	LUCAS External Power Supply	6	$413.33	$2,479.98
4.0	11576-000080	LUCAS 3 Battery - Dark Grey - Rechargeable LiPo	6	$777.09	$4,662.54
5.0	11576-000047	LUCAS Disposable Suction Cup (12 pack)	6	$556.15	$3,336.90
				Equipment Total:	$119,205.18

Price Totals:

Estimated Sales Tax (9.250%):	$11,026.48
Freight/Shipping:	$1,993.80
Grand Total:	$132,225.46

Prices: In effect for 30 days

Terms: Net 30 Days

Contact your local Sales Representative for more information about our flexible payment options.

Capital Terms and Conditions:
Deal Consummation: This is a quote and not a commitment. This quote is subject to final credit, pricing, and documentation approval. Legal documentation must be signed before your equipment can be delivered. Documentation will be provided upon completion of our review process and your selection of a payment schedule. Confidentiality Notice: Recipient will not disclose to any third party the terms of this quote or any other information, including any pricing or discounts, offered to be provided by Stryker to Recipient in connection with this quote, without Stryker's prior written approval, except as may be requested by law or by lawful order of any applicable government agency. A copy of Stryker Medical's Acute Care capital terms and conditions can be found at https://techweb.stryker.com/Terms_Conditions/index.html. A copy of Stryker Medical's Emergency Care capital terms and conditions can be found at https://www.strykeremergencycare.com/terms.

stryker

LUCAS

Quote Number: 10612985

Version: 1

Prepared For: CITY OF SALINAS FIRE DEPT

Attn:

Remit to: **Stryker Medical**
P.O. Box 93308
Chicago, IL 60673-3308

Rep: Antonella Bondi

Email: antonella.bondi@stryker.com

Phone Number:

Quote Date: 11/17/2022

Expiration Date: 01/31/2023

Delivery Address		**End User - Shipping - Billing**		**Bill To Account**	
Name:	CITY OF SALINAS FIRE DEPT	Name:	CITY OF SALINAS FIRE DEPT	Name:	CITY OF SALINAS FIRE DEPT
Account #:	1324135	Account #:	1324135	Account #:	1324135
Address:	65 W ALISAL ST STE 210	Address:	65 W ALISAL ST STE 210	Address:	65 W ALISAL ST STE 210
	SALINAS		SALINAS		SALINAS
	California 93901		California 93901		California 93901

ProCare Products:

#	Product	Description	Years	Qty	Sell Price	Total
6.1	78000703	ProCare LUCAS Prevent Service: Annual onsite preventive maintenance inspection and unlimited repairs including parts, labor and travel with battery coverage for LUCAS 3, v3.1 Chest Compression System, Includes Hard Shell Case, Slim Back Plate, (2) Patient Straps, (1) Stabilization Strap, (2) Suction Cups, (1) Rechargeable Battery and Instructions for use With Each Device	4	6	$5,565.80	$33,394.80
				ProCare Total:		$33,394.80

Price Totals:

Prices: In effect for 30 days

Terms: Net 30 Days

Contact your local Sales Representative for more information about our flexible payment options.

Stryker Medical - Accounts Receivable - accountsreceivable@stryker.com - PO BOX 93308 - Chicago, IL 60673-3308

Capital Terms and Conditions:
Deal Consummation: This is a quote and not a commitment. This quote is subject to final credit, pricing, and documentation approval. Legal documentation must be signed before your equipment can be delivered. Documentation will be provided upon completion of our review process and your selection of a payment schedule. Confidentiality Notice: Recipient will not disclose to any third party the terms of this quote or any other information, including any pricing or discounts, offered to be provided by Stryker to Recipient in connection with this quote, without Stryker's prior written approval, except as may be requested by law or by lawful order of any applicable government agency. A copy of Stryker Medical's Acute Care capital terms and conditions can be found at https://techweb.stryker.com/Terms_Conditions/index.html. A copy of Stryker Medical's Emergency Care capital terms and conditions can be found at https://www.strykeremergencycare.com/terms.

File #: ID#23-320, **Version:** 1

Resolution Designating Authorized Signers for FEMA and Cal OES Financial Assistance Application

Approve a Resolution authorizing the City Manager, Finance Director or Director of Public Works to execute and file the application for obtaining federal financial assistance with the California Governor's Office of Emergency Services (Cal OES) on behalf of the City of Salinas.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 9, 2023**

DEPARTMENT: **FINANCE**

FROM: **MARK ROBERTS, DIRECTOR OF FINANCE**

TITLE: **RESOLUTION DESIGNATING AUTHORIZED SIGNERS FOR FEMA AND CAL OES FINANCIAL ASSISTANCE APPLICATION**

RECOMMENDED MOTION:

A motion authorizing the City Manager, Director of Finance, or Director of Public Works to execute and file the application for obtaining federal financial assistance with the California Governor's Office of Emergency Services (Cal OES) on behalf of the City of Salinas.

EXECUTIVE SUMMARY:

It is recommended that the City Council approve a Resolution authorizing the City Manager, Director of Finance, or Director of Public Works to execute and file the application for obtaining federal financial assistance with the California Governor's Office of Emergency Services (Cal OES) on behalf of the City of Salinas.

BACKGROUND:

On January 10, 2023, the City Council ratified a proclamation declaring the existence of a local emergency in the City caused by a severe winter storm/atmospheric river that took place January 3, 2023 thru January 5, 2023. On January 14, 2023, the President approved a major disaster declaration for several counties in California and on January 17, 2023 (FEMA-4683 - DR-CA), Monterey County was added to this declaration for the storm that occurred during January 3-5, 2023 and the resulting flooding that occurred and indicated federal disaster assistance would be made available.

On March 21, 2023, the City Council approved another proclamation declaring the existence of a second local emergency in the City caused by a second severe winter storm/atmospheric river that occurred on March 12, 2023 through March 14, 2023. On April 4, 2023, the President approved a major disaster declaration for California 2023 (FEMA- 4699- DR-CA) and indicated federal disaster assistance would be made available.

The City is eligible for recovery of costs associated with each disaster and will be submitting applications for both federal and state financial assistance for each disaster.

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:

Submitting an application for disaster financial assistance will fulfill the Infrastructure and Environmental Sustainability goal.

DEPARTMENTAL COORDINATION:

Application for FEMA and Cal OES reimbursement is being coordinated by the Department of Finance, with assistance from the Department of Public Works.

FISCAL AND SUSTAINABILITY IMPACT:

The federal share shall not be less than 75% of eligible costs. The state's cost-share under the California Disaster Assistance Act (CDAA) is 75% of the non-federal share (18.75%). The local share is 6.25%. Based on potential total estimated cost of approximately $19 million, FEMA would cover $14,250,000 the state would cover $3,562,500 and the City would be responsible for $1,187,500.

ATTACHMENTS:

Resolution

DESIGNATION OF APPLICANT'S AGENT RESOLUTION FOR NON-STATE AGENCIES

BE IT RESOLVED BY THE City Council (Governing Body) OF THE City of Salinas (Name of Applicant)

THAT City Manager (Title of Authorized Agent), OR

Finance Director (Title of Authorized Agent), OR

Public Works Director (Title of Authorized Agent)

is hereby authorized to execute for and on behalf of the City of Salinas (Name of Applicant), a public entity established under the laws of the State of California, this application and to file it with the California Governor's Office of Emergency Services for the purpose of obtaining federal financial assistance for any existing or future grant program, including, but not limited to any of the following:

- **Federally declared Disaster (DR), Fire Mitigation Assistance Grant (FMAG), California State Only Disaster (CDAA), Immediate Services Program (ISP), Hazard Mitigation Grant Program (HMGP), Building Resilient Infrastructure and Communities (BRIC), Legislative Pre-Disaster Mitigation Program (LPDM),** under
- Public Law 93-288 as amended by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, and/or state financial assistance under the California Disaster Assistance Act.
- **Flood Mitigation Assistance Program (FMA)**, under Section 1366 of the National Flood Insurance Act of 1968.
- **National Earthquake Hazards Reduction Program (NEHRP)** 42 U.S. Code 7704 (b) ((2) (A) (ix) and 42 U.S. Code 7704 (b) (2) (B) National Earthquake Hazards Reduction Program, and also The Consolidated Appropriations Act, 2018, Div. F, Department of Homeland Security Appropriations Act, 2018, Pub. L. No. 115-141
- **California Early Earthquake Warning (CEEW)** under CA Gov Code – Gov, Title 2, Div. 1, Chapter 7, Article 5, Sections 8587.8, 8587.11, 8587.12

That the City of Salinas (Name of Applicant), a public entity established under the laws of the State of California, hereby authorizes its agent(s) to provide to the Governor's Office of Emergency Services for all matters pertaining to such state disaster assistance the assurances and agreements required.

DESIGNATION OF APPLICANT'S AGENT RESOLUTION NON-STATE AGENCIES

OES-FPD-130 (Rev. 10-2022)

Please check the appropriate box below

☑ This is a universal resolution and is effective for all open and future disasters/grants declared up to three (3) years following the date of approval.

☐ This is a disaster/grant specific resolution and is effective for only disaster/grant number(s):_____

Passed and approved this 16 day of May, 20 23

_____
(Name and Title of Governing Body Representative)

_____
(Name and Title of Governing Body Representative)

_____
(Name and Title of Governing Body Representative)

CERTIFICATION

I,_____, duly appointed and_____of
(Name) (Title)
City of Salinas, do hereby certify that the above is a true and
(Name of Applicant)
correct copy of a resolution passed and approved by the City Council
(Governing Body)
of the City of Salinas on the_____ day of_____, 20___.
(Name of Applicant)

_____ _____
(Signature) (Title)

Cal OES Form 130 Instructions

A Designation of Applicant's Agent Resolution for Non-State Agencies is required of all Applicants to be eligible to receive funding. A new resolution must be submitted if a previously submitted resolution is older than three (3) years from the last date of approval, is invalid, or has not been submitted.

When completing the Cal OES Form 130, Applicants should fill in the blanks on pages 1 and 2. The blanks are to be filled in as follows:

Resolution Section:

Governing Body: This is the group responsible for appointing and approving the Authorized Agents.

Examples include: Board of Directors, City Council, Board of Supervisors, Board of Education, etc.

Name of Applicant: The public entity established under the laws of the State of California.

Examples include: School District, Office of Education, City, County or Non-profit agency that has applied for the grant, such as: City of San Diego, Sacramento County, Burbank Unified School District, Napa County Office of Education, University Southern California.

Authorized Agent: These are the individuals that are authorized by the Governing Body to engage with the Federal Emergency Management Agency and the California Governor's Office of Emergency Services regarding grants for which they have applied. There are two ways of completing this section:

1. Titles Only: The titles of the Authorized Agents should be entered here, not their names. This allows the document to remain valid if an Authorized Agent leaves the position and is replaced by another individual. If "Titles Only" is the chosen method, this document must be accompanied by either a cover letter naming the Authorized Agents by name and title, or the Cal OES AA Names document. The supporting document can be completed by any authorized person within the Agency (e.g., administrative assistant, the Authorized Agent, secretary to the Director). It does not require the Governing Body's signature.

2. Names and Titles: If the Governing Body so chooses, the names **and** titles of the Authorized Agents would be listed. A new Cal OES Form 130 will be required if any of the Authorized Agents are replaced, leave the position listed on the document, or their title changes.

Checking Universal or Disaster-Specific Box: A Universal resolution is effective for all past disasters and for those declared up to three (3) years following the date of approval. Upon expiration it is no longer effective for new disasters, but it remains in effect for disasters declared prior to expiration. It remains effective until the disaster goes through closeout unless it is superseded by a newer resolution.

Governing Body Representative: These are the names and titles of the approving Board Members.

Examples include: Chairman of the Board, Director, Superintendent, etc. The names and titles **cannot** be one of the designated Authorized Agents. A minimum of three (3) approving board members must be listed. If less than three are present, meeting minutes must be attached in order to verify a quorum was met.

Certification Section:

Name and Title: This is the individual in attendance who recorded the creation and approval of this resolution.

Examples include: City Clerk, Secretary to the Board of Directors, County Clerk, etc. This person **cannot** be one of the designated Authorized Agents or Approving Board Member. If a person holds two positions (such as City Manager and Secretary to the Board) and the City Manager is to be listed as an Authorized Agent, then that person could sign the document as Secretary to the Board (not City Manager) to eliminate "Self-Certification."

File #: ID#23-321, **Version:** 1

Professional Services Agreement with Kimley Horn, Inc. for the Salinas Active Transportation Plan

Approve a Resolution rescinding Resolution Number 22640; authorizing a Professional Services Agreement between the City of Salinas and Kimley Horn and Associates, Inc. for the Active Transportation Plan; and authorizing the use of Active Transportation Plan funds up to $364,203.17.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

TITLE: **PROFESSIONAL SERVICE AGREEMENT BETWEEN THE CITY OF SALINAS AND KIMLEY HORN, INC. FOR THE SALINAS ACTIVE TRANSPORTATION PLAN**

RECOMMENDED MOTION:

A motion to approve a Resolution 1) rescinding Resolution No. 22640; 2) approving the agreement for Professional Services between the City of Salinas and Kimley Horn and Associates, Inc. for the Active Transportation Plan; 3) authorizing the use of Active Transportation Plan funds (CIP: 5800.50.9349) up to $364,203.17 for the agreement with Kimley Horn and Associates, Inc. for the Salinas Active Transportation Plan; 4) authorizing a transfer to the Active Transportation Account (CIP 5800.50.9349) of $60,000 from the Bicycle Lane Installations Account (CIP 5800.50.9607); and 5) authorizing a transfer to the Active Transportation Account (CIP 5800.50.9349) of $100,000 from the EDE Alisal Vibrancy Plan (CIP 5800.30.9246).

EXECUTIVE SUMMARY:

On April 18th, 2023, an item was brought to Salinas City Council to approve an agreement with Kimley Horn and Associates, Inc. for the Active Transportation Plan. The agreement had erroneously omitted subconsultant fees. This report recommends that Council rescind the former Resolution and approve a new agreement with the correct amount.

BACKGROUND:

The City of Salinas is well-positioned to increase walking and bicycling for transportation. It has a mild climate most of the year, is relatively flat and has an existing 95 miles of connected bikeways. However, there are substantial gaps in the current bicycle network and much of the network is in relatively disconnected islands that create barriers to bicycling on streets with high speed and volumes of vehicles. Safety issues are created when people bike on streets without a dedicated facility. In addition, although the sidewalk network in Salinas is generally well developed, there are some gaps and the sidewalks in some areas are in need of repair or replacement. The City's current bicycle and pedestrian plans were developed in the early 2000s, and there is a need for an update compressive active transportation planning document. Additionally, the City completed an Active Transportation Existing Conditions and Needs

Assessment in 2018 identifying the need for further active transportation planning. The City of Salinas and Ecology Action partnered on a Caltrans Sustainable Transportation Planning grant to develop an Active Transportation Plan. The City of Salinas was the prime applicant and Ecology Action was a co-applicant. The team was successful, and Caltrans awarded a grant in the of $394,844 to the City of Salinas for the Active Transportation Plan.

The City of Salinas Active Transportation Plan will build from the 2018 Salinas Active Transportation Needs Assessment and other current work, and provide systematic, iterative community engagement, focusing on critical agency stakeholders as well as disadvantaged communities, in developing a community supported set of implementable active transportation project improvements that will encourage active modes and increase safety for all. This plan develops the strategy to improve bicycle and pedestrian connectivity and safety by expanding existing bicycle networks, improving pedestrian circulation, reducing vehicle trips, creating complete streets, and building a healthy and livable community. The plan is intended to act as a combined update of the 2004 Pedestrian Plan and the 2002 Bikeways Plan and provide a strategy for city-wide sustainable transportation growth and opportunities to support connection and integration into the regional active transportation network. This plan will help the City build consensus around key projects that can continue Salinas' success in supporting active transportation. The plan will include a robust outreach effort that uses a diverse set of tools to meet people where they are at, a community driven prioritization process to select projects for design and implementation, discussion and agreement on the policy and programmatic improvements to support the network, and a design process that will result in concepts that are feasible and fundable. In consideration for the current COVID-19 environment, some public outreach efforts, and stakeholder meetings will be held on-line and in-person.

The city released a request for proposals (RFP) on January 9th, 2023, for Professional Services for the Salinas Active Transportation Plan. The scope of work for this RFP, includes gathering data, transportation analysis, outreach, and preliminary design led by a consultant, that will result in project concepts that are feasible and fundable. This work is in addition to the robust community outreach effort that will be led by Ecology Action and City of Salinas staff. The deadline to submit proposals was February 23, 2023, and the City received four (4) proposals from Alta, Kimley Horn and Associates, Inc., Mark Thomas, and TJKM. A diverse evaluation committee comprised of staff from the Community Development Department, the Public Works Department, the County of Monterey, Caltrans, and Ecology Action evaluated the proposals and ranked them. The evaluation committee proceeded to interviews with Alta, Kimley Horn and Associates, Inc., and Mark Thomas. After evaluating the proposals and consultant interviews the team selected Kimley Horn and Associates, Inc. as the most qualified consultant for this scope of work. City staff reviewed scope of work and proposed staff hours by Kimley Horn and Associates, Inc. and believe that the fee is appropriate. Staff recommends Council approve a Resolution approving the agreement for Professional Services between the City of Salinas and Kimley Horn and Associates, Inc. for the Active Transportation Plan.

On April 18th, 2023, an item was brought to Salinas City Council to approve an agreement with Kimley Horn and Associates, Inc. for the Active Transportation Plan. The report and agreement had erroneously omitted Kimley Horn and Associates' subconsultant fees. The subconsultant fees

were included in the original cost proposal, however during the fee negotiations, the prime was asked to reduce their fees and they resubmitted a cost proposal which mistakenly omitted the subconsultant's costs. The agreement that was brought to City Council on April 18th, included this error. This report recommends that Council rescind the former Resolution and approve the new agreement with the correct amount.

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:

Development of the Active Transportation Plan supports the City Council goals of "Infrastructure and Environmental Sustainability" and "Public Safety".

DEPARTMENTAL COORDINATION:

Public Works will oversee the development of the Active Transportation Plan. Public Works will work closely with the Community Development Department and coordinate with the General Plan Update. The Finance Department provides fiscal monitoring and reporting information for the grant agreement.

FISCAL AND SUSTAINABILITY IMPACT:

This action authorizes the use of Active Transportation Plan funds (CIP 5800.50.9349) up to $364,203.17 for the agreement with Kimley Horn and Associates, Inc. for the Salinas Active Transportation Plan; authorizes a transfer to the Active Transportation Account (CIP 5800.50.9349) of $60,000 from the Bicycle Lane Installations Account (CIP 5800.50.9607); and authorizes a transfer to the Active Transportation Account (CIP 5800.50.9349) of $100,000 from the EDE Alisal Vibrancy Plan (CIP 5800.30.9246). There will be sufficient funding available in CIP 5800.50.9349.

ATTACHMENTS:
Resolution
Attachment 1: Professional Services between the City of Salinas and Kimley Horn and Associates, Inc.
Attachment 2: Resolution No. 22640

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

A RESOLUTION 1) RESCINDING RESOLUTION NUMBER 22640; 2) APPROVING THE AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF SALINAS AND KIMLEY HORN AND ASSOCIATES, INC. FOR THE ACTIVE TRANSPORTATION PLAN; 3) AUTHORIZING THE USE OF ACTIVE TRANSPORTATION PLAN FUNDS (CIP 5800.50.9349) UP TO $364,203.17 FOR THE AGREEMENT WITH KIMLEY HORN AND ASSOCIATES, INC. FOR THE SALINAS ACTIVE TRANSPORTATION PLAN; 4) AUTHORIZING A TRANSFER TO THE ACTIVE TRANSPORTATION ACCOUNT (CIP 5800.50.9349) OF $60,000 FROM THE BICYCLE LANE INSTALLATIONS ACCOUNT (CIP 5800.50.9607); AND 5) AUTHORIZING A TRANSFER TO THE ACTIVE TRANSPORTATION ACCOUNT (CIP 5800.50.9349) OF $100,000 FROM THE EDE ALISAL VIBRANCY PLAN (CIP 5800.30.9246)

WHEREAS, The City of Salinas received a Sustainable Transportation Planning Grant to develop an Active Transportation Plan; and

WHEREAS, the City released a request for proposals on January 9th, 2023, for Professional Services for the Salinas Active Transportation Plan; and

WHEREAS, the City received four (4) proposals from Alta, Kimley Horn and Associates, Inc., Mark Thomas, and TJKM; and

WHEREAS, after evaluating proposals and consultant interviews an evaluation committee selected Kimley Horn and Associates, Inc. as the most qualified consultant for this scope of work; and

WHEREAS, on April 18th, 2023, Salinas City Council approved an agreement with Kimley Horn and Associates, Inc. for the Active Transportation Plan; and

WHEREAS, the agreement had erroneously omitted subconsultant fees; 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 that Resolution Number 22640 is hereby rescinded; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approves a Resolution approving the agreement for Professional Services between the City of Salinas and Kimley Horn and Associates, Inc. for the Active Transportation Plan; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approve a

Resolution authorizing the use of Active Transportation Plan funds (CIP 5800.50.9349) up to $364,203.17 for the agreement with Kimley Horn and Associates, Inc. for the Salinas Active Transportation Plan; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approve a Resolution authorizing a transfer to the Active Transportation Account (CIP 5800.50.9349) of $60,000 from the Bicycle Lane Installations Account (CIP 5800.50.9607); and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approve a Resolution authorizing a transfer to the Active Transportation Account (CIP 5800.50.9349) of $100,000 from the EDE Alisal Vibrancy Plan (CIP 5800.30.9246).

PASSED AND APPROVED this 16th day of May 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
KIMLEY-HORN AND ASSOCIATES, INC.

Contents

AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF SALINAS AND KIMLEY-HORN AND ASSOCIATES, INC.

This Agreement for Professional Services (the "Agreement" and/or "Contract") is made and entered into this ____ day of April, 2023, between the **City of Salinas**, a California Charter city and municipal corporation (hereinafter "City"), and **KIMLEY-HORN AND ASSOCIATES, INC.**, a North Carolina 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 May 16, 2023, and shall terminate on December 31, 2023, 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**. The total amount of compensation to be paid under this Agreement shall not exceed **three hundred sixty-four thousand, two hundred three dollars and seventeen cents ($364,203.17)**.

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. Pursuant to the full language of California Civil Code §2782, Consultant agrees to indemnify, including the cost to defend, entity and its officers, officials, employees, and volunteers from and against any and all claims, demands, costs, or liability that arise out of, or pertain to, or relate to the negligence, recklessness, or willful misconduct of Consultant and its employees or agents in the performance of services under this agreement, but this indemnity does not apply to liability for damages arising from the sole negligence, active negligence, or willful acts of the City; and does not apply to any passive negligence of the City unless caused at least in part by the Consultant. The City agrees that in no event shall the cost to defend charged to the Consultant exceed Consultant's proportionate percentage of fault. This duty to indemnify shall not be waived or modified by contractual agreement or acts of the parties.

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:

Kimley-Horn and Associates
Attn: Frederik Venter
10 S. Almaden Blvd
San Jose, CA 95113

(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

_____
Steve Carrigan
City Manager

APPROVED AS TO FORM:

_____
□ Christopher A. Callihan, City Attorney, or
□ Rhonda Combs, Assistant City Attorney

CONSULTANT

_____

By (Printed Name): _____
Its (Title): _____

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 Dat***e 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

[Scope of Service; Compensation]

Exhibit B: Scope of Services

Prepared for:

SALINAS

PROPOSAL FOR

PROFESSIONAL SERVICES FOR THE SALINAS ACTIVE TRANSPORTATION PLAN

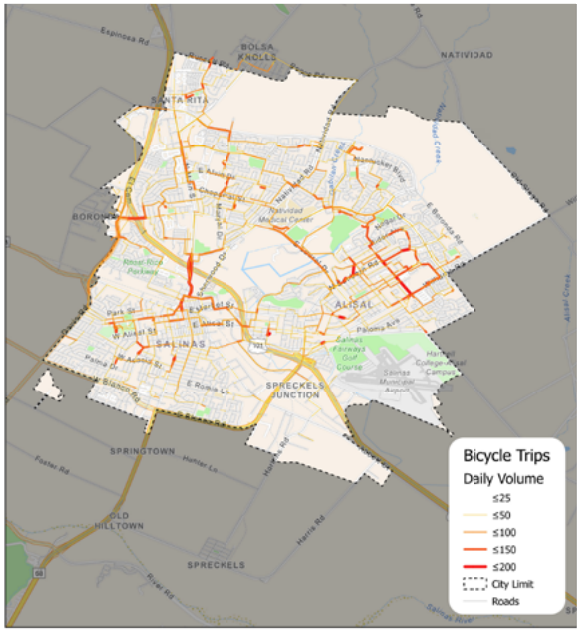
Updated 3/24/2023

Prepared by:

Kimley»Horn

Expect More. Experience Better.

transportation improvements. Data shows that numbers of pedestrians and bicyclists are high in many areas of the City. This Active Transportation Plan will build on City's recent momentum with active transportation implementation and the multimodal activity that is already occurring to provide more equitable and meaningful connections and safer facilities for the people of Salinas.



Salinas General Plan Update — Daily Bicycle Ridership

Approach

Kimley-Horn has assembled a diverse team of accomplished roadway safety and active transportation design professionals to develop an Active Transportation Plan focused on implementable projects for which the City can pursue design-phase funding. The plan will not be a document that sits on a shelf or resides in a link on the City's website because the projects are infeasible, not cost-effective, or rely on redevelopment to occur. Instead it will provide a road map for the City to implement mobility projects over the next 2-5 years by taking advantage of ongoing maintenance projects and grant funding opportunities. The plan will set the groundwork for identifying and prioritizing projects further into the future as redevelopment occurs.

The plan will take a holistic view of active transportation in the City and apply a systematic approach to the future of mobility. The study will include a needs assessment focused on identifying a backbone network of major arterials and other parallel facilities for walking and biking, combined with a series of first- and last-mile connections to key areas of the City, enhancing safety and creating efficient routing for local and regional active transportation trips. The network will ultimately enhance access between residential neighborhoods, schools, employment centers, parks, and transit, promoting physical activity and improving the health of people in Salinas.

The ATP will be developed taking cognizance of the General Plan Circulation Element (currently underway), which is ideal for creating synergy between the proposed active transportation facilities and the future land uses. Developing a design guide in parallel to the ATP will also help ensure the vision of the plan is carried out during the implementation phase of the proposed projects and programs.

The Salinas Active Transportation Existing Conditions and Needs Assessment from 2018 has already laid some groundwork for the existing conditions phase of this plan. Therefore, the existing conditions tasks laid out in this proposal will rely heavily upon the work that has already been completed and will supplement the previous study with more recent data and planning documents that have been completed since 2018. Reusing data and information from the previous study will allow the project team to focus more efforts on the analysis, concepts, and design phase of the plan. The plan will focus on providing mobility options for the historically underserved populations of Salinas, enhancing their resiliency during economic changes, and allowing people to move throughout the City safely. The key deliverable for this plan will be grant-ready project concepts and cost estimates that can be easily transitioned to the next phase of securing funding for final design and construction phases.

Work Plan

Task 0: Project Management (not included in the RFP)

virtual

Task 0.1: Kick-Off Meeting

Kimley-Horn will prepare for and conduct a two-hour ~~in-person~~ project kick-off meeting with the City, during which the team will:

- Fine-tune the project scope and schedule
- Identify participants needed for subsequent project team meetings
- Discuss the public outreach and engagement plan
- Review a list of available documents and data
- Discuss the City's vision and goals for the project

Kimley-Horn will distribute meeting notes to attendees within 72 hours of the meeting.

Task 0.2: Project Team Meetings

Kimley-Horn will prepare for and conduct regular project team meetings where the team will review progress, discuss next steps, and refine the schedule as needed. In advance of each meeting, Kimley-Horn will prepare an agenda; during each meeting, we will provide an update on project deliverables and budget. The regularity of these meetings may change over the course of the project depending on the level of City input needed. Therefore, up to eight (8) regularly scheduled one-hour project meetings are accounted for in this task. It is assumed up to three (3) of these meetings can be in-person meetings if desired.

virtual

Task 0.3: Project Management/Coordination

Kimley-Horn project manager, **Amy Restelli**, will be the primary point of contact for City staff and will manage the Kimley-Horn and KTUA team and project progress throughout the project duration. Kimley-Horn will provide quality control review of all internal and subconsultant deliverables before distributing to City staff. Quality control time is included in each of the respective tasks described in this scope.

Task 0 Deliverables:

- One (1) ~~in-person~~ kick-off meeting
- Up to eight (8) project team meetings, (3) may be in-person
- Up to five (5) coordination meetings with Ecology Action
- Monthly invoices and progress reports

Kimley-Horn will also coordinate closely with the Ecology Action team, ensuring that the community vision is carried out through the development of the plan. Specifically, Kimley-Horn will hold up to five (5) coordination meetings with Ecology Action to stay informed on progress with public outreach and feedback received from the community and stakeholders.

Kimley-Horn will develop monthly invoices and written progress reports to accompany each invoice.

Task 1: Existing Conditions

Task 1.1: Existing Conditions

Kimley-Horn will conduct a review of up to 10 local and regional planning documents relevant to the development of the Plan to identify planned projects and programs that impact bicycle and pedestrian mobility in the City, including the Salinas Active Transportation Existing Conditions and Needs Assessment from 2018. The review will focus on identifying relevant planned projects, community needs, and any policies or programs that would likely encourage or discourage active transportation in Salinas.

The Kimley-Horn team will also compile and examine existing circulation GIS data for pedestrians, bicyclists, and motorists to develop a socio-demographic analysis. This analysis will assess the need, demand, and potential for walking and bicycling (e.g., vehicle ownership, gender, age, etc.) using available existing data. Replica data will also be utilized to highlight major activity centers for walking and biking trips.

Task 1.2: GIS Mapping

The Kimley-Horn team will develop up to 16 base maps of the data analyzed in Task 1.1. The set of maps will include an existing and proposed network to illustrate pedestrian and bicycle routes by functional classification and their overall connections to the regional network as well as existing and proposed land use maps with key destinations.

It is assumed that the GIS files provided will conform to Model Inventory or Road Elements (MIRE) specifications, and that any required modifications or cleaning are not included in this scope and fee. Data such as Average Daily Traffic (ADT), speed limits, and roadway classifications are assumed to be provided in the GIS files.

Task 1.3: Trail Network

Building off of Exhibit D of the Alisal MOU - Proposed Trail Network, input from the community, and other ongoing planning efforts, the Kimley-Horn team will develop base maps and document the condition of existing trail segments and potential corridor alignments. Assessment of these trails and corridors will include surface type, amenities and connections to the roadway network.

Task 1 Deliverables:

- Existing Active Transportation Map
- Compiled available traffic data
- City demographics data
- City land uses and key destinations map
- Summary of Existing Conditions
- Summary of Trail Network existing conditions and map

Remove task

Task 2: Analysis

Task 2.1: Traffic Counts

The Kimley-Horn team will compile traffic count data provided by the City and request traffic count data from Caltrans where necessary. Based on the available count data, the project team will identify 10 locations where traffic count data would aid in the decision-making process for developing the recommended active transportation networks. The Kimley-Horn team will conduct traffic counts at these locations and compile the data for the City.

Task 2.2: Safety Analysis

The Kimley-Horn team will compile previously analyzed traffic safety data from the Salinas Local Roadway Safety Plan (LRSP) and supplement this data with a qualitative overview of pedestrian- and bicycle-related fatalities and serious injuries that have occurred since the LRSP data was analyzed. It is assumed the collision data is in a format that does not require additional analysis or cleanup in order to visually display collision trends.

Kimley-Horn will utilize historical collision data to identify pedestrian- and bicycle-related collision hot spot locations. The analysis will help identify high-incident locations, and the team will take a proactive approach to systemically identify countermeasures for reducing pedestrian- and bicycle-related collisions. The countermeasure profiles will later be incorporated into the Active Transportation Plan.

Task 2.3: Gap and Barrier Analysis

Remove

Kimley-Horn will map existing pedestrian and bicycle facilities in the City using any existing GIS or CAD data available from the City. If City records are incomplete, the Kimley-Horn team will update the maps for the arterial and collector roadway system using available aerial photography. The team will identify key thematic active transportation needs based on the data obtained and analyzed in previous tasks, highlighting gaps in the existing infrastructure that may inhibit system use.

Task 2 Deliverables:

- Traffic counts
- Collision maps and diagrams
- Gap and barrier maps
- Level of Stress map
- Trail Network access and connectivity analysis report and map

In coordination with the City, Kimley-Horn will identify key activity centers (existing and proposed) such as schools, parks, job centers, tourist destinations, and other regional activity centers that attract pedestrians and bicyclists. Using the key destinations and proposed active transportation network, Kimley-Horn will develop a propensity active transportation demand model to understand the anticipated number of biking and walking trips. The preferred land use plan from the General Plan will be used to identify connectivity gaps between existing and proposed development.

Task 2.4: Level of Traffic Stress (LTS) Analysis

Kimley-Horn will perform a Bicycle Level of Traffic Stress (BLTS) analysis on circulation element roadways in the City to identify low-stress facilities in the existing bicycle network. The analysis will help identify areas that are considered high-stress environments for bicyclists based on roadway characteristics such as vehicle speeds, volumes, number of travel lanes, and distance between vehicles and bicyclists. The results will be used to inform the

decision-making process for the recommended bike network, highlighting key areas in need of bicycle enhancements.

Task 2.5: Trail Network Access and Connectivity Analysis

The Kimley-Horn team will evaluate the existing and proposed trail network, primarily focusing on points of access, existing connections, and crossings. Identifying opportunities to expand trail connectivity, complete missing links, and assess the placement of safe crossings will be key to integrating the trails into the overall citywide active transportation network.

Task 3: Public Outreach (led by City of Salinas and Ecology Action)

Task 3.1: Community Survey

Kimley-Horn will provide comments on the online community survey to be developed by Ecology Action. The goal of the survey will be to solicit feedback from the City's residents and visitors on their vision for active transportation in Salinas. It will be important for the community members to feel informed about active transportation and empowered to make a difference in their City. The feedback received will be incorporated in the development of the recommended networks, especially in the project prioritization process.

Remove task

Task 3 Deliverables:

- Comments on draft survey

Option Task 3.2: Public Workshop Support

The Kimley-Horn team will attend and present at up to two (2) public workshops. This task includes up to 20 hours of supporting materials (e.g., powerpoint slides, boards, etc.) per meeting and attendance from up to two (2) Kimley-Horn staff members.

Task 4: Advisory Committee Meetings (led by City of Salinas and Ecology Action)

Task 4.1: Presentations to Stakeholder Advisory Committee

Kimley-Horn will prepare for and attend up to two (2) Stakeholder Advisory Committee (SAC) meetings facilitated by the City of Salinas and Ecology Action. For the first meeting, Kimley-Horn will present the draft recommended networks and preliminary concept alternatives to solicit initial feedback from the committee. For the second meeting, Kimley-Horn will present design concepts based on feedback on alternatives as well as a draft implementation plan. The implementation plan will highlight key funding sources that the City can capitalize on in order to take the proposed projects to the design phase and will provide key actions and next steps for phasing the plan.

Task 4 Deliverables:

- Up to four (4) stakeholder interviews
- Presentation materials
- Interviews summary appendix

Kimley-Horn will also review any materials prior to or resulting from other SAC meetings. This portion of the task assumes up to 20 hours of time spent on reviewing materials.

Task 4.2: Stakeholder Interviews

Kimley-Horn will prepare for and participate in up to four (4) group interviews with various stakeholder groups to be facilitated by Ecology Action. The stakeholder group interviews will target specific locations where alternatives are under consideration and input from those invested in adjacent properties or heavily utilizing the corridor will be able to weigh in. Kimley-Horn will develop presentation materials for each stakeholder meeting. The interviews will be summarized and included as an attachment to the Active Transportation Plan document, if desired.

Task 5: Draft and Final Plans

rely heavily on the recommended pedestrian and bicycle network from the current Safe Routes to School plan

Task 5.1: Project Network and Prioritization

The Kimley-Horn team will identify and recommend improvements to the pedestrian and bicycle networks for people walking, biking, and using mobility assistance devices, such as wheelchairs. Kimley-Horn ~~will use previous planning studies as a starting point for a list of projects~~, then work with City staff to include locally desired projects that may not have been included in previous plans as well as appropriate gap closures and connections between existing communities and areas planned for development. Input collected through public outreach will also be incorporated into the list of desired projects. Kimley-Horn will prepare maps of proposed improvements. A high-level feasibility study will be performed for all recommended bikeway projects to ensure projects can be implemented within the existing right-of-way to the extent feasible. Kimley-Horn will make an effort to propose low-cost projects where feasible and recommend a connected network that does not rely on redevelopment in order to be successfully implemented.

It is assumed that all files from the SRTS plan will be provided to Kimley-Horn.

The team will evaluate the recommendations based on goals dev by the community and describe impacts and benefits such as saf connectivity, increased biking and walking, and maintenance. Pric be completed using KTUA's proprietary GIS tools. Criteria may include:

- Collision locations
- Capital Improvement Plans
- Public support (community engagement results)
- Bicycle Level of Traffic Stress
- Local and regional connectivity
- Proximity to activity centers (schools, parks, transit, retail, recreation, etc.)
- Schools eligible in the Free-Reduced Meal Program
- Social equity factors (household income, private vehicle access, and median income, among others)
- Healthy Places Index factors

It will be critical to evaluate potential gentrification and displacement of residents that may result from proposed projects. Impacts on climate change based on active transportation improvements can also be evaluated. Examples will be included to show how other regions assess gentrification, displacement, placemaking, and community involvement in the planning process. After review and comment, the prioritization criteria will be applied to the recommended active transportation network to develop a prioritized list of active transportation improvements for concept development.

Task 5.2: Corridor Concept Analysis, Designs, and Costs

Kimley-Horn will develop up to three (3) illustrative cross-section alternatives for the top six (6) priority projects (corridors or areas) identified in the prioritization process from Task 5.1. Consideration will be given to the complex intersections involved in each project, and high-level intersection designs will be identified for each of the alternatives. The alternatives will be presented to the project team, identifying trade-offs, traffic and safety impacts, anticipated community concerns, and design/implementation challenges. The alternatives will be presented at one of the project progress meetings for feedback from the City prior to presenting the alternatives to the Stakeholder Advisory Committee.

The concepts for the preferred alternative of the top six (6) projects (corridors or areas) will be developed at a 10% AutoCAD level based on aerial imagery or base maps provided by the City. The concepts will show locations of existing curb and gutter, back of sidewalk, medians, and pavement markings as well as right-of-way information provided by the City. Each concept will include up to three (3) intersection designs, of which one (1) intersection may be significantly complicated. The 10% concepts will be updated based on one (1) round of consolidated comments from the City.

Planning-level cost estimates will be developed for the six (6) priority projects based on the City's latest unit costs and data collected from comparable cities in California. The cost estimate will include the entire length of the project, rather than limiting the cost to just the section that is shown in the concept. The cost estimates will be provided to the level necessary for inclusion in future grant applications.

Up to four (4) trail network improvements will be designed as concept level plans in AutoCAD and will include planning level cost estimates based on feedback from the community, SAC, and the City. The concept level plans will also be based exclusively on the latest high-resolution aerial photos from Nearmap or available AutoCAD base mapping provided by City staff.

Task 5.3: Design Guidelines

The Kimley-Horn team will prepare design guidelines to address specific design solutions for the identified zones and projects in need. Existing AASHTO, FHWA, and NACTO resources will be used as needed. Improvements will include on-street/off-street bicycle and pedestrian facilities, citywide amenities, and other necessary standards. The trail-specific guidance may include details such as directional/wayfinding signage, trailhead features, lighting, benches, and trash/recycling receptacles. Where applicable, urban greening and placemaking guidelines will also be provided. The guidelines will be updated based on one (1) round of consolidated comments from the City.

Task 5.4: Funding and Phasing

Kimley-Horn will develop a compiled matrix of funding sources to plan and implement the active transportation and trail network improvements proposed in the Plan. The funding sources may include local, regional, state, and federal sources and would include a variety of fund types, including transportation, air quality, water quality, health, and sustainability. The funding list will include details on what each funding source can address, such as feasibility analysis, environmental review, right-of-way acquisition, final design, construction, maintenance, and operations. The matrix will include the anticipated next call for applications date and other key information needed for the applications.

A more detailed implementation plan for the top six (6) priority projects, identifying the most competitive funding sources and cycle timelines for each, will also be provided. The implementation ~~memorandum will be updated based on one (1) round of consolidated comments from the City.~~

Task 5.5: Maintenan

plan will be incorporated into the the Active Transportation Plan (Task 5.6).

The Kimley-Horn team will s to identify a maintenance plan for eac vement project and develop a cost estimate of annual opreational and maintenance costs associated with each project.

Task 5.6: Draft and Final Plan

Kimley-Horn will incorporate the results of all prior tasks listed, combined with the Salinas Active Transportation Plan: Outreach and Implementation, to create a draft Active Transportation Plan. The plan will be graphically illustrated with maps and drawings, including detailed recommendations for public infrastructure improvements. Following administrative review by the City and Caltrans and one (1) round of minor consolidated comments, the draft will be made available for review by the public for a 30-day comment period.

Based on input received by the public on the draft plan, Kimley-Horn will prepare the final Active Transportation Plan. The final Active Transportation Plan will include an action plan for the City's next steps towards implementation of the recommended projects and programs.

The Kimley-Horn team will lead the preparation of a draft and final Trail Network Master Plan that will maintain a consistent look with the Active Transportation Plan. This plan will include all analysis and recommendations discussed in previous tasks, including existing conditions, access and connectivity analysis, Trail Network concept design and cost estimates, potential funding sources, design guidelines, and maintenance plan.

Task 5 Deliverables:

- Draft and final pedestrian and bicycle recommend network maps
- Prioritization strategy memo
- Conceptual design alternatives
- Preferred design alternatives and planning level cost estimates
- Draft and final design guidelines
- ~~Implementation memo~~
- Administrative draft plan
- Draft plan
- Final plan
- Draft and Final Trail Network Master Plan

Task 6: Board Review/Approval

Task 6.1: Board Review/Approval

Kimley-Horn will present the final version of the Salinas Active Transportation Plan to the Transportation Commission, Planning Commission, and City Council. The team will prepare materials for each presentation and adjust the presentation based on feedback from each group. This assumes up to 20 hours of work on presentation materials preparation.

Remove task

City of Salinas
Active Transportation Plan (ATP)
March 24, 2023

			Kimley-Horn and Associates, Inc.														
194.54%	Overhead%	Name	Amy Restelli	Frederik Venter	Adam Dankberg	Sr. Professional II	Sr. Professional I	Professional II	Professional I	Analyst II	Analyst I	Sr. Project Support	Project Support				
194.38%	Overhead% w/o FCCM	Category/Title	Project Manager	Technical Advisor	QA/QC												
10%	Fee%	Direct Rate	$60.44	$124.04	$95.68	$104.29	$88.22	$73.36	$62.21	$55.67	$47.60	$49.05	$37.36				
		Billing Rate	$195.81	$401.86	$309.98	$337.88	$285.81	$237.67	$201.55	$180.36	$154.21	$158.91	$121.04	KH Hours	KH Cost	KTU&A Cost	Project Total Cost
Task 0	**Project Management**		**67**	**4**	**2**	**0**	**0**	**2**	**0**	**32**	**68**	**0**	**32**	**207**	**$ 35,953.39**		**$ 35,953.39**
0.1	Project Kick-Off Meeting		7	2	0			0		0	11		0	20	$ 3,870.76		$ 3,870.76
0.2	Project Team Meetings		44	2	2			2		0	52		0	102	$ 18,533.87		$ 18,533.87
0.3	Project Management		16	0	0			0		32	5		32	85	$ 13,548.76		$ 13,548.76
Task 1	**Existing Conditions**		**16**	**1**	**1**	**0**	**0**	**0**	**0**	**12**	**36**	**0**	**0**	**66**	**$ 11,560.83**	**$ 16,010.29**	**$ 27,571.12**
1.1	Existing Conditions		12	1	1			0		4	36		0	54	$ 9,334.71		$ 9,334.71
1.2	GIS Mapping		4	0	0			0		8	0		0	12	$ 2,226.12	$ 6,129.78	$ 8,355.90
1.3	Trail Network													0	$ -	$ 9,880.51	
Task 2	**Analysis**		**12**	**0**	**0**	**0**	**0**	**12**	**0**	**24**	**88**	**0**	**0**	**136**	**$ 23,101.19**	**$ 18,348.44**	**$ 41,449.62**
2.1	Traffic Counts		0	0	0			0		0	0		0	0	$ -		$ -
2.2	Safety Analysis		4	0	0			0		4	0		0	8	$ 1,504.68	$ 6,129.78	$ 7,634.46
2.3	Gap and Barrier Analysis		2	0	0			12		12	40		0	66	$ 11,576.51		$ 11,576.51
2.4	Level of Traffic Stress (LTS) Analysis		6	0	0			0		8	48		0	62	$ 10,019.99		$ 10,019.99
2.5	Trail Network Access and Connectivity Analysis													0	$ -	$ 12,218.66	
Task 3	**Public Outreach**		**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**4**	**$ 866.97**		**$ 866.97**
3.1	Community Survey		2	0	0			2		0	0		0	4	$ 866.97		$ 866.97
Task 4	**Advisory Committee Meetings**		**28**	**4**	**2**	**0**	**0**	**4**	**0**	**0**	**42**	**0**	**0**	**80**	**$ 15,137.81**		**$ 15,137.81**
4.1	Presentations to Stakeholder Advisory Committee		16	2	0			4		0	30		0	52	$ 9,513.81		$ 9,513.81
4.2	Stakeholder Interviews		12	2	2			0		0	12		0	28	$ 5,624.00		$ 5,624.00
Task 5	**Draft and Final Plans**		**158**	**6**	**3**	**0**	**6**	**40**	**0**	**62**	**674**	**0**	**40**	**989**	**$ 165,464.83**	**$ 61,601.90**	**$ 227,066.73**
5.1	Project Network and Prioritization		42	2	2		2	4		20	136		0	208	$ 35,750.32	$ 2,984.31	$ 38,734.63
5.2	Corridor Concept Analysis, Designs, and Costs		56	1	1		4	30		12	314		0	418	$ 70,538.05	$ 30,822.10	$ 101,360.15
5.3	Design Guidelines		4	0	0			0		4	0		0	8	$ 1,504.68	$ 11,507.44	$ 13,012.12
5.4	Funding and Phasing		10	0	0			0		0	40		0	50	$ 8,126.66		$ 8,126.66
5.5	Maintenance Plan and Cost Estimates														$ -	$ 1,385.80	$ 1,385.80
5.6	Draft and Final Plans		46	3	0			6		26	184		40	305	$ 49,545.11	$ 14,398.93	$ 63,944.05
		TOTAL HOURS	**283**	**15**	**8**	**0**	**6**	**60**	**0**	**130**	**908**	**0**	**72**	**1482**			
		Subtotal Labor:	**$ 55,414.88**	**$ 6,027.93**	**$ 2,479.86**	**$ -**	**$ 1,714.88**	**$ 14,260.22**	**$ -**	**$ 23,446.61**	**$ 140,025.88**	**$ -**	**$ 8,714.75**		**$ 252,085.01**	**$ 95,960.62**	**$ 348,045.64**
	Other Direct Costs														**$ 14,083.40**	**$ 2,074.13**	**$ 16,157.53**
	Labor Escalation														$ 10,083.40	$ 974.13	$ 11,057.53
	Mileage/Travel														$ 4,000.00	$ 1,100.00	$ 5,100.00
		TOTAL COST:													**$ 266,168.41**	**$ 98,034.76**	**$ 364,203.17**

RESOLUTION NO. 22640 (N.C.S.)

A RESOLUTION 1) APPROVING THE AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF SALINAS AND KIMLEY HORN AND ASSOCIATES, INC. FOR THE ACTIVE TRANSPORTATION PLAN; 2) AUTHORIZING THE USE OF ACTIVE TRANSPORTATION PLAN FUNDS (CIP: 5800.50.9349) UP TO $266,168.41 FOR THE AGREEMENT WITH KIMLEY HORN AND ASSOCIATES, INC. FOR THE SALINAS ACTIVE TRANSPORTATION PLAN; AND 3) AUTHORIZING A TRANSFER TO THE ACTIVE TRANSPORTATION ACCOUNT (CIP: 5800.50.9349) OF $60,000 FROM THE BICYCLE LANE INSTALLATIONS ACCOUNT (CIP 5800.50.9607).

WHEREAS, the City of Salinas received a Sustainable Transportation Planning Grant to develop an Active Transportation Plan; and

WHEREAS, the City released a request for proposals on January 9th, 2023, for Professional Services for the Salinas Active Transportation Plan; and

WHEREAS, the City received four (4) proposals from Alta, Kimley Horn and Associates, Inc., Mark Thomas, and TJKM; and

WHEREAS, after evaluating proposals and consultant interviews an evaluation committee selected Kimley Horn and Associates, Inc. as the most qualified consultant for this scope of work; and

WHEREAS, City staff reviewed scope of work and proposed staff hours by Kimley Horn and Associates, Inc. and believe that the fee is appropriate; and

WHEREAS, staff recommends Council approve a Resolution approving the agreement for Professional Services between the City of Salinas and Kimley Horn and Associates, Inc. for the Active Transportation Plan; 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 that the Salinas City Council hereby approves a Resolution approving the agreement for Professional Services between the City of Salinas and Kimley Horn and Associates, Inc. for the Active Transportation Plan; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approves a Resolution authorizing the use of Active Transportation Plan funds (CIP: 5800.50.9349) up to $266,168.41 for the agreement with Kimley Horn and Associates, Inc. for the Salinas Active Transportation Plan; and

BE IT FURTHER RESOLVED that the Salinas City Council hereby approves a

Resolution authorizing a transfer to the Active Transportation Account (CIP: 5800.50.9349) of $60,000 from the Bicycle Lane Installations Account (CIP 5800.50.9607).

PASSED AND APPROVED this 18th day of April 2023, by the following vote:

AYES: Councilmembers Barrera, Gonzalez, Osornio, Rocha, Sandoval and Mayor Craig

NOES: None

ABSENT: Councilmember McShane

ABSTAIN: None

APPROVED:

DocuSigned by:
Kimbley Craig
E554E94F4CE04C8...
Kimbley Craig, Mayor

ATTEST:

DocuSigned by:
Patricia Barajas
5BE31EC030A0432...
Patricia M. Barajas, City Clerk

File #: ID#23-324, **Version:** 1

Agreement with SCI Consulting Group (SCI) to Provide Commercial Cannabis Tax Assessment and Monitoring Services

Approve a Resolution authorizing the City Manager or designee to negotiate and execute a Professional Services Agreement with SCI Consulting Group for a not to exceed amount of $180,000 for a term from January 1, 2023, to June 30, 2024, to conduct cannabis tax assessment and monitoring services.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **MAY 16, 2023**

DEPARTMENT: **COMMUNITY DEVELOPMENT**

FROM: **LISA BRINTON, DIRECTOR**

BY: **COURTNEY GROSSMAN, PLANNING MANAGER**

TITLE: **AUTHORIZATION TO EXECUTE AGREEMENT WITH SCI CONSULTING GROUP (SCI) TO PROVIDE COMMERCIAL CANNABIS TAX ASSESSMENT AND MONITORING SERVICES**

RECOMMENDED MOTION:

A motion to approve a resolution authorizing the City Manager or designee to negotiate and execute a professional services agreement with SCI Consulting Group for a not to exceed amount of $180,000 for a term from January 1, 2023, to June 30, 2024, to conduct cannabis tax assessment and monitoring services.

EXECUTIVE SUMMARY:

The City of Salinas regulates the establishment and the operation of a limited number of commercial cannabis businesses, including cultivation, dispensaries, manufacturing, distribution, and delivery services. To ensure that permitted cannabis businesses are operating in compliance with established regulations, including payment of required taxes, the City of Salinas engaged SCI Consulting Group ("SCI") on April 26, 2022. SCI was also contracted to complete a taxation recommendation report, which was presented to the City Council on August 23, 2022.

To conduct the required monitoring, SCI subcontracted with Pun Group to conduct audits of the taxes remitted by the cannabis businesses. Unfortunately, the City has had difficulty in getting responses from the cannabis permit holders on the financial information requested by Pun Group. This has significantly delayed progress. As a result, the agreement expired before the compliance reports could be completed, requiring the City to enter into a new agreement. The new agreement would be for a not to exceed amount of $180,000 and would include an 18-month term from January 1, 2023 until June 30, 2024, to enable SCI and Pun to complete tax assessment and compliance reports for 2021, 2022, and initiate work for 2023. The City collects fees to cover the costs associated with the cannabis tax assessment and compliance monitoring.

BACKGROUND:

Prior to working with SCI Group, the City contracted with Marcias Gini and O'Connell LLP (MGO) to prepare the assessment and compliance reports for the operational cannabis businesses.

MGO did not conduct reports annually because of some of the difficulties in getting financial data from the cannabis businesses. Ultimately, in late 2021, MGO indicated they would no longer provide the service to the City of Salinas. In March 2022, the Community Development Department sent out a Request for Proposals (RFP) seeking a new consultant team to provide cannabis tax assessment and monitoring services including auditing, inspection, and cannabis tax rate analysis and recommendations.

Two proposals were received in response to the City's RFP. Staff rated and ranked the proposals. SCI received the highest ranking based upon its expert knowledge of the local California cannabis industry coupled with its broad experience providing municipalities with regulation, implementation, tax consulting, public opinion research (polling) and tax-related community outreach consulting services. SCI was timely in successfully completing the first task in the agreement – a taxation recommendation report presented to Council on August 23, 2022.

DISCUSSION:

After the completion of the taxation recommendation report, staff held a kickoff meeting to discuss next steps including the completion of:

1) *Commercial Cannabis Tax Assessments*: SCI subcontracted with The Pun Group LLP, Certified Public Accountants, and Business Advisors, a full-service accounting firm, to provide a comprehensive annual auditing of cannabis businesses to ensure that the city receives full payment of all taxes.

2) *Compliance Inspections and Reporting*: SCI is working to schedule onsite facility inspections for each commercial cannabis business and to report the results of inspections relative to the City's local regulations and ordinances, conditions of approval, and State law.

During the kickoff meeting, it was decided that the compliance reports would follow a traditional calendar year, more typical of tax filings for private businesses. Staff worked with Rincon, which manages the cannabis permitting process, to develop a current list of active cannabis businesses. Then, the City sent out letters introducing the active cannabis businesses to the Pun Group and reminding them of the annual monitoring requirements. Many of the cannabis businesses have failed to follow up as outlined in the letter or respond to phone calls to schedule initial compliance meetings.

While staff and the consultants proceeded in working on the compliance reports, it escaped both parties notice that the agreement expired on December 31, 2022. Normally, these agreements can be mutually extended before the term is up through an administrative amendment. However, because the agreement lapsed, it must come back to Council for action on a new agreement. To make the process more seamless and to be able to complete both the 2021 and 2022 reports, staff is recommending a not to exceed amount of $180,000 to cover two years of reports. The funding will also cover some work towards the 2023 compliance reports. Staff is aligning the agreement term with the fiscal year to better track the expiration date and to adequately budget for this expenditure.

Commercial cannabis permit holders pay the monitoring fees to cover annual tax assessment and compliance reports. Because MGO did not complete annual reports, it is unclear whether the monitoring fees actually cover the overall consultant costs. SCI/Pun Group are charging less for the reports than MGO. Thus, it is estimated that the not to exceed amount of $180,000 will cover two years of tax assessment and compliance reports. This year, staff will evaluate whether the monitoring fees are enough to cover costs or if the fees must be increased. If it is determined that the fees are inadequate, staff will request fee modifications in April 2024 at the time the City fee schedule is considered by City Council.

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) per 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:

This staff report and recommendations align with the following City Council Goals and Strategies of Economic Development and Effective and Culturally Responsive Government. Services provided under the proposed agreement will support an efficient and well-run Cannabis Program that allows permitted cannabis businesses to operate and grow, resulting in increased revenue for the City.

DEPARTMENTAL COORDINATION:

Community Development Department staff consulted with Legal to develop the proposed agreement. The Community Development Department will continue to collaborate with the City Manager, City Attorney, and the Finance Department to execute the agreement.

FISCAL AND SUSTAINABILITY IMPACT:

It is anticipated that monitoring fees will cover the agreement cost. However, staff will continue to evaluate the adequacy of the fee and return to Council in April 2024 to increase the fees if necessary. The Current Planning Division's fiscal year 2022/2023 budget line item under 1000.30.3462-63.5220 - Cannabis Monitoring is sufficient to fund the $180,000 agreement for preparation of the taxation assessment and compliance reports.

ATTACHMENTS:

1. Resolution
2. Proposed Professional Services Agreement
3. Exhibit B - SCI Scope of Work
4. Original Agreement for SCI Consulting Group – April 26, 2022

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

AUTHORIZATION TO EXECUTE AGREEMENT WITH SCI CONSULTING GROUP (SCI) TO PROVIDE COMMERCIAL CANNABIS TAX ASSESSMENT AND MONITORING SERVICES

WHEREAS, in March of 2022, the Community Development Department issued a Request for Proposals (RFP) to provide commercial cannabis tax assessment and monitoring services; and

WHEREAS, SCI Consulting Group ("SCI") responded to the City's RFP and adhered to the competitive bid process as defined in City of Salinas *Municipal Code Chapter 12*; and

WHEREAS, SCI received the highest ranking based upon its expert knowledge of the local California cannabis industry coupled with its broad experience providing municipalities with regulation, implementation, tax consulting, public opinion research (polling) and tax-related community outreach consulting services; and

WHEREAS, on April 26, 2022, the Mayor executed a contract with SCI to ensure that permitted cannabis businesses are operating in compliance with established regulations, including payment of required taxes; and

WHEREAS, SCI and their subcontractor Pun Group have had difficulty in getting responses from the cannabis permit holders on the financial information, which has significantly delayed progress in completing the tax assessments and compliance reports; and

WHEREAS, staff and the consultants diligently worked to complete the reports, but it escaped both parties notice that the contract expired on December 31, 2022; and

WHEREAS, because the contract lapsed, City Council must approve a new contract with the term of January 1, 2023, to June 30, 2024; and

WHEREAS, to make the process more seamless and to be able to complete both the 2021 and 2022 tax assessments and compliance reports, staff is recommending a not to exceed amount of $180,000 to cover two years of reports; and

WHEREAS, the City collects fees to cover the cost associated with the cannabis tax assessment and compliance monitoring; and

WHEREAS, the new agreement is not a project as defined by CEQA Guidelines Section 15378 and, therefore, no environmental assessment is required; and

WHEREAS, the Current Planning Division's fiscal year 2022/2023 budget in line item 1000.30.3462-63.5220 under Cannabis Monitoring is sufficient to fund the $180,000 agreement for preparation of the taxation assessment and compliance reports, which will be offset by existing cannabis monitoring fees.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council authorizes and directs the City Manager or designee to execute a professional services agreement with SCI effective from January 1, 2023, to June 30, 2024, in an amount not to exceed $180,000.

PASSED AND APPROVED this 16th day of May 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 SCI CONSULTING GROUP

Contents

AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN THE CITY OF SALINAS AND SCI CONSULTING GROUP

This Agreement for Professional Services (the "Agreement" and/or "Contract") is made and entered into this ____ day of May, 2023, between the **City of Salinas**, a California Charter city and municipal corporation (hereinafter "City"), and SCI Consulting Group, (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 be deemed to have commenced on January 1, 2023 and shall terminate on June 30, 2024, 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**. The total amount of compensation to be paid under this Agreement shall not exceed **$180,000**.

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) Lisa Brinton, Community Development Director, 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:

Courtney Grossman
City of Salinas
65 W. Alisal Street, Suite 201
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:

SCI Consulting Group
4745 Mangels Boulevard
Fairfield, CA 94534

(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

_____
Steve Carrigan
City Manager

APPROVED AS TO FORM:

_____
Christopher A. Callihan, City Attorney

CONSULTANT

_____
John Bliss, P.E., President
SCI Consulting Group

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 Dat***e 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

Proposal

CITY OF SALINAS

In Response to:

Revised Scope – Commercial Cannabis Tax Assessments

Submitted By:

SCIConsultingGroup
Public Finance Consulting Services

4745 Mangels Boulevard
Fairfield, California 94534
707.430.4300
www.sci-cg.com

Scope of Work

SCI Team will conduct a project kick-off meeting with City staff to establish project priorities and goals, communication protocols, and timelines. Further, we will gather and review all applicable information needed to perform the required tasks. SCI will be available to meet via teleconference call on a regular basis when work is in progress and will be available to attend regularly scheduled coordination meetings as necessary when work is in progress.

1. Commercial Cannabis Tax Assessments

The SCI Team, led by the David Siris of The Pun Group for this task, will provide comprehensive annual auditing of cannabis businesses in order to ensure that the City receives full payment of all Measure L taxes, and ensuring compliance with applicable laws.

We will perform the following steps to deliver the services requested by the City:

Cannabis Business Gross Receipts and Square Footage Taxes	• Evaluate consistency between gross receipts and other information reported on financial statements to what was reported to the CDTFA for sales and use tax, cannabis excise tax, and/or cultivation tax. • Evaluate consistency between gross receipts reported on financial statements to gross receipts reported to the City. • Verify cultivation canopy as compared to maximum canopy reported on the business license application.
Collection and Audit of any Cannabis Tax	• Ensure each cannabis facility is complying with applicable portions of the City's Code and is submitting the true amount of gross receipts and tax. • Review business license tax returns submitted by the business and collected by the City and compare to each business's records for the time period identified by the City to determine accuracy and timeliness of gross receipts returns filed with the City. • Trace and verify the gross receipts reported on the quarterly gross receipts returns prepared by the business to gross receipts recorded in the business's accounting records to verify that these were in accordance with the City's regulations. • Verify reasonableness of reported revenues • We will issue all reports to the City in accordance with applicable standards from generally accepted auditing standards (GAAS). • The report for each cannabis business license tax audit will include the following information: • The overall conclusion of whether or not the cannabis business paid all required business license taxes and fees for the time period specified. • Any exceptions, errors, or areas of noncompliance were identified as a result of the procedures performed. This includes any significant deficiency in the design or operation of the internal control structure, including but not limited to the following areas: cash handling, inventory control, point of sale systems, and any other areas

	that the auditor deems necessary for purposes of accurately reporting business license taxes due to the City. • Express an opinion regarding the taxes remitted to the City by the cannabis business, or state that an opinion cannot be expressed in the auditor's report. If the Firm concludes, it cannot express an overall opinion. The engagement team will state the reasons, therefore, in the auditor's report. • Examine records and documentation that demonstrates that all cannabis goods have been obtained from, and are provided to, other licensed cannabis businesses and that details all the revenues and expenses, and assets and liabilities of the business. • Examine books of account, invoices, copies of orders and sales, shipping instructions, bills of lading, weigh bills, bank statements including canceled checks and deposit slips, and all other records necessary to show all transactions of the cannabis business.
State Rule Making Interpretation and Implementation	• Check for compliance with the latest officially approved state regulations for cannabis businesses across the supply chain. Licensees are required to comply with all rules and regulations pertaining to their license type, as well as follow all other applicable state laws.

Deliverables:

- Prepare and send notification letters to each cannabis business
- Annual Financial Audit and Audit Report for each cannabis business

2. Compliance Inspections and Reporting

For this task, Kyle Tankard of SCI will provide onsite facility inspections for each commercial cannabis business and report to the City the results of inspections relative to the City's local regulations and ordinances, conditions of approval, and State law. SCI will prepare an inspection checklist for each cannabis activity. Prior to conducting each inspection, SCI will prepare notification to the businesses to schedule inspections. Following the inspection, SCI will provide the City with a written report detailing the results of the compliance inspection including photo documentation of any violations. SCI will provide follow-up support to the City and cannabis businesses to provide recommendations to address and correct any deficiencies.

Among the elements and activities SCI will inspect and monitor are as follows:

- **Product:** Inventory management, seed-to-sale tracking, packaging and labeling verification, product testing protocols, etc.
- **Record Retention:** Review and confirm employee records, business records, tax information records, transportation manifests, video surveillance retention, equipment certifications, training programs and safety programs.

- **Security and Surveillance:** Verify video surveillance equipment, camera placement, alarm systems, locks, facility access control, security guards, occupational badges, and other security and safety processes.
- **Facility Compliance:** Verify facility's operational compliance including waste management, odor control, pesticide and solvent storage, signage, cash handling procedures, product shipment and receival procedures, etc.

Deliverables:

- Conduct onsite facility inspections
- Provide written report detailing the findings of inspections
- Provide follow-up support and recommendations

Budget Estimate

In consideration for the Tasks as detailed in the Scope of Work, the estimated compensation is detailed below by task:

Work Plan	Fee
1. Commercial Cannabis Tax Assessments	$ *6,500 (per audit per permit)
2. Compliance Inspections & Reporting	$ 1,700 (per inspection per facility)

*If the initial audit period for a cannabis permit is less than 1 year (12 months) the fee will be prorated by each quarter (3 months) at $1,625 for each quarter audited. If the permit holder's audit period is equal to or less than 1 month the City has the option to defer the audit and add that audit period the next audit period (for example: if the initial audit period is 1 month, the City can defer that 1 month to the following 12 month audit period for a total of 13 months). If a permit holder has multiple permits for different cannabis business types, the fee for the audit of each additional permit will be $6,500 if the business type's gross revenue is greater than $100,000 and $3,250 if the gross revenue is equal to or less than $100,000.

SCI Staff	Hourly Rate
John Bliss, President	$ 290
Kyle Tankard, Cannabis Services Leader	$ 300
Arcelia Herrera, Senior Cannabis Consultant	$ 250

The Pun Group Staff	Hourly Rate
Ken Pun, Engagement Partner	$ 200
Venessa Burke, Partner	$ 200
David Siris, Manager	$ 175
Masood K. Yousufzai, Assistant Manager	$ 150

Incidental costs incurred for the purchase of additional travel and other out-of-pocket expenses will be reimbursed at actual cost, with the total not to exceed $750 per year without prior authorization from the City. The scope of services includes one face-to-face staff planning meeting. Any additional face-to-face meetings, if required, shall be billed at the rate of $1,500 per person, per meeting. SCI is available to meet via teleconference call on a regular basis at no additional charge.

	SCI			Pun Group			
Classification	President	Senior Cannabis Consultant	Cannabis Consultant	Engagement Partner	Partner	Manager	Assistant Manager
Assigned Staff	John Bliss	Kyle Tankard	Arcelia Herrera	Ken Pun	Venessa Burke	David Siris	Masood Yousufzai
Fully Loaded Hourly Rate	$290	$300	$250	$200	$200	$175	$150

Scope of Work

Work Plan	Hours							Total Hours	Total Costs
1 Commercial Cannabis Tax Assessments				3	5	10	21	39	$ 6,500
2 Compliance Inspection & Reporting		1.5	5					7	$ 1,700
TOTAL DIRECT HOURS	0	1.5	5	3	5	10	21	46	$ 8,200
								Total Labor Cost	$ 8,200

Direct Costs		Number of Units	Cost per Unit		Total Costs
Incidentals	Travel and other out-of-pocket expenses	1	$ 750		$ 750
				Direct Costs	$ 750
				TOTAL COSTS	$ 8,950

Project Schedule

Timeline

Project start date	January 1, 2023
Financial Audits 2021	May 2023 – August 2023
Compliance Inspections	June 2023
Financial Audits 2022	August 2023 – December 2023
Financial Audits 2023 – Kick Off	March 2024 – June 2024
Compliance Inspection	June 2024

Commercial Cannabis Tax Assessments

The Pun Group is available to begin the Commercial Cannabis Tax Assessments upon execution of the contract. An initial meeting with the City's dedicated team will be coordinated to determine the competition schedule of the audits of business licenses and finalize the report template. On average, a typical financial audit takes 4-6 weeks.

Compliance Inspections & Reporting

SCI is available to begin onsite compliance inspections for operational cannabis businesses upon execution of the contract. If conducting annual inspections, the inspections will take place mid-year for each cannabis facility. If additional inspections are requested, they will be scheduled proportionately throughout the year.

General Contract Requirements

Proof of Insurability

SCICONS-01 KALANA

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/15/2021

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 License # 0L72977 Legacy Risk & Insurance Services 1850 Mt. Diablo Blvd., Suite 400 Walnut Creek, CA 94596	CONTACT NAME: PHONE (A/C, No, Ext): (925) 482-1000 FAX (A/C, No): (925) 482-1001 E-MAIL ADDRESS: certificates@legacyrisk.net
	INSURER(S) AFFORDING COVERAGE — NAIC #
	INSURER A : Sentinel Insurance Company Ltd
INSURED SCI Consulting Group 4745 Mangels Boulevard Fairfield, CA 94534-4319	INSURER B : Markel Insurance Company
	INSURER C : Gemini Insurance Company — 10833
	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	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: X POLICY PRO-JECT LOC OTHER:	X		57SBARH8313DX	4/20/2021	4/20/2022	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG	$ 2,000,000 $ 1,000,000 $ 10,000 $ 2,000,000 $ 4,000,000 $ 4,000,000 $
A	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY SCHEDULED AUTOS X HIRED AUTOS ONLY X NON-OWNED AUTOS ONLY			57SBARH8313DX	4/20/2021	4/20/2022	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident)	$ 2,000,000 $ $ $ $
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $			57SBARH8313DX	4/20/2021	4/20/2022	EACH OCCURRENCE AGGREGATE	$ 1,000,000 $ 1,000,000 $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		MWC000353311	4/20/2021	4/20/2022	X PER STATUTE OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	$ 1,000,000 $ 1,000,000 $ 1,000,000
C	Service & Technical			VIPL054563	12/17/2021	12/17/2022	Each Claim/Agg	2,000,000
C	Prof Liab/Claims Mad			VIPL054563	12/17/2021	12/17/2022	Deductible	25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Evidence of Coverage Only.

CERTIFICATE HOLDER	CANCELLATION
Bidding and Presentation Only	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

ACORD 25 (2016/03)

Concurrence with Contract Provisions

The SCI Team accepts the provisions of the City's standard contract as attached to the RFP. Furthermore, The SCI Team understands that under certain circumstances, and subject to the discretion of the City, some provisions of the contract may be modified upon final contract negotiations with the selected consultant.

AGREEMENT FOR PROFESSIONAL SERVICES BETWEEN

THE CITY OF SALINAS AND SCI CONSULTING GROUP

This Agreement for Professional Services (the "Agreement" and/or "Contract") is made and entered into this 26th day of April 2022, between the **City of Salinas**, a California Charter city and municipal corporation (hereinafter "City"), and SCI Consulting Group (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 April 26, 2022, and shall terminate on August 9, 2022, for task 1 and December 31, 2022, for task 2 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**. The total amount of compensation to be paid under this Agreement shall not exceed **$150,000**.

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) Megan Hunter, Community Development Director, or her 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:

Courtney Grossman
City of Salinas
65 W. Alisal Street, Suite 201
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:

SCI Consulting Group
4745 Mangels Boulevard
Fairfield, CA 94534

(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

DocuSigned by:
Kimbley Craig
E554E94F4CE64C8...
Kimbley Craig
Mayor

APPROVED AS TO FORM:

DocuSigned by:
Christopher A. Callihan
DF600E62871844E...
Christopher A. Callihan
City Attorney

ATTEST:

DocuSigned by:
Patricia Barajas
5BE31EC636A6432...
Patricia Barajas
City Clerk

CONSULTANT

DocuSigned by:
John Bliss
5F31237F49414BD...
John Bliss, P.E., President
SCI Consulting Group

Exhibit A

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 Consultants 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.

Proposal

CITY OF SALINAS

In Response to:

Request for Proposal – Commercial Cannabis Tax Assessments

Submitted By:

SCIConsultingGroup
Public Finance Consulting Services

4745 Mangels Boulevard
Fairfield, California 94534
707.430.4300
www.sci-cg.com

Exhibit B

March 28, 2022

Submitted via electronically
mairaf@ci.salinas.ca.us

Maira Robles,
Administrative Aide, Community Development Department
City of Salinas

Subject: Response to Request for Proposals
Commercial Cannabis Tax Assessments

Dear Maira:

SCIConsultingGroup ("SCI") and The Pun Group LLP, (collectively known as "the SCI Team") are pleased to submit this proposal in response to the City of Salinas' ("City") March 10, 2022, Request for Proposal for cannabis-related consulting and compliance services. The SCI Team has reviewed the RFP and relevant information and proposes to comprehensively provide the cannabis-related services, as fully described in the Scope of Services:

1. Commercial Cannabis Tax Assessments
2. Compliance Inspections and Reporting
3. Cannabis Taxation Recommendation Report

SCI is one of California's top local cannabis policy consulting firms as well as one of the State's top firms for implementing revenue programs in general (*fire services, parks and recreation, storm drainage, local infrastructure, etc. – in fact, we are currently working with the City of Salinas on dedicated funding for storm drainage*)

We have assisted with regulated cannabis policy and implementation for over 30 California municipalities over the past five years. We believe our expert knowledge of the local California cannabis industry coupled with our broad experience providing municipalities with regulation, implementation, tax consulting, public opinion research (polling) and tax-related community outreach consulting services, will serve the City well.

We look forward to the opportunity to assist the City with this important project. If you have any questions or require additional information, please do not hesitate to contact me. I can be reached via e-mail at john.bliss@sci-cg.com or on my cell phone at (707) 208-0940.

Sincerely,

John Bliss, P.E.
President, SCI Consulting Group

Table of Contents

Executive Summary

SCI Consulting Group

SCI is a public finance and urban economic consulting firm with over 35 years of expertise in assisting public agencies in California with developing policy, and planning, justifying, and successfully establishing new revenues (taxes, fees, assessments, regulations) for their service and capital improvement needs and objectives and managing special levies.

We were the very first consulting firm to provide a full suite of local cannabis policy implementation services to California municipalities and developed the "6 Key Elements of Cannabis Implementation" approach that is the standard of the industry today:

1. Community Research and Outreach (Meetings & Surveys)
2. Health and Safety & Land Use Regulations (Ordinance(s))
3. Full Cost Recovery (Regulatory Fees)
4. Revenue (Taxation Ballot Measures)
5. Local Industry Selections (Application and Selection Process)
6. Monitoring and Compliance

as well as more recently adding...

7. Social Equity

Our core philosophy and approach towards the implementation of local cannabis policy is more broadly balanced than that of our competitors. Our philosophy comes from our genesis as a solution-based engineering firm that has evolved and developed in-house expertise in public policy, community outreach, and social equity. Although our quantitative and regulatory rigor, and attention to detail are unsurpassed, we balance this with realistic approaches to a real-world challenge, fully understanding and supporting the City's challenging transition into a regulated and legal cannabis business arena. Hence, SCI balances enforcement of local and State code along with the need to support viable cannabis businesses and to shepherd non-compliant businesses into a safe and regulated environment.

We have assisted with regulated cannabis policy and implementation for over 30 California municipalities over the past five years. We believe our expert knowledge of the local California cannabis industry coupled with our broad experience providing municipalities with regulation, implementation, tax consulting, public opinion research (polling) and tax-related community outreach consulting services, will serve the City well.

Additionally, we have assisted with the successful implementation of funding (fees, taxes and assessments) in Monterey County including:

- City of Salinas (currently assisting with funding for storm drainage)

- Carmel Valley Fire Protection District (voter approved funding measure in 2009)
- Monterey Peninsula Regional Park District (voter approved funding measure in 2016)
- Northern Salinas Mosquito Abatement District (voter approved funding measure in 2015)
- North County Fire Protection District (voter approved funding measure in 2021)
- Spreckels Community Services District (currently assisting with funding for infrastructure)

The Pun Group

The Pun Group LLP, Certified Public Accountants, and Business Advisors, founded in 2012, is a limited liability partnership. We are a full-service accounting firm comprised of forty (40) professionals providing auditing, accounting, and advisory services to our clients. Our Governmental Division consists of thirty-five (35) full-time individuals. The Firm has no part-time employees. The Firm's headquarters located in Orange County, California, with four branches in San Diego (California), Walnut Creek (California), Las Vegas (Nevada), and Phoenix (Arizona).

The combination of our hands-on experience and practical knowledge exercised by our audit professionals makes the Firm unique in our field. Our technical expertise and thorough understanding of current regulations and issues—along with the Firm's commitment to hard work, integrity, and teamwork on every engagement—enable us to help our clients succeed.

Our Partners' Group—which includes Kenneth H. Pun, Coley Delaney, Frances J. Kuo, Kenneth A. Macias, Vanessa I. Burke, John F. Georger, Jr., Gary M. Caporicci, and Heidy K. Chow—provide auditing, accounting, and advisory services to numerous governmental entities throughout the United States. With more than two hundred (200) years of combined experience in the industry, we have become a trusted business partner and are well-respected as leaders in the industry in one of the fastest-growing firms. With nearly 100 government and not-for-profit audit clients, our Partners have a real passion for the industry and believe we are unmatched regarding our municipal experience.

The Pun Group LLP is an independent member of Allinial Global, an association of over 100 independent accounting and consulting firms. Based in North America, Allinial Global offers international support by connecting its member firms to providers and global networks of accounting firms worldwide.

In 2018, The Pun Group teamed up with a Canadian Certified Public Accounting Firm to provide professional auditing services to a Los Angeles base Cannabis business (Cultivator and Distributor) to assist them in their Initial Public Offering (IPO) process. Furthermore, the Cities of Stockton and San Bernardino hired the Pun Group to conduct annual audits of commercial cannabis businesses.

Lead Project Contact

Kyle Tankard, Senior Consultant
SCI Consulting Group
(707) 430-4301 x 103
kyle.tankard@sci-cg.com

Project Team

Kyle Tankard, Senior Consultant and Cannabis Services Group Leader at SCI, will serve as the project leader and day-to-day project manager for the SCI portion of the work. Arcelia Herrera and John Bliss will support Kyle's efforts. David Siris, of the Pun Group, will lead the financial audit work with support from Vanessa Burke and Ken Pun.

The SCI Team has a combined staffing level of over 40 employees, including 5-10 employees specializing in cannabis projects. The SCI Team does not have work commitments that would interfere with their ability to successfully complete this project. Each employee is available to focus primarily on this project with 20%-50% of their time.

SCI Consulting Group

John Bliss M.Eng., P.E., **President**

John Bliss, a professional engineer and President of SCI, specializes in local cannabis policy, and special revenue consulting. He was instrumental in developing the now-standard implementation process used by most municipalities in California to implement local cannabis policy. John has had a long career developing and implementing equity, diversity and inclusion policy reaching back almost 30 years to the ground-breaking implementation for the City of San Francisco public works construction employment following the Rodney King uprising in 1991. He is a graduate of Brown University with a Bachelor of Science Degree in Engineering. He holds a master's degree in Civil Engineering from The University of California, Berkeley, where he was a Regent's Scholar. He is a licensed Professional Civil Engineer in the State of California and is a LEED accredited professional.

Kyle Tankard **Senior Consultant – Cannabis Business Leader**

Kyle Tankard serves as the Cannabis Business Leader at SCI providing local cannabis policy expertise in California since 2016. He plays a diverse role, assisting municipalities with all aspects of local cannabis implementation including regulatory and equity program development, taxation policy and cost recovery, cannabis compliance, application review, and cannabis-related public education. Kyle has also established himself as a leader in cannabis equity, assisting with the development and implementation of local cannabis equity programs for the Cities of Richmond, Palm Springs, and Stockton. He currently manages a portfolio of over 15 cannabis clients, providing a variety of ongoing cannabis-related services including application review, plan checks, compliance inspections, and equity analysis and program development.

During his tenure at SCI, Kyle has worked extensively with California cities, counties, and special districts providing local funding and policy solutions. He contributes over 10 years of experience as a results-driven project manager, delivering his projects on time, under tight deadlines and high pressure situations.

Kyle received his bachelor's degree in Environmental Studies from the University of California, Santa Cruz, with emphases in geographic information systems (GIS).

Arcelia Herrera — **Senior Consultant**

Arcelia Herrera contributes over 14 years of experience in consulting and administration for public agencies and over five years in local cannabis policy in California. She is responsible for the development and management of the cannabis monitoring and compliance program at SCI. She has extensive experience conducting on-site facility inspections, ensuring local and State compliance. In addition, Arcelia has expertise in the creation and administration of assessments and fees, database management, and community educational outreach. She has conducted several Proposition 26 compliant cost recovery fee study analyses for cities and counties to develop fees for commercial cannabis businesses. Her expertise in communication is with local LatinX communities.

Sub-Contractor (The Pun Group)

Kenneth H. Pun — **CPA, CGMA**

With over twenty years of public accounting experience in the State and Local Government sector, Mr. Pun is the Managing Partner and an Assurance Partner at the Firm. Ken specializes in audits and management consulting for governmental organizations and has served as the Contract Deputy Finance Director for the City of San Marino in 2017. Mr. Pun also serves as the Chair of the California Society of CPAs Governmental Auditing Accounting Committee. He has been nominated for this year's Innovative Practitioner of the Year 2020 award by AICPA's CPA.com.

David Siris — **CPA, Engagement Manager**

David Siris draws more than nine years of governmental accounting experience. Mr. Siris has successfully performed audits and other attestation services for several governmental and non-profit agencies. Working as an Engagement Manager, he will assist Mr. Pun in all issues related to cannabis tax policies, fiscal analysis, compliance reviews, tax audits/assessments, and providing best practices to ensure all state and local laws are followed.

Venessa Burke **CPA, CFO**

Vanessa Burke is an Assurance and Consulting Services Partner. She has over 30 years of extensive experience in providing audit and advisory services to federal, state, and local government agencies, including cannabis, public pension plans, state departments, cities, community colleges, hospitals, school districts, county offices of education, special districts, and joint powers insurance authorities. She has previously held positions in the government and private sector as Controller and CFO, where she served on the leadership team and managed budgets and financial reporting for government organizations with budgets in excess of $650 million and over 100 employees. She is a Certified Public Accountant and a Certified Public Finance Officer. Ms. Burke will function as the Concurring Partner and provide a second partner review of significant high-risk areas, audit reports, and resolution of significant accounting, auditing, and reporting matters.

Firm Experience and Qualifications

SCI provides cannabis-related advice and broad consulting services to municipalities throughout California, including community support analysis, ordinance development, fee studies, taxation, implementation, application process development, application review and scoring, monitoring and compliance, business tax auditing, community outreach and engagement, and social equity consulting.

Over the last five years, SCI has emerged as one of California's premier local cannabis policy firms offering a full range of "one-stop-shop" services in support of the successful implementation of regulated cannabis business within a City or County. However, as we emphasized above, our approach is different that our competitors as we "balance enforcement of local and State code along with the need to support viable cannabis businesses and to shepherd non-compliant businesses into a safe and regulated environment."

SCI has considerable experience providing cannabis compliance services for local municipalities in California. Beginning in 2017, SCI conducted some of the first onsite cannabis compliance inspections in the State of California for the City of Coalinga. Since then, SCI has expanded its services to the Cities of Colfax, Dunsmuir, Fairfield, Merced, San Bernardino, Shasta Lake, and Woodlake. To date, SCI has conducted over 500 on-site compliance inspections for various cannabis businesses including cultivation, distribution, manufacturing, and retail.

Additionally, The Pun Group LLP has performed numerous audits of organizations subject to financial and compliance audits. These audits were performed under auditing standards generally accepted in the United States, Government Auditing Standards, Uniform Guidance (formerly known as OMB Circular A-133), and its Compliance Supplement (when applicable), Office of the State Controller's Minimum Audit Requirements and Reporting Guidelines. The Pun Group currently provides cannabis business tax audits for the Cities of Chula Vista, Fairfield, San Bernardino, and Stockton.

Project References

City of Shasta Lake

Project:	Commercial Cannabis Implementation and Monitoring and Compliance
Contact:	Jessaca Lugo, City Manager jlugo@cityofshastalake.org; (530) 275-7464
Start/End Dates:	December 2017 – Present
Description:	

Beginning in 2017, SCI provided cannabis-related implementation services to the City of Shasta Lake. These services included cannabis-related public education and stakeholder/community

meetings; ordinance development; development of a regulatory fee program; comprehensive support for the City's cannabis-related local tax measure, and development of an annual monitoring and compliance program. Shasta Lake was one of the State's early adopters and now supports robust and vibrant cannabis industry, with over 20 operational cannabis businesses. SCI continues to assist the City with bi-annual facility compliance inspections and ongoing technical support.

City of San Bernardino

Project: Commercial Cannabis Monitoring and Financial Audit Services
Contact: Stephanie Sanchez, Economic Development Specialist
Sanchez_Stephanie@sbcity.org; (909) 384-5357
Start/End Dates: December 2019 – Present
Description:

In 2019, the City of San Bernardino engaged SCI and The Pun Group to provide cannabis monitoring and compliance services and annual financial audits. These services include plan checks and review, background checks, annual compliance audits, and annual financial audits. On an annual basis, SCI and the Pun Group provide compliance inspections and financial audits for each commercial cannabis business operating in the City.

City of Fairfield

Project: Commercial Cannabis Management and Monitoring Services
Contact: David Feinstein, Planning Manager
dfeinstein@fairfield.ca.gov; (707) 428-7448
Start/End Dates: September 2021 – Present
Description:

In 2021, the City of Fairfield engaged SCI and The Pun Group to provide commercial cannabis management and monitoring services. To date, SCI has provided the City with pre-operational compliance assistance and inspections and employee background checks for the City's five cannabis businesses that were awarded cannabis business permits in 2021. The Pun Group will kick off their annual financial audits for each operational business.

A full list of our current and past cannabis clients is listed below:

Cities

Alameda	El Monte	National City	Santa Clara
Avalon	Encinitas	Nevada City	Shasta Lake
Coalinga	Fairfield	Oroville	Stockton
Colfax	La Mesa	Palm Springs	Vallejo
Concord	Livingston	Richmond	West Hollywood
Davis	Lompoc	San Bernardino	Woodlake
Dunsmuir	Merced	San Carlos	Yreka

Counties

Alameda
San Benito
San Luis Obispo
Tuolumne

Scope of Work

SCI Team will conduct a project kick-off meeting with City staff to establish project priorities and goals, communication protocols, and timelines. Further, we will gather and review all applicable information needed to perform the required tasks. SCI will be available to meet via teleconference call on a regular basis when work is in progress and will be available to attend regularly scheduled coordination meetings as necessary when work is in progress.

1. Commercial Cannabis Tax Assessments

The SCI Team, led by the David Siris of The Pun Group for this task, will provide comprehensive annual auditing of cannabis businesses in order to ensure that the City receives full payment of all Measure L taxes, and ensuring compliance with applicable laws.

We will perform the following steps to deliver the services requested by the City:

Cannabis Business Gross Receipts and Square Footage Taxes	• Evaluate consistency between gross receipts and other information reported on financial statements to what was reported to the CDTFA for sales and use tax, cannabis excise tax, and/or cultivation tax. • Evaluate consistency between gross receipts reported on financial statements to gross receipts reported to the City. • Verify cultivation canopy as compared to maximum canopy reported on the business license application.
Collection and Audit of any Cannabis Tax	• Ensure each cannabis facility is complying with applicable portions of the City's Code and is submitting the true amount of gross receipts and tax. • Review business license tax returns submitted by the business and collected by the City and compare to each business's records for the time period identified by the City to determine accuracy and timeliness of gross receipts returns filed with the City. • Trace and verify the gross receipts reported on the quarterly gross receipts returns prepared by the business to gross receipts recorded in the business's accounting records to verify that these were in accordance with the City's regulations. • Verify reasonableness of reported revenues • We will issue all reports to the City in accordance with applicable standards from generally accepted auditing standards (GAAS). • The report for each cannabis business license tax audit will include the following information: • The overall conclusion of whether or not the cannabis business paid all required business license taxes and fees for the time period specified. • Any exceptions, errors, or areas of noncompliance were identified as a result of the procedures performed. This includes any significant deficiency in the design or operation of the internal control structure, including but not limited to the following areas: cash handling, inventory control, point of sale systems, and any other areas

	that the auditor deems necessary for purposes of accurately reporting business license taxes due to the City. • Express an opinion regarding the taxes remitted to the City by the cannabis business, or state that an opinion cannot be expressed in the auditor's report. If the Firm concludes, it cannot express an overall opinion. The engagement team will state the reasons, therefore, in the auditor's report. • Examine records and documentation that demonstrates that all cannabis goods have been obtained from, and are provided to, other licensed cannabis businesses and that details all the revenues and expenses, and assets and liabilities of the business. • Examine books of account, invoices, copies of orders and sales, shipping instructions, bills of lading, weigh bills, bank statements including canceled checks and deposit slips, and all other records necessary to show all transactions of the cannabis business.
State Rule Making Interpretation and Implementation	• Check for compliance with the latest officially approved state regulations for cannabis businesses across the supply chain. Licensees are required to comply with all rules and regulations pertaining to their license type, as well as follow all other applicable state laws.

Deliverables:

- Prepare and send notification letters to each cannabis business
- Annual Financial Audit and Audit Report for each cannabis business

2. Compliance Inspections and Reporting

For this task, Kyle Tankard of SCI will provide onsite facility inspections for each commercial cannabis business and report to the City the results of inspections relative to the City's local regulations and ordinances, conditions of approval, and State law. SCI will prepare an inspection checklist for each cannabis activity. Prior to conducting each inspection, SCI will prepare notification to the businesses to schedule inspections. Following the inspection, SCI will provide the City with a written report detailing the results of the compliance inspection including photo documentation of any violations. SCI will provide follow-up support to the City and cannabis businesses to provide recommendations to address and correct any deficiencies.

Among the elements and activities SCI will inspect and monitor are as follows:

- **Product:** Inventory management, seed-to-sale tracking, packaging and labeling verification, product testing protocols, etc.
- **Record Retention:** Review and confirm employee records, business records, tax information records, transportation manifests, video surveillance retention, equipment certifications, training programs and safety programs.

- **Security and Surveillance:** Verify video surveillance equipment, camera placement, alarm systems, locks, facility access control, security guards, occupational badges, and other security and safety processes.
- **Facility Compliance:** Verify facility's operational compliance including waste management, odor control, pesticide and solvent storage, signage, cash handling procedures, product shipment and receival procedures, etc.

Deliverables:

- Conduct onsite facility inspections
- Provide written report detailing the findings of inspections
- Provide follow-up support and recommendations

3. Cannabis Taxation Recommendation Report

SCI will perform a comprehensive, financially-focused analysis of the cannabis industry in the City, model different taxation methodologies and prepare a Cannabis Taxation Recommendation Report which makes recommendations regarding the optimal taxation approach. The recommended approach will be carefully designed to balance the City's need for a solid and reliable revenue stream, while ensuring that local cannabis businesses are not over-burdened.

The analysis will consider existing sales revenue and taxation data, analyze any financial constraints, and determine the City's costs and revenue potential that each cannabis business and business/license type is likely to generate. SCI will evaluate tax rates regionally to better understand competitiveness and if this is a barrier to growing the industry in the City. SCI will make revenue projections and model different tax rate/structure scenarios and associated revenue generated.

Deliverables:

- Cannabis Taxation Recommendation Report
- Presentation to City Staff
- Attendance at two (2) in-person meetings

Budget Estimate

In consideration for the Tasks as detailed in the Scope of Work, the estimated compensation is detailed below by task:

Work Plan	Fee
1. Commercial Cannabis Tax Assessments	$ *6,500 (per audit per permit)
2. Compliance Inspections & Reporting	$ 1,700 (per inspection per facility)
3. Cannabis Taxation Recommendation Report	$ 15,650

*If the initial audit period for a cannabis permit is less than 1 year (12 months) the fee will be prorated by each quarter (3 months) at $1,625 for each quarter audited. If the permit holder's audit period is equal to or less than 1 month the City has the option to defer the audit and add that audit period the next audit period (for example: if the initial audit period is 1 month, the City can defer that 1 month to the following 12 month audit period for a total of 13 months). If a permit holder has multiple permits for different cannabis business types, the fee for the audit of each additional permit will be $6,500 if the business type's gross revenue is greater than $100,000 and $3,250 if the gross revenue is equal to or less than $100,000.

SCI Staff	Hourly Rate
John Bliss, President	$ 290
Kyle Tankard, Cannabis Services Leader	$ 300
Arcelia Herrera, Senior Cannabis Consultant	$ 250

The Pun Group Staff	Hourly Rate
Ken Pun, Engagement Partner	$ 200
Venessa Burke, Partner	$ 200
David Siris, Manager	$ 175
Masood K. Yousufzai, Assistant Manager	$ 150

Incidental costs incurred for the purchase of additional travel and other out-of-pocket expenses will be reimbursed at actual cost, with the total not to exceed $3,500 per year without prior authorization from the City. The scope of services includes one face-to-face staff planning meeting. Any additional face-to-face meetings, if required, shall be billed at the rate of $1,500 per person, per meeting. SCI is available to meet via teleconference call on a regular basis at no additional charge.

	SCI			Pun Group			
Classification	President	Senior Cannabis Consultant	Cannabis Consultant	Engagement Partner	Partner	Manager	Assistant Manager
Assigned Staff	John Bliss	Kyle Tankard	Arcelia Herrera	Ken Pun	Venessa Burke	David Siris	Masood Yousufzai
Fully Loaded Hourly Rate	$290	$300	$250	$200	$200	$175	$150

Scope of Work

Work Plan								Total Hours	Total Costs
1	Commercial Cannabis Tax Assessments				3	5	10	21	39	$ 6,500
2	Compliance Inspection & Reporting		1.5	5					7	$ 1,700
3	Cannabis Taxation Recommendation Report	10	30	15					55	$ 15,650
	TOTAL DIRECT HOURS	10	31.5	20	3	5	10	21	101	$ 23,850
									Total Labor Cost	$ 23,850

Direct Costs		Number of Units	Cost per Unit		Total Costs
Incidentals	Travel and other out-of-pocket expenses	1	$3,500		$ 3,500
				Direct Costs	$ 3,500
				TOTAL COSTS	$ 27,350

Project Schedule

Timeline

Project start date	May 2022
Kick-off Meeting	May 2022
Cannabis Taxation Recommendation Report:	
Data Collection	May 23 – May 27, 2022
Analyses	May 23 – June 27, 2022
Draft Report Submission	June 27, 2022
Internal City Staff Meeting	July 11, 2022
Final Report Submission	July 25, 2022
Cannabis Sub Committee	July 27, 2022
City Council Meeting	August 9, 2022

Commercial Cannabis Tax Assessments

The Pun Group is available to begin the Commercial Cannabis Tax Assessments upon execution of the contract. An initial meeting with the City's dedicated team will be coordinated to determine the competition schedule of the audits of business licenses and finalize the report template. On average, a typical financial audit takes 4-6 weeks.

Compliance Inspections & Reporting

SCI is available to begin onsite compliance inspections for operational cannabis businesses upon execution of the contract. If conducting annual inspections, the inspections will take place mid-year for each cannabis facility. If additional inspections are requested, they will be scheduled proportionately throughout the year.

General Contract Requirements

Proof of Insurability

SCICONS-01 KALANA

ACORD

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 12/15/2021

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 License # 0L72977 Legacy Risk & Insurance Services 1850 Mt. Diablo Blvd., Suite 400 Walnut Creek, CA 94596	CONTACT NAME: PHONE (A/C, No, Ext): (925) 482-1000 FAX (A/C, No): (925) 482-1001 E-MAIL ADDRESS: certificates@legacyrisk.net
	INSURER(S) AFFORDING COVERAGE — NAIC #
	INSURER A: Sentinel Insurance Company Ltd
	INSURER B: Markel Insurance Company
INSURED SCI Consulting Group 4745 Mangels Boulevard Fairfield, CA 94534-4319	INSURER C: Gemini Insurance Company — 10833
	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	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE X OCCUR	X		57SBARH8313DX	4/20/2021	4/20/2022	EACH OCCURRENCE	$ 2,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 1,000,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 2,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER X POLICY PRO-JECT LOC						GENERAL AGGREGATE	$ 4,000,000
	OTHER:						PRODUCTS - COMP/OP AGG	$ 4,000,000
								$
A	AUTOMOBILE LIABILITY ANY AUTO OWNED AUTOS ONLY / SCHEDULED AUTOS X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY			57SBARH8313DX	4/20/2021	4/20/2022	COMBINED SINGLE LIMIT (Ea accident)	$ 2,000,000
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB X OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $			57SBARH8313DX	4/20/2021	4/20/2022	EACH OCCURRENCE	$ 1,000,000
							AGGREGATE	$ 1,000,000
								$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N N/A If yes, describe under DESCRIPTION OF OPERATIONS below			MWC000353311	4/20/2021	4/20/2022	X PER STATUTE / OTH-ER	
							E.L. EACH ACCIDENT	$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
C	Service & Technical			VIPL054563	12/17/2021	12/17/2022	Each Claim/Agg	2,000,000
C	Prof Liab/Claims Mad			VIPL054563	12/17/2021	12/17/2022	Deductible	25,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Evidence of Coverage Only.

CERTIFICATE HOLDER	CANCELLATION
Bidding and Presentation Only	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

ACORD 25 (2016/03)

Concurrence with Contract Provisions

The SCI Team accepts the provisions of the City's standard contract as attached to the RFP. Furthermore, The SCI Team understands that under certain circumstances, and subject to the discretion of the City, some provisions of the contract may be modified upon final contract negotiations with the selected consultant.

File #: ID#23-340, **Version:** 1

Assembly Bill 513 (Rodriguez) and Senate Bill 831 (Caballero)

Consider approving a Resolution expressing the City of Salinas's support of Assembly Bill 513 and Senate Bill 831.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **May 16, 2023**

DEPARTMENT: **CITY ATTORNEY'S OFFICE**

FROM: **CHRISTOPHER A. CALLIHAN, CITY ATTORNEY**

TITLE: **ASSEMBLY BILL 513 (RODRIGUEZ)**
SENATE BILL 831 (CABALLERO)

RECOMMENDED MOTION:

A motion to approve a Resolution expressing the City of Salinas's support of AB 513 and SB 831.

RECOMMENDATION:

It is recommended that the City Council consider approving a Resolution expressing the City of Salinas's support of AB 513 and SB 831.

BACKGROUND:

On April 18, 2023, Council member Rocha, with the support of Council members González and Osornio, requested the City Council consider whether to support AB 513 and SB 831.

Assembly Bill 513

Assembly Bill 513 (Rodriguez) is titled the California Individual Assistance Act. This bill proposes to enact the California Individual Assistance Act (which would be administered by the California Office of Emergency Services [Cal OES]) to establish a grant program to provide financial assistance to local agencies, community-based organizations, and individuals for specified costs related to a disaster. The intent of this bill is to "provide local agencies, community-based organizations, and individuals with the assistance they need to quickly recover following a disaster."[1]

Under this bill, funds from the Disaster Assistance Fund may be used to provide financial assistance to local agencies, community-based organizations, and individuals for several purposes, including the following:

- To fund personnel costs, equipment costs, translation services, and the cost of supplies and materials used during disaster response activities, incurred as a result of a state of

[1] "Community-based organization" is defined in the bill to mean "a public or private nonprofit organization of demonstrated effectiveness that represents a community or significant segments of a community and provides support and services to individuals in the community."

emergency proclaimed by the Governor, excluding the normal hourly wage costs of employees engaged in emergency work activities.
- To reimburse local agencies or community-based organizations that provide individual and family grants.
- To provide direct individual and family grants, including housing assistance and other needs assistance, to individuals. "Other needs assistance" is defined in the bill to mean "assistance to offset expenses and losses in income not covered by insurance or by other financial assistance resources," including, but not limited to, the following:
    - Income losses;
    - Costs to clean, repair, or replace essential personal property items;
    - Costs that are reasonable and necessary to make the essential living areas of a primary residence safe, sanitary, and functional; and
    - Medical, dental, and funeral expenses resulting from the local emergency.
- To fund necessary and required site preparation costs for evacuation and local assistance centers as deemed necessary.

This bill would direct the Cal OES Director to adopt regulations to govern the administration of the program and would require the Director to enter into agreements with local agencies or community-based organizations to *retroactively* provide individual and family grants for specific disaster events, including the December 2022/January 2023 and the February 2023 severe winter storms and flooding that impacted Monterey County (Federal Emergency Management Agency Declarations DR-4683-CA and DR-4699-CA, respectively).

If approved by the State Legislature, this bill would take effect immediately as an urgency statute. Assembly Speaker-Elect Rivas and Senator Caballero are both co-authors of this bill.

Senate Bill 831

Senate Bill 831 (Caballero) is titled the Lawful Permanent Resident Pilot Program. This bill would authorize the Governor to enter into an agreement with the federal government to establish a workgroup to develop a pilot program for an agricultural employee, as defined in the bill, who meets specified eligibility criteria, including that they have lived continuously in the United States for five years, to be granted lawful permanent resident status.[2] In addition to having lived in the United States for five years, an agricultural employee may be eligible for lawful permanent resident status under the pilot program if the individual meets all of the following:

- They have demonstrated good moral character; and
- They have not been convicted of a crime.

Once the pilot program is established, the Department of Community Services and Development would establish an application process which would include, but not be limited to, all of the following:

- The payment of application fees to the Department and any federal entity to obtain lawful permanent resident status;
- A criminal history background check; and

[2] "Agricultural employees" is defined to mean "one engaged in agriculture" to include "farming in all its branches, and, among other things, includes the cultivation and tillage of the soil, the production, cultivation, growing, and harvesting of any agricultural or horticultural commodities…, the raising of livestock, bees, furbearing animals, or poultry, and any practices (including any forestry or lumbering operations) performed by a farmer or on a farm as an incident to or in conjunction with such farming operations, including preparation for market and delivery to storage or to market or to carriers for transportation to market."

- A national security check.

Between one-third to half of all farmworkers in the United States reside in California, which would include about 500,000 to 800,000 people, according to the Center for Farmworker Families.[3] And, approximately 75% of California's farmworkers are undocumented.[4] This bill is an attempt to both create a path to citizenship for undocumented farmworkers and to stabilize California's agricultural workforce. Senator Caballero described the bill as "[c]reating a pathway to permanent residency status [that] allows our undocumented friends, families, and neighbors to come out of the shadows, to live lives free of fear and allow them to qualify for the safety net programs that they deserve and pay into."

Should the City Council choose to express its support for either of both of these pieces of legislation, letters would be drafted for those Council members in support and then sent to the appropriate state offices and agencies.

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 item relates to the City Council's Strategic Goal of providing effective and culturally responsive government.

DEPARTMENTAL COORDINATION:

The City Attorney's Office will coordinate with the City's Administration on preparation and transmittal of letters in support of either or both of these pieces of legislation, as determined by the City Council.

FISCAL AND SUSTAINABILITY IMPACT:

There is no direct impact on the City's General Fund with the City Council's support of these pieces of legislation.

ATTACHMENTS:

Resolution
AB 513
SB 831

[3] https://farmworkerfamily.org/information
[4] https://farmworkerfamily.org/information

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

A RESOLUTION OF THE SALINAS CITY COUNCIL IN SUPPORT OF ASSEMBLY BILL 513 (RDRIGUEZ)—THE CALIFORNIA INDIVIDUAL ASSISTANCE ACT—AND SENATE BILL 831 (CABALLERO)—THE LAWFUL PERMANENT RESIDENT PILOT PROGRAM

BE IT RESOLVED BY THE CITY COUNCIL OF SALINAS that the Salinas City Council supports both Assembly Bill 513 (Rodriguez) and Senate Bill 831 (Caballero) and directs the preparation of letters from the City Council to the appropriate state offices and agencies expressing the City Council's support thereof; and

BE IT FURTHER RESOLVED that the Salinas City Council encourages the State Legislature to affirmatively act on both pieces of legislation without delay.

PASSED AND APPROVED this 24th day of May 2022, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

Kimbley Craig, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

AMENDED IN ASSEMBLY APRIL 20, 2023

AMENDED IN ASSEMBLY APRIL 10, 2023

AMENDED IN ASSEMBLY MARCH 20, 2023

CALIFORNIA LEGISLATURE—2023–24 REGULAR SESSION

ASSEMBLY BILL No. 513

Introduced by Assembly ~~Member Rodriguez~~ *Members Rodriguez and Robert Rivas*
(Coauthors: Assembly Members Addis, Vince Fong, Pellerin, Soria, and Wood)
(Coauthors: Senators Caballero, Hurtado, and McGuire)

February 7, 2023

An act to add Article 4.5 (commencing with Section 8688) to Chapter 7.5 of Division 1 of Title 2 of the Government Code, relating to disaster assistance, ~~and~~ making an appropriation ~~therefor.~~ *therefor, and declaring the urgency thereof, to take effect immediately.*

LEGISLATIVE COUNSEL'S DIGEST

AB 513, as amended, Rodriguez. California Individual Assistance Act.

Existing law, the California Disaster Assistance Act, requires the Director of Emergency Services to provide financial assistance to local agencies for their personnel costs, equipment costs, and the cost of supplies and materials used during disaster response activities, incurred as a result of a state of emergency proclaimed by the Governor, subject to specified criteria. The act continuously appropriates moneys in the Disaster Assistance Fund and its subsidiary account, the Earthquake Emergency Investigations Account, without regard to fiscal year, for purposes of the act.

This bill would enact the California Individual Assistance Act to establish a grant program to provide financial assistance to local agencies, community-based organizations, and individuals for specified costs related to a disaster, as prescribed. The bill would require the director to allocate from the fund, subject to specified conditions, funds to meet the cost of expenses for those purposes. By authorizing increased expenditure of moneys from a continuously appropriated fund for a new purpose, the bill would make an appropriation.

This bill would authorize the director to adopt regulations, as determined to be necessary, to govern the administration of the program. The bill would require the director to enter into agreements with local agencies or community-based organizations to retroactively provide individual and family grants for specific disaster events.

This bill would declare that it is to take effect immediately as an urgency statute.

Vote: ⅔. Appropriation: yes. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. The Legislature finds and declares the purpose of this act is to establish in California a program within the Office of Emergency Services to quickly provide assistance to California residents following the declaration of a local or state emergency that may not warrant federal disaster assistance for individuals.

SEC. 2. Article 4.5 (commencing with Section 8688) is added to Chapter 7.5 of Division 1 of Title 2 of the Government Code, to read:

Article 4.5. California Individual Assistance Act

8688. This article shall be known and may be cited as the California Individual Assistance Act.

8688.1. It is the intent of the Legislature to provide local agencies, community-based organizations, and individuals with the assistance they need to quickly recover following a disaster.

8688.2. Unless the provision or context otherwise requires, the definitions in this section govern the construction of this article:

(a) "Community-based organization" means a public or private nonprofit organization of demonstrated effectiveness that represents

a community or significant segments of a community and provides support and services to individuals in the community.

(b) "Disaster" means a fire, flood, storm, tidal wave or tsunami, earthquake, act of terrorism, epidemic, extreme heat or cold event, or other similar calamity that the Governor determines presents a threat to public safety.

(c) "Housing assistance" means assistance available to homeowners and renters to repair disaster-related damages not covered by insurance or by other governmental financial assistance programs, including, but not limited to, costs that are reasonable and necessary to make the essential living areas of a primary residence safe, sanitary, and functional.

(d) "Individual" means a person residing in California.

(e) "Individual and family grants" means housing assistance and other needs assistance provided pursuant to this article.

(f) "Local emergency" means a condition of extreme peril to persons or property proclaimed as such by the governing body of the local agency affected, in accordance with Section 8630.

(g) "Other needs assistance" means assistance to offset expenses and losses in income not covered by insurance or by other financial assistance resources, including, but not limited to, any of the following:

(1) Income losses.

(2) Costs to clean, repair, or replace essential personal property items.

(3) Medical, dental, and funeral expenses resulting from the local emergency.

(4) Other potentially eligible expenses authorized by the director.

(h) "Unusual circumstances" means unavoidable delays that result from recurrence of a disaster, prolonged severe weather within a one-year period, or other conditions beyond the control of the applicant.

8688.3. (a) From the Disaster Assistance Fund, and subject to the conditions specified in this article, the director shall allocate funds to meet the cost of expenses for the purposes described in subdivision (b).

(b) Moneys from the Disaster Assistance Fund may be used to provide financial assistance to local agencies, community-based organizations, and individuals for the following purposes:

(1) To fund local agency and community-based organization personnel costs, equipment costs, translation services, and the cost of supplies and materials used during disaster response activities, incurred as a result of a state of emergency proclaimed by the Governor, excluding the normal hourly wage costs of employees engaged in emergency work activities.

(2) To reimburse local agencies or community-based organizations that provide individual and family grants.

(3) To provide direct individual and family grants, including housing assistance and other needs assistance, to individuals.

(4) To fund indirect administrative costs and any other assistance deemed necessary by the director.

(5) To fund necessary and required site preparation costs for evacuation and local assistance centers as deemed necessary by the director.

8688.4. (a) When certified by the director, claims of community-based organizations and local agencies shall be presented to the Controller for payment out of funds made available for that purpose.

(b) The director shall adopt regulations, as determined to be necessary, to govern the administration of the program authorized by this article in accordance with the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3). These regulations shall include specific eligibility requirements, a procedure for local agencies and community-based organizations to request the implementation of this article, and a method for evaluating these requests by the Office of Emergency Services.

8688.5. An allocation may be made to a local agency, community-based organization, or an individual, if, within 10 days after the actual occurrence of a disaster, the local agency has proclaimed a local emergency and that proclamation is acceptable to the director, or upon the order of the Governor when a state of emergency proclamation has been issued.

8688.6. A local agency, community-based organization, or an individual shall make application to the director for state financial assistance pursuant to this article within 60 days after the date of the proclamation of a local emergency. The director may extend the time for this filing only under unusual circumstances.

8688.7. The director shall develop procedures for a local agency or community-based organization to receive an advance of funds to expedite the delivery of individual and family grants following a disaster.

8688.8. Notwithstanding any other law, including Section 8688.6, the director shall enter into agreements with local agencies or community-based organizations to retroactively provide individual and family grants for the following events:

(a) The December 20, 2022, magnitude 6.4 earthquake off the Northern California coastline near the City of Ferndale in Humboldt County.

(b) The severe winter storms, flooding, landslides, and mudslides for areas designated in the Federal Emergency Management Agency declaration DR-4683-CA for the period December 27, 2022, to January 31, 2023, inclusive.

(c) The severe winter storms, straight-line winds, flooding, landslides, and mudslides for areas designated in the Federal Emergency Management Agency declaration DR-4699-CA for the period February 21, 2023, to ____, inclusive.

SEC. 3. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the California Constitution and shall go into immediate effect. The facts constituting the necessity are:

In order to mitigate the extent and severe impact of recent disasters on individuals and families, the Legislature finds and declares it is necessary for this act to take effect immediately.

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AMENDED IN SENATE MARCH 22, 2023

SENATE BILL No. 831

Introduced by Senator Caballero

February 17, 2023

~~An act to amend Section 17002 of the Unemployment Insurance Code, relating to CalWORKs.~~ *An act to add Article 9 (commencing with Section 12092) to Chapter 1 of Part 2 of Division 3 of Title 2 of the Government Code, relating to agricultural workers.*

LEGISLATIVE COUNSEL'S DIGEST

SB 831, as amended, Caballero. ~~CalWORKs: job creation.~~ *Department of Community Services and Development: pilot program: lawful permanent residents.*

Existing law sets forth the duties of the Department of Community Services and Development respecting certain community programs in the state, including administering the Naturalization Services Program that provides funding to community-based organizations to assist lawful permanent residents in obtaining citizenship.

This bill would authorize the Governor to enter into an agreement with the federal government to establish a workgroup to develop a pilot program for an agricultural employee, as defined, who meets specified eligibility criteria, including that they have lived continuously in the United States for 5 years, to be granted lawful permanent resident status. The bill would authorize the department to administer the pilot program, and establish an application process and eligibility criteria for that program, as specified.

~~Existing law creates the California Work Opportunity and Responsibility to Kids Act, which is referred to as CalWORKs. Existing law requires the Employment Development Department to perform~~

~~specified duties relating to job creation in connection with CalWORKs, including establishing a council of corporate executives to provide ongoing advice and assistance to the department in recruiting private employers to hire recipients of aid. Existing law requires the department, in consultation with the council, to establish a clearinghouse for information for private sector employers to obtain information about assistance and resources for hiring CalWORKs recipients.~~

~~This bill would make nonsubstantive changes to these provisions.~~

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~ *yes*. State-mandated local program: no.

The people of the State of California do enact as follows:

SECTION 1. Article 9 (commencing with Section 12092) is added to Chapter 1 of Part 2 of Division 3 of Title 2 of the Government Code, to read:

Article 9. Lawful Permanent Resident Pilot Program

12092. As used in this article, the following terms apply:

(a) "Agricultural employee" has the same meaning as that term is defined in subdivision (b) of Section 1140.4 of the Labor Code.

(b) "Department" means the Department of Community Services and Development.

(c) "Lawful permanent resident" has the same meaning as that term is defined in Section 1101(a)(20) of Title 8 of the United States Code.

(d) "Pilot program" means the pilot program for an agricultural employee to be granted lawful permanent resident status, as described in this article.

12092.1. The Governor, on behalf of this state, may enter into an agreement with the federal government to establish a workgroup to develop a pilot program for an agricultural employee who has lived continuously in the United States for five years to be granted lawful permanent resident status.

12092.2. (a) Upon implementation of the pilot program, the department may administer the pilot program.

(b) The department may establish an application process for the pilot program, which includes, but is not limited to, all of the following:

(1) The payment of application fees to the department and any federal entity to obtain lawful permanent resident status.

(2) A criminal history background check.

(3) A national security check.

12092.3. The department may establish eligibility criteria for an agricultural employee to be eligible for lawful permanent resident status. An agricultural employee may be eligible for lawful permanent resident status under the pilot program if the individual meets all of the following:

(a) They have lived continuously in the United States for five years.

(b) They have demonstrated good moral character.

(c) They have not been convicted of a crime.

~~SECTION 1. Section 17002 of the Unemployment Insurance Code is amended to read:~~

~~17002. In carrying out the provisions of this division, the department shall conduct activities, including, but not limited to, all of the following:~~

~~(a) Establish a council of corporate executives consisting of 13 members drawn from the business community, including, but not limited to, retired or former chief executive officers of major California corporations. Seven members shall be appointed by the Governor, three shall be appointed by the Senate Committee on Rules, and three shall be appointed by the Speaker of the Assembly. Appointments shall be made no later than January 31, 1998. This council shall provide ongoing advice and assistance to the department in recruiting private employers to hire recipients of aid.~~

~~(b) In consultation with the council described in subdivision (a), establish a clearinghouse for information on the internet or other forms of toll-free communication for private sector employers to obtain information about assistance and resources for hiring CalWORKs recipients and to register their pledges to assist the state in finding the jobs necessary to meet the local welfare-to-work goals throughout the state.~~

~~(c) In consultation with the council described in subdivision (a), provide a forum for leaders in faith-based communities, and~~

~~other civic leaders, to assist the state in promoting welfare-to-work goals as part of the civic duty of their constituents.~~

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File #: ID#23-349, **Version:** 1

a. **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).

b. **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.

c. **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.