



American Tin Cannery Hotel and Commercial Project

DRAFT EIR APPENDICES | JULY 2020

SCH# 2019110152

VOLUME II – EIR APPENDICES



Kimley»Horn
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American Tin Cannery Hotel and Commercial Project

Volume II – Draft EIR Appendices

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Appendix A

NOP and NOP Response Letters

Notice of Preparation of an Environmental Impact Report for the American Tin Cannery Hotel and Commercial Project and Notice of Public Scoping Meeting

DATE: November 6, 2019

TO: State Clearinghouse, Responsible and Trustee Agencies and Other Interested Parties

FROM: City of Pacific Grove (Lead Agency)
Community Development Department
300 Forest Avenue, 2nd Floor
Pacific Grove, CA 93950

Re: Notice of Preparation of an Environmental Impact Report and Notice of Public Scoping Meeting for the American Tin Cannery Hotel and Commercial Project

The City of Pacific Grove, as the Lead Agency under the California Environmental Quality Act (CEQA), is preparing an Environmental Impact Report (EIR) for the proposed American Tin Cannery Hotel and Commercial Project. The project, its location, and potential environmental effects are described below.

The City of Pacific Grove is soliciting input from responsible and trustee agencies, the State Office of Planning and Research, and is also extending the early consultation process to members of the public, organizations, and any other interested parties as to the scope and content of the information to be included and analyzed in the project's EIR. Agencies should comment on the elements of the environmental information that are relevant to their statutory responsibilities in connection with the proposed project. The EIR will serve as the environmental document for responsible and trustee agencies when considering any discretionary approvals or permits related to the proposed project.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but no later than the close of the 30-day NOP review period. The comment period, which has been extended slightly beyond the normal 30-day period, closes at 5:00 pm on December 13, 2019. Please send your written/typed comments (including a name and contact information) to Rob Mullane, AICP, Contract Project Planner, at the physical address or email address shown below. Public agencies providing comments are requested to include a contact person for the agency.

Lead Agency Contact

Rob Mullane, AICP, Contract Project Planner
City of Pacific Grove

Community Development Department
300 Forest Avenue, 2nd Floor
Pacific Grove, CA 93950
Email: rmullane@cityofpacificgrove.org

Project Location

The 5.59-acre project site is located at 125 Ocean View Boulevard, City of Pacific Grove, Monterey County, CA, in the City's Coastal Zone. The project site is bordered by Central Avenue to the south, Dewey Avenue to the west, Ocean View Boulevard to the north, and Eardley Avenue to the east. The property is one block northwest of and adjacent to the jurisdictional boundary with the City of Monterey. The property fronts Ocean View Boulevard directly across from Stanford University's Hopkins Marine Station, Monterey Bay Aquarium, and historic Cannery Row.

Existing Conditions

The existing buildings located on the project site were originally constructed and used for industrial use associated historically with the local cannery industry; however, manufacturing uses on the property ceased operation decades ago. Currently, the main portion of the project site is currently used as a retail outlet center that is sparsely occupied with small retail stores, restaurants, and recreation uses (bicycle rentals, mini-golf and a fitness facility). The southeastern portions of the site are used for parking, and there is an existing dry cleaning facility on the project site's Central Avenue frontage.

The area around the site experiences significant tourist activity. Surrounding properties include commercial, residential and visitor serving uses, with the Monterey Bay Coastal Recreation Trail located directly across Ocean View Boulevard. A grocery store and fast food restaurant are located on the adjacent parcel to the east, and a multifamily residential zoning district (R-3 and R-4) is adjacent to the west and southwest across Dewey Avenue. The project site is within the Coastal Zone.

Project Description Summary

The project is a proposal to replace the existing 165,000 square feet of "factory outlet" and related uses with a new hotel and commercial uses. The hotel and commercial uses would provide 225 guest rooms in two primary guest wings (Family/Group Wing and Executive Wing) with a restaurant and bars, meeting and gathering spaces, spa and fitness center and approximately 20,000 square feet of street retail uses along the Ocean View Boulevard frontage. These street retail uses would retain and incorporate portions of the historically-significant industrial structure.

Project actions include grading, tree and vegetation removal, partial demolition of existing on-site buildings and improvements, additions/alterations to existing structures and construction of new buildings to establish the new hotel and related commercial uses. The project's parking plan calls for a total 304 valet parking spaces on site, including approximately 260 subgrade parking spaces.

The applicant is seeking a Use Permit, Architectural Review Permit and Tree Permit applications to entitle the project, as well as encroachments, easements or other agreements for the use of a portion of Sloat Avenue to be incorporated into the project site plan.

Probable Environmental Effects

The City of Pacific Grove will be preparing an environmental impact report (EIR) that evaluates potential environmental impact areas consistent with CEQA Statutes and Guidelines. An initial study is not required to determine that an EIR will be prepared, and as such, an initial study was not prepared for the proposed project. The EIR will discuss potential environmental impacts of the proposed project, including potential construction and operational effects. The City has identified several environmental areas where impacts are most likely to occur. These impact areas include:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural, Tribal and Historic Resources
- Energy Demands
- Geology and Soils (including coastal hazards)
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning (including consistency with local coastal programs)
- Noise and Vibration
- Public Services and Recreation
- Transportation and Circulation
- Utilities and Service Systems (including water supply and demand)

The EIR will also evaluate a range of feasible alternatives to the project, as well as other required discussions including: (a) any significant environmental effects that cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments to resources; (c) growth-inducing impacts of the proposed project; (d) effects found not to be significant; and (e) cumulative impacts.

A digital copy of this NOP can be viewed at

<http://www.cityofpacificgrove.org/living/community-economic-development/planning/ceqa-california-environmental-quality-act>.

Public Scoping Meeting

The City of Pacific Grove will hold a public scoping meeting on the project in conformance with Public Resources Code §§ 21080.4(b) and 21083.9. Members of the public and public agencies are invited to attend and provide comments regarding the scope and content of the EIR. The scoping meeting will be held **Tuesday, December 3, 2019 at 5:00 pm** at the following location:


City of Pacific Grove Community Center
515 Junipero Avenue
Pacific Grove, CA 93950

ALL INTERESTED PARTIES ARE INVITED TO SUMIT WRITTEN COMMENTS ON THE SCOPE OF THE EIR TO ASSIST IN IDENTIFYING ISSUES TO BE ADDRESSED.

For additional information, please contact Rob Mullane, AICP, Contract Project Planner, at (831) 648-3119.

Lead Agency Signature

Date: 11/5/2019

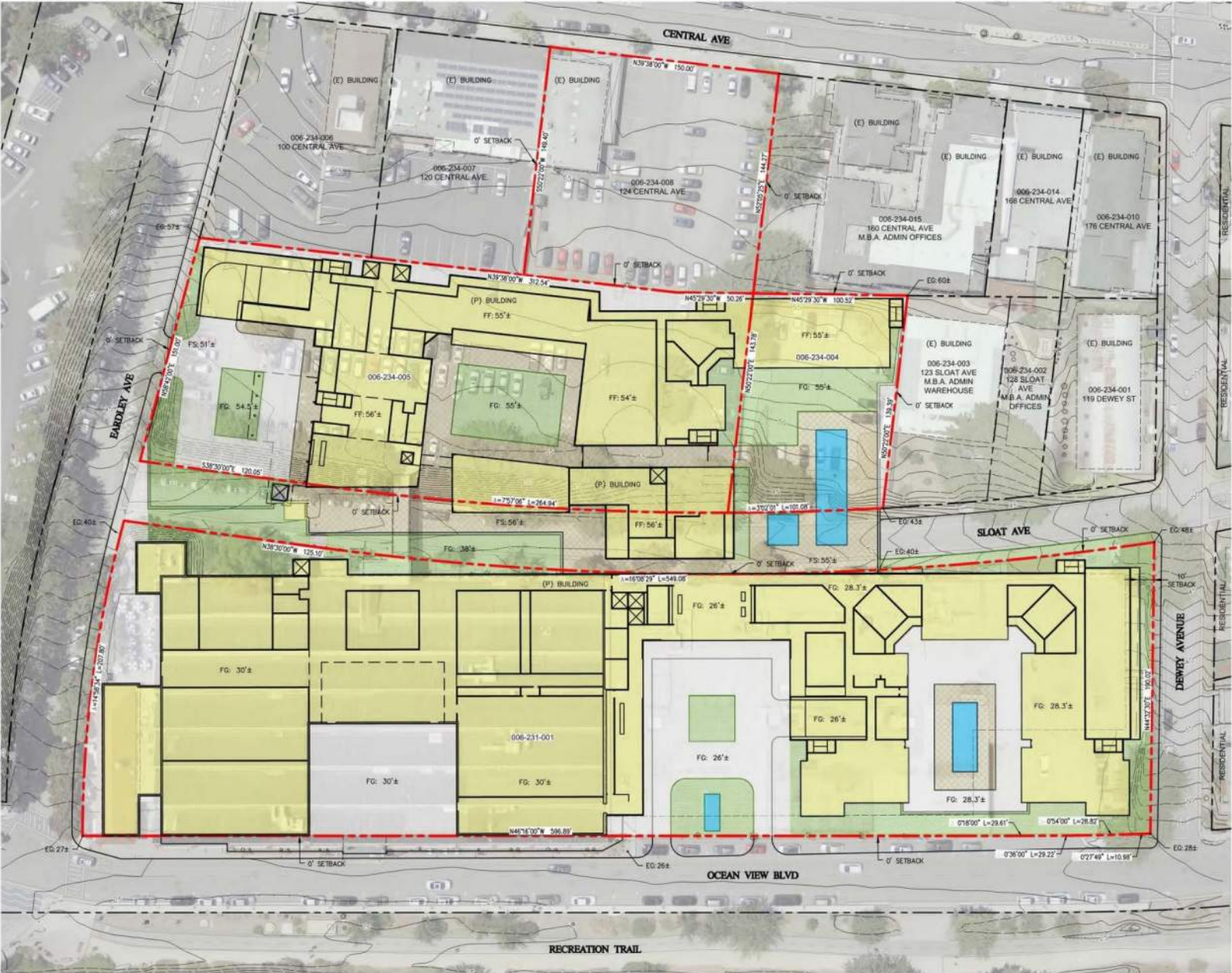
Signature: 

Title: Contract Project Planner, Community Development Department

Figure 1: Project Location



Figure 2: Site Plan



CALIFORNIA COASTAL COMMISSION

CENTRAL COAST DISTRICT OFFICE
725 FRONT STREET, SUITE 300
SANTA CRUZ, CA 95060
PHONE: (831) 427-4863
FAX: (831) 427-4877
WWW.COASTAL.CA.GOV

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CITY OF PACIFIC GROVE
COMMUNITY DEV DEPT
December 13, 2019

Rob Mullane
City of Pacific Grove
300 Forest Avenue
Pacific Grove, CA 93950

**Subject: Notice of Preparation (NOP) for the American Tin Cannery Site Hotel Project
(SCH# 2019110152)**

Dear Mr. Mullane:

Thank you for providing us with the Notice of Preparation (NOP) for the American Tin Cannery Hotel and Commercial Project draft Environmental Impact Report (EIR). The 5.59-acre project site is located at 125 Ocean View Boulevard in the City of Pacific Grove. The proposed project would redevelop the four parcels at the American Tin Cannery site as a new hotel. Proposed construction activities include grading, tree and vegetation removal, partial demolition and renovation of the existing American Tin Cannery building, construction of a subterranean parking garage, and construction of a multi-story building to establish the new 225-unit hotel and related commercial uses. The hotel is proposed to include approximately 20,000 square feet of street retail uses on the ground floor along the Ocean View Boulevard frontage and two hotel guest wings (Family/Group Wing and Executive Wing) on the upper floors, each with a distinctive visitor experience with respect to amenities and services.

Generally speaking, we have been supportive of the concept of a hotel at this highly visible location adjacent to the shoreline, the City's public access trails, and the Monterey Bay Aquarium, as it is a prime spot for a visitor-accommodations use. That being said, there are issues that will need to be addressed. Given the magnitude of the project and its location, special consideration must be given to water availability, cost of accommodations, coastal hazards, tree removal, parking availability, and limiting impacts to coastal views. All of these issues will need to be addressed through the coastal permitting process and thus we would encourage the CEQA document to address them at this early stage.¹ With that in mind, please consider the following comments on the NOP:

Jurisdiction and Coastal Permitting Authority

The Commission recently approved the City of Pacific Grove's Land Use Plan (LUP), along with a new Implementation Plan (IP), for a complete Local Coastal Program (LCP). The City still needs to accept the Commission's approved modifications in order for the LCP to be in effect. Until then, the Coastal Act will be the standard of review, with the Commission-approved LCP as guidance. And note that the Commission-approved LCP contains specific policies and

¹ Please note that we previously submitted preliminary comments on the project to the city on July 12, 2019 and it is unclear whether there have been any significant changes to the project since that time.

standards for a hotel at this site (for example, see IP Section 23.90.180(C)(5)(g) for standards specific to the American Tin Cannery site, as well as IP Section 23.90.220(C) regarding the provision of lower-cost visitor accommodations in hotel projects). Thus, we strongly encourage the City to evaluate this project for conformance with the Commission-certified LCP. Please also note that until the LCP is certified, the Commission retains all CDP permitting functions in the City. Should the LCP be certified, the City of Pacific Grove would process the CDP. The EIR should also disclose that a portion of the project as proposed is located within the Commission's appeal jurisdiction.

Water

There is a significant water shortage problem in the greater Monterey peninsula, including within the Monterey Peninsula Water Management District's service territory, which is resulting in ongoing coastal resource degradation of the Carmel River. The proposed project includes 225 hotel rooms, hotel spa, multiple pools, and other facilities that would generate a significant water demand. The Coastal Act allows approval of new development where it has been clearly demonstrated that adequate water supply is available to serve the development. Furthermore, the Commission approved LCP contains specific development provisions for water supply and conservation (LUP section 3.4.4) including that provisions that individual private water systems including desalination facilities, except for rainwater collection, are prohibited (INF-2). Thus, the EIR for the proposed project should demonstrate that the development will be served by an adequate existing water allocation as well as sustainable long-term water supply by analyzing the water demands and water sources in order to be consistent with these requirements. We also suggest inclusions of a robust water offset and mitigation program.

Low-Cost Accommodations

The proposed hotel project is broken up into two "wings": the Executive Wing and the Family/Group Wing. Projected average room rates are not discussed in the project description but the distinction and title of each respective wing suggest that the Family/Group Wing may provide lower cost accommodations and/ or provide room amenities that would serve as a lower cost option for families (e.g. additional beds per unit, suite facilities, kitchen facilities, etc.). The Coastal Act protects lower-cost visitor-serving facilities, including overnight accommodations, by requiring visitor-accommodating development projects that would have adverse impacts on lower-cost accommodations to do one of the following: ensure lower-cost accommodations are provided onsite; ensure an equivalent number of lower-cost units are created off-site, or; pay into an "in-lieu" fund that will be used to create an equivalent amount of new lower-cost accommodations to be constructed elsewhere. The Commission has typically required at least 25% of proposed rooms be lower cost. In order to assess if the proposed project would adversely impact lower-cost visitor accommodations, a feasibility analysis as well as an impact analysis must be completed. Please refer to Commission approved IP Section 23.90.220(C) regarding lower-cost accommodations and the required analyses. Ultimately, the EIR should clearly explain whether the project includes high, low, and moderate cost rooms, and explore ways to maximize low-cost accommodations in one of the ways described above.

Coastal Hazards

Although located on the inland side of Ocean View Boulevard, the proposed hotel development on the site may be subject to natural coastal hazards, including large winter waves and bluff erosion, within the life of the project. The proposed project includes at least one subterranean parking garage that may be particularly susceptible given its elevation. The Coastal Act requires that new development minimizes risks to life and property in areas of high geologic, flood, and fire hazard. Thus the project should be designed to avoid/minimize impacts from coastal hazards, including but not limited to, erosion, episodic and long-term shoreline retreat, flooding, inundation, storm waves, high seas, tidal scour, and tsunamis, including in relation to sea level rise, over the life of the development. In order to assess the risk from coastal hazards, a site specific hazards report prepared by a qualified geologist/engineer will be required, the purpose of which is to ensure that such development can be built in a manner consistent with applicable coastal hazards policies. The EIR should evaluate coastal hazards at the project site and additional information on coastal hazard assessment specifications can be found in section 23.90.140 of the approved IP.

Parking

The American Tin Cannery building is currently occupied by retail stores, restaurants, and recreational uses with approximately 147 uncovered parking spaces dedicated to such existing uses. The proposed project includes a 225-room hotel, a restaurant and bars, meeting and gathering spaces, and a spa and fitness center with a total of 304 valet/off-street parking spaces for such uses. The Coastal Act requires that public access and recreational opportunities be maximized. This typically means that new development must provide adequate, appropriately-distributed off-street parking in order to protect on-street parking for coastal access uses. In order to ensure adequate parking is provided by the project in accordance with policy 23.90.180.5.C of the Commission approved IP, the EIR should demonstrate that the number of off-street parking spaces reflects both customer and employee parking needs are provided on-site and that it does not conflict with public coastal access parking needs. The EIR should consider factors including the size of the lot, proximity to the shoreline, and adequacy of public parking opportunities for public coastal access in the vicinity as well as additional measures to address non-vehicular access options, including bike rentals, "park once" strategies, and other transportation demand management (TDM) measures. Please note that bike racks are required by the project (LUP policy INF-19) and should not be considered when determining the appropriate number of off-street parking spaces. Lastly, the EIR should discuss the allocation of parking spaces per type of hotel room (executive vs/ family/group) and how the number of designated spaces per room type is appropriate to accommodate the number of guests/beds expected per room. For example, family/group rooms are designed to contain additional beds to accommodate families or groups and the ratio of parking spaces to each room type should reflect the number of individuals expected per room. The EIR should address how the allocated number of parking spaces is appropriate for the increased number of guests and thus is not expected to impact the remaining non-designated parking spaces provided for those using the conference/meeting areas, shopping in the 20,000 square feet of retail space, or employee parking.

Coastal Community Design Standards

The project site slopes down from Central Avenue to Ocean View Boulevard towards Monterey Bay. Given that the parcels are located along the first public road from the ocean and act as an important gateway transitioning from Monterey's historic Cannery Row to the City of Pacific Grove, the project site is subject to design standards for development under the Commission approved LCP. Section 23.90.180.5 of the approved IP provides Commercial Design Standard provisions specific to the ATC site, including maximum building height of 40 feet, maximum site coverage of 90 percent, and building setbacks of 8 feet. Under the approved LCP, buildings and other structures may be allowed up to 40 feet in height as measured from existing grade, with an allowance of an additional eight feet for mechanical appurtenances. Thus, any minor rooftop structures may not exceed 48 feet (measured from existing grade) and any such structures must be appropriately screened to protect public views. Please ensure that building heights are appropriate heights to ensure that existing blue water views from public vantage points are predominantly maintained to the maximum extent feasible. In addition, new development that fronts Ocean View Boulevard must include story step-backs and building articulation to ensure that structures do not appear as large flat planes. The EIR should contain visual simulations and explore the various building and height scenarios to best meet LCP and Coastal Act objectives of ensuring no blockage of existing blue water views from public vantage places, and ensuring that there are step-backs and articulation to avoid domineering over the Recreational trail and Ocean View Blvd. In regards to the maximum allowable site coverage, please note that site coverage may only be allowed up to 90 percent of the total site area if the project includes public amenities that enhance public access (e.g., public restrooms, seating areas, sidewalk and roadway access improvements on- and offsite, etc.) beyond that which is required by the Commission approved LCP for compliance with other requirements. Otherwise, site coverage may be decreased if substantial public coastal access amenities are not incorporated into the project.

In addition, the proposed project includes visitor-serving facilities including 20,000 square feet of street retail uses on the ground floor, restaurants, some indoor/outdoor gathering areas, and a rooftop bar. However, it does not appear that these visitor-serving amenities would constitute general public access amenities because they typically will require the purchase of food, beverages, or other commodities. The EIR should therefore consider including public restrooms, and outdoor patio or seating areas that can be used without the need to purchase any products. Section 23.90.080.F of the Commission approved IP requires that the project supports the LCP goal of providing for visitor-serving needs as appropriate, including providing low and no cost visitor and recreational facilities. The EIR should discuss what low and no cost visitor and recreational facilities are included in the project and how these facilities project supports the before-mentioned goal of the LCP. Lastly, the single site plan submitted with the NOP shows a building setback of zero feet along Ocean View Boulevard. Please note that there is a minimum building setback of eight feet.

Rob Mullane
American Tin Cannery Site Hotel Project NOP Comments
December 13, 2019
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In conclusion, thank you for the opportunity to comment on the NOP. We are generally supportive of reutilization of this historic site to enhance visitor-serving uses, but we are also mindful of the potential adverse impacts to sensitive coastal resources resulting from the proposed hotel project and believe that addressing these issues early on will help facilitate the permitting process. We look forward to working through the above issues as you work through the local and/or Commission permitting processes. Please do not hesitate to contact me at (831) 427-4865 if you have any questions or would like to further discuss these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'AMC', with a long horizontal flourish extending to the right.

Alexandra McCoy
Coastal Planner
Central Coast District Office

December 11, 2019

Rob Mullane, AICP, Contract Project Planner
City of Pacific Grove
Community Development Department
Pacific Grove, CA 93950

Via Email: rmullane@cityofpacificgrove.org

RE: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Public Scoping Meeting for the American Tin Cannery Hotel and Commercial Project, 125 Ocean View Blvd.

Dear Mr. Mullane:

Thank you for the opportunity to provide you and Kimberly-Horn, the EIR consultants responsible for preparation of the EIR and its associated studies with information that may assist you to identify key issues and potential significant adverse impacts to the environment, as well as, project alternatives to avoid or mitigate those impacts. Although you determined that the project requires a full EIR and you did not provide a CEQA Initial Study Checklist at the public meeting on December 3rd. The checklist is a template for a complete study that may help to void missing items that are required for a comprehensive environmental review. Therefore, I believe the CEQA Environmental Checklist Form (Appendix "G") provides a good outline for me to use for submitting comments regarding this complex project which follows.

Your power point presentation at the NOP scoping meeting provided an overview that appeared to mistakenly imply that only *"a substantial, or potentially substantial adverse change in the physical conditions **within the project area**"* could result in a *"significant effect on the environment."* The term *"within the project area"* implies the area within the project site boundaries. Power Point image:

"Purpose of CEQA"

- "Significant Effect on the Environment"
A substantial, or potentially substantial adverse change in the physical conditions within the project area

CEQA defines "environment" to mean *"the physical conditions which exist within the area which will be affected by a proposed project."* (PRC 21060.5) That definition indicates a larger **area** including land, air, water, minerals, flora, fauna, noise, or objects of historic or

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Rob Mullane, AICP, Contract Project Planner

RE: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Public Scoping Meeting for the American Tin Cannery Hotel and Commercial Project, 125 Ocean View Blvd.

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aesthetic significance that may also be subject to *a substantial, or potentially substantial adverse change* that the EIR must consider, such the surrounding vicinity and traffic circulation. For example, members of the public attending the scoping meeting expressed concerns about the potential external and cumulative significant adverse effects to the adjacent existing low-small scale character of the commercial and residential neighborhoods, traffic congestion, blocking scenic views from public vantage points and loud construction noise at nearby biological marine resources including the Harbor Seal Habitat.

I believe the studies for this EIR and the Report itself should incorporate a CEQA checklist format to provide a thorough and comprehensive understanding of all of the issues, associated negative impacts, all reasonable alternatives and related necessary findings. The evaluation of potential environmental effects should conform with the standards provided in CEQA Guidelines, Appendix "G" (See: http://resources.ca.gov/ceqa/guidelines/Appendix_G.html). Regarding the subject site; the boundary lines and color designations plans are inconsistent. If the property fronting on Central is part of the project, then it must be included in the study and the property owner must authorize the proposed development. Sloat Avenue is a public right of way (PROW). When and how was this street dedicated as a PROW? What have been the historical uses e.g., pedestrian and vehicle, and what is the current frequency of those uses? How is the value (basis) determined for the proposed lease? Does the law require the PROW to be vacated and re-dedicated before it can be subject to a new use, and how does that process fit into the CEQA review and the proposed development permit?

This project may have significant adverse impacts on nearby marine resources (Harbor Seal Habitat, Marine shorebird nesting and roosting habitat, Monterey Bay Marine Sanctuary, etc.); have the appropriate State and Federal agencies been directly requested to comment? Has the State Water Quality Board been specifically requested to advise about potential significant adverse impacts urban runoff into the City's storm drain system and designated ASBS? How does the project address runoff? Capacity of the offsite existing sewer utilities may need to be substantially increased; how does the proposed project address potential significant impacts to those facilities due to forecast projections for sea level rise.

The following is an outline of the on-site and off-site, potential environmental impacts that may result in direct, indirect, or cumulative significant negative or adverse effects on the environment in addition to those mentioned above: that I believe merit evaluation:

RE: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Public Scoping Meeting for the American Tin Cannery Hotel and Commercial Project, 125 Ocean View Blvd.

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- 1) Aesthetics:
 - a) The magnitude of the proposed project appears to substantially interfere with existing scenic and panoramic views from public pedestrian vantage points, scenic roadways¹ and inland public and quasi-public destination points.
 - b) The scale of the proposed development appears to substantially overwhelm the existing small and low-scale character of the existing surrounding development.
 - c) The project appears to remove a substantial number of mature trees that contribute to the overall scenic and historic quality of the site and adjacent streetscapes.

The proposed project may substantially degrade the aesthetic quality of items 1a, 1b and 1c above and could potentially result in significant adverse impacts to established aesthetics to the site and surrounding areas. The hotel and associated commercial uses could also result in potentially significant adverse impacts on the social-aesthetic fabric of the existing adjacent residential neighborhoods.

- d) As seen from the shoreline recreation trail, nearby natural shoreline areas and offshore sites (sail boats, whale watching boats, etc.) the proposed large areas of glass and glare may have substantial adverse impacts on the scenic quality of the inland and nighttime public views.
- 2) The proposed project may substantially increase the release of carbon and other gases and or chemicals into the atmosphere by its mechanical systems that could have a significant cumulative adverse impact on the air quality, including pollutants, ozone, fumes, odors, smog and acidity, etc. Has the Monterey Air Quality Board evaluated the direct and cumulative net increase in reduced air quality for the site, vicinity and region?
- 3) The project site is located approximately 240 feet from the nearest beach and about 380 feet from the Harbor Seal sandy beach habitat. The Harbor Seals are known to haul out inland of the sandy beach depending on extreme high tides or surf. The excavation and construction noise of the project may have a significant adverse impact on the seals, especially during the winter spring pupping seasons. Address the construction noise that could result in significant adverse impacts to nearby marine life.

¹ California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government specifies Ocean View Blvd. and Pacific Grove coastline as a public scenic roadway and shoreline.

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Rob Mullane, AICP, Contract Project Planner

RE: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Public Scoping Meeting for the American Tin Cannery Hotel and Commercial Project, 125 Ocean View Blvd.

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- 4) Has a bird nesting and roosting study been made of the resident or migratory birds using the adjacent mature street trees? The project may need to avoid such seasons.
- 5) The topography of entire site ranges in elevation above sea level and may vary in the types of soils or other geological characteristics that should be subject to a geotechnical reconnaissance including potential impacts of the existing and futures shoreline processes, seismic systems, and ground water, etc. Historical reports indicate that granite formations on and offsite were encountered on a portion of the site's development for a can manufacturing company, ca. 1926. Ocean View Boulevard, east of the site, was constructed by apparently using dynamite to blast an opening in the granite formations that can be observed on the steep escarpment between Eardley and David Avenues. The design cross section B-B indicates substantial excavation ranging between 10 and 18 feet for the Lobby/Entry and parking structures that may require heavy excavation and earth moving equipment to accomplish the work.
 - a) Will that work require blasting, pile driving or hammering, etc. to excavate the soils?
 - b) How will the staging for the excavation, rough grading, and transport be conducted? That work may result in substantial vibrations and noise that will have significant adverse impacts on the human and natural habitats.
- 6) The project appears to be subject to a long-term lease of private and public lands.
 - a) How long are those leases and do they represent the "lifetime" for the development, for example 75 years?
 - b) How will the project respond to the forecast changes in climate conditions on and offsite, including sea level rise, etc.? ²
 - c) How will the impacts of climate change on adjacent roads, utilities and nearby development, etc. affect the subject project, including cumulative impacts?
 - d) What will be the public costs for the City of Pacific Grove and City of New Monterey to address direct , indirect, and cumulative impacts to potentially protect the subject site from the effects of foreseeable climate change?

² CITY OF PACIFIC GROVE CLIMATE CHANGE VULNERABILITY ASSESSMENT, January 2015, Figure 5 Potential Sea Level Rise and Coastal Erosion Pacific Grove Vulnerability Assessment, Pacific Institute 2014. "Flooding related to sea level rise, or intensified due to sea level rise, could interfere with life and safety response efforts. "

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Rob Mullane, AICP, Contract Project Planner

RE: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Public Scoping Meeting for the American Tin Cannery Hotel and Commercial Project, 125 Ocean View Blvd.

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- e) What are the reasonable alternatives to avoid those impacts? How will the development contribute to the sustainability of public services and natural resources for the lifetime of the project?
 - f) Assuming the design complies or will be modified to comply with the California Building Code and Fire Codes; if a catastrophic fire³ or unhealthy air from fire smoke, other catastrophic event in were to occur in Pacific Grove that required the mass emergency evacuation of the City's occupants, the proposed project may substantially exacerbate traffic congestion on the adjacent and nearby access roads of egress leading from the City that could result in a significant unmitigated impacts to emergency services and the safety and health of the human occupants.
 - g) Could the proposed project prejudice the implementation of Climate Change Policies in the City's and County Emergency Preparedness or Local Coastal Plans.?
- 7) The State of California and City of Pacific Grove have adopted policies to promote and implement actions that will increase housing, including affordable housing. The proposed project does not propose residential uses; however, it is a relatively large site immediately adjacent to existing residential uses and zoning districts, and it (the subject site) could accommodate housing in the future.
- a) Will the project have negative impacts that could significantly degrade the existing housing located immediately west of the subject site?
 - b) Will the proposed hotel and commercial uses adjacent to the existing residential uses induce a change in the land use of those areas that could displace residents and require new replacement housing in other parts of the community?
 - c) Could the project incorporate low -scale housing including affordable housing on the west side of the site?
- 8) The capacity of the existing transportation system, including vehicles and pedestrians, parking, and public transportation is already overloaded and congested during periods of heavy traffic and holidays. Ocean View Boulevard is part of a scenic coastal roadway and this site is located at a "gateway" to the Pacific Grove coastline which is a significant public destination and resource. Central and Lighthouse Avenues also serve as

³ Monterey County Community Wildlife Protection Plan, March 1, 2016, and CITY OF PACIFIC GROVE CLIMATE CHANGE VULNERABILITY ASSESSMENT, January 2015 (Section 1.4.5) and Del Monte Forest and adjacent woodlands.

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Rob Mullane, AICP, Contract Project Planner

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entryways. Between New Monterey and Pacific Grove. Holman Highway 68 is major road to and from Pacific Grove on its southern border. They are all two-lane roads that are overloaded and as mentioned above may not be able to accommodate emergency access in either direction.

- a) What is the current carrying capacity of these major roads and minor roads such as Sloat, Dewey and Eardley including during average and peak hours of travel?
 - b) What will be the carrying capacity during average and peak periods of traffic after the project is completed including the cumulative future build out of the proposed land uses within a mile radius of the site perimeter?
 - c) Could the proposed hotel provide a free or low-cost shuttle service or other free transportation to the historic downtown of Pacific Grove, Light House, or Asilomar State Park to reduce its patron's use of automobiles who may visit those destination points? If so, what would be the anticipated reduction of private vehicles to and from the hotel?
 - d) The City of Pacific Grove prepared parking and traffic studies in the 1990s and early 2000s that recommend strategies for parking and transportation assuming a reasonable rate of growth inducing projects. How does this project address those policies, including alternative modes of transportation such as the "WAVE", vehicle trip reduction, and substantial increases in parking impacts on adjacent residential neighborhoods?
 - e) The project will require a change in traffic flow and patterns on the adjacent streets: Ocean View, Eardley, Sloat, Central and Dewey. How will the traffic lights and stop signs, cross walks, etc. be directly and indirectly impacted, including cumulative impacts? If the project would require physical changes in those public facilities, how will they be funded?
- 9) How does the water capacity requirements of the proposed development compare to the existing uses? Is there a sufficient supply of water for the proposed changes?
- 10) A water shortage in the future due to climate change could have significant adverse impacts on water supply for the residents of Pacific Grove; could this project's demand for water exacerbate that potential problem?
- 11) How will the project impact the existing municipal storm water drainage and sewer systems?

December 11, 2019

Rob Mullane, AICP, Contract Project Planner

RE: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Public Scoping Meeting for the American Tin Cannery Hotel and Commercial Project, 125 Ocean View Blvd.

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- 12) Will those systems require physical improvements to accommodate the new project?
- 13) How will the developers fund those improvements, and will those improvements be located to avoid flooding in the future?
- 14) Will physical mechanical systems be located below grade or within the proposed basement areas of the development, or are they proposed to be located on top of the roofs?
- 15) What mechanical facilities including cell phone transmission antennae's, etc. are proposed to be located on the roofs; and, what impacts could they have to public and private views?
- 16) The project site is located in the Coastal Zone where the Local Coastal Program and California Coastal Act seek to provide low-cost or affordable accommodations for visitors to the coastal zone. How would the project comply with those policies?
- 17) The project site includes buildings and structures (American Can Company Factory and Warehouse and Railroad Spur, ca. 1926-7) that are identified as historically or architecturally significant due to their association with the 20th century maritime fishing industry in the Pacific Ocean including the Monterey Bay. The site is also associated with the late 19th century and early 20th century Chinese Fishing Village including a Chinese Temple and Altar that was located on the site, as well as, the extant historic Boat Works Factory at the same waterfront location located directly north of the subject site.
 - a) The proposed project could result in significant adverse impacts to the historical and architectural resources including direct unmitigated impacts to the Warehouse, and portions of the Factory. The project could also result in the direct, and indirect, and cumulative significant adverse impacts to the larger historical and architectural

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thematic maritime fishing industry district that is part of the "Cannery Row Cultural Resources Survey," prepared for the City of Monterey in 2001.⁴

- b) The American Can Company buildings and related structures form an important part of the historical scenic quality that is strongly associated with, and directly linked to the context of the historically significant buildings of the Cannery Row complex. The political boundary between cities may cause government grants to be bifurcated but it does not diminish their historical feeling and association with the important periods of history and historical events.
- c) Demolition of the American Can Company Warehouse and portions of the Factory could significantly degrade the overall character and understanding of Cannery Row.

In conclusion, as I outline above, the project has the potential to directly and significantly degrade the physical and social environment of Pacific Grove, and indirectly and cumulatively degrade a larger area including the adjacent areas of the City of Monterey, the natural resources of the Monterey Bay and Pacific Ocean. Specifically, it could result in the direct significant adverse impacts to a historical site and cumulative impacts to a recognized historical district, both, eligible at the statewide and National level of significance. It could also have potential significant impacts on the future water supply, traffic and transportation and emergency access routes during catastrophic events such as forest-urban fires. I believe this opinion is shared by many people who have an interest in these buildings that have stood the test of time.

I request the environmental impact report to study and evaluate these issues and consider all reasonable alternatives, including "no project" to avoid the adverse impacts.

Thank you,

Sincerely,

Tony Ciani, Architect

⁴ This survey identified and described multiple historic contexts relevant to the Cannery Row survey area, which directly abuts New Monterey and the project site in Pacific Grove. (Architectural Resources Group, 2001)

Historic Preservation Consultant

December 13, 2019

Rob Mullane, AICP, Contract Project Planner
City of Pacific Grove
Community Development Department
Pacific Grove, CA 93950

Via Email: rmullane@cityofpacificgrove.org

RE: Notice of Preparation (NOP) of an Environmental Impact Report (EIR) and Public Scoping Meeting for the American Tin Cannery Hotel and Commercial Project, 125 Ocean View Blvd. – SUPPLEMENTAL COMMENTS

Dear Mr. Mullane:

I am writing to submit supplemental information and comments regarding the proposed development:

1) Project Magnitude:

The best method for staff, decision-makers and the (lay) members of the public to comprehend and assess the proposed change to the neighborhood scale and mass, etc. is through the onsite installation of full-size “story poles.” Story poles and netting that outline the proposed structures location and size are successfully and safely installed commercially by bonded engineering companies for a fixed fee, including in commercial zones that allow existing businesses to remain open for business.¹

The project proposes to replace the existing 165,000 square feet of “factory outlet” and related uses with a new hotel and commercial uses totaling 343,932

¹ WWW.CALIFORNIASTORYPOLECONTRACTOR.COM

Story Pole Installation	Story Pole Maintenance
HOA Review	City Planning Dept. Review
Story Pole Design Review	Story Pole Plans
Story Pole Adjustments	Story Pole Removal
View/Scenic Corridors	Story Pole Surveys
Story Pole Cert. By CA Licensed Homeowner's Association Board of Land Surveyor (By Request)	Architectural Review Board (ARB)

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gross sq. ft. including enclosed parking. The applicant's program summary indicates that 252, 457 sq. ft. would be the primary hotel and ancillary uses plus another 18,089 sq. ft. of covered exterior space for a grand total of 271,266 sq. ft. that could be directly compared to the above grade mass of the existing and the proposed new development. (The summary does not appear to provide a volumetric analysis to accurately compare the existing to the proposed new development.) Regardless of current City guidelines for the use of story poles, the project to be subject to a certified story pole installation paid for by the applicant.

2) Transportation and Parking:

The EIR should compare the occupant loads that distinguishes the number of employees and customers for the existing development and proposed uses. The transportation and parking analysis should identify the number of employees including the commuting transportation and parking patterns and options. How many more employee parking places will be required, where and what time periods? How much on designated on-site free parking for employees, and where? What other transportation options will be provided to employees?

3) Air Quality:

What will the increase in automotive exhaust be above the existing ambient levels for the site be for the construction phase and during the post construction occupancy time?

4) Historic Resources:

As I mentioned in my December 11, 2019 letter, the existing buildings and structures are historically significant due to their association with the maritime fishing industry during the 20th century. The following is a summary outline supporting the significance of the site, buildings and structures:

- a) 1927: American Can Company (ACC), Aka ATC, was constructed in Pacific Grove between August 1927 to March 1928, subsequent to building its first can factory in San Francisco, ca, 1901. The American Can Company fabricated cans at the Pacific Grove factory from 1927 – 1954 which was the largest company in the city. It is eligible to the National Register Criteria A and C, and the California Register. Is the proposed project consistent with the Secretary of Interior Standards for the treatment of Historic Structures (provide analysis)?

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- b) A historical synopsis from the City of Pacific Grove Historic Context Statement, (2011): *“The American Can Company While no canneries were located in Pacific Grove, the city did have one large facility tied to the Cannery Row operations in Monterey. During the late 1920s, large purse seine boats were introduced into Monterey Bay, which greatly increased the size, capacity and range of the fishing fleet. Offshore floating reduction plants were also developed, and during the 1930s record catches exceeding 200,000 tons were made.⁴⁷² It is during this period that the American Can Company constructed a massive can manufacturing facility adjacent to the Pacific Grove- Monterey city border, located on the block bounded by Dewey, Sloat, Eardley and Ocean View Boulevard. Opened in 1927, the plant soon gained fame for producing the “famous Monterey one-pound oval sardine can” for fish packers at Cannery Row.”*

The American Can Factory was one of the only large industrial operations in Pacific Grove. It included three primary sections: a one-story reinforced concrete shipping office at its western end; a 36’ tall wood frame production area clad with corrugated metal at center; and an eastern section with steel columns supporting a register roof lined with skylights. A 1941 book describing Pacific Grove’s industrial operations said of the plant:

Transported by truck from Monterey’s Municipal Wharf, huge sheets of tin are converted by the \$1 million factory into oval cans used by the sardine canneries at Monterey. Other industries located in Pacific Grove are two boatbuilding yards, the larger established in 1915 and equipped for construction and repair of all types of fishing and pleasure craft. A planing mill and lumber yard and a steam laundry, both built before the enactment of restraining ordinances, comprise the remainder of the city’s industries.”

“John Steinbeck

At the time the description of the American Can Company was published, the famed writer John Steinbeck was then living in Pacific Grove at 425 Eardley Avenue. This location, only a few blocks above the canneries, proved fertile inspiration for the writer, and within a few years he would complete one of his most famous works, Cannery Row, published in 1945. ⁴²

² *Historic Context Statement – Final City of Pacific Grove Historic Context (1927 – 1945) Pacific Grove, California 31 October 2011 Page & Turnbull, Inc. Page 214*

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Rob Mullane, AICP, Contract Project Planner

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c) Project Alternatives:

The subject site and buildings provide an opportunity for the adaptive reuse of its historic buildings and structures which have stood the test of time to provide for their continued use as retail and restaurant spaces. The proposed project uses part of one of the structures , but does not attempt to incorporate all of it, or the entire metal factory warehouse. Therefore, the project could result in significant adverse impacts to the historical significance and integrity of the existing historical buildings and structures.

The “Union Iron Works Historic District”³ which was listed on the National Register of Historic Places April 17, 2014 is a property whose historic functions are similar to the American Can Company associated with INDUSTRY including a manufacturing facility, an industrial storage building; and, COMMERCE including a professional office. The buildings and structures in the Union Iron Historic District provide excellent examples for the Adaptive Reuse of an industrial waterfront complex.

Instead of the cost of demolishing the existing sound, historical buildings and exporting them to the county dump as waste, the Environmental Impact Report should consider how to reuse them as part of the project and for housing or other uses. What is the cost comparison for demolition and export costs vs. Adaptive Reuse? If the buildings are eligible for the National Register, how could federal tax credits for their rehabilitation benefit the project? How could the California Historic Building Code benefit the project? Are there other historic preservation incentives that have not been considered and could they be used?

Sincerely,
Tony Ciani, Architect C-12317
Historic Preservation consultant

³ Link to Listing: <https://www.nps.gov/nr/feature/places/pdfs/14000150.pdf>

From: Anne Downs <annedowns1@me.com>

Sent: Thu, Dec 12, 2019 at 5:15 PM

To: rmullane@cityofpacificgrove.org

Subject: ATC project concerns

While we see the need to develop the property, we are concerned by the increase of 65 rooms over Project Bella. It is too massive to fit into our small historic town.

We also take issue with the proposed swimming pools which not only require water to fill, but substantially increase laundering of towels and showering. We've been told that water credits are a problem??

Traffic is another concern—traffic jams are not green, traffic jams are things that tourists come to our area to avoid.

Traffic tie-ups are annoying, and in the case of natural disasters, can be the difference in life and death.

Let's rein this project in.

Thank you,

Doug and Anne Downs

From: Andrew Kubica <andrewkubica@outlook.com>
Sent: Fri, Dec 13, 2019 at 11:17 AM
To: "rmullane@cityofpacificgrove.org" <rmullane@cityofpacificgrove.org>
Cc: Ben Harvey <citymanager@cityofpacificgrove.org>
Subject: Suggest items to include in EIR

Mr. Mullane,

In the EIR, please consider the following.

- 1) Impact of traffic on Central Avenue
- 2) Impact of traffic on the current nearby businesses on Central Avenue
- 3) The current site plan implies that the parcel of land with the cleaners and parking lot on Central Avenue may or may not be part of the project. Currently the building housing the cleaners has a footprint that comes up to the curb. The parking lot provides an open view to the sky and environment. Please include any impact if there will be any structure or fencing whose footprint would come up to sidewalk where the current parking lot is located and change view or impact Central Avenue.
- 4) If there is any planned or unplanned replacement of the building occupied by the cleaners or parking lot, please include impacts such as parking, any deliveries of vehicles greater in size than any vehicles currently accessing the parking lot. This should include trash vehicles, vehicles over 22 feet, large moving vehicles, and other large delivery that would be entering or exiting to Central Avenue.
- 5) Impact of removing parking lot to local business and restaurants in the immediate vicinity.

Sincerely,

Andrew Kubica

From: Anne Wheelis <annewheelis@comcast.net>
Sent: Fri, Dec 13, 2019 at 4:57 PM
Reply-To: Anne Wheelis <annewheelis@comcast.net>
To: rmullane@cityofpacificgrove.org
Subject: ATCHotel project.

Mr. Mullane,

I am commenting regarding the plans for the ATC Hotel.

My major concern is traffic.

The traffic is bad enough during commute hours (starting at 2 pm) at the David Avenue/Central Avenue/Lighthouse stoplights. Traffic leaving Pacific Grove is often backed up past Eardley onto Upper Lighthouse.

There trip up Eardley across Central is a hazard now--it will be much worse with the addition of more than 200 cars leaving the hotel's parking lots. Do not say that they will be able to walk to dine and entertain--yes--but when they are all checking out of the hotel in late morning they will all be at the same few intersections in the same short 3 or 4 hour window of time.

Will there be stop lights at Eardley and Dewey on Central? I note that the plan is to restore two way traffic on Dewey between Central and Sloat. Will that restrict parking to one side of the street on Dewey? Will the parking for locals who might want to visit the Cannery Row venues or access the coastline become even more restricted? What will be the impact on the Central Avenue businesses?

If this hotel is built, how much say will the citizens of Pacific Grove, now restricted to two ways out of town, have to say about the use of the TOT? Will we feel that we have been compensated for the impact on our mobility--on the planning that we do to get to and from our homes and places of business, health care, shopping, worship, entertainment, etc.?

Thank you for your consideration.

Anne Wheelis
citizen of Pacific Grove since 1972
now living at 651 Sinex Avenue
Pacific Grove

From: Bill Gilreath <bginpg@gmail.com>
Sent: Tue, Dec 10, 2019 at 9:11 AM
To: rmullane@cityofpacificgrove.org
Subject: Proposed PG Hotel.

Mr Mullane

I have viewed the proposal for the new Cannery Hotel in Pacific Grove. While it is impressive looking, I am shocked by it's magnitude. Below are some of my concerns with this Project and it is seriously to large for the area.

My first thought for this 'White Elephant' is the construction. Not only will it be loud and annoying but I am confident it will exceed noise and decibel restrictions. I am guessing it will take at very least a year. It will be very dirty as well as destructive. I can just imagine as the construction trucks are rolling down our streets they will be endangering our already unstable roadways and pipeline infurstructure. I envision being blocked in our driveways and several flat tires experienced by many. I am positive it will be a nightmare for so many of us.

My next big concern upon completion is area traffic. During weekends, Holidays. Simple local events, summer vacations, we will look like commuter traffic on an LA freeway. Cars will be gridlocked on Dewey, Ocean, Central, Eardly and Sloat Ave. I notice Sloat Ave. as a path thru road will be eliminated. For us Sloat Ave. home owners to leave our driveways the only way to leave is a left turn on Dewey to Ocean. I further see the hotel will exit on Dewey. There will be such gridlock, I am afraid this will cause much road rage and many finder benders. With all this traffic jockeying for escape, Ocean Ave will become a parking lot of tangled traffic. On the other side of this hotel is Central Ave. This roadway is already a traffic nightmare during commute hours and the additional traffic will bog down the system even greater. Remember, when it is out of the bottle you can't put it back.

I know the Coastal Commission is concerned about parking for coastal visitors. At least 30 parking spots will be lost on Sloat Ave & Dewey for this hotel configured as it is.

Economy Concern:

When Hotel Bella was under consideration, I researched hotel occupancy in Pacific Grove, New Monterey and Monterey. Even at our most iconic events such as AT&T Pebble Beach Golf, Concourse D Elagance, etc., hotel occupancy is never 100%. Prices rise but availability is always here. Why do we need such a mammoth hotel in so small an area. This hotel will endanger long time local hotels, motels, B& Bs as well as local service businesses including a dry cleaner and popular restaurant with good food at fair prices located on Central Ave. I do not see Downtown PG enjoying a retail boom from this hotel. Traffic in and out will quickly dissuade visitors. While some of these hotel visitors will spend money in PG, it will not be incremental but rather replacement.

I finally believe there will be a negative environmental impact. It is my guess the property digging will expose us to toxic

materials that exist in the grounds which will lead to numerous costly, construction delaying law suites.

Simply put this project is far to Big. It is not just the local neighbors, it is the entire community which will be negatively affected. This includes yourself as a local Pacific Grove resident.

Thank you for receiving my opinion.

Bill Gilreath
183 Sloat Ave.
Pacific Grove, CA

From: Cosmo Bua <philemata@gmail.com>

Sent: Fri, Dec 13, 2019 at 1:27 PM

To: Rob Mullane, AICP, Contract Project Planner, City of Pacific Grove

Re: The American Tin Cannery Hotel and Commercial Project, Comments Re: The Notice of Preparation (NOP) for its Environmental Impact Report (EIR)

Date: 12/13/19

Impacts of Concern to an E.I.R. Evaluation of the American Tin Cannery Hotel and Commercial Project

1. **Aesthetic and quality of life issues:** Look at the this project's context. **Evaluate and report** on how this behemoth project, out of scale as it is with it's immediate surroundings, will change the character of the current residential and business neighborhood within which the A.T.C. is currently accommodated. How will the daily experience, of residents in particular, be impacted. **Report on what research exists** concerning how adding a project of this size and type to similar neighborhoods tends to change the quality of life - for example health, convenience, culture, comfort, happiness, civic engagement, and generally the life experience - for nearby residents? **What are the statistics on likely changes** to personal safety for residents? on increased criminology? on traffic accidents? on emergency response times? When thousands of transient residents are added to an area like this every week? **Report:** Can negative impacts which could degrade the existing housing and business stock located near the site be expected, and mitigated? **What research exists** on how adding a project of this size to similar neighborhoods is likely to affect nearby small businesses? **Report on how** Pacific Grove's existing motels and bed and breakfasts are likely to be affected by the addition of this hotel complex.

2. **Review, consider, report and extrapolate public comments regarding the project "Bella"** formerly proposed for this site. Comments by residents and others of concerns with noise, traffic, particulate and other pollution, disturbance of wildlife, etc. - all of which must be expected to increase and be compounded for this project which is about **40% larger**, are still relevant. There will be that much more activity at and comings and goings from this new hotel complex, and so at least that much greater a degree of significant effects can be expected. Previous commenters on the Bella would reasonably be expected to have amplified concerns and objections as regards this project. Their input can be assumed and it should be added to current consideration and assessments. Also, whatever quantifiable evidence they submitted should be increased by extrapolation to apply to this project.

3. The size of a project for this site doesn't necessarily follow from the size of the site. Nor does the desirability of any particular function for a project. It is very rare for a site of this size to come available in this community. The Bella was a conception of a significantly smaller, less impactful business of the same kind which was expected to be profitable.

Report on: What are the community's known concerns and needs which could be considered for this space? Which are priorities, or even legal requirements - like building lower income housing, which could possibly be satisfied here?

Report on: Would a smaller, mixed use project which includes some lower income housing be more beneficial to the community and cause less and fewer significant impacts?

4. Many residents of the Monterey Peninsula believe there are already too many tourists/visitors for the area's capacity - especially as concerns special events, traffic, water, and general resident quality of life.

A study of already existing Peninsula guest accommodation capacity, utilization, and demand must be made. Destroying 79 trees for unnecessary and unwanted increased hotel capacity, primarily for private and municipal profit, is not acceptable. In these times when we and our leaders are supposed to be fighting climate change it is reprehensible. These trees are being lost only due to an arbitrary, business-as-usual design requiring approximately 100% of the parcel to be occupied by the improvements planned (Demolition, Construction, and renovation). This is yet another reason the project is too large.

5. In The A.T.C. Hotel and Commercial Project Tree Resource Assessment prepared for Comstock Homes by Frank Ono, he states. "It is not the intent of this report to be a monetary valuation of the trees..."

This is exactly what is now required: a monetary valuation of these trees themselves, as well as of the loss of the monetary value of their contributions to ground water retention, recycling air and water, the release of oxygen, habitat provision, carbon dioxide and other pollutants and particulates removal, runoff elimination, aesthetics, etc. over the decades to come.

6. Also, **it must be documented whether or not these trees are sometimes in use by resident or migratory birds or other wildlife.**

7. What is the **baseline environmental setting** being used for analysis to determine project-caused changes and impacts for each resource area, e.g., biological resources, traffic, air quality, noise and light pollution, etc. Baselines must be complete enough to support requested analysis. **All potential sources of resource impacts must be identified in order to accurately evaluate cumulative impacts.** It's customary for environmental conditions in a project's vicinity, the baseline, to be determined as of the date of the N.O.P.

8. Baseline discussion must **identify inconsistencies between the project and applicable city policies, goals, general plans** and regional plans. Examples:

City of Pacific Grove Architectural Review Guidelines (for a start):

Guideline #1: "The mass and height of a new building should blend well with neighboring structures and not overwhelm them with disproportionate size or a design that is out of character."

Guideline #16: "An effort should be made to preserve significant public view corridors."

Guideline #24: "A new structure should appear similar in scale to those seen as traditional in the neighborhood."

Guideline # 32 "A building should have an overall proportional orientation that is similar to other structures in the setting."

Rather than matching or exceeding the scale of the Monterey County Aquarium a block or so away, consider the scale of everything else surrounding this site. *This should include the ocean, with zero stories in height.*

The City of Pacific Grove Municipal Code, Chapter 12: TREES AND THE URBAN FOREST

(a) The purpose of this title is to facilitate the protection, preservation, and restoration of Pacific Grove's urban forest; and enhance the visual and aesthetic uniqueness of Pacific Grove, in accordance with the city of Pacific Grove General Plan.

12.10.040 Applicability, conflicts, and other requirements.

(b) Conflicts. If conflicts occur between this title and PGMC Title 18 (Buildings and Construction) or Title 23 (Zoning), or the Local Coastal Program, the more protective requirements shall prevail. If conflicts occur between this title and other titles of the PGMC, the Urban Forestry Standards, or other city regulations, this title shall prevail.

12.10.020 Findings.

The city council makes the following general findings regarding the relationship between health, safety, and general welfare, and the selection, planting, conservation, protection, and maintenance of Trees in public and private areas as addressed in this chapter. These shall be the same findings as required to be made for a permit application for Protected Tree Removal and replacement.

(a) Trees are a valuable long-term community asset, and tend to increase property values.

(b) Trees protect us from climatic extremes. They recycle air and water, absorb carbon dioxide and release oxygen, provide shade and windbreak protection, and can potentially moderate temperatures for an entire neighborhood or community.

(c) Trees can improve human health by absorbing air pollution and trapping dust. In addition, they buffer noise from traffic and other sources.

(d) Trees diffuse the effects of rain that weather houses, erode topsoil, and cause flooding. They provide enrichment of the soil for more plant growth.

(e) Trees reduce the volume and slow the velocity of storm drainage and dry weather flows. They also are able to filter out many contaminants that would otherwise end up in the ocean.

(f) Trees provide habitat for wildlife.

(g) Trees contribute to the pleasantness and serenity of neighborhoods.

(h) The presence of Trees can do much to reduce the stress of modern living.

(i) Trees may enhance the architectural character of a neighborhood, accent or soften the effect of structures, promote visual formality and aesthetic interest, and screen undesirable views.

9. Evaluate how construction noise, and afterward everyday ongoing noise and light pollution will affect nearby residents, businesses, wildlife (seals and others), and all other biological resources. Are there likely be financial costs associated?

10. What Critically Endangered, Endangered, or Vulnerable species may see effects, considered "significant" or not, from the construction of the hotel complex and later from its ongoing functioning.

11. Evaluate the possible effects of the activities of a great many more people, thousands each week, on nature trails, tide pools, shoreline and other parks, public areas, etc.

12. Traffic effects must be evaluated cumulatively with those of the new Holman Condos, the Hotel Durell, the project planned for [520/522 Lighthouse Ave](#), and whatever else is known to be in planning by Monterey, New Monterey, and Pacific Grove. What used to be called "rush hour" is now usually referred to as "peak traffic hours", because it lasts longer. Any event or mishap is already more than likely to cause stop and go traffic, if not gridlock, on this section of Central Ave. **Report on the current frequency and duration of such traffic events on Central Ave.** Just a block away on Cannery Row the traffic is already an hysterical mess most of the time.

13. Story poles and netting are requested by the community. They should be recommended in your report. Even if not legally required, they will benefit the public's awareness of the project and the evaluation of the project's significant effects.

14. Study and report on how climate change can be expected to affect this area, and to affect this location in particular. Report on the likelihood that local and/or other governments will find themselves funding upgrades or repairs to roads or utility infrastructures due primarily to the placement and size, and so later possible safety and other requirements, of this hotel complex.

15. Evaluate alternatives the particular point of which would be the preservation of more of the historic American Tin Cannery - already included in the City of Pacific Grove Historical Resources Inventory and known to be eligible for other distinctions.

16. Report on whether "environmental justice" may require or recommend that this project and/or the City of Pacific Grove take into account and possibly compensate New Monterey for some of the expected effects and costs to result from the construction and functioning of this hotel complex.

From: Cosmo Bua <philemata@gmail.com>

Sent: Sat, Dec 14, 2019 at 9:12 PM

To: rmullane@cityofpacificgrove.org

Subject: ATC Comment Correction

Re: Please pass this correction along (The American Tin Cannery Hotel and Commercial Project, Comments Re: The Notice of Preparation (NOP) for its Environmental Impact Report (EIR), 12/13)

Date: 12/14/19

Hi Mr. Mullane,

I reread my ATC comment letter today. I was in such a hurry to get it in by the deadline that I didn't notice I'd written criminology when I meant criminality in the first paragraph. Please pass this correction along if you can.

Thank you,
Cosmo Bua

From: Cypress Hansen <cyp.hansen@gmail.com>

Sent: Tue, Dec 10, 2019 at 4:09 PM

To: "rmullane@cityofpacificgrove.org" <rmullane@cityofpacificgrove.org>

Subject: American Tin Cannery Comments

Hello,

I am writing to contribute my opinion on the future of the American Tin Cannery. I am a 25 year-old with a background in ocean science, interpretation and journalism. Having worked at one of the businesses in the Cannery, I am actually quite happy to see it go. The building is clearly poorly managed, has several suites that are just filled with people's junk, is full of antiquated shops, and is surely violating some kind of safety code. The idea of turning it into a hotel, however, is surely not in the best interest of the people of Pacific Grove. Sure, it would generate revenue, but in doing so it would contribute to the issue of tourism having degrading impacts on the community. In consistency with the local outcry about short term rentals, it would be fitting of the PG leaders to turn this location into permanent housing for the increasing numbers of residents who find themselves sharing small homes with four to five other working adults just to afford rent. Furthermore, the environmental impacts of a giant hotel and multiple businesses has got to be greater than that of one apartment building. This is important to consider given the building's location relative to the protected coastline and seal beach.

I don't have any numbers to rattle off, but I think you know what the right choice is for the people of Pacific Grove. It is not to invite more out of towners to the area. It is not to deny the local residents of more housing options. Can you imagine the headlines if PG decided to act on behalf of it's locals instead of it's wallet? PG already has a reputation for insisting on keeping things local, so as "America's last home-town" the city ought to strike down plans for turning the Tin Cannery into another hotel. We have plenty of those around the Peninsula. What we don't have enough of is housing, which is important to keeping the local economy in tact.

Thank you,
-Cypress

From: Daniel Fisher <fisher.danielc@gmail.com>

Sent: Fri, Dec 13, 2019 at 1:33 PM

To: "rmullane@cityofpacificgrove.org" <rmullane@cityofpacificgrove.org>

Cc: Daniel Fisher <fisher.danielc@gmail.com>, "manuelapacheco@att.net" <manuelapacheco@att.net>

Subject: Pacific Grove hotel project comments

Beautiful nature, serenity and quiet community are reasons for visiting Pacific Grove. Individuals putting forth this proposal are looking to simply line their pockets regardless of the impact it will have on our quiet community.

Sensitivity to the neighbors with the natural beauty of this area, which is not overly commercialized, an area that is a statement to naturalism cannot be overstated and must be protected vigilantly. Any and all decisions to proceed should be based on the varying types of evidence that are available to all interested parties. Without such evidence, no one should move ahead based on the need for money or some absolute belief that this project is a necessity. Between the proposed blasting, airborne pollution, and sediment that will make its way into Monterey Bay it is a wonder that this proposal is made as far as it has.

Our feelings are strongly emotional based on 3 generations of roots here, theirs are financial with absolutely Zero regard to the neighborhood or neighbors who will be living with continuous noise, additionally congested streets, mental & environmental pollution into Pacific Grove and Monterey Bay. This will be a 24 hour city that effects nature, people and resources which we are constantly being reminded to conserve. Pacific Grove was founded as a retreat -this will clearly not be a retreat where calm and quiet are the expectation. It would be the exact opposite. Is that the result that we need at any time?

From: Donald Murphy <dmurphy32@icloud.com>
Sent: Fri, Dec 6, 2019 at 12:48 PM
To: rmullane@cityofpacificgrove.org
Subject: ATC project EIR scoping

To: Rob Mullane
City of Pacific Grove
Community Development Department
300 Forest Avenue
Pacific Grove, CA 93950

From: Donald Murphy
635 Pine Avenue
Pacific Grove, CA 93950

Dear Mr. Mullane:

Thank you for the opportunity to comment on the scope and content of the environmental impact report to be prepared for the American Tin Cannery Hotel and Commercial Project.

I attended the Dec. 3, 2019, scoping meeting at the Pacific Grove Community Center and endorse the list of “environmental areas where impacts are most likely to occur” presented at that session. I also support the comments offered by city residents who offered suggestions about specific environmental areas.

I suggest that the following areas receive particularly thorough analysis:

Transportation and Circulation

The intersection at David and Central and Lighthouse Avenues is the major intersection closest to the proposed project. That intersection is already busy. Drivers, particularly those going east through the intersection, often face long wait times. What impact will traffic generated by the proposed project have on circulation at that intersection and in the nearby neighborhoods? How could that impact be mitigated if necessary?

My sense is that the state is more concerned with vehicle miles traveled than with traditional traffic measurements, but increased traffic congestion is invariably the first thing residents mention when talking about the project.

Perhaps increased congestion is also an **Air Quality** issue?

Biological Resources & Noise and Vibration

Harbor seals, a species protected under the Marine Mammal Protection Act, use the nearby beach at Hopkins Marine Station to give birth to and raise their pups. After giving birth, female seals usually spend four to six weeks with the pups.

During that period, females are skittish and sensitive to noise. Noise often results in females leaving the beach and abandoning the pups, which then die.

My guess is that construction noise would drive the females from the beach. The only mitigation I can think of would be a construction ban on the Ocean View Boulevard side of the project during harbor seal pupping season, roughly April through June.

Experts with NOAA could offer comments on this issue.

Hydrology & Water Quality

Under the normal guidelines of the Monterey Peninsula Water Management District, there is not enough available water to allow this project. But the district board granted a waiver to the guidelines in response to the applicant's argument that the project would be designed with water-saving measures incorporated.

I'm not sure if this is a CEQA issue, but it is not clear where the water for the project will come from. And, although details of the water saving measure have not been released, a large volume of non-potable grey water is apparently going to be generated, stored and re-used on site.

Aesthetics (Visual Resources)

People now have a view of Monterey Bay from the sidewalk near Central and Eardley avenues. I think this view would be considered "a significant public view corridor" under the Land Use Element of the Pacific Grove General Plan. The proposed hotel would eliminate this view corridor.

I am the chair of the Pacific Grove Planning Commission, but I offer all of these comments as a resident of Pacific Grove.

I do **not** write for the commission nor as a member of the commission.

Thank you for considering my comments. You can probably tell that I am not a CEQA expert, but I hope that my comments are helpful. Please don't hesitate to contact me by email or phone (831.644.0328) if you require further information.

12/06/2019

December 13, 2019

Attn: Rob Mullane, Contract Planner: rmullane@cityofpacificgrove.org

From: Elizabeth and Robert Fisher
429 Lighthouse Avenue, Apt. 2
Pacific Grove, CA 93950

Re: American Tin Cannery (ATC) Hotel and Commercial Project – EIR Scoping

CULTURAL, TRIBAL, AND HISTORIC RESOURCES:

Historic Zone

The EIR in conjunction with the City and P.G. Heritage Society need to present a thorough historical review of the site and the surrounding area to help determine whether the affected area should be designated as an historical zone.

Chinese Fishing Village

The Chinese fishing village that existed at the site has been overlooked. An archaeological survey ought to be conducted to decide how any related resources that may be unearthed should be protected, along with Native American tribal/cultural resources. We understand there is a 5,600 year-old Native American residential site under the Aquarium parking lot kitty-corner from ATC, with a large number of burials. Archaeological and tribal monitors should be provided during any ground disturbance.

BIOLOGICAL RESOURCES:

Loss of Trees

PG has a policy of saving mature trees. It appears that at least 75 mature trees will be removed along Sloat and Eardley—a huge loss, biologically, visually, and in terms of air quality. Mature trees are particularly important in this area since so many surfaces are already used for black-top parking and flat roofs.

Since the site is located so close to Hopkins Marine Station and the Aquarium, a campus-like architecture that incorporates the existing trees and takes advantage of Bay views would blend into the area. This would increase compatibility of this project with the surrounding neighborhood.

Impact on Harbor Seals

The construction impacts the Harbor seals at Hopkins Marine Station, especially the potentially devastating impacts during pupping season on Hopkins west beach. Seals also haul out on Fisher Beach immediately across the street from ATC, and nearby Agassiz Beach, together with their pups.

Noise & Vibration Harmful

The amount of noise and vibration from excavating solid granite for 260 sub-grade parking spaces in addition to all the demolition work will create a substantial adverse impact both on the

seals and others in the area. Substantially reducing the size of the project and therefore the parking needs could help reduce these adverse impacts.

This kind of disturbance of protected marine mammals is a major concern. We believe the extent of demolition and construction and the methods of construction, and its duration, need to be reconsidered to avoid losing Pacific Grove's harbor seal population.

TRANSPORTATION AND CIRCULATION:

Construction and the hotel once completed would have substantial adverse impacts on traffic flow and parking on Central, Ocean View, and Eardley at the very least. The increase of cars in the area due to the massive size of this project (225 rooms plus several commercial uses) will clog the area on a daily basis.

The project includes the parking lot on Central between the dry cleaners and the Aquarium's office building, so it would apparently displace the current parking uses once the hotel is in operation and perhaps during construction as well. We believe removal of current on-site parking in addition to removal of parking on Sloat will require people who visit other businesses in the area to park in the neighborhood, thus making it more difficult for residents to find parking on the streets.

Cumulative Impacts

Traffic congestion during both construction and operation of the hotel would add to already overly congested conditions and pose a substantial negative impact to emergency evacuation routes and emergency response. This location is at the entrance to PG on Central Ave. This type of added congestion will affect all those who are entering and leaving PG, as well as the residences on the western block of Sloat. This project would limit ingress/egress to the community following major disaster events.

AESTHETICS & VISUAL RESOURCES:

Story Poles

The planning director said at the recent scoping meeting that PG currently has no story pole policy for commercial structures due to alleged dangers they pose. However, other coastal communities such as Santa Barbara and Del Mar provide for story poles for commercial and municipal as well as residential projects, at heights of 40 ft. Story poles are an important tool to show the public how the mass and bulk of the project will appear. PG can and should require story poles.

Too Massive

This massiveness of this project conflicts with PG's small-scale residential community character. It is too massive for this site, being so close to the water's edge. The number of rooms needs to be significantly scaled back (cut in half), and the whole project limited to the height of the existing ATC. The project is overpowering when viewed from all angles, including Central Ave and the residential neighborhood immediately adjacent to the west, as well as negatively impacting public views (including from Central) to and from the sea. When viewed from

Aquarium decks it will also look out of place.

Urban or Residential

The planning department has said in the past that the setting is highly urban. We see it as a beautiful natural and cultural area that is unique to PG, with views to the Bay even from the low elevation of the sidewalk, and large numbers of mature Monterey cypress and other mature trees, and the huge granite formation that Andronico's sits on, along with the historic buildings on the Hopkins Marine Station campus (Monterey Boat Works, Agassiz Hall and others) and the Aquarium's marvelous adaptive re-use of the Hovden Aquarium. We believe the massive scale of the proposed hotel will degrade this setting. The historic structures in these locations could be repurposed sustainably instead.

From: **Inge Lorentzen Daumer** <ilwd50@gmail.com>
Date: Fri, Dec 13, 2019 at 3:39 PM
Subject: NOP for ATC PROJECT...Comments
To: <rmullane@cityofpacificgrove.org>

Rob Mullane, AICP, Contract Project Planner,

What an apt day for a Deadline...Friday the 13th!

Where do I even begin? There really is no way to "mitigate" My neighborhood; my life! The sheer size of the proposed project compromises Pacific Grove. This is the Gateway to our city; one of only 2-ways to get in-and-out of Pacific Grove (Central Ave. and Forest Hill/Hwy 68). The former city Administration already impacted Central Ave. with their "beautification/traffic calming project of medians and re-configuration.

The Cumulative Impacts will be as immense as the proposed project:
PACIFIC GROVE IS NOT CANNERY ROW, nor wants to be "Annexed" by them. Further encroachment of their "sphere-of-influence" coupled with the Aquarium is untenable.

TRAFFIC:

Ingress/egress Central, Eardley, Dewey Avenues and Ocean View Blvd.
Daily flow of valet in-and-out trips
Circulation in a Residential Neighborhood (this is No Urban environment!)
Service Entrance on Sloat Ave. with the narrowness of Dewey Ave. not conducive to 2-way traffic, and eliminating all on-street parking
Closure of one block of Sloat Ave. for the rest of Sloat Ave. Residents. If our street is made 2-way, instead of the one-way (west-to-east) it would turn it into a delivery truck-free-way as well as eliminate parking and increase tourist traffic to unbearable levels. The concept of 225 rooms plus retail/restaurant/public populace plus the workforce to sustain operation has no where else to go! Nor do we residents!
New Monterey? How can they survive? This would be like a Special-Event Scenario Every Day!

NOISE AND ENVIRONMENT:

Sound carries Greatly here by the shoreline. Demolition, heavy equipment (where will they be parked and stored?) jackhammers/backhoes cranes/cement trucks back-up warning "ding-ding-dings", etc.
BLASTING will de-stabilize the granite bedrock we sit upon as well as degrade the shoreline, shake-rattle-and-roll my neighborhood and home and devastate the wildlife.
Deer wander our street, day or night, the seals do their haul-outs and pupping just across the street and flee with any loud noise, birds roost and nest in the trees proposed for removal. (I won't mind if the racoons that crawl out of the storm drains at night go over to ravage the hotel project, rather than my neighborhood!)

Operational Noise...HOTELS NEVER SLEEP! Delivery truck to supply (early AM?), Garbage trucks daily, linens, workers arriving and departing...the list goes on and on.

Air Quality from all the exhaust and debris, loss of mature trees...and what about that blasting?

Light Pollution no matter how lights are angled, just Too Big, Too Much.

VIEW CORRIDORS:

This entire project looms behind Central Ave. businesses and blocks blue-water views for the public. Views from the sea will be an abomination! This area Must have story poles to inform and ensure that the people who actually live here, have a say!

WATER:

This project has been and is, attempting to hijack water rights they do not have!

PEACEFUL PACIFIC GROVE WILL BE NO MORE.

Please look very carefully at the destruction you are trying to create.

Sincerely,

Inge Lorentzen Daumer
180 Sloat Avenue
Pacific Grove CA
831-649-1363

P.S. Even in the revised plans, Avenues and Blvd.'s are named incorrectly.

From: **J COHEN** <janetcohen333@comcast.net>

Date: Fri, Dec 13, 2019 at 10:58 AM

Subject: Is the ATC truly an urban site?

To: <mullane@cityofpacificgrove.org>

Cc: <aaziz@cityofpacificgrove.org>, City Manager <bharvey@cityofpacificgrove.org>, <billpeakepg@gmail.com>

Hello Mr. Mullane,

I appreciate you considering this opinion.

Thank you,
Janet Cohen

The proposed massing of the hotel is obviously very large, justified as urban. But with examination it is actually less urban than claimed. What is too much and would overwhelm the site? On approximately 5 acres or 218, 250 square feet of land 654,750 square feet of floor area would be allowed with an FAR of 3. An FAR of 2 would allow 436,500 square feet. It is very busy near the C-V-ATC because of the large number of people coming to the Aquarium, but **technically calling it "urban" or next to "urban development" seems inaccurate:**

- a. The homes on Dewey bordering the C-V-ATC are single family and part of a larger residential area that has primarily single family homes with a scattering of lower density multiresidential on the side towards Pacific Grove.
- b. Hopkins Marine Station borders on the seaward side across Ocean View. The ATC site has the gift of looking out over this protected low density academic setting that previously had been the home of the Chinese fishing village and out to the expanse of the ocean. (Please note part of the Chinese fishing village land did extend back to the current ATC site and was the location of the temple which did not burn down in the 1906 fire. Thus, an archaeologist is warranted for any development.)
- c. Bordering the rear along Central Avenue the structures are all single story next to the current parking lot area of the C-V-ATC site that would be developed.
- d. Andronico's Market sits on a bluff with a large parking lot on the Monterey border side to the C-V-ATC.

Looking even towards the denser New Monterey side of the C-V-ATC by crossing over Eardley along Wave Street the current development does not support an FAR of 3 for massing at this level in the Coastal Zone of Pacific Grove.

Ocean View turns into Wave Street in Monterey. After Andronico's there are only single family homes and two story structures along Wave Street until crossing Prescott at which point is the Cannery Row Brewing Company building on the left and a large parking structure on the right. Then single family homes continue with a few 2-3 story structures mixed in until crossing Drake to the Monterey Plaza Hotel.

Just because there are many visitors to the Aquarium does not mean that this part of Pacific Grove's Coastal Zone is truly an urban area and maximum massing of the C-V-ATC is warranted. However, because it is very busy from all of the visitors traffic gridlock already is a huge problem at key times at this exact location.

Thank you,
Janet Cohen

From: Jane Haines <janehaines80@gmail.com>

Sent: Wed, Dec 11, 2019 at 7:55 PM

To: rmullane@cityofpacificgrove.org

Subject: Response to NOP of an EIR for the American Tin Cannery and Commercial Project

Dear Mr. Mullane,

This email responds to the Notice of Preparation of an EIR for the American Tin Cannery and Commercial Project (SCH Number 2019110152) and requests analysis of the potential environmental impacts of the proposed project caused by adding an estimated 300 new, hotel-type jobs within the Pacific Grove city limits. The number of 300 new hotel-type jobs is derived from the 4/6/2016 Fiscal Analysis of the Proposed Hotel Project Bella Project by Applied Development Economics, Inc. (<https://www.cityofpacificgrove.org/sites/default/files/general-documents/community-economicdevelopment/hotel-bella-fiscal-analysis-040616.pdf>) which concludes that the similarly-sized and similarly-configured Bella Hotel Project, in the same location as the currently proposed hotel project, would employ 300 workers (pgs. 1 and 3).

Specifically, I request that the EIR analyze how many new jobs the currently-proposed project will likely add in the City of Pacific Grove and if that number substantially varies from the 300 estimated for the earlier project, please explain in what ways and why. I request the EIR to explain the likely pay ranges for those jobs and how the potentially significant environmental impacts of adding that many new jobs will be mitigated in order to cause less than significant environmental impacts.

Sincerely,

Jane Haines

601 Ocean View Blvd. Apt. 1

Pacific Grove, CA 93950

From: J Porter
Sent: Wed, Dec 11
To: Rob Mullane



Rep. Jimmy Panetta

Yesterday at 6:52 AM · 🌐

Californians are increasingly faced with housing insecurity. Currently, 47 percent of our state's voters say they cannot find an affordable place to live, according to a recent Quinnipiac University poll. Clearly, the lack of an affordable housing supply is one of the root causes of high housing costs in California. Congress can alleviate this crisis by providing more federal tax credits for more affordable housing in the Golden State.

My op-ed in today's Mercury News:



From: Jan Loomis <janetteloomis@hotmail.com>

Sent: Fri, Dec 13, 2019 at 9:04 AM

To: Cynthia Garfield <cgarfield@cityofpacificgrove.org>, Bill Peake <bpeake@cityofpacificgrove.org>, huitt@comcast.net <huitt@comcast.net>, rhuitt@cityofpacificgrove.org <rhuitt@cityofpacificgrove.org>, nsmith@cityofpacificgrove.org <nsmith@cityofpacificgrove.org>, citymanager@cityofpacificgrove.org <citymanager@cityofpacificgrove.org>, cityclerk@cityofpacificgrove.org <cityclerk@cityofpacificgrove.org>, atomlinson@cityofpacificgrove.org <atomlinson@cityofpacificgrove.org>, jamelio@cityofpacificgrove.org <jamelio@cityofpacificgrove.org>, Jenny McAdams <jmcadams@cityofpacificgrove.org>, "dave@laredolaw.net" <dave@laredolaw.net>, heidi@laredolaw.net <heidi@laredolaw.net>
Cc: "rmullane@cityofpacificgrove.org" <rmullane@cityofpacificgrove.org>, "aziz@cityofpacificgrove.org" <aaziz@cityofpacificgrove.org>

Subject: American Tin Cannery Proposal

To Whom It May Concern,

I am writing this letter to voice my concern regarding the proposed development of a 225 room hotel at the current site of the American Tin Cannery.

As a full-time Pacific Grove resident and volunteer Naturalist for the Monterey Bay National Marine Sanctuary I have several concerns.

First, I would ask Council to very carefully examine whether we truly need a very large hotel when affordable housing is an on-going issue. Why not build single family condominiums with a certain percentage zoned as affordable housing? Add ground-floor retail and you solve several problems.

Second, I am very concerned with the proposed removal of established trees. Why not request the architect to work around the existing trees and retain some of the established (protected) trees? By removing these trees you will remove critical habitat for birds and other animals as well as contribute to our climate change crisis. We should be adding to our existing trees, not removing them. Removal and replacement of existing, established trees will take years to get established.

Third, we have an established, federally protected colony of harbor seals that live and pup 200 yards away from the proposed construction site. Digging, blasting and drilling for such a large building project (especially underground parking), will likely force these seals to flee. It is highly likely these seals may relocate to Lovers Point instead, which will present an even greater problem for the City (please refer to the elephant seal issue at Point Reyes as a point of reference). Rather than waiting for a approval of the project and monitoring the disturbances during construction, why not consult with the experts before the project gets too far along? A permit will more than likely be required prior to construction due to the close proximity of a sensitive species that falls under the Marine Mammal Protection Act. A smaller scaled project may have less impact and possibly more likely to be approved.

While I am not opposed to development and city improvements, I think we need to be very careful and truly address the needs of the City while taking into account our environment.

Thank you for consideration of my concerns.

Jan Loomis

Volunteer Naturalist Monterey Bay National Marine Sanctuary (NOAA)
City of Pacific Grove Resident

From: foxx swamp <oceanfoxx@yahoo.com>

Sent: Thu, Nov 28, 2019 at 8:57 PM

To: "rmullane@cityofpacificgrove.org" <rmullane@cityofpacificgrove.org>

Cc: "aaziz@cityofpacificgrove.org" <aaziz@cityofpacificgrove.org>

Subject: Comments for EIR scoping of hotel application for ATC site, Pacific Grove Permit Application AP/UP/TP-D 19-0363

From: Kim Akeman

Nov. 28, 2019

To Whom It May Concern:

I am unable to attend a scheduled EIR scoping session but have concerns about two environmental impacts caused by this proposed project. The proposed 225-room hotel at the American Tin Cannery site in Pacific Grove is located directly across from very sensitive seal habitat. I have been monitoring the harbor seal colony since 2010 and have documented them at this location throughout that time. This project is approximately 200 feet away from one of the beaches and two other haul out locations at Hopkins Marine Station utilized by the harbor seals regularly. These beaches are located in coves surrounded by rocks that provide protection from the strong ocean waves. For that reason, these areas are vital to the survival of the seals as haul out sites and pupping beaches. The harbor seals do not have other locations that provide the safety and space that this area does and thousands of people come very year to see them as well as the now 9500 daily followers on their harbor seal facebook page. I am concerned about the construction noises especially the process to make the underground parking. This area is basically granite and the removal of granite could be very noisy and disruptive to the seals. Blasting, fracking, drilling or any other procedure to make this underground parking structure could drive the seals away and if this kind of disruption happens anytime between the end of November to the end of May, it could cause a pregnant seal to abort a pup or a mom to be scared away, causing a pup to be abandoned and therefore die. Even the sound of nail guns can drive them off the beach. I have witnessed this disturbance and the location of the construction was farther away and much smaller compared to this project. These animals are protected by the federal Marine Mammal Protection Act and this project could have devastating effects on our harbor seal population.

My second concern is for our trees. During a time when we are battling against climate change and struggling in the city to replant our forests and upper canopy, we certainly do not want to remove any trees to build another hotel. I would hope that in a time where the climate should be a top priority for everyone, this project should work around the trees, incorporating them into the plans, not removing them to put in some token ornamental trees in an atrium. The cypress trees are important to our community, the wildlife that use and live in them and to the environment as a whole. They are nothing less than treasured life.

Thank you for your consideration.

--Kim Akeman
228 18th St
Pacific Grove, CA 93950



NEW MONTEREY

Neighborhood ASSOCIATION

P. O. Box 2642 Monterey, CA 93942

December 10, 2019

RE: American Tin Cannery Hotel Development

Mr. Rob Mullane
City of Pacific Grove
Community Development Dept.
300 Forest Ave., 2nd Floor
Pacific Grove, CA 93950

Dear Mr. Mullane:

It has come to our attention that there is a new proposed project for the American Tin Cannery site: a hotel with 225 rooms in 2 wings, 20,000 square feet of retail space, a restaurant, lounge and meeting rooms. A project of that size and complexity is going to require preparation of an EIR; we appreciate the efforts to invite public comment as you undertake the scoping of that EIR.

As one of Pacific Grove's nearest neighbors, we support inclusion of the following issues:

- **Traffic impacts** on Foam Street, Lighthouse Avenue, Hawthorne Street and David Avenue in Monterey
What is the anticipated increase in vehicle traffic generated by the many proposed uses?
- What **traffic mitigations** are planned?
Providing a shuttle to and from the airport can help.
- **Parking impacts** from meeting rooms, restaurant and hotel guests are a concern to us.
--What is the anticipated mix of people arriving by plane and those arriving by private vehicle, local & otherwise?
--How much parking will be provided?
We are concerned that it be adequate in number for the many new uses. Our neighborhood is already negatively impacted by overflow parking from customers and visitors to Lighthouse Business District and Cannery Row.
- We are interested in what measures are to be undertaken to **protect and restore the historic structure**.
People travel from all over the world to see Cannery Row. This building is an important remnant of the fishing industry of Monterey Bay.
- Will the new **architecture** contribute to, and be compatible with, the historic appearance found in the Cannery Row district next door in Monterey and the fine old homes along the waterfront in Pacific Grove? **Height and massing** will be issues more directly effecting residents of Pacific Grove.
- With the State's recent focus on providing more **affordable housing**, we are wondering about any possibilities of providing affordable housing units within this project for employees.

We appreciate the opportunity to contribute our thoughts in the Environmental Review process for this development. We know Pacific Grove is making every effort to make this site a success in all ways.

Sincerely,

Laurie Hambaro, President
New Monterey Neighborhood Assn

c: NewMNA Board members
Hans Uslar, Monterey City Manager

December 12, 2019

Rob Mullane, AICP, Contract Project Planner
City of Pacific Grove Community Development Department
300 Forest Avenue
Pacific Grove, CA 93950

Via Email: rmullane@cityofpacificgrove.org

Re: ATC EIR NOP and Public Scoping Meeting

Dear Rob Mullane:

I'm writing regarding my concerns about the hotel project planned for the ATC site, and additional locations that make up the entire project site, to request that the EIR analyze the potential adverse impacts described below and feasible alternatives that would avoid these negative impacts.

(Question: Why do some pages (4, 5, 6, 8, and others) in the September plan set not show the project site boundary extending to Central Avenue, while the rest do show that boundary?)

AESTHETICS & VISUAL RESOURCES:

Story poles:

The planning director said at the scoping meeting that Pacific Grove currently has no story pole policy for commercial structures due to alleged dangers they pose. Story poles are widely used for commercial development in California, including coastal communities such as Santa Barbara and Del Mar. Story poles are an important tool to help planners and decisionmakers, as well as the public, experience how the mass and bulk of the project will appear at the site, and how public views may be blocked or degraded. Story poles should be required for a more representative assessment of impacts to visual resources.

The project appears MASSIVE in scale, as seen on the September 2019 plans, as viewed from all angles including Central Avenue and the residential neighborhood immediately adjacent to the west. The plans indicate that the project would negatively impact public views (including from Central) to and from the sea—and the project appears massive in light of PG's small-scale residential and historic community character.

Building on what is currently Sloat Avenue between Dewey and Eardley, instead of bridging over it, adds to the massive appearance, and it is not a justifiable use of a City street.

The planning department has said in the past that the setting is highly urban. I see it as a beautiful natural and cultural area that is unique to Pacific Grove, with views to the Bay even from the low elevation of the sidewalk, and large numbers of mature Monterey cypress and other mature trees, and the huge granite formation that Andronico's sits on, along with the

historic buildings on the Hopkins Marine Station campus (Monterey Boat Works, Agassiz Hall and others) and the Aquarium's marvelous adaptive re-use of the Hovden Cannery. I believe the massive scale of the proposed hotel will degrade this humble setting. All the historic structures could be repurposed sustainably instead, and a much less massive structure or structures could be built on the portion between Central and Sloat.

AIR QUALITY and GREENHOUSE GASES:

What effect would the demolition process for much of the existing buildings (a big chunk of the main concrete building, with the sawtooth skylights, and all of the red corrugated former warehouse and the concrete building to the west of that) have on air quality and levels of particulate matter? And what an enormous waste of resources and energy it would be to demolish all that concrete and haul it to the landfill!!

BIOLOGICAL RESOURCES:

Flora:

Frank Ono's June 3, 2019 tree report states that 79 mature trees will be removed along Sloat Eardley, and Dewey, "due to the required grading, construction and shoring" —a huge loss, biologically, visually, and in terms of air quality. This includes the beautiful, mature Red-Flowering Eucalyptus trees (flower clusters actually come in a variety of shades) as seen from the scenic road as the trees extend up Eardley from Ocean View, in addition to all the Monterey Cypress and oaks on the site. The assessed fair to poor condition of the trees suggests that the City and property owners may not have properly maintained the trees. Alternatives that avoid such large-scale tree removal should be developed.

And the replacement trees do not generally relate to what's been there in the historic setting. *Melaleuca quinquenervia* is a lovely tree in the right setting, but it's an Australian native that has no connection to Pacific Grove that I'm familiar with. Natives such as the Monterey Cypress and Coast Live Oak would provide more authentic character for the Pacific Grove setting. The existing row of Red-Flowering Eucalyptus on the west side of Eardley is non-native but established and beautiful.

Fauna:

The construction impacts on the Harbor seals at Hopkins Marine Station, especially the potentially devastating impacts during pupping season on Hopkins west beach, would be intense and of long duration. This fall I observed approximately 30 out of 50 seals flushed from the beach one morning for an extended time by a small jackhammer that started working at the corner of Dewey and Ocean View. BayNet docents have observed even more dramatic flushing of seals caused by nearby construction noise, and they've worked with building and landscape contractors to encourage avoiding high noise levels during pupping season when pups can be crushed during flushing events. Seals also haul out on Fisher Beach immediately across the street from ATC, and nearby Agassiz Beach, including with their pups. The amount of noise and vibration from excavating solid granite for 260 sub-grade parking spaces, in addition to all the demolition work, has to create a substantial adverse impact. (This would be an impact under Noise & Vibration, as well as Biological Resources.) This kind of disturbance of protected marine

mammals is a major concern, and I believe the extent of demolition and construction and the methods of construction, as well as the duration, need to be reconsidered to avoid having our Harbor seal population relocate elsewhere. Also, the Aquarium has a tank or tanks across the street from the project for rescued sea otter pups, and potential impacts on those pups from such a long duration project should be assessed. Substantially reducing the size of the project and therefore the parking needs could help reduce the adverse impacts from excavation.

CULTURAL, TRIBAL, AND HISTORIC RESOURCES:

The EIR needs to consider carefully the impacts to the historic American Can Company building, which was Pacific Grove's connection to the industrial activity based on the sardine fishery, providing the cans for Monterey's canneries. While it is good to see that much of the main building would be retained, a significant portion is planned to be removed, along with the entire structures to the west. Alternatives should be considered to avoid the major alteration proposed for the façade and preserve the integrity of the original building. Preserving the buildings to the west would be more sustainable and retain the authentic setting as well.

The existence of the former Chinese fishing village at the site would necessitate exceptionally careful demolition work, as would the potential for unearthing Native American tribal/cultural resources. Archaeologist Gary Breschini spoke of a 5,600-year-old Native American residential site under the Aquarium parking lot kitty-corner from ATC, with a large number of burials. Both archaeological and tribal monitors should be required during any ground disturbance, and exceptional care should be exercised if demolition and excavation are carried out.

GEOLOGY AND SOILS:

How will the project plan for sea level rise? Will the City be expected to provide armoring in the future to protect it? Will the sewer pump station across the street be adequate to accommodate the project? Will the pump station need to be moved in the future?

LAND USE AND PLANNING:

There does not appear to be a buffer or transition to the residential neighborhood immediately to the west. Could the project incorporate affordable housing as a transition to the residential neighborhood?

Will truly affordable hotel accommodations be provided on-site?

NOISE AND VIBRATION:

See Biological Resources and Air Quality & Greenhouse Gases.

TRANSPORTATION AND CIRCULATION:

Will trucks be backing into the Sloat Avenue loading dock (see Vehicular Circulation Diagram)?
Will parking be removed from Dewey to make it two-way between Sloat and Central?

Construction would have substantial adverse impacts on traffic and parking on Central, Ocean View, and Eardley and beyond.

Since the project includes the parking lot on Central between the dry cleaners and the Aquarium's office building, does the hotel parking include replacement parking for the spaces lost by the dry cleaners and the Aquarium building? Or is the lot to be used simply as a valet-parking driveway? Is part of the hotel parking intended to replace the rest of the parking that would be displaced? How many spaces are for hotel/visitor use? And employee use?

With a total of 304 on-site valet parking spaces including 260 below grade, it is not reasonable to consider, as the EIR consultant suggested, that parking is not a concern of the assessment of environmental impacts. First, excavation for the parking is a big concern. And, removal of current off-street parking in the Central Avenue lot, in addition to removal of street parking on Sloat, would contribute to traffic problems at and near the busy intersection of Eardley and Central, and would have an adverse impact on traffic.

How would auto traffic for the residences on the western block of Sloat be affected? That looks like a nightmare for the residents. (They would also suffer noise and air quality, impacts.)

Traffic congestion during both construction and operation of the hotel would add to already overly congested conditions and pose a substantial negative impact to emergency evacuation routes and emergency response plans in terms of limited ingress/egress to the community following major disaster events—which is already an area of concern for the City, according to the Monterey County Multi-Jurisdictional Hazard Mitigation Plan.

UTILITIES AND SERVICE SYSTEMS (including water supply and demand):

It was reported at the scoping meeting that the hotel plans to use grey water for flushing toilets, presumably due to otherwise insufficient water entitlements. How feasible is that plan in terms of assuring a specific, reliable reduction in water use?

There appears to be an extravagant use of water considering that the residents of Pacific Grove are under continual pressure to conserve water for which we are charged ever increasing prices. Are the pools and spas all necessary?

CUMULATIVE IMPACTS:

What would be the cumulative impacts on traffic, circulation, and air quality when this project is added to the Hotel Durell project and the project at 520 Lighthouse Avenue in Pacific Grove and the affordable housing project that the City may be contemplating at the municipal parking lot behind the Lighthouse Cinemas?

Please ensure that the environmental impact report will study and evaluate these issues and consider all reasonable alternatives to avoid the adverse impacts.

Sincerely,
Lisa Ciani
220 Walnut Street, Pacific Grove, CA 93950

From: Luke Coletti <ljc@groknet.net>
Sent: Fri, Dec 13, 2019 at 4:56 PM
To: Rob Mullane <rmullane@cityofpacificgrove.org>
Cc: "Westhoff, Steven@Waterboards" <Steven.Westhoff@waterboards.ca.gov>
Subject: NOP Comments

Mr Mullane –

I am submitting the attached correspondence as scoping comments towards the proposed ATC project. In addition, I am requesting the EIR include a credible water demand analysis, which should include and address the MPWMD's proposed finding of Special Circumstances for the project (discussed below). Please contact Steven Westhoff (cc'd here) with any questions regarding the Cal-Am Cease and Desist and how this project could potentially trigger Condition 2, which would limit access to potable water served by Cal-Am Water.

Finally, the City did *not* contact the SWRCB, even though a request was made to do so (see below).

Thank you for your consideration.

Luke Coletti
Pacific Grove

From: Westhoff, Steven@Waterboards <Steven.Westhoff@waterboards.ca.gov>
Sent: Fri, Oct 18, 2019 at 9:09 AM

Ms. Hunter and all,

Though I did not need to be included in these correspondences, I appreciated the information. When scoping commences, please also include the State Water Resources Control Board.

Sincerely,

Steven Westhoff
Attorney, Office of Chief Counsel
State Water Resources Control Board

From: Alyson Hunter <ahunter@cityofpacificgrove.org>
Sent: Friday, October 18, 2019 8:53 AM
To: Luke Coletti <ljc@groknet.net>
Cc: Rob Mullane <rmullane@cityofpacificgrove.org>; Anastazia Aziz <aaziz@cityofpacificgrove.org>; Westhoff, Steven@Waterboards <Steven.Westhoff@waterboards.ca.gov>
Subject: Re: ATC Complete for Processing Letter

Mr. Coletti –

The preparation of the EIR is a process that will take several months and can occur stages based on information available. I don't believe anyone in the City is asserting that CEQA review will be completed without the proper water documentation and analysis. There is no reason why the many other aspects of environmental review cannot commence while we wait on the water information.

We have received and acknowledged your comments on this issue and concur that water is a critical component of this - and all - development projects. When formal agency scoping occurs, we will include the RWQCB as is standard practice.

From: Luke Coletti ljc@groknet.net
Sent: Thu, Oct 17, 2019 at 9:35 PM

Hello Alyson and Rob –

Again, from the Dec 15, 2018 MPWMD agenda report (text below), the District will require the City to make CEQA findings in support of the determination of “special circumstances.”

*If actual water use exceeds the preliminary Water Use Capacity estimate, then the District will debit the Jurisdiction's Allocation (PGLWP entitlement - MPWMD Ord 168). Prior to issuance of the Water Permit by the District, **the Jurisdiction must acknowledge in writing the potential debit to its Allocation, as well as authorize the District to issue a Water Permit based on a finding of Special Circumstances consistent with CEQA compliance for the proposed Project.***

<https://www.mpwmd.net/asd/board/boardpacket/2018/20181015/17/Item-17.htm>

I don't see how meaningful CEQA analysis can be performed without knowing the water demand first - it's fundamental to the entire design. The Water Demand Analysis must be done prior to the DEIR.

Thank you for your consideration.

Luke Coletti
Pacific Grove

From: Luke Coletti <ljc@groknet.net>
Sent: Oct 17, 2019, at 3:15 PM

Hello Again –

One last point - because this site was recently rezoned it is subject to Condition 2 of the

Cal-Am CDO and therefore the following conditions, listed in the MPWMD agenda report, would likely violate both the Cal-Am CDO and the City's SWRCB financing agreement for the Local Water Project -

If actual water use exceeds the preliminary Water Use Capacity estimate, then the District will debit (transfer from) the Jurisdiction's Allocation (PGLWP entitlement - MPWMD Ord 168). Prior to issuance of the Water Permit by the District, the Jurisdiction must acknowledge in writing the potential debit to its Allocation, as well as authorize the District to issue a Water Permit based on a finding of Special Circumstances consistent with CEQA compliance for the proposed Project.

Proceeding with the DEIR without first developing/verifying/approving the project's Water Demand Analysis would be extremely poor planning on several fronts and would be a significant liability for the City.

Thank you for your consideration.

Luke Coletti
Pacific Grove

From: Luke Coletti
Sent: 10/17/19 2:49 PM

Hello Rob and Alyson –

Here are links to Agenda Item 17 of the October 15, 2018 MPWMD Board Meeting - Consider Determination of Special Circumstances for 125 Ocean View Blvd., Pacific Grove, CA. (combined in attached PDF)

Video:

<https://youtu.be/4RGGNem2hec>

Agenda Items:

<https://www.mpwmd.net/asd/board/boardpacket/2018/20181015/17/Item-17.htm>

<https://www.mpwmd.net/asd/board/boardpacket/2018/20181015/17/Item-17-Exh-A.pdf>

<https://www.mpwmd.net/wp-content/uploads/Oct-15-2018-Board-Mtg-Item-14.pdf>

In Mr Mullane's October 4, 2019 letter (attached) I was very glad to see the following:

1. A completed MPWMD Water Release Form/Water Permit Application. Please provide the factual basis

supporting the proposed “special circumstances” designation for the subject property, and note how those circumstances are anticipated to reduce water demand as compared to MPWMD water use factors;

However, only the Water Demand Analysis can provide *the factual basis supporting the proposed “special circumstances” designation* and therefore it cannot be deferred to the post-discretionary approval process - as conveniently requested by the developer. Instead, it **must be used** for the preparation of the Draft EIR.

Thank you for your consideration.

Luke Coletti
Pacific Grove

From: Alyson Hunter
Sent: 10/17/19 11:37 AM

Hello Mr. Coletti –

Please find the letter you requested attached.

12-13-19
Pacific Grove

Dear Mr. Rob Mullane, Contract Project Planner:

I am writing in regard to the proposed hotel project at the current American Lin Cannery.

I am very concerned on a number of issues. I am very upset at the prospect of cutting down over 75 trees. At this critical time of global warming, this should not be allowed. To cover the entire area with the project is horrible.

Very close to the American Lin Cannery are many Harbor Seals — protected marine mammals. They would be terribly impacted by the noise, air quality, and traffic caused by the demolition & construction at the site.

The impact on the community of residents and tourists would likewise be terribly impacted by the above.

All in all I believe this project is a very bad idea & should be scrapped.

We do not need a hotel for the ultra rich. We desperately need affordable housing. Wouldn't that be a better use for the American Lin Cannery!

Thank you for reading my letter.

DEC 13 2019

CITY OF PACIFIC GROVE
COMMUNITY DEV DEPT

Sincerely,
Lynn Mason
831-372-8897

P.D. Brown 9
Pacific Grove, CA
93950

From: Mary Gleason <mgleason1111@gmail.com>
Sent: Fri, Dec 13, 2019 at 6:21 PM
To: rmullane@cityofpacificgrove.org
Subject: Comments on Tin Cannery Resort Proposal

City of Pacific Grove-

As a longtime resident of Pacific Grove, I am concerned about the proposed resort for the American Tin Cannery site. I would rather not have a large resort / hotel at that site at all and would prefer a more forward-looking development that provides arts and entertainment, jobs, and housing. The Swift Street Courtyard in Santa Cruz and the Packing House in Anaheim are good models. These vibrant developments attract youthful visitors and are something really needed in this town. We do not need a big resort!

This proposed resort development should be critically evaluated for the impacts it will have on our community. I am particularly concerned about:

1. Climate /greenhouse gas impacts and sustainable design.
2. Impacts to the viewshed (eg coming down Erdley street) of a Large Resort
3. Impacts to the character of that neighborhood and our town.
4. Traffic and crowding around that neighborhood
5. Impacts to the economic viability of Asilomar conference Center - our historic "resort" that is underutilized - as well as our local inns.
6. Impacts to the environment generally, and to the harbor seal pupping beach and local water quality.
7. Cultural impacts of "resort culture" on our community.

Thank you,
Mary Gleason
405 Gibson Ave
Pacific Grove CA

From: Margot Pratt <margotpratt@gmail.com>

Sent: Fri, Dec 13, 2019 at 3:59 PM

To: ahunter@cityofpacificgrove.org, Vaughan Pratt <pratt@cs.stanford.edu>

Subject: Cannery Hotel

To the City of Pacific Grove:

As owners of [165 Ocean View Blvd](#), we are one house away from the proposed hotel and are concerned about the possible impact of the hotel on our quality of life, specifically, from light and noise and added traffic. Is there any effort being made to limit the direction, timing, and scope of the outdoor lighting? Will there be any controls on sounds, such as music, especially in the evenings? We would like to continue to feel that we're in a residential neighborhood, rather than part of a commercial area.

Apart from that, we would welcome having the Monterey Cypresses across the street from the cannery trimmed to a lower height. Our view of the hills and city lights has gradually diminished as the trees have grown. We imagine the the hotel would also want to enhance the view for their guests, so trimming the trees would benefit us all.

Margot and Vaughan Pratt

[165 B Ocean View Blvd, Pacific Grove, CA 93950](#)

650-494-2545

From: Nancy Runyon <nancy@nancyrunyon.com>

Sent: Mon, Dec 2, 2019 at 7:07 PM

To: rmullane@cityofpacificgrove.org

Subject: COMMENTSON THE SCOPE OF THE EIR for the AMERICAN TIN CANNERY

RE: COMMENTS ON THE SCOPE OF THE EIR for the AMERICAN TIN CANNERY

ISSUE 1: The American Tin Cannery building is the one last of the intact cannery buildings from a very important historical era on the Monterey Bay. It is adjacent to Monterey's Historic Cannery Row District found eligible for the National and California registers by the Architectural Resources Group survey in 2001. I am sure the American Tin Cannery would also be found eligible because, of course, it is **historic**.

The City of Pacific Grove should remember that just being eligible is enough for all the protections of the California Environmental Quality Act to apply. A hotel or conference center use can easily adapt the building, retaining its unique architecture and hopefully restoring more of the original materials and character than the shopping complex did.

ISSUE 2: As a resident of New Monterey, adjacent to Pacific Grove, I also want to remind the City of Pacific Grove that all **traffic** (unless coming through Pebble Beach only) for any American Tin Cannery re-use must travel through the New Monterey neighborhood; specifically on Lighthouse Avenue or David Avenue. A hotel may bring additional revenue for Pacific Grove and end up causing additional expenses and problems for New Monterey. Mitigations for an already traffic-overburdened Lighthouse Avenue in Monterey, and Environmental Justice between the two cities, is definitely required.

I remember well attending a presentation on the proposed Hotel Bella project a few years ago, where I asked the developers what they planned for the increased traffic on Lighthouse Avenue. Their response was "don't worry, there won't be any increased traffic on Lighthouse (in Pacific Grove), all the traffic will be in Monterey" ...! This remark was from a developer who did not live here. Residents of Pacific Grove who need to travel on Lighthouse and David Avenues in Monterey just to get home, may not appreciate additional traffic either.

Thank you for thoroughly examining these two issues in the Environmental Impact Report for any new use of the American Tin Cannery building.

Nancy Runyon
1195 Hoffman Avenue
Monterey, CA 93940
831-649-8132 home
nancy@nancyrunyon.com

From: Rudy Fischer <rudyfischer@earthlink.net>
Sent: Fri, Dec 13, 2019 at 12:30 PM
To: "rmullane@cityofpacificgrove.org" <rmullane@cityofpacificgrove.org>
Subject: NOP for the ATC site

Comment on the Project Notice of Preparation for the proposed American Tin Cannery Hotel and Commercial Project.

Rob;

I wish to comment on the ATC hotel project that has been proposed, and find that it is a great improvement over what the city has now - and has had - in that location for many years.

Replacing the 165,000 square feet of "factory outlet" and related uses with a new hotel and commercial uses is the appropriate and sensible thing to do. By providing 225 guest rooms in two primary guest wings, as well as a restaurant, bars, and other much needed meeting space along the Ocean View Boulevard the project brings back a "dead zone" in the city of Pacific Grove.

Including the approximately 20,000 square feet of street retail space should also help the city's retail sector greatly. There is now little such modern space available in the city, though I believe there is a demand for it. The revenue the overall project will provide the city will also help with our long-term finances.

The work to be done at this site to build the project – and its potential environmental impact – is reasonable for this location and for the results derived once completed. Having a decaying property in this location gives visitors a negative impression of Pacific Grove as a slightly "tattered" and decrepit city. Being near the Monterey Aquarium, restaurants, and other tourist magnets should make it an attractive place for visitors to stay. This is the perfect project for this location and has been extremely well designed the thought out.

I think some of the projects that others have mentioned for this project are financially irresponsible and would only add to the financial difficulties the city is already facing. In short, I urge the city to move forward with this excellent projects as quickly as possible.

Regards,

Rudy Fischer
59 Country Club Gate
Pacific Grove, CA 93950
(831) 236-3431
rudyfischer@earthlink.net

From: skip kadish <skadish49@gmail.com>
Sent: Wed, Dec 11, 2019 at 6:07 AM
To: rmullane@cityofpacificgrove.org
Subject: New 5 acre development at ATC

Dear City of Pacific Grove,

I do not support this project.

It is too large. It will add to the traffic problem of Pacific Grove and Monterey.

It will add air pollution and noise pollution.

If you were to propose a project that would add fun into people's lives and more fully unite the citizens of our community I

might say yes but this does not add to the betterment of our social living conditions.

Please do not consider only the fiscal impact of this proposal. Does it really add to the character of Pacific Grove?

Thank you for hearing my opinion.

Skip Kadish 831-601-3057

From: Susan Pierszalowski <heronmoon@yahoo.com>
Sent: Fri, Dec 13, 2019 at 4:40 PM
To: "rmullane@cityofpacificgrove.org" <rmullane@cityofpacificgrove.org>
Subject: ATCHotel roject EIR

Dear Mr. Mullane,

I am writing to express my concerns regarding the ATC Hotel Project EIR. There are many environmental issues and my following list is not in the order of importance.

- 1) Air quality during demolition and construction will be negatively impacted. How many trucks and heavy equipment will be on site during excavation, removal of debris etc?
 - 2) The loss of 75 mature trees negatively impacts air quality and results in loss of habitat and contributes to climate change. This is not a small matter.
 - 3) Disturbance of Harbor seals at Hopkins, especially during pupping season. As a BayNet Volunteer I have observed the flushing of this protected marine mammal species due to nearby construction noise. The size of this project and the noise and vibration of excavation for underground parking, not to mention the demolition and construction itself is bound to negatively impact these animals. The rich wildlife of the Monterey National Marine Sanctuary must be protected.
 - 4) The project area is a former Chinese fishing village-has an archeological survey been considered? In addition Native American tribal and cultural resources must be honored by having a tribal monitor on site during any ground disturbances.
 - 5) During peak summer months traffic and congestion intensifies with Central, Lighthouse and Foam streets often backed up for blocks. This afternoon, when returning from work at 3pm, all available parking spaces on either side of the ATC were taken. Parking spaces up Eardley and Dewey were also filled. Tourism is increasing and to see all these spaces taken on a winter afternoon was surprising. It has been noticed that there is no "off" tourist season in Pacific Grove. Where will all these visitors park? What happens when streets are clogged with vehicles and an emergency occurs? This project will definitely impact the flow of traffic in the area.
 - 6) The footprint of this project is massive and out of keeping with the neighborhood. While true, there is the Aquarium, a grocery store and other businesses nearby, there are primarily private homes in the immediate area of this project. Story poles need to be in place to indicate exactly how large this project will be. Full transparency as this project moves forward is essential
- My concerns about water, aesthetics etc. won't be addressed here as the deadline for submission of comments is approaching.

Thank you for your time.

Respectfully,

Susan Pierszalowski
Pacific Grove resident

From: Thom Akeman <thomakeman@sbcglobal.net>
Sent: Wed, Nov 27, 2019 at 11:34 AM
To: Rob Mullane <rmullane@cityofpacificgrove.org>
Cc: Anastazia Aziz <aaziz@cityofpacificgrove.org>
Subject: Comments for EIR scoping of ATC hotel proposal

Comments for EIR scoping of hotel application for ATC site, Pacific Grove Permit Application
AP/UP/TP-D 19-0363

To: Rob Mullane, Contract Planner
CC: Anastazia Aziz, Community Development Director

From: Thom Akeman
Nov. 27, 2019

To Whom It May Concern:

I will be out of town and unable to attend a scheduled EIR scoping session, but I have particular concerns about 2 environmental impacts caused by the proposed development of a 225-room hotel at the American Tin Cannery site in Pacific Grove and hope they will be considered in the EIR.

The first concern is the colony of harbor seals that live on the beaches and rocks at Hopkins Marine Station just across Ocean View Boulevard from the site. These seals have habituated those rocks and beaches since 1967 and are protected by the federal Marine Mammal Protection Act. Docents for Bay Net, the shoreline group of docents for the Monterey Bay National Marine Sanctuary, have seen up to 400 harbor seals there at one time. During the spring pupping months docents have seen as many as 90 baby seals born there. Harbor seals are generally nocturnal, going out into the ocean at night to forage for food then getting out of the water in daytime to rest and sleep.

Of the 3 shoreline locations they regularly utilize at Hopkins, one is a beach approximately 200 feet from the American Tin Cannery. Another is the rocks behind the Hopkins buildings. The third and most used site is a beach just west of the buildings, alongside the city's recreation trail.

I am obviously concerned about nearby construction noises disrupting the seals in their long-term habitat. I am especially concerned about the proposal to develop underground parking for the hotel. As I understand it that area is basically granite and any removal of granite – by blasting, drilling, fracking or just digging – could be extremely noisy and disruptive. Such activity in that area might require the developer to first obtain a “take permit” from the U.S. Fish and Wildlife Service for possible impacts to the harbor seals.

While any disturbance could be a violation of federal law, disturbances that scare new mothers from their dependent pups during the birthing/nursing process could result in the death of the abandoned babies.

While I am not a federal employee and have no authority to determine when take permits are necessary, I believe officials at NOAA's Monterey Bay National Marine Sanctuary office in Monterey could provide information and/or referral to the proper section or person at the Fish and Wildlife Service. I have been a volunteer Bay Net docent for 16 years and have spent thousands of hours observing, recording and reporting on the harbor seals that live around Hopkins. My wife, Kim Akeman, is also a long-time docent and maintains a Facebook page "Harbor Seals of Pacific Grove" that has shared thousands of pictures, videos and informative posts that have attracted 9,500 daily followers.

Secondly, as a Pacific Grove resident concerned about the environment, I'm very concerned about the removal of so many healthy trees for this project. I don't believe there can be adequate mitigation for the loss of wildlife, air exchange and aesthetic values by removing so many natives. I would hope the project could be redesigned in order to save some of the natural resources our environment needs.

I had one quick thought while looking at a proposal to remove healthy trees in order to build a hotel that would include atriums with new trees in them. Why not have the architect move his pencil around and draw the "atriums" around some of the existing trees in order to save them and preserve their natural values? Some of those cypress trees are beautiful and should be considered community treasures and maintained at any inconvenience to the developer.

Thank you for your attention and consideration.

--Thom Akeman
thomakeman@sbcglobal.net
228 18th St.
Pacific Grove, CA 93950

From: Thomas Clark <claragehomes@gmail.com>

Sent: Wed, Dec 11, 2019 at 2:33 PM

To: rmullane@cityofpacificgrove.org

Subject: Cannery Hotel

Hello Rob, I am writing to you about our concern of the extremely large project that is under consideration on Ocean Avenue.

First of all, I can not believe that the City of Pacific Grove would even consider such a massive project so close to the coastline. I feel that the city is motivated by financial gains and not considering the charm Pacific Grove has to offer as is or what we think. This project is by far the largest construction project that Pacific Grove has ever had. With this said, there must not be much concern for the local citizens and wild life along the coast. Especially the Harbor Seals. This project will bring extreme congestion to the roads for tourist. Residence of Pacific Grove will have to deal with the traffic, noise and disruption to our everyday peaceful life style which is why we choose to live here in this so called Last Small Home Town.

I am a developer as well, and I am not sure that the city understands the size and magnitude of this project. It would take over a year to build if every thing goes as planned, but if anyone knows building, issues always arise especially on large project which will cause more delays and time. This project will cause so much disruption and havoc to Ocean Avenue area and the Aquarium. Plus with a project this size the city would have to dedicate at least a few employees full time to watch over the project, like inspectors, engineers, public works, the list goes on and on. Because the city has never been through a large project like this before this may not of even been thought through. The city building and planning staff are already having a hard time keeping up with the general every day building and remodels that are happening now.

Water resources???? I have a hard time every time I do a project here in Pacific Grove with Water Credits. I know now that the city is currently selling water credits, but do we want to give them all to one project? I know people have been waiting for a long time, and now something like this comes up which will take more water than one can imagine. I just don't understand, how this project could be so fortunate to get so many water credits. Once again is this a financial gain opportunity for the City?

The size of the project is way out of proportion. Why do we need such a large hotel like this is beyond me. This large structure will be taking away many of our Ocean Views from our homes that we have come to love and enjoy. This building will decrease our home values because of the blocked views if this happens. But I guess this doesn't matter to the City, after all it is not effecting your views and homes.

Please keep me posted on the status of the project, because we will be fighting this all the way. I know that the City already went through this a few years ago with another developer and lost our City a large amount of funds. Shame on us if this happens again. The City should put this up for a vote just like the VRBO rental housing issue which was voted on last year. I am sure that the Citizens for Pacific Grove would not support this project being built. Have you even considered our opinions. There is not a lot of information that the City is putting out there for us to see. If one is not that involved in City Council meetings they are going to be blindsided by this. Can you please keep us more informed through mail flyers with upcoming events that will be taking place so we as the Citizens of Pacific Grove can keep abreast of this issue.

Thanks

--

Tom Clark

Clarage Homes

Real Estate Investor

From: Will Bee <pacificnomad53@sbcglobal.net>

Sent: Thu, Dec 12, 2019 at 12:32 PM

To: rmullane@cityofpacificgrove.org

Subject: Public comment re: ATC Hotel Project EIR

I live in the Retreat area of PG and am directly impacted by this project. The traffic on Lighthouse (New Monterey) it took me 45 mins

to go from Irving St to @nd St PG. Reducing 2 lanes to one lane--at the New Monterey/PG (David Ave) has created a LOG JAM.

Just to "beautify" the entrance to PG, seems to me, one would want people to flow thru and enjoy the Scenic Drive (Oceanview)

and let the locals head home instead of being stuck in traffic. I'm afraid with more people & cars it will become even more intolerable.

Don't forget that PG ONLY has 2 ways out. Highway 68 and Lighthouse(New Monterey) since going thru Presidio was closed off

to local travel since 9/11. PLEASE consider locals as we live here and have needs too.

I would also like to address the need to establish a standard of measurement for height pole or building with starting base line

at the middle of street NOT AT PROPERTY LINE that has been raise to add extra heights. By measuring from middle of street

to height (30')--a height line straight to where building will be and there you have a "ACCURATE" height. They do this measurement on

property on hillsides.

In Ventura, a developer got approval for 90 room assisted living place and housing for it. He spent a year transporting dump truck loads of FILL to raise the land. It resulted in views (oceanview) but at the expense of the OLDER tract home's PRIVACY. There is a lawsuit now. Same may happen in PG if left unregulated.

Also the traffic flow when you add all the people , impact wasn't addressed and during the THOMAS Fire (2017) traffic was stopped and no where to go after evacuation orders came down... serious safety concerns.

Please consider all possibilities, there has to be a middle ground the will benefit locals, businesses and local government.

Thank you

Wil

From: Ximena Waissbluth <ximenawaissbluth415@gmail.com>
Sent: Fri, Dec 13, 2019 at 2:04 PM
To: rmullane@cityofpacificgrove.org
Subject: Concerns about ATC Hotel Project

Dear Mr Mullane,

I'm writing to express some concerns with the ATC Hotel Project, the details of which just recently came across my desk.

The renderings show what appears to be a massive, outsized project for the scale of the area; hence, we respectfully request that the city require story poles to show exactly what the size of the project will be. Without the story poles it is very difficult to envisage from drawings what the scale will be, and residents have a right to know and understand something that will be so impactful to our community.

A huge hotel as the gateway in to PG is anathema to the very culture that people travel from afar to see and enjoy. Moreover, the renderings show a modern architectural style that has NOTHING to do with the character of quaint Pacific Grove. People like to visit PG for it's cute houses and small town feel- this project exudes exactly the opposite.

Also of concern is that the size of the project will translate into a traffic and congestion nightmare for residents and tourists alike. No matter how much one tries to re-route traffic, the fact is this project will bring in many more automobiles than already come in to PG, which means air quality issues.

Thank you for addressing these concerns,
Ximena Waissbluth
PG resident since 1996

Appendix B

Air Quality/Greenhouse Gas Model Calculations

ATC Hotel - Monterey County, Summer

ATC Hotel
Monterey County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	304.00	Space	2.74	121,600.00	0
Hotel	225.00	Room	7.50	326,700.00	0
Strip Mall	21.57	1000sqft	0.50	21,570.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.6	Precipitation Freq (Days)	55
Climate Zone	4			Operational Year	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	171	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Adjusted per PG&E 2019 CRSR
- Land Use -
- Construction Phase - Anticipated construction schedule
- Demolition - 102,000 sf existing pavement and 56,600 sf existing buildings
- Grading - Approximately 46,700 cy export
- Vehicle Trips - Adjusted trip rate
- Energy Use -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - MBARD dust control measures

Mobile Land Use Mitigation -

Mobile Commute Mitigation - TDM plan

Energy Mitigation -

Water Mitigation -

Waste Mitigation - AB939

Table Name	Column Name	Default Value	New Value
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	100
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	300.00	350.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	10.00	20.00
tblGrading	MaterialExported	0.00	46,700.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	171
tblVehicleTrips	CC_TL	7.30	3.94
tblVehicleTrips	CC_TL	7.30	1.37
tblVehicleTrips	CNW_TL	7.30	3.94
tblVehicleTrips	CNW_TL	7.30	1.37
tblVehicleTrips	CW_TL	9.50	3.94
tblVehicleTrips	CW_TL	9.50	1.37
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00

tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	8.19	11.02
tblVehicleTrips	ST_TR	42.04	105.70
tblVehicleTrips	SU_TR	5.95	11.02
tblVehicleTrips	SU_TR	20.43	105.70
tblVehicleTrips	WD_TR	8.17	11.02
tblVehicleTrips	WD_TR	44.32	105.70

2.0 Emissions Summary

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					
2021	5.2897	81.5944	38.9238	0.1686	18.2141	2.1185	20.2598	9.9699	1.9538	11.8519	0.0000	17,286.4109	17,286.4109	2.3506	0.0000	17,345.1750
2022	78.3315	25.8765	27.6076	0.0711	2.4432	0.9291	3.3723	0.6598	0.8790	1.5389	0.0000	7,057.6514	7,057.6514	0.7952	0.0000	7,077.5314
Maximum	78.3315	81.5944	38.9238	0.1686	18.2141	2.1185	20.2598	9.9699	1.9538	11.8519	0.0000	17,286.4109	17,286.4109	2.3506	0.0000	17,345.1750

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
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Year	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2021	5.2897	81.5944	38.9238	0.1686	7.8635	2.1185	9.9092	4.2827	1.9538	6.1647	0.0000	17,286.4109	17,286.4109	2.3506	0.0000	17,345.1750
2022	78.3315	25.8765	27.6076	0.0711	2.3207	0.9291	3.2498	0.6297	0.8790	1.5088	0.0000	7,057.6514	7,057.6514	0.7952	0.0000	7,077.5314
Maximum	78.3315	81.5944	38.9238	0.1686	7.8635	2.1185	9.9092	4.2827	1.9538	6.1647	0.0000	17,286.4109	17,286.4109	2.3506	0.0000	17,345.1750

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	50.70	0.00	44.32	53.79	0.00	42.70	0.00	0.00	0.00	0.00	0.00	0.00

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	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004		0.1284
Energy	0.4292	3.9020	3.2777	0.0234		0.2966	0.2966		0.2966	0.2966		4,682.4167	4,682.4167	0.0898	0.0858	4,710.2420
Mobile	8.1735	27.5201	59.0418	0.1453	9.9897	0.1407	10.1304	2.6756	0.1316	2.8072		14,694.8717	14,694.8717	0.8689		14,716.5931
Total	17.4447	31.4226	62.3758	0.1687	9.9897	0.4375	10.4272	2.6756	0.4284	3.1039		19,377.4089	19,377.4089	0.9589	0.0858	19,426.9635

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
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Category	lb/day										lb/day					
Area	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004		0.1284
Energy	0.3142	2.8565	2.3994	0.0171		0.2171	0.2171		0.2171	0.2171		3,427.7473	3,427.7473	0.0657	0.0628	3,448.1167
Mobile	7.4836	23.6957	43.8148	0.0938	5.7384	0.0955	5.8340	1.5369	0.0893	1.6262		9,492.8823	9,492.8823	0.6532		9,509.2111
Total	16.6398	26.5526	46.2705	0.1109	5.7384	0.3128	6.0513	1.5369	0.3066	1.8435		12,920.7501	12,920.7501	0.7192	0.0628	12,957.4563

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.61	15.50	25.82	34.27	42.56	28.50	41.97	42.56	28.43	40.61	0.00	33.32	33.32	25.00	26.79	33.30

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/28/2021	5	20	
2	Site Preparation	Site Preparation	1/29/2021	2/25/2021	5	20	
3	Grading	Grading	2/26/2021	4/29/2021	5	45	
4	Building Construction	Building Construction	6/11/2021	10/13/2022	5	350	
5	Paving	Paving	4/30/2021	6/10/2021	5	30	
6	Architectural Coating	Architectural Coating	10/1/2022	12/30/2022	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 2.74

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 522,405; Non-Residential Outdoor: 174,135; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
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
Demolition	6	15.00	0.00	990.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	5,838.00	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
Building Construction	9	195.00	77.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	39.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2021

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					11.2093	0.0000	11.2093	1.6975	0.0000	1.6975			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	11.2093	1.5513	12.7606	1.6975	1.4411	3.1386		3,747.9449	3,747.9449	1.0549		3,774.3174

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	0.3881	13.4043	2.8026	0.0400	0.8636	0.0503	0.9139	0.2366	0.0481	0.2847		4,238.4165	4,238.4165	0.1530		4,242.2418
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

Worker	0.0611	0.0476	0.5250	1.2900e-003	0.1232	1.0300e-003	0.1243	0.0327	9.5000e-004	0.0336		128.2544	128.2544	5.0500e-003		128.3808
Total	0.4492	13.4520	3.3276	0.0413	0.9868	0.0513	1.0381	0.2692	0.0491	0.3183		4,366.6709	4,366.6709	0.1581		4,370.6226

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					4.7920	0.0000	4.7920	0.7257	0.0000	0.7257			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	4.7920	1.5513	6.3433	0.7257	1.4411	2.1668	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

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	0.3881	13.4043	2.8026	0.0400	0.8243	0.0503	0.8746	0.2269	0.0481	0.2750		4,238.4165	4,238.4165	0.1530		4,242.2418
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
Worker	0.0611	0.0476	0.5250	1.2900e-003	0.1168	1.0300e-003	0.1178	0.0311	9.5000e-004	0.0321		128.2544	128.2544	5.0500e-003		128.3808
Total	0.4492	13.4520	3.3276	0.0413	0.9411	0.0513	0.9924	0.2580	0.0491	0.3071		4,366.6709	4,366.6709	0.1581		4,370.6226

3.3 Site Preparation - 2021

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

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
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
Worker	0.0733	0.0571	0.6300	1.5500e-003	0.1479	1.2300e-003	0.1491	0.0392	1.1400e-003	0.0404		153.9053	153.9053	6.0600e-003		154.0569
Total	0.0733	0.0571	0.6300	1.5500e-003	0.1479	1.2300e-003	0.1491	0.0392	1.1400e-003	0.0404		153.9053	153.9053	6.0600e-003		154.0569

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
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Category	lb/day										lb/day				
Fugitive Dust					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000		0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920	3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	7.7233	2.0445	9.7678	4.2454	1.8809	6.1263	0.0000	3,685.6569	3,685.6569	1.1920	3,715.4573

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
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
Worker	0.0733	0.0571	0.6300	1.5500e-003	0.1402	1.2300e-003	0.1414	0.0373	1.1400e-003	0.0385		153.9053	153.9053	6.0600e-003		154.0569
Total	0.0733	0.0571	0.6300	1.5500e-003	0.1402	1.2300e-003	0.1414	0.0373	1.1400e-003	0.0385		153.9053	153.9053	6.0600e-003		154.0569

3.4 Grading - 2021

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					8.8960	0.0000	8.8960	3.6302	0.0000	3.6302			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134

Total	4.1912	46.3998	30.8785	0.0620	8.8960	1.9853	10.8813	3.6302	1.8265	5.4567		6,007.0434	6,007.0434	1.9428		6,055.6134
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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	1.0171	35.1311	7.3453	0.1048	2.2634	0.1318	2.3952	0.6200	0.1261	0.7461		11,108.3616	11,108.3616	0.4010		11,118.3872
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
Worker	0.0815	0.0635	0.7000	1.7200e-003	0.1643	1.3700e-003	0.1657	0.0436	1.2700e-003	0.0448		171.0059	171.0059	6.7400e-003		171.1744
Total	1.0986	35.1946	8.0453	0.1066	2.4277	0.1331	2.5608	0.6636	0.1273	0.7909		11,279.3675	11,279.3675	0.4078		11,289.5616

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					3.8030	0.0000	3.8030	1.5519	0.0000	1.5519			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	3.8030	1.9853	5.7884	1.5519	1.8265	3.3784	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

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	1.0171	35.1311	7.3453	0.1048	2.1605	0.1318	2.2922	0.5947	0.1261	0.7208		11,108.3616	11,108.3616	0.4010		11,118.3872
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
Worker	0.0815	0.0635	0.7000	1.7200e-003	0.1557	1.3700e-003	0.1571	0.0415	1.2700e-003	0.0427		171.0059	171.0059	6.7400e-003		171.1744
Total	1.0986	35.1946	8.0453	0.1066	2.3162	0.1331	2.4493	0.6362	0.1273	0.7635		11,279.3675	11,279.3675	0.4078		11,289.5616

3.5 Building Construction - 2021

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643

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	0.0000
Vendor	0.2771	8.6436	2.1543	0.0220	0.5209	0.0264	0.5472	0.1499	0.0252	0.1751		2,310.6583	2,310.6583	0.0976		2,313.0987
Worker	0.7943	0.6190	6.8250	0.0168	1.6019	0.0134	1.6153	0.4249	0.0123	0.4372		1,667.3077	1,667.3077	0.0657		1,668.9501
Total	1.0714	9.2626	8.9792	0.0387	2.1228	0.0397	2.1625	0.5748	0.0376	0.6124		3,977.9660	3,977.9660	0.1633		3,982.0488

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643

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
Vendor	0.2771	8.6436	2.1543	0.0220	0.4986	0.0264	0.5249	0.1444	0.0252	0.1697		2,310.6583	2,310.6583	0.0976		2,313.0987
Worker	0.7943	0.6190	6.8250	0.0168	1.5184	0.0134	1.5317	0.4044	0.0123	0.4167		1,667.3077	1,667.3077	0.0657		1,668.9501

Total	1.0714	9.2626	8.9792	0.0387	2.0169	0.0397	2.0567	0.5488	0.0376	0.5864		3,977.9660	3,977.9660	0.1633		3,982.0488
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3.5 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

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
Vendor	0.2538	8.1867	1.9485	0.0218	0.5209	0.0229	0.5438	0.1499	0.0219	0.1718		2,291.5318	2,291.5318	0.0944		2,293.8916
Worker	0.7363	0.5547	6.2351	0.0162	1.6019	0.0129	1.6148	0.4249	0.0119	0.4368		1,608.6150	1,608.6150	0.0588		1,610.0845
Total	0.9901	8.7414	8.1836	0.0379	2.1228	0.0358	2.1586	0.5748	0.0338	0.6086		3,900.1468	3,900.1468	0.1532		3,903.9761

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

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
Vendor	0.2538	8.1867	1.9485	0.0218	0.4986	0.0229	0.5215	0.1445	0.0219	0.1664		2,291.5318	2,291.5318	0.0944		2,293.8916
Worker	0.7363	0.5547	6.2351	0.0162	1.5184	0.0129	1.5312	0.4044	0.0119	0.4163		1,608.6150	1,608.6150	0.0588		1,610.0845
Total	0.9901	8.7414	8.1836	0.0379	2.0170	0.0358	2.0528	0.5489	0.0338	0.5826		3,900.1468	3,900.1468	0.1532		3,903.9761

3.6 Paving - 2021

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	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573

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
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
Worker	0.0611	0.0476	0.5250	1.2900e-003	0.1232	1.0300e-003	0.1243	0.0327	9.5000e-004	0.0336		128.2544	128.2544	5.0500e-003		128.3808
Total	0.0611	0.0476	0.5250	1.2900e-003	0.1232	1.0300e-003	0.1243	0.0327	9.5000e-004	0.0336		128.2544	128.2544	5.0500e-003		128.3808

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	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573

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
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
Worker	0.0611	0.0476	0.5250	1.2900e-003	0.1168	1.0300e-003	0.1178	0.0311	9.5000e-004	0.0321		128.2544	128.2544	5.0500e-003		128.3808
Total	0.0611	0.0476	0.5250	1.2900e-003	0.1168	1.0300e-003	0.1178	0.0311	9.5000e-004	0.0321		128.2544	128.2544	5.0500e-003		128.3808

3.7 Architectural Coating - 2022

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	75.2834					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	75.4879	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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
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
Worker	0.1473	0.1109	1.2470	3.2300e-003	0.3204	2.5800e-003	0.3230	0.0850	2.3800e-003	0.0874		321.7230	321.7230	0.0118		322.0169
Total	0.1473	0.1109	1.2470	3.2300e-003	0.3204	2.5800e-003	0.3230	0.0850	2.3800e-003	0.0874		321.7230	321.7230	0.0118		322.0169

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	75.2834					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	75.4879	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

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

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	0.1473	0.1109	1.2470	3.2300e-003	0.3037	2.5800e-003	0.3063	0.0809	2.3800e-003	0.0833		321.7230	321.7230	0.0118	322.0169
Total	0.1473	0.1109	1.2470	3.2300e-003	0.3037	2.5800e-003	0.3063	0.0809	2.3800e-003	0.0833		321.7230	321.7230	0.0118	322.0169

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

Implement Trip Reduction Program

Transit Subsidy

Employee Vanpool/Shuttle

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	7.4836	23.6957	43.8148	0.0938	5.7384	0.0955	5.8340	1.5369	0.0893	1.6262		9,492.8823	9,492.8823	0.6532		9,509.2111
Unmitigated	8.1735	27.5201	59.0418	0.1453	9.9897	0.1407	10.1304	2.6756	0.1316	2.8072		14,694.8717	14,694.8717	0.8689		14,716.5931

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	2,479.50	2,479.50	2479.50	3,556,000	2,042,693
Strip Mall	2,279.95	2,279.95	2279.95	1,136,965	653,113
Total	4,759.45	4,759.45	4,759.45	4,692,965	2,695,807

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	3.94	3.94	3.94	19.40	61.60	19.00	100	0	0
Strip Mall	1.37	1.37	1.37	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805
Hotel	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805
Strip Mall	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	0.3142	2.8565	2.3994	0.0171		0.2171	0.2171		0.2171	0.2171			3,427.7473	0.0657	0.0628	3,448.1167

NaturalGas Unmitigated	0.4292	3.9020	3.2777	0.0234		0.2966	0.2966		0.2966	0.2966		4,682.4167	4,682.4167	0.0898	0.0858	4,710.2420
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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					
Enclosed Parking with Elevator	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
Hotel	39660.5	0.4277	3.8883	3.2662	0.0233		0.2955	0.2955		0.2955	0.2955		4,665.9394	4,665.9394	0.0894	0.0855	4,693.6668
Strip Mall	140.057	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.4773	16.4773	3.2000e-004	3.0000e-004	16.5752
Total		0.4292	3.9020	3.2777	0.0234		0.2966	0.2966		0.2966	0.2966		4,682.4167	4,682.4167	0.0898	0.0858	4,710.2420

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					
Enclosed Parking with Elevator	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
Hotel	29.0378	0.3132	2.8468	2.3914	0.0171		0.2164	0.2164		0.2164	0.2164		3,416.2132	3,416.2132	0.0655	0.0626	3,436.5140
Strip Mall	0.0980401	1.0600e-003	9.6100e-003	8.0700e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		11.5341	11.5341	2.2000e-004	2.1000e-004	11.6027
Total		0.3142	2.8565	2.3994	0.0171		0.2171	0.2171		0.2171	0.2171		3,427.7473	3,427.7473	0.0657	0.0628	3,448.1167

6.0 Area Detail

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	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284
Unmitigated	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284

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	1.3407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Consumer Products	7.4961					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Landscaping	5.2400e-003	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284
Total	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284

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	1.3407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	7.4961					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.2400e-003	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004		0.1284
Total	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004		0.1284

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

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

Equipment Type	Number
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11.0 Vegetation

ATC Hotel - Monterey County, Winter

ATC Hotel
Monterey County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	304.00	Space	2.74	121,600.00	0
Hotel	225.00	Room	7.50	326,700.00	0
Strip Mall	21.57	1000sqft	0.50	21,570.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.6	Precipitation Freq (Days)	55
Climate Zone	4			Operational Year	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	171	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Adjusted per PG&E 2019 CRSR
- Land Use -
- Construction Phase - Anticipated construction schedule
- Demolition - 102,000 sf existing pavement and 56,600 sf existing buildings
- Grading - Approximately 46,700 cy export
- Vehicle Trips - Adjusted trip rate
- Energy Use -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - MBARD dust control measures

Mobile Land Use Mitigation -

Mobile Commute Mitigation - TDM plan

Energy Mitigation -

Water Mitigation -

Waste Mitigation - AB939

Table Name	Column Name	Default Value	New Value
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	100
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	300.00	350.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	10.00	20.00
tblGrading	MaterialExported	0.00	46,700.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	171
tblVehicleTrips	CC_TL	7.30	3.94
tblVehicleTrips	CC_TL	7.30	1.37
tblVehicleTrips	CNW_TL	7.30	3.94
tblVehicleTrips	CNW_TL	7.30	1.37
tblVehicleTrips	CW_TL	9.50	3.94
tblVehicleTrips	CW_TL	9.50	1.37
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00

tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	8.19	11.02
tblVehicleTrips	ST_TR	42.04	105.70
tblVehicleTrips	SU_TR	5.95	11.02
tblVehicleTrips	SU_TR	20.43	105.70
tblVehicleTrips	WD_TR	8.17	11.02
tblVehicleTrips	WD_TR	44.32	105.70

2.0 Emissions Summary

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					
2021	5.3312	82.3782	39.5101	0.1664	18.2141	2.1220	20.2598	9.9699	1.9572	11.8519	0.0000	17,054.3813	17,054.3813	2.3786	0.0000	17,113.8459
2022	78.4266	26.1068	27.7371	0.0692	2.4432	0.9302	3.3734	0.6598	0.8801	1.5399	0.0000	6,866.9076	6,866.9076	0.8008	0.0000	6,886.9278
Maximum	78.4266	82.3782	39.5101	0.1664	18.2141	2.1220	20.2598	9.9699	1.9572	11.8519	0.0000	17,054.3813	17,054.3813	2.3786	0.0000	17,113.8459

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
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Year	lb/day										lb/day					
2021	5.3312	82.3782	39.5101	0.1664	7.8635	2.1220	9.9092	4.2827	1.9572	6.1647	0.0000	17,054.3813	17,054.3813	2.3786	0.0000	17,113.8458
2022	78.4266	26.1068	27.7371	0.0692	2.3207	0.9302	3.2509	0.6297	0.8801	1.5099	0.0000	6,866.9076	6,866.9076	0.8008	0.0000	6,886.9278
Maximum	78.4266	82.3782	39.5101	0.1664	7.8635	2.1220	9.9092	4.2827	1.9572	6.1647	0.0000	17,054.3813	17,054.3813	2.3786	0.0000	17,113.8458

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Percent Reduction	0.00	0.00	0.00	0.00	50.70	0.00	44.32	53.79	0.00	42.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004		0.1284
Energy	0.4292	3.9020	3.2777	0.0234		0.2966	0.2966		0.2966	0.2966		4,682.4167	4,682.4167	0.0898	0.0858	4,710.2420
Mobile	7.4187	28.6458	67.6394	0.1372	9.9897	0.1444	10.1341	2.6756	0.1352	2.8107		13,859.4934	13,859.4934	0.9276		13,882.6843
Total	16.6899	32.5483	70.9734	0.1607	9.9897	0.4412	10.4309	2.6756	0.4319	3.1075		18,542.0306	18,542.0306	1.0177	0.0858	18,593.0547

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
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Category	lb/day										lb/day					
Area	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004		0.1284
Energy	0.3142	2.8565	2.3994	0.0171		0.2171	0.2171		0.2171	0.2171		3,427.7473	3,427.7473	0.0657	0.0628	3,448.1167
Mobile	6.7340	24.3335	53.4888	0.0883	5.7384	0.0992	5.8377	1.5369	0.0928	1.6298		8,914.6050	8,914.6050	0.7205		8,932.6180
Total	15.8901	27.1905	55.9445	0.1054	5.7384	0.3165	6.0550	1.5369	0.3101	1.8470		12,342.4728	12,342.4728	0.7865	0.0628	12,380.8631

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.79	16.46	21.18	34.39	42.56	28.26	41.95	42.56	28.20	40.56	0.00	33.44	33.44	22.71	26.79	33.41

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/28/2021	5	20	
2	Site Preparation	Site Preparation	1/29/2021	2/25/2021	5	20	
3	Grading	Grading	2/26/2021	4/29/2021	5	45	
4	Building Construction	Building Construction	6/11/2021	10/13/2022	5	350	
5	Paving	Paving	4/30/2021	6/10/2021	5	30	
6	Architectural Coating	Architectural Coating	10/1/2022	12/30/2022	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 2.74

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 522,405; Non-Residential Outdoor: 174,135; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
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Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
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
Demolition	6	15.00	0.00	990.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	5,838.00	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
Building Construction	9	195.00	77.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	39.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2021

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					11.2093	0.0000	11.2093	1.6975	0.0000	1.6975			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411		3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	11.2093	1.5513	12.7606	1.6975	1.4411	3.1386		3,747.9449	3,747.9449	1.0549		3,774.3174

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	0.4012	13.6971	3.0315	0.0392	0.8636	0.0516	0.9152	0.2366	0.0494	0.2859		4,154.0406	4,154.0406	0.1638		4,158.1363
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

Worker	0.0665	0.0599	0.5148	1.2100e-003	0.1232	1.0300e-003	0.1243	0.0327	9.5000e-004	0.0336		120.0862	120.0862	4.8100e-003		120.2063
Total	0.4677	13.7571	3.5463	0.0404	0.9868	0.0526	1.0395	0.2692	0.0503	0.3196		4,274.1268	4,274.1268	0.1686		4,278.3427

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					4.7920	0.0000	4.7920	0.7257	0.0000	0.7257			0.0000			0.0000
Off-Road	3.1651	31.4407	21.5650	0.0388		1.5513	1.5513		1.4411	1.4411	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174
Total	3.1651	31.4407	21.5650	0.0388	4.7920	1.5513	6.3433	0.7257	1.4411	2.1668	0.0000	3,747.9449	3,747.9449	1.0549		3,774.3174

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	0.4012	13.6971	3.0315	0.0392	0.8243	0.0516	0.8759	0.2269	0.0494	0.2763		4,154.0406	4,154.0406	0.1638		4,158.1363
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
Worker	0.0665	0.0599	0.5148	1.2100e-003	0.1168	1.0300e-003	0.1178	0.0311	9.5000e-004	0.0321		120.0862	120.0862	4.8100e-003		120.2063
Total	0.4677	13.7571	3.5463	0.0404	0.9411	0.0526	0.9938	0.2580	0.0503	0.3084		4,274.1268	4,274.1268	0.1686		4,278.3427

3.3 Site Preparation - 2021

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					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	18.0663	2.0445	20.1107	9.9307	1.8809	11.8116		3,685.6569	3,685.6569	1.1920		3,715.4573

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
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
Worker	0.0798	0.0719	0.6178	1.4500e-003	0.1479	1.2300e-003	0.1491	0.0392	1.1400e-003	0.0404		144.1034	144.1034	5.7700e-003		144.2476
Total	0.0798	0.0719	0.6178	1.4500e-003	0.1479	1.2300e-003	0.1491	0.0392	1.1400e-003	0.0404		144.1034	144.1034	5.7700e-003		144.2476

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
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Category	lb/day										lb/day				
Fugitive Dust					7.7233	0.0000	7.7233	4.2454	0.0000	4.2454			0.0000		0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920	3,715.4573
Total	3.8882	40.4971	21.1543	0.0380	7.7233	2.0445	9.7678	4.2454	1.8809	6.1263	0.0000	3,685.6569	3,685.6569	1.1920	3,715.4573

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
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
Worker	0.0798	0.0719	0.6178	1.4500e-003	0.1402	1.2300e-003	0.1414	0.0373	1.1400e-003	0.0385		144.1034	144.1034	5.7700e-003		144.2476
Total	0.0798	0.0719	0.6178	1.4500e-003	0.1402	1.2300e-003	0.1414	0.0373	1.1400e-003	0.0385		144.1034	144.1034	5.7700e-003		144.2476

3.4 Grading - 2021

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					8.8960	0.0000	8.8960	3.6302	0.0000	3.6302			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134

Total	4.1912	46.3998	30.8785	0.0620	8.8960	1.9853	10.8813	3.6302	1.8265	5.4567		6,007.0434	6,007.0434	1.9428		6,055.6134
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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	1.0514	35.8984	7.9452	0.1027	2.2634	0.1352	2.3986	0.6200	0.1294	0.7494		10,887.2230	10,887.2230	0.4294		10,897.9573
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
Worker	0.0887	0.0799	0.6864	1.6100e-003	0.1643	1.3700e-003	0.1657	0.0436	1.2700e-003	0.0448		160.1149	160.1149	6.4100e-003		160.2751
Total	1.1400	35.9783	8.6316	0.1044	2.4277	0.1366	2.5643	0.6636	0.1307	0.7942		11,047.3379	11,047.3379	0.4358		11,058.2324

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					3.8030	0.0000	3.8030	1.5519	0.0000	1.5519			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	4.1912	46.3998	30.8785	0.0620	3.8030	1.9853	5.7884	1.5519	1.8265	3.3784	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134

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	1.0514	35.8984	7.9452	0.1027	2.1605	0.1352	2.2957	0.5947	0.1294	0.7241			10,887.2230	0.4294		10,897.9573
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
Worker	0.0887	0.0799	0.6864	1.6100e-003	0.1557	1.3700e-003	0.1571	0.0415	1.2700e-003	0.0427			160.1149	6.4100e-003		160.2751
Total	1.1400	35.9783	8.6316	0.1044	2.3162	0.1366	2.4528	0.6362	0.1307	0.7669			11,047.3379	0.4358		11,058.2324

3.5 Building Construction - 2021

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013			2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013			2,553.3639	0.6160		2,568.7643

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	0.0000
Vendor	0.2950	8.7195	2.4774	0.0213	0.5209	0.0276	0.5484	0.1499	0.0264	0.1763		2,243.0709	2,243.0709	0.1069		2,245.7442
Worker	0.8643	0.7790	6.6923	0.0157	1.6019	0.0134	1.6153	0.4249	0.0123	0.4372		1,561.1204	1,561.1204	0.0625		1,562.6821
Total	1.1593	9.4985	9.1697	0.0370	2.1228	0.0409	2.1637	0.5748	0.0387	0.6135		3,804.1914	3,804.1914	0.1694		3,808.4263

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	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643

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
Vendor	0.2950	8.7195	2.4774	0.0213	0.4986	0.0276	0.5261	0.1444	0.0264	0.1708		2,243.0709	2,243.0709	0.1069		2,245.7442
Worker	0.8643	0.7790	6.6923	0.0157	1.5184	0.0134	1.5317	0.4044	0.0123	0.4167		1,561.1204	1,561.1204	0.0625		1,562.6821

Total	1.1593	9.4985	9.1697	0.0370	2.0169	0.0409	2.0579	0.5488	0.0387	0.5875		3,804.1914	3,804.1914	0.1694		3,808.4263
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3.5 Building Construction - 2022

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612		2,554.3336	2,554.3336	0.6120		2,569.6322

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
Vendor	0.2704	8.2450	2.2476	0.0211	0.5209	0.0240	0.5450	0.1499	0.0230	0.1729		2,223.7020	2,223.7020	0.1037		2,226.2931
Worker	0.8017	0.6981	6.0938	0.0151	1.6019	0.0129	1.6148	0.4249	0.0119	0.4368		1,506.1867	1,506.1867	0.0557		1,507.5803
Total	1.0721	8.9431	8.3414	0.0363	2.1228	0.0369	2.1597	0.5748	0.0349	0.6097		3,729.8886	3,729.8886	0.1594		3,733.8734

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	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322
Total	1.7062	15.6156	16.3634	0.0269		0.8090	0.8090		0.7612	0.7612	0.0000	2,554.3336	2,554.3336	0.6120		2,569.6322

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
Vendor	0.2704	8.2450	2.2476	0.0211	0.4986	0.0240	0.5227	0.1445	0.0230	0.1674		2,223.7020	2,223.7020	0.1037		2,226.2931
Worker	0.8017	0.6981	6.0938	0.0151	1.5184	0.0129	1.5312	0.4044	0.0119	0.4163		1,506.1867	1,506.1867	0.0557		1,507.5803
Total	1.0721	8.9431	8.3414	0.0363	2.0170	0.0369	2.0539	0.5489	0.0349	0.5837		3,729.8886	3,729.8886	0.1594		3,733.8734

3.6 Paving - 2021

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	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573

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
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
Worker	0.0665	0.0599	0.5148	1.2100e-003	0.1232	1.0300e-003	0.1243	0.0327	9.5000e-004	0.0336		120.0862	120.0862	4.8100e-003		120.2063
Total	0.0665	0.0599	0.5148	1.2100e-003	0.1232	1.0300e-003	0.1243	0.0327	9.5000e-004	0.0336		120.0862	120.0862	4.8100e-003		120.2063

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	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573

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
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
Worker	0.0665	0.0599	0.5148	1.2100e-003	0.1168	1.0300e-003	0.1178	0.0311	9.5000e-004	0.0321		120.0862	120.0862	4.8100e-003		120.2063
Total	0.0665	0.0599	0.5148	1.2100e-003	0.1168	1.0300e-003	0.1178	0.0311	9.5000e-004	0.0321		120.0862	120.0862	4.8100e-003		120.2063

3.7 Architectural Coating - 2022

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	75.2834					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062
Total	75.4879	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817		281.4481	281.4481	0.0183		281.9062

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
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
Worker	0.1603	0.1396	1.2188	3.0300e-003	0.3204	2.5800e-003	0.3230	0.0850	2.3800e-003	0.0874		301.2373	301.2373	0.0112		301.5161
Total	0.1603	0.1396	1.2188	3.0300e-003	0.3204	2.5800e-003	0.3230	0.0850	2.3800e-003	0.0874		301.2373	301.2373	0.0112		301.5161

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	75.2834					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062
Total	75.4879	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.9062

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

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	0.1603	0.1396	1.2188	3.0300e-003	0.3037	2.5800e-003	0.3063	0.0809	2.3800e-003	0.0833		301.2373	301.2373	0.0112	301.5161
Total	0.1603	0.1396	1.2188	3.0300e-003	0.3037	2.5800e-003	0.3063	0.0809	2.3800e-003	0.0833		301.2373	301.2373	0.0112	301.5161

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

Implement Trip Reduction Program

Transit Subsidy

Employee Vanpool/Shuttle

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	6.7340	24.3335	53.4888	0.0883	5.7384	0.0992	5.8377	1.5369	0.0928	1.6298		8,914.6050	8,914.6050	0.7205		8,932.6180
Unmitigated	7.4187	28.6458	67.6394	0.1372	9.9897	0.1444	10.1341	2.6756	0.1352	2.8107		13,859.4934	13,859.4934	0.9276		13,882.6843

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	2,479.50	2,479.50	2479.50	3,556,000	2,042,693
Strip Mall	2,279.95	2,279.95	2279.95	1,136,965	653,113
Total	4,759.45	4,759.45	4,759.45	4,692,965	2,695,807

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	3.94	3.94	3.94	19.40	61.60	19.00	100	0	0
Strip Mall	1.37	1.37	1.37	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805
Hotel	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805
Strip Mall	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	0.3142	2.8565	2.3994	0.0171		0.2171	0.2171		0.2171	0.2171			3,427.7473	0.0657	0.0628	3,448.1167

NaturalGas Unmitigated	0.4292	3.9020	3.2777	0.0234		0.2966	0.2966		0.2966	0.2966		4,682.4167	4,682.4167	0.0898	0.0858	4,710.2420
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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					
Enclosed Parking with Elevator	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
Hotel	39660.5	0.4277	3.8883	3.2662	0.0233		0.2955	0.2955		0.2955	0.2955		4,665.9394	4,665.9394	0.0894	0.0855	4,693.6668
Strip Mall	140.057	1.5100e-003	0.0137	0.0115	8.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003		16.4773	16.4773	3.2000e-004	3.0000e-004	16.5752
Total		0.4292	3.9020	3.2777	0.0234		0.2966	0.2966		0.2966	0.2966		4,682.4167	4,682.4167	0.0898	0.0858	4,710.2420

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					
Enclosed Parking with Elevator	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
Hotel	29.0378	0.3132	2.8468	2.3914	0.0171		0.2164	0.2164		0.2164	0.2164		3,416.2132	3,416.2132	0.0655	0.0626	3,436.5140
Strip Mall	0.0980401	1.0600e-003	9.6100e-003	8.0700e-003	6.0000e-005		7.3000e-004	7.3000e-004		7.3000e-004	7.3000e-004		11.5341	11.5341	2.2000e-004	2.1000e-004	11.6027
Total		0.3142	2.8565	2.3994	0.0171		0.2171	0.2171		0.2171	0.2171		3,427.7473	3,427.7473	0.0657	0.0628	3,448.1167

6.0 Area Detail

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	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284
Unmitigated	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284

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	1.3407					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Consumer Products	7.4961					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000	
Landscaping	5.2400e-003	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284
Total	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284

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	1.3407					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Consumer Products	7.4961					0.0000	0.0000		0.0000	0.0000			0.0000				0.0000
Landscaping	5.2400e-003	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284
Total	8.8420	5.1000e-004	0.0563	0.0000		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004		0.1205	0.1205	3.2000e-004			0.1284

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

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

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

ATC Hotel Existing Conditions - Monterey County, Summer

**ATC Hotel Existing Conditions
Monterey County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	5.51	1000sqft	0.13	5,510.00	0
Strip Mall	60.94	1000sqft	1.40	60,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.6	Precipitation Freq (Days)	55
Climate Zone	4			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	171	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Conditions, operational only
 CO2 intensity factor per PG&E 2018 CDRP
 Land Use -
 Construction Phase - No construction
 Demolition -
 Grading -
 Vehicle Trips - Adjusted trip rate
 Energy Use -
 Construction Off-road Equipment Mitigation - Operational only

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation - AB939

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	171
tblVehicleTrips	CC_TL	7.30	2.29
tblVehicleTrips	CC_TL	7.30	2.29
tblVehicleTrips	CNW_TL	7.30	2.29
tblVehicleTrips	CNW_TL	7.30	2.29
tblVehicleTrips	CW_TL	9.50	2.29
tblVehicleTrips	CW_TL	9.50	2.29
tblVehicleTrips	ST_TR	158.37	101.38
tblVehicleTrips	ST_TR	42.04	63.66
tblVehicleTrips	SU_TR	131.84	101.38
tblVehicleTrips	SU_TR	20.43	63.66
tblVehicleTrips	WD_TR	127.15	101.38
tblVehicleTrips	WD_TR	44.32	63.66

2.0 Emissions Summary

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					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	2.6046	0.0000	0.0000	2.4359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	2.6046	0.0000	0.0000	2.4359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	2.6046	0.0000	0.0000	2.4359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	2.6046	0.0000	0.0000	2.4359	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Energy	0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148
Mobile	7.3172	21.7169	40.6068	0.0758	4.2665	0.0821	4.3486	1.1428	0.0767	1.2196		7,667.5405	7,667.5405	0.5856		7,682.1808
Total	9.0311	22.0635	40.9046	0.0779	4.2665	0.1084	4.3749	1.1428	0.1031	1.2459		8,083.2993	8,083.2993	0.5936	7.6200e-003	8,100.4111

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	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Energy	0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148
Mobile	7.3172	21.7169	40.6068	0.0758	4.2665	0.0821	4.3486	1.1428	0.0767	1.2196		7,667.5405	7,667.5405	0.5856		7,682.1808
Total	9.0311	22.0635	40.9046	0.0779	4.2665	0.1084	4.3749	1.1428	0.1031	1.2459		8,083.2993	8,083.2993	0.5936	7.6200e-003	8,100.4111

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
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1	Demolition	Demolition	1/1/2021	12/31/2020	5	0
2	Site Preparation	Site Preparation	1/29/2021	1/28/2021	5	0
3	Grading	Grading	2/2/2021	2/1/2021	5	0
4	Building Construction	Building Construction	2/6/2021	2/5/2021	5	0
5	Paving	Paving	11/13/2021	11/12/2021	5	0
6	Architectural Coating	Architectural Coating	11/27/2021	11/26/2021	5	0

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 99,675; Non-Residential Outdoor: 33,225; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	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	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42

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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction Off-Site

3.5 Building Construction - 2021

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated Construction On-Site

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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.7 Architectural Coating - 2021

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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
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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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	7.3172	21.7169	40.6068	0.0758	4.2665	0.0821	4.3486	1.1428	0.0767	1.2196		7,667.5405	7,667.5405	0.5856		7,682.1808
Unmitigated	7.3172	21.7169	40.6068	0.0758	4.2665	0.0821	4.3486	1.1428	0.0767	1.2196		7,667.5405	7,667.5405	0.5856		7,682.1808

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	558.60	558.60	558.60	204,308	204,308
Strip Mall	3,879.44	3,879.44	3,879.44	1,799,742	1,799,742
Total	4,438.04	4,438.04	4,438.04	2,004,050	2,004,050

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down)	2.29	2.29	2.29	8.50	72.50	19.00	37	20	43
Strip Mall	2.29	2.29	2.29	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.538832	0.029687	0.203987	0.136286	0.023350	0.005751	0.018582	0.026631	0.004153	0.002845	0.007802	0.001241	0.000853
Strip Mall	0.538832	0.029687	0.203987	0.136286	0.023350	0.005751	0.018582	0.026631	0.004153	0.002845	0.007802	0.001241	0.000853

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	0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148
NaturalGas Unmitigated	0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148

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					

High Turnover (Sit Down Restaurant)	3138.13	0.0338	0.3077	0.2584	1.8500e-003		0.0234	0.0234		0.0234	0.0234		369.1922	369.1922	7.0800e-003	6.7700e-003	371.3861
Strip Mall	395.693	4.2700e-003	0.0388	0.0326	2.3000e-004		2.9500e-003	2.9500e-003		2.9500e-003	2.9500e-003		46.5521	46.5521	8.9000e-004	8.5000e-004	46.8287
Total		0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148

Mitigated

	Natural Gas 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					
High Turnover (Sit Down Restaurant)	3.13813	0.0338	0.3077	0.2584	1.8500e-003		0.0234	0.0234		0.0234	0.0234		369.1922	369.1922	7.0800e-003	6.7700e-003	371.3861
Strip Mall	0.395693	4.2700e-003	0.0388	0.0326	2.3000e-004		2.9500e-003	2.9500e-003		2.9500e-003	2.9500e-003		46.5521	46.5521	8.9000e-004	8.5000e-004	46.8287
Total		0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148

6.0 Area Detail

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	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Unmitigated	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155

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	0.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4220					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.4000e-004	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Total	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155

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	0.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4220					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.4000e-004	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Total	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

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

Equipment Type	Number
----------------	--------

11.0 Vegetation

ATC Hotel Existing Conditions - Monterey County, Winter

**ATC Hotel Existing Conditions
Monterey County, Winter**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	5.51	1000sqft	0.13	5,510.00	0
Strip Mall	60.94	1000sqft	1.40	60,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.6	Precipitation Freq (Days)	55
Climate Zone	4			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	171	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Conditions, operational only

CO2 intensity factor per PG&E 2019 CRSR

Land Use -

Construction Phase - No construction

Demolition -

Grading -

Vehicle Trips - Adjusted trip rate

Energy Use -

Construction Off-road Equipment Mitigation - Operational only

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation - AB939

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	171
tblVehicleTrips	CC_TL	7.30	2.29
tblVehicleTrips	CC_TL	7.30	2.29
tblVehicleTrips	CNW_TL	7.30	2.29
tblVehicleTrips	CNW_TL	7.30	2.29
tblVehicleTrips	CW_TL	9.50	2.29
tblVehicleTrips	CW_TL	9.50	2.29
tblVehicleTrips	ST_TR	158.37	101.38
tblVehicleTrips	ST_TR	42.04	63.66
tblVehicleTrips	SU_TR	131.84	101.38
tblVehicleTrips	SU_TR	20.43	63.66
tblVehicleTrips	WD_TR	127.15	101.38
tblVehicleTrips	WD_TR	44.32	63.66

2.0 Emissions Summary

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					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	2.6047	0.0000	0.0000	2.4361	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	2.6047	0.0000	0.0000	2.4361	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	2.6047	0.0000	0.0000	2.4361	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	2.6047	0.0000	0.0000	2.4361	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Energy	0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148
Mobile	6.6161	22.2872	50.9148	0.0713	4.2665	0.0857	4.3522	1.1428	0.0802	1.2230		7,190.1854	7,190.1854	0.6548		7,206.5557
Total	8.3300	22.6337	51.2126	0.0734	4.2665	0.1120	4.3785	1.1428	0.1065	1.2494		7,605.9442	7,605.9442	0.6628	7.6200e-003	7,624.7860

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	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Energy	0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148
Mobile	6.6161	22.2872	50.9148	0.0713	4.2665	0.0857	4.3522	1.1428	0.0802	1.2230		7,190.1854	7,190.1854	0.6548		7,206.5557
Total	8.3300	22.6337	51.2126	0.0734	4.2665	0.1120	4.3785	1.1428	0.1065	1.2494		7,605.9442	7,605.9442	0.6628	7.6200e-003	7,624.7860

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	12/31/2020	5	0	
2	Site Preparation	Site Preparation	1/29/2021	1/28/2021	5	0	
3	Grading	Grading	2/2/2021	2/1/2021	5	0	
4	Building Construction	Building Construction	2/6/2021	2/5/2021	5	0	
5	Paving	Paving	11/13/2021	11/12/2021	5	0	
6	Architectural Coating	Architectural Coating	11/27/2021	11/26/2021	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 99,675; Non-Residential Outdoor: 33,225; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37

Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.4 Grading - 2021

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					

Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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3.5 Building Construction - 2021

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.6 Paving - 2021

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					

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	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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.7 Architectural Coating - 2021

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Unmitigated Construction Off-Site

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	6.6161	22.2872	50.9148	0.0713	4.2665	0.0857	4.3522	1.1428	0.0802	1.2230		7,190.1854	7,190.1854	0.6548		7,206.5557
Unmitigated	6.6161	22.2872	50.9148	0.0713	4.2665	0.0857	4.3522	1.1428	0.0802	1.2230		7,190.1854	7,190.1854	0.6548		7,206.5557

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
High Turnover (Sit Down Restaurant)	558.60	558.60	558.60	204,308	204,308
Strip Mall	3,879.44	3,879.44	3,879.44	1,799,742	1,799,742
Total	4,438.04	4,438.04	4,438.04	2,004,050	2,004,050

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by

High Turnover (Sit Down)	2.29	2.29	2.29	8.50	72.50	19.00	37	20	43
Strip Mall	2.29	2.29	2.29	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.538832	0.029687	0.203987	0.136286	0.023350	0.005751	0.018582	0.026631	0.004153	0.002845	0.007802	0.001241	0.000853
Strip Mall	0.538832	0.029687	0.203987	0.136286	0.023350	0.005751	0.018582	0.026631	0.004153	0.002845	0.007802	0.001241	0.000853

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	0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148
NaturalGas Unmitigated	0.0381	0.3465	0.2910	2.0800e-003		0.0263	0.0263		0.0263	0.0263		415.7443	415.7443	7.9700e-003	7.6200e-003	418.2148

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
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Mitigated	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Unmitigated	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155

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	0.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4220					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.4000e-004	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
Total	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155

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	0.2532					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.4220					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.4000e-004	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155

Total	1.6758	6.0000e-005	6.8100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0145	0.0145	4.0000e-005		0.0155
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7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

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

Equipment Type	Number
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11.0 Vegetation

ATC Hotel - Monterey County, Annual

ATC Hotel
Monterey County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	304.00	Space	2.74	121,600.00	0
Hotel	225.00	Room	7.50	326,700.00	0
Strip Mall	21.57	1000sqft	0.50	21,570.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.6	Precipitation Freq (Days)	55
Climate Zone	4			Operational Year	2022
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	171	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics - Adjusted per PG&E 2019 CRSR
- Land Use -
- Construction Phase - Anticipated construction schedule
- Demolition - 102,000 sf existing pavement and 56,600 sf existing buildings
- Grading - Approximately 46,700 cy export
- Vehicle Trips - Adjusted trip rate
- Energy Use -

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation - MBARD dust control measures

Mobile Land Use Mitigation -

Mobile Commute Mitigation - TDM plan

Energy Mitigation -

Water Mitigation -

Waste Mitigation - AB939

Table Name	Column Name	Default Value	New Value
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	100
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	6
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	15
tblConstructionPhase	NumDays	20.00	65.00
tblConstructionPhase	NumDays	300.00	350.00
tblConstructionPhase	NumDays	30.00	45.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	10.00	20.00
tblGrading	MaterialExported	0.00	46,700.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	171
tblVehicleTrips	CC_TL	7.30	3.94
tblVehicleTrips	CC_TL	7.30	1.37
tblVehicleTrips	CNW_TL	7.30	3.94
tblVehicleTrips	CNW_TL	7.30	1.37
tblVehicleTrips	CW_TL	9.50	3.94
tblVehicleTrips	CW_TL	9.50	1.37
tblVehicleTrips	DV_TP	38.00	0.00
tblVehicleTrips	DV_TP	40.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00

tblVehicleTrips	PB_TP	15.00	0.00
tblVehicleTrips	PR_TP	58.00	100.00
tblVehicleTrips	PR_TP	45.00	100.00
tblVehicleTrips	ST_TR	8.19	11.02
tblVehicleTrips	ST_TR	42.04	105.70
tblVehicleTrips	SU_TR	5.95	11.02
tblVehicleTrips	SU_TR	20.43	105.70
tblVehicleTrips	WD_TR	8.17	11.02
tblVehicleTrips	WD_TR	44.32	105.70

2.0 Emissions Summary

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					
2021	0.4318	4.8669	3.4237	0.0100	0.7089	0.1673	0.8762	0.2568	0.1557	0.4124	0.0000	914.6246	914.6246	0.1316	0.0000	917.9139
2022	2.7331	2.5514	2.5790	6.6900e-003	0.2198	0.0890	0.3088	0.0597	0.0839	0.1435	0.0000	603.1811	603.1811	0.0718	0.0000	604.9750
Maximum	2.7331	4.8669	3.4237	0.0100	0.7089	0.1673	0.8762	0.2568	0.1557	0.4124	0.0000	914.6246	914.6246	0.1316	0.0000	917.9139

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
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Year	tons/yr										MT/yr					
2021	0.4318	4.8669	3.4237	0.0100	0.4162	0.1673	0.5835	0.1409	0.1557	0.2965	0.0000	914.6242	914.6242	0.1316	0.0000	917.9135
2022	2.7331	2.5514	2.5790	6.6900e-003	0.2089	0.0890	0.2979	0.0570	0.0839	0.1408	0.0000	603.1808	603.1808	0.0718	0.0000	604.9747
Maximum	2.7331	4.8669	3.4237	0.0100	0.4162	0.1673	0.5835	0.1409	0.1557	0.2965	0.0000	914.6242	914.6242	0.1316	0.0000	917.9135

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	32.69	0.00	25.62	37.47	0.00	21.33	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	1.9987	1.9987
2	4-1-2021	6-30-2021	1.3260	1.3260
3	7-1-2021	9-30-2021	0.9748	0.9748
4	10-1-2021	12-31-2021	0.9854	0.9854
5	1-1-2022	3-31-2022	0.8787	0.8787
6	4-1-2022	6-30-2022	0.8792	0.8792
7	7-1-2022	9-30-2022	0.8889	0.8889
		Highest	1.9987	1.9987

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	1.6134	6.0000e-005	7.0400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0137	0.0137	4.0000e-005	0.0000	0.0146
Energy	0.0783	0.7121	0.5982	4.2700e-003		0.0541	0.0541		0.0541	0.0541	0.0000	1,041.4748	1,041.4748	0.0600	0.0236	1,049.9944

Mobile	1.3550	5.1412	11.2748	0.0253	1.7597	0.0259	1.7856	0.4726	0.0242	0.4968	0.0000	2,316.2538	2,316.2538	0.1466	0.0000	2,319.9181
Waste						0.0000	0.0000		0.0000	0.0000	29.6042	0.0000	29.6042	1.7496	0.0000	73.3432
Water						0.0000	0.0000		0.0000	0.0000	2.3176	3.5040	5.8217	0.2386	5.7400e-003	13.4992
Total	3.0467	5.8534	11.8801	0.0295	1.7597	0.0800	1.8397	0.4726	0.0784	0.5510	31.9218	3,361.2463	3,393.1681	2.1948	0.0293	3,456.7694

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	1.6134	6.0000e-005	7.0400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0137	0.0137	4.0000e-005	0.0000	0.0146
Energy	0.0573	0.5213	0.4379	3.1300e-003		0.0396	0.0396		0.0396	0.0396	0.0000	805.6889	805.6889	0.0513	0.0188	812.5616
Mobile	1.2317	4.3918	8.7366	0.0163	1.0108	0.0177	1.0285	0.2715	0.0165	0.2880	0.0000	1,497.1440	1,497.1440	0.1124	0.0000	1,499.9534
Waste						0.0000	0.0000		0.0000	0.0000	14.8021	0.0000	14.8021	0.8748	0.0000	36.6716
Water						0.0000	0.0000		0.0000	0.0000	1.8541	2.8908	4.7449	0.1909	4.6000e-003	10.8882
Total	2.9023	4.9131	9.1816	0.0194	1.0108	0.0573	1.0681	0.2715	0.0562	0.3276	16.6562	2,305.7373	2,322.3935	1.2294	0.0234	2,360.0893

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	4.74	16.06	22.71	34.17	42.56	28.38	41.94	42.56	28.33	40.53	47.82	31.40	31.56	43.99	20.25	31.73

2.3 Vegetation

Vegetation

	CO2e
Category	MT
Vegetation Land Change	0.0000
Total	0.0000

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	1/28/2021	5	20	
2	Site Preparation	Site Preparation	1/29/2021	2/25/2021	5	20	
3	Grading	Grading	2/26/2021	4/29/2021	5	45	
4	Building Construction	Building Construction	6/11/2021	10/13/2022	5	350	
5	Paving	Paving	4/30/2021	6/10/2021	5	30	
6	Architectural Coating	Architectural Coating	10/1/2022	12/30/2022	5	65	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 2.74

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 522,405; Non-Residential Outdoor: 174,135; Striped Parking Area:

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40

Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
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
Demolition	6	15.00	0.00	990.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	5,838.00	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
Building Construction	9	195.00	77.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	39.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2021

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					0.1121	0.0000	0.1121	0.0170	0.0000	0.0170	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0008	34.0008	9.5700e-003	0.0000	34.2400
Total	0.0317	0.3144	0.2157	3.9000e-004	0.1121	0.0155	0.1276	0.0170	0.0144	0.0314	0.0000	34.0008	34.0008	9.5700e-003	0.0000	34.2400

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	3.9400e-003	0.1368	0.0290	4.0000e-004	8.3900e-003	5.1000e-004	8.9000e-003	2.3100e-003	4.9000e-004	2.7900e-003	0.0000	38.1288	38.1288	1.4300e-003	0.0000	38.1646
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	6.1000e-004	5.4000e-004	4.9600e-003	1.0000e-005	1.1900e-003	1.0000e-005	1.2000e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0958	1.0958	4.0000e-005	0.0000	1.0969
Total	4.5500e-003	0.1373	0.0339	4.1000e-004	9.5800e-003	5.2000e-004	0.0101	2.6300e-003	5.0000e-004	3.1200e-003	0.0000	39.2246	39.2246	1.4700e-003	0.0000	39.2614

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					0.0479	0.0000	0.0479	7.2600e-003	0.0000	7.2600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0317	0.3144	0.2157	3.9000e-004		0.0155	0.0155		0.0144	0.0144	0.0000	34.0007	34.0007	9.5700e-003	0.0000	34.2400
Total	0.0317	0.3144	0.2157	3.9000e-004	0.0479	0.0155	0.0634	7.2600e-003	0.0144	0.0217	0.0000	34.0007	34.0007	9.5700e-003	0.0000	34.2400

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	3.9400e-003	0.1368	0.0290	4.0000e-004	8.0100e-003	5.1000e-004	8.5200e-003	2.2100e-003	4.9000e-004	2.7000e-003	0.0000	38.1288	38.1288	1.4300e-003	0.0000	38.1646
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	6.1000e-004	5.4000e-004	4.9600e-003	1.0000e-005	1.1300e-003	1.0000e-005	1.1400e-003	3.0000e-004	1.0000e-005	3.1000e-004	0.0000	1.0958	1.0958	4.0000e-005	0.0000	1.0969
Total	4.5500e-003	0.1373	0.0339	4.1000e-004	9.1400e-003	5.2000e-004	9.6600e-003	2.5100e-003	5.0000e-004	3.0100e-003	0.0000	39.2246	39.2246	1.4700e-003	0.0000	39.2614

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

Off-Road	0.0389	0.4050	0.2115	3.8000e-004		0.0204	0.0204		0.0188	0.0188	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060
Total	0.0389	0.4050	0.2115	3.8000e-004	0.0772	0.0204	0.0977	0.0425	0.0188	0.0613	0.0000	33.4357	33.4357	0.0108	0.0000	33.7060

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	7.3000e-004	6.5000e-004	5.9600e-003	1.0000e-005	1.3600e-003	1.0000e-005	1.3700e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.3149	1.3149	5.0000e-005	0.0000	1.3162
Total	7.3000e-004	6.5000e-004	5.9600e-003	1.0000e-005	1.3600e-003	1.0000e-005	1.3700e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.3149	1.3149	5.0000e-005	0.0000	1.3162

3.4 Grading - 2021

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					0.2002	0.0000	0.2002	0.0817	0.0000	0.0817	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0943	1.0440	0.6948	1.4000e-003		0.0447	0.0447		0.0411	0.0411	0.0000	122.6137	122.6137	0.0397	0.0000	123.6051
Total	0.0943	1.0440	0.6948	1.4000e-003	0.2002	0.0447	0.2448	0.0817	0.0411	0.1228	0.0000	122.6137	122.6137	0.0397	0.0000	123.6051

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	0.0232	0.8067	0.1708	2.3400e-003	0.0495	3.0000e-003	0.0525	0.0136	2.8700e-003	0.0165	0.0000	224.8443	224.8443	8.4400e-003	0.0000	225.0552
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	1.8200e-003	1.6300e-003	0.0149	4.0000e-005	3.5800e-003	3.0000e-005	3.6100e-003	9.5000e-004	3.0000e-005	9.8000e-004	0.0000	3.2873	3.2873	1.3000e-004	0.0000	3.2906
Total	0.0250	0.8083	0.1856	2.3800e-003	0.0531	3.0300e-003	0.0561	0.0145	2.9000e-003	0.0174	0.0000	228.1316	228.1316	8.5700e-003	0.0000	228.3458

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					0.0856	0.0000	0.0856	0.0349	0.0000	0.0349	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0943	1.0440	0.6948	1.4000e-003		0.0447	0.0447		0.0411	0.0411	0.0000	122.6136	122.6136	0.0397	0.0000	123.6050
Total	0.0943	1.0440	0.6948	1.4000e-003	0.0856	0.0447	0.1302	0.0349	0.0411	0.0760	0.0000	122.6136	122.6136	0.0397	0.0000	123.6050

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
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Category	tons/yr										MT/yr					
	Hauling	0.0232	0.8067	0.1708	2.3400e-003	0.0472	3.0000e-003	0.0502	0.0131	2.8700e-003	0.0159	0.0000	224.8443	224.8443	8.4400e-003	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	1.8200e-003	1.6300e-003	0.0149	4.0000e-005	3.3900e-003	3.0000e-005	3.4200e-003	9.1000e-004	3.0000e-005	9.3000e-004	0.0000	3.2873	3.2873	1.3000e-004	0.0000	3.2906
Total	0.0250	0.8083	0.1856	2.3800e-003	0.0506	3.0300e-003	0.0537	0.0140	2.9000e-003	0.0168	0.0000	228.1316	228.1316	8.5700e-003	0.0000	228.3458

3.5 Building Construction - 2021

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	0.1388	1.2725	1.2100	1.9700e-003		0.0700	0.0700		0.0658	0.0658	0.0000	169.0952	169.0952	0.0408	0.0000	170.1151
Total	0.1388	1.2725	1.2100	1.9700e-003		0.0700	0.0700		0.0658	0.0658	0.0000	169.0952	169.0952	0.0408	0.0000	170.1151

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	0.0208	0.6385	0.1679	1.5800e-003	0.0370	1.9600e-003	0.0390	0.0107	1.8800e-003	0.0126	0.0000	151.1408	151.1408	6.7400e-003	0.0000	151.3093

Worker	0.0574	0.0517	0.4712	1.1500e-003	0.1131	9.8000e-004	0.1141	0.0301	9.0000e-004	0.0310	0.0000	103.9885	103.9885	4.1300e-003	0.0000	104.0917
Total	0.0782	0.6901	0.6390	2.7300e-003	0.1501	2.9400e-003	0.1531	0.0408	2.7800e-003	0.0436	0.0000	255.1293	255.1293	0.0109	0.0000	255.4009

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	0.1388	1.2725	1.2100	1.9700e-003		0.0700	0.0700		0.0658	0.0658	0.0000	169.0950	169.0950	0.0408	0.0000	170.1149
Total	0.1388	1.2725	1.2100	1.9700e-003		0.0700	0.0700		0.0658	0.0658	0.0000	169.0950	169.0950	0.0408	0.0000	170.1149

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	0.0208	0.6385	0.1679	1.5800e-003	0.0354	1.9600e-003	0.0374	0.0103	1.8800e-003	0.0122	0.0000	151.1408	151.1408	6.7400e-003	0.0000	151.3093
Worker	0.0574	0.0517	0.4712	1.1500e-003	0.1072	9.8000e-004	0.1082	0.0286	9.0000e-004	0.0295	0.0000	103.9885	103.9885	4.1300e-003	0.0000	104.0917
Total	0.0782	0.6901	0.6390	2.7300e-003	0.1427	2.9400e-003	0.1456	0.0390	2.7800e-003	0.0417	0.0000	255.1293	255.1293	0.0109	0.0000	255.4009

3.5 Building Construction - 2022

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	0.1740	1.5928	1.6691	2.7500e-003		0.0825	0.0825		0.0776	0.0776	0.0000	236.3598	236.3598	0.0566	0.0000	237.7754
Total	0.1740	1.5928	1.6691	2.7500e-003		0.0825	0.0825		0.0776	0.0776	0.0000	236.3598	236.3598	0.0566	0.0000	237.7754

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	0.0266	0.8440	0.2125	2.1900e-003	0.0517	2.3800e-003	0.0541	0.0149	2.2800e-003	0.0172	0.0000	209.4039	209.4039	9.1100e-003	0.0000	209.6317
Worker	0.0744	0.0647	0.6002	1.5500e-003	0.1580	1.3200e-003	0.1594	0.0420	1.2100e-003	0.0432	0.0000	140.1860	140.1860	5.1500e-003	0.0000	140.3147
Total	0.1010	0.9087	0.8127	3.7400e-003	0.2098	3.7000e-003	0.2135	0.0570	3.4900e-003	0.0605	0.0000	349.5898	349.5898	0.0143	0.0000	349.9465

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
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Total	0.0188	0.1938	0.2198	3.4000e-004		0.0102	0.0102		9.3500e-003	9.3500e-003	0.0000	30.0352	30.0352	9.7100e-003	0.0000	30.2781
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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	9.1000e-004	8.2000e-004	7.4500e-003	2.0000e-005	1.7900e-003	2.0000e-005	1.8000e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.6437	1.6437	7.0000e-005	0.0000	1.6453
Total	9.1000e-004	8.2000e-004	7.4500e-003	2.0000e-005	1.7900e-003	2.0000e-005	1.8000e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.6437	1.6437	7.0000e-005	0.0000	1.6453

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	0.0188	0.1938	0.2198	3.4000e-004		0.0102	0.0102		9.3500e-003	9.3500e-003	0.0000	30.0352	30.0352	9.7100e-003	0.0000	30.2780
Paving	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	0.1938	0.2198	3.4000e-004		0.0102	0.0102		9.3500e-003	9.3500e-003	0.0000	30.0352	30.0352	9.7100e-003	0.0000	30.2780

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	9.1000e-004	8.2000e-004	7.4500e-003	2.0000e-005	1.7000e-003	2.0000e-005	1.7100e-003	4.5000e-004	1.0000e-005	4.7000e-004	0.0000	1.6437	1.6437	7.0000e-005	0.0000	1.6453
Total	9.1000e-004	8.2000e-004	7.4500e-003	2.0000e-005	1.7000e-003	2.0000e-005	1.7100e-003	4.5000e-004	1.0000e-005	4.7000e-004	0.0000	1.6437	1.6437	7.0000e-005	0.0000	1.6453

3.7 Architectural Coating - 2022

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	2.4467					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0458	0.0589	1.0000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003	0.0000	8.2981	8.2981	5.4000e-004	0.0000	8.3116
Total	2.4534	0.0458	0.0589	1.0000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003	0.0000	8.2981	8.2981	5.4000e-004	0.0000	8.3116

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	4.7400e-003	4.1200e-003	0.0383	1.0000e-004	0.0101	8.0000e-005	0.0102	2.6800e-003	8.0000e-005	2.7600e-003	0.0000	8.9334	8.9334	3.3000e-004	0.0000	8.9416
Total	4.7400e-003	4.1200e-003	0.0383	1.0000e-004	0.0101	8.0000e-005	0.0102	2.6800e-003	8.0000e-005	2.7600e-003	0.0000	8.9334	8.9334	3.3000e-004	0.0000	8.9416

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	2.4467					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0458	0.0589	1.0000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003	0.0000	8.2981	8.2981	5.4000e-004	0.0000	8.3116
Total	2.4534	0.0458	0.0589	1.0000e-004		2.6600e-003	2.6600e-003		2.6600e-003	2.6600e-003	0.0000	8.2981	8.2981	5.4000e-004	0.0000	8.3116

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	4.7400e-003	4.1200e-003	0.0383	1.0000e-004	9.5500e-003	8.0000e-005	9.6300e-003	2.5500e-003	8.0000e-005	2.6300e-003	0.0000	8.9334	8.9334	3.3000e-004	0.0000	8.9416

Total	4.7400e-003	4.1200e-003	0.0383	1.0000e-004	9.5500e-003	8.0000e-005	9.6300e-003	2.5500e-003	8.0000e-005	2.6300e-003	0.0000	8.9334	8.9334	3.3000e-004	0.0000	8.9416
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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Diversity

Improve Destination Accessibility

Improve Pedestrian Network

Implement Trip Reduction Program

Transit Subsidy

Employee Vanpool/Shuttle

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 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	1.2317	4.3918	8.7366	0.0163	1.0108	0.0177	1.0285	0.2715	0.0165	0.2880	0.0000	1,497.1440	1,497.1440	0.1124	0.0000	1,499.9534
Unmitigated	1.3550	5.1412	11.2748	0.0253	1.7597	0.0259	1.7856	0.4726	0.0242	0.4968	0.0000	2,316.2538	2,316.2538	0.1466	0.0000	2,319.9181

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	2,479.50	2,479.50	2479.50	3,556,000	2,042,693
Strip Mall	2,279.95	2,279.95	2279.95	1,136,965	653,113
Total	4,759.45	4,759.45	4,759.45	4,692,965	2,695,807

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Hotel	3.94	3.94	3.94	19.40	61.60	19.00	100	0	0
Strip Mall	1.37	1.37	1.37	16.60	64.40	19.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805
Hotel	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805
Strip Mall	0.543895	0.028716	0.205211	0.131753	0.021859	0.005504	0.019097	0.027308	0.004155	0.002738	0.007724	0.001236	0.000805

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	238.1869	238.1869	0.0404	8.3600e-003	241.6872
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	266.2482	266.2482	0.0452	9.3400e-003	270.1610
NaturalGas Mitigated	0.0573	0.5213	0.4379	3.1300e-003		0.0396	0.0396		0.0396	0.0396	0.0000	567.5020	567.5020	0.0109	0.0104	570.8744

NaturalGas Unmitigated	0.0783	0.7121	0.5982	4.2700e-003		0.0541	0.0541		0.0541	0.0541	0.0000	775.2266	775.2266	0.0149	0.0142	779.8334
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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					
Enclosed Parking with Elevator	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
Hotel	1.44761e+007	0.0781	0.7096	0.5961	4.2600e-003		0.0539	0.0539		0.0539	0.0539	0.0000	772.4986	772.4986	0.0148	0.0142	777.0892
Strip Mall	51120.9	2.8000e-004	2.5100e-003	2.1000e-003	2.0000e-005		1.9000e-004	1.9000e-004		1.9000e-004	1.9000e-004	0.0000	2.7280	2.7280	5.0000e-005	5.0000e-005	2.7442
Total		0.0783	0.7121	0.5982	4.2800e-003		0.0541	0.0541		0.0541	0.0541	0.0000	775.2266	775.2266	0.0149	0.0142	779.8334

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					
Enclosed Parking with Elevator	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
Hotel	1.05988e+007	0.0572	0.5196	0.4364	3.1200e-003		0.0395	0.0395		0.0395	0.0395	0.0000	565.5924	565.5924	0.0108	0.0104	568.9534
Strip Mall	35784.6	1.9000e-004	1.7500e-003	1.4700e-003	1.0000e-005		1.3000e-004	1.3000e-004		1.3000e-004	1.3000e-004	0.0000	1.9096	1.9096	4.0000e-005	4.0000e-005	1.9210
Total		0.0573	0.5213	0.4379	3.1300e-003		0.0396	0.0396		0.0396	0.0396	0.0000	567.5020	567.5020	0.0109	0.0104	570.8744

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	712576	55.2705	9.3700e-003	1.9400e-003	56.0827
Hotel	2.48945e+006	193.0928	0.0328	6.7800e-003	195.9304
Strip Mall	230583	17.8850	3.0300e-003	6.3000e-004	18.1479
Total		266.2482	0.0452	9.3500e-003	270.1610

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	569574	44.1786	7.4900e-003	1.5500e-003	44.8279
Hotel	2.28853e+006	177.5085	0.0301	6.2300e-003	180.1171
Strip Mall	212723	16.4997	2.8000e-003	5.8000e-004	16.7422
Total		238.1869	0.0404	8.3600e-003	241.6872

6.0 Area Detail

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	1.6134	6.0000e-005	7.0400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0137	0.0137	4.0000e-005	0.0000	0.0146
Unmitigated	1.6134	6.0000e-005	7.0400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0137	0.0137	4.0000e-005	0.0000	0.0146

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	0.2447					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3680					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.5000e-004	6.0000e-005	7.0400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0137	0.0137	4.0000e-005	0.0000	0.0146
Total	1.6134	6.0000e-005	7.0400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0137	0.0137	4.0000e-005	0.0000	0.0146

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	0.2447					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.3680					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.5000e-004	6.0000e-005	7.0400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0137	0.0137	4.0000e-005	0.0000	0.0146
Total	1.6134	6.0000e-005	7.0400e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0137	0.0137	4.0000e-005	0.0000	0.0146

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	4.7449	0.1909	4.6000e-003	10.8882
Unmitigated	5.8217	0.2386	5.7400e-003	13.4992

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Hotel	5.70752 / 0.634169	4.3783	0.1864	4.4800e-003	10.3742
Strip Mall	1.59774 / 0.979263	1.4433	0.0522	1.2600e-003	3.1250
Total		5.8217	0.2386	5.7400e-003	13.4992

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Hotel	4.56602 / 0.634169	3.5371	0.1491	3.5900e-003	8.3343
Strip Mall	1.2782 / 0.979263	1.2078	0.0418	1.0100e-003	2.5539
Total		4.7449	0.1909	4.6000e-003	10.8882

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	14.8021	0.8748	0.0000	36.6716
Unmitigated	29.6042	1.7496	0.0000	73.3432

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Hotel	123.19	25.0065	1.4778	0.0000	61.9524
Strip Mall	22.65	4.5978	0.2717	0.0000	11.3907
Total		29.6042	1.7496	0.0000	73.3432

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
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Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Hotel	61.595	12.5032	0.7389	0.0000	30.9762
Strip Mall	11.325	2.2989	0.1359	0.0000	5.6954
Total		14.8021	0.8748	0.0000	36.6716

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

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

Equipment Type	Number
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11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
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Category	MT			
Unmitigated	0.0000	0.0000	0.0000	0.0000

11.1 Vegetation Land Change

Vegetation Type

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

ATC Hotel Existing Conditions - Monterey County, Annual

**ATC Hotel Existing Conditions
Monterey County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
High Turnover (Sit Down Restaurant)	5.51	1000sqft	0.13	5,510.00	0
Strip Mall	60.94	1000sqft	1.40	60,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	3.6	Precipitation Freq (Days)	55
Climate Zone	4			Operational Year	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MW hr)	171	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Existing Conditions, operational only

CO2 intensity factor per PG&E 2018 CRRP

Land Use -

Construction Phase - No construction

Demolition -

Grading -

Vehicle Trips - Adjusted trip rate

Energy Use -

Construction Off-road Equipment Mitigation - Operational only

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation - AB939

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	NumDays	2.00	0.00
tblConstructionPhase	NumDays	4.00	0.00
tblConstructionPhase	NumDays	200.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblConstructionPhase	NumDays	10.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	171
tblVehicleTrips	CC_TL	7.30	2.29
tblVehicleTrips	CC_TL	7.30	2.29
tblVehicleTrips	CNW_TL	7.30	2.29
tblVehicleTrips	CNW_TL	7.30	2.29
tblVehicleTrips	CW_TL	9.50	2.29
tblVehicleTrips	CW_TL	9.50	2.29
tblVehicleTrips	ST_TR	158.37	101.38
tblVehicleTrips	ST_TR	42.04	63.66
tblVehicleTrips	SU_TR	131.84	101.38
tblVehicleTrips	SU_TR	20.43	63.66
tblVehicleTrips	WD_TR	127.15	101.38
tblVehicleTrips	WD_TR	44.32	63.66

2.0 Emissions Summary

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					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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					
2021	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

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	0.3058	1.0000e-005	8.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7600e-003
Energy	6.9600e-003	0.0632	0.0531	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	133.3441	133.3441	0.0123	3.5300e-003	134.7012
Mobile	1.2064	4.0234	8.2476	0.0132	0.7516	0.0152	0.7667	0.2019	0.0142	0.2161	0.0000	1,209.5781	1,209.5781	0.1016	0.0000	1,212.1178
Waste						0.0000	0.0000		0.0000	0.0000	26.2995	0.0000	26.2995	1.5543	0.0000	65.1559
Water						0.0000	0.0000		0.0000	0.0000	1.9627	3.3765	5.3392	0.2022	4.8800e-003	11.8469
Total	1.5191	4.0866	8.3016	0.0136	0.7516	0.0200	0.7716	0.2019	0.0190	0.2209	28.2622	1,346.3004	1,374.5626	1.8703	8.4100e-003	1,423.8236

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	0.3058	1.0000e-005	8.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7600e-003
Energy	6.9600e-003	0.0632	0.0531	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	133.3441	133.3441	0.0123	3.5300e-003	134.7012
Mobile	1.2064	4.0234	8.2476	0.0132	0.7516	0.0152	0.7667	0.2019	0.0142	0.2161	0.0000	1,209.5781	1,209.5781	0.1016	0.0000	1,212.1178
Waste						0.0000	0.0000		0.0000	0.0000	26.2995	0.0000	26.2995	1.5543	0.0000	65.1559
Water						0.0000	0.0000		0.0000	0.0000	1.9627	3.3765	5.3392	0.2022	4.8800e-003	11.8469
Total	1.5191	4.0866	8.3016	0.0136	0.7516	0.0200	0.7716	0.2019	0.0190	0.2209	28.2622	1,346.3004	1,374.5626	1.8703	8.4100e-003	1,423.8236

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2021	12/31/2020	5	0	
2	Site Preparation	Site Preparation	1/29/2021	1/28/2021	5	0	
3	Grading	Grading	2/2/2021	2/1/2021	5	0	
4	Building Construction	Building Construction	2/6/2021	2/5/2021	5	0	
5	Paving	Paving	11/13/2021	11/12/2021	5	0	
6	Architectural Coating	Architectural Coating	11/27/2021	11/26/2021	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 99,675; Non-Residential Outdoor: 33,225; Striped Parking Area: 0

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40

Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	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	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	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
Demolition	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	22.00	11.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	4.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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
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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
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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.5 Building Construction - 2021

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

3.6 Paving - 2021

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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
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Total	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
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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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	0.0000	0.0000	0.0000	0.0000	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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

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	tons/yr										MT/yr					
Mitigated	1.2064	4.0234	8.2476	0.0132	0.7516	0.0152	0.7667	0.2019	0.0142	0.2161	0.0000	1,209.578 1	1,209.5781	0.1016	0.0000	1,212.1178
Unmitigated	1.2064	4.0234	8.2476	0.0132	0.7516	0.0152	0.7667	0.2019	0.0142	0.2161	0.0000	1,209.578 1	1,209.5781	0.1016	0.0000	1,212.1178

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT

High Turnover (Sit Down Restaurant)	558.60	558.60	558.60	204,308	204,308
Strip Mall	3,879.44	3,879.44	3,879.44	1,799,742	1,799,742
Total	4,438.04	4,438.04	4,438.04	2,004,050	2,004,050

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
High Turnover (Sit Down)	2.29	2.29	2.29	8.50	72.50	19.00	37	20	43
Strip Mall	2.29	2.29	2.29	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
High Turnover (Sit Down Restaurant)	0.538832	0.029687	0.203987	0.136286	0.023350	0.005751	0.018582	0.026631	0.004153	0.002845	0.007802	0.001241	0.000853
Strip Mall	0.538832	0.029687	0.203987	0.136286	0.023350	0.005751	0.018582	0.026631	0.004153	0.002845	0.007802	0.001241	0.000853

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	64.5130	64.5130	0.0109	2.2600e-003	65.4611
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	64.5130	64.5130	0.0109	2.2600e-003	65.4611
NaturalGas Mitigated	6.9600e-003	0.0632	0.0531	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	68.8311	68.8311	1.3200e-003	1.2600e-003	69.2402
NaturalGas Unmitigated	6.9600e-003	0.0632	0.0531	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	68.8311	68.8311	1.3200e-003	1.2600e-003	69.2402

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					
High Turnover (Sit Down Restaurant)	1.14542e+006	6.1800e-003	0.0562	0.0472	3.4000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	61.1239	61.1239	1.1700e-003	1.1200e-003	61.4871
Strip Mall	144428	7.8000e-004	7.0800e-003	5.9500e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7072	7.7072	1.5000e-004	1.4000e-004	7.7530
Total		6.9600e-003	0.0632	0.0531	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	68.8311	68.8311	1.3200e-003	1.2600e-003	69.2402

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					
High Turnover (Sit Down Restaurant)	1.14542e+006	6.1800e-003	0.0562	0.0472	3.4000e-004		4.2700e-003	4.2700e-003		4.2700e-003	4.2700e-003	0.0000	61.1239	61.1239	1.1700e-003	1.1200e-003	61.4871
Strip Mall	144428	7.8000e-004	7.0800e-003	5.9500e-003	4.0000e-005		5.4000e-004	5.4000e-004		5.4000e-004	5.4000e-004	0.0000	7.7072	7.7072	1.5000e-004	1.4000e-004	7.7530
Total		6.9600e-003	0.0632	0.0531	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003	0.0000	68.8311	68.8311	1.3200e-003	1.2600e-003	69.2402

5.3 Energy by Land Use - Electricity

Unmitigated

Electricity Use	Total CO2	CH4	N2O	CO2e
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Mitigated	0.3058	1.0000e-005	8.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7600e-003
Unmitigated	0.3058	1.0000e-005	8.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7600e-003

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	0.0462					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2595					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	8.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7600e-003
Total	0.3058	1.0000e-005	8.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7600e-003

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	0.0462					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2595					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	8.0000e-005	1.0000e-005	8.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7600e-003

Total	0.3058	1.0000e-005	8.5000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.6500e-003	1.6500e-003	0.0000	0.0000	1.7600e-003
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7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.3392	0.2022	4.8800e-003	11.8469
Unmitigated	5.3392	0.2022	4.8800e-003	11.8469

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	1.67247 / 0.106753	1.2615	0.0546	1.3100e-003	3.0182
Strip Mall	4.51398 / 2.76663	4.0777	0.1475	3.5700e-003	8.8287
Total		5.3392	0.2022	4.8800e-003	11.8469

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
High Turnover (Sit Down Restaurant)	1.67247 / 0.106753	1.2615	0.0546	1.3100e-003	3.0182
Strip Mall	4.51398 / 2.76663	4.0777	0.1475	3.5700e-003	8.8287
Total		5.3392	0.2022	4.8800e-003	11.8469

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	26.2995	1.5543	0.0000	65.1559
Unmitigated	26.2995	1.5543	0.0000	65.1559

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	65.57	13.3101	0.7866	0.0000	32.9753
Strip Mall	63.99	12.9894	0.7677	0.0000	32.1807
Total		26.2995	1.5543	0.0000	65.1559

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
High Turnover (Sit Down Restaurant)	65.57	13.3101	0.7866	0.0000	32.9753
Strip Mall	63.99	12.9894	0.7677	0.0000	32.1807
Total		26.2995	1.5543	0.0000	65.1559

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

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

Equipment Type	Number
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11.0 Vegetation

Construction Fuel Consumption

On-Site Diesel ¹	MTCO ₂ e	Gallons of Fuel ⁴	Current County Fuel	Percent
Demolition	34	3,373		
Site Preparation/Grading	99	9,778		
Building Construction	350	34,442		
Paving	20	1,989		
Architectural Coating	3	252		
Total	506	49,835	29,642,248	0.1681%

Off-Site Diesel ¹	MTCO ₂ e	Gallons of Fuel ⁴	Current County Fuel	Percent
Demolition	38	3,759		
Site Preparation/Grading	225	22,172		
Building Construction	310	30,546		
Paving	0	0		
Architectural Coating	0	0		
Total	573	56,477	29,642,248	0.1905%

Off-Site Gasoline ²	MTCO ₂ e	Gallons of Fuel ⁴	Current County Fuel	Percent
Demolition	1	124		
Site Preparation/Grading	3	323		
Building Construction	211	23,995		
Paving	1	120		
Architectural Coating	3	312		
Total	219	24,875	166,140,811	0.0150%

Total Diesel Fuel		106,312	29,642,248	0.3587%
Total Gasoline Fuel		24,875	166,140,811	0.0150%
Total Construction Fuel	1,298	131,187		

Construction Phase ³	Demolition			Site Preparation			Grading		
	On-Site Diesel (Off-Road)	Off-Site Diesel (Hauling/Vendor)	Off-Site Gas (Worker)	On-Site Diesel (Off-Road)	Off-Site Diesel (Hauling/Vendor)	Off-Site Gas (Worker)	On-Site Diesel (Off-Road)	Off-Site Diesel (Hauling/Vendor)	Off-Site Gas (Worker)
2021	34	38	1	17	0	1	82	225	2
2022									
Total	34	38	1	17	0	1	82	225	2

Construction Phase ³	Building Construction			Paving			Architectural Coating		
	On-Site Diesel (Off-Road)	Off-Site Diesel (Hauling/Vendor)	Off-Site Gas (Worker)	On-Site Diesel (Off-Road)	Off-Site Diesel (Hauling/Vendor)	Off-Site Gas (Worker)	On-Site Diesel (Off-Road)	Off-Site Diesel (Hauling/Vendor)	Off-Site Gas (Worker)
2021	234	208	143						
2022	115	102	68	20	0	1	3	0	3
Total	350	310	211	20	0	1	3	0	3

Notes:

¹ Fuel used for off-road, hauling, and vendor trips assumed to be diesel.

² Fuel used for worker trips assumed to be gasoline.

³ MTCO₂e rates from CalEEMod (3.0 Construction Details).

⁴ For CO₂e emissions, see Chapter 13 (page 94); Conversion Ratios: Climate Registry, General Reporting Protocol, 2016.

Operational Fuel

Vehicle Type	Percent ¹	Annual VMT ²	MPG ³	Annual Fuel (Gallons)	Fuel Type	Monterey Gallons ⁴	Monterey Percent	
Passenger Cars	0.92	2,472,861	21.6	114,484	Gas	166,140,811	0.0689%	0.0700%
Light/Medium Trucks	0.06	149,332	17.2	8,682	Diesel	29,642,248	0.0293%	
Heavy Trucks/Other	0.03	73,617	6.1	12,068	Diesel	29,642,248	0.0407%	
Total	1.00	2,695,807		135,235		195,783,058		

Land Use ⁵	LDA	LDT1	LDT2	MCY	MDV	LHD1	LHD2	MHD	OBUS	UBUS	SBUS	MH	HHD
Enclosed Parking with Elevator	0.5439	0.0287	0.2052	0.0077	0.1318	0.0219	0.0055	0.0191	0.0042	0.0027	0.0012	0.0008	0.0273
Hotel	0.5439	0.0287	0.2052	0.0077	0.1318	0.0219	0.0055	0.0191	0.0042	0.0027	0.0012	0.0008	0.0273
Strip Mall	0.5439	0.0287	0.2052	0.0077	0.1318	0.0219	0.0055	0.0191	0.0042	0.0027	0.0012	0.0008	0.0273

Notes:

- ¹ Percent of vehicle trip distribution based on fleet mix from CalEEMod (4.4 Fleet Mix).
- ² Total annual operational VMT based on mitigated annual VMT from CalEEMod (4.2 Trip Summary Information).
- ³ Average fuel economy derived from Department of Transportation.
- ⁴ Total annual county fuel per EMFAC 2017 model of projected operational fuel usage.

Construction Water Energy

	Daily Soil Disturbance ¹	113	acres
	Days of Soil Disturbance ²	40	days
	Water Concentration ³	3,020	gallons/acre
	Water Energy Intensity ⁴	3,500	kWh/MG
	Total Construction Water	13.59	million gallons
	Construction Water Energy	47,565	kWh
		0.0476	GWh

Notes:

¹ Total daily acres disturbed from offroad equipment per CalEEMod (3.0 Construction Detail) and maximum SCAQMD LST values for soil-disturbing equipment.

² Number of days of construction with soil-disturbing equipment per CalEEMod (3.0 Construction Detail).

³ Water application rate per Air and Waste Management Association's Air Pollution Engineering Manual.

⁴ Water energy intensity factor for county subarea per CalEEMod User Guide, Appendix D, page D-343.

Operational Water Energy

Mitigated Indoor	5.8	million gallons
Indoor Energy Intensity Factor ¹	5,411	kWh/MG
Mitigated Outdoor	2	million gallons
Outdoor Energy Intensity Factor ²	3,500	kWh/MG
Operational Water Energy	37,270	kWh

Land Use ³	Unmitigated (MG)		Mitigated (MG)	
	Indoor	Outdoor	Indoor	Outdoor
	0	0	0	0
Enclosed Parking with Elevator	0	0	0	0
Hotel	6	1	5	1
Strip Mall	2	1	1	1
Total Operational Water	7	2	6	2

Notes:

¹ Indoor water energy intensity factor for county subarea per CalEEMod User Guide, Appendix D, page D-343. Factor includes supply, treatment, distribution, and wastewater.

² Outdoor water energy intensity factor for county subarea per CalEEMod User Guide, Appendix D, page D-343. Factor includes supply, treatment, and distribution.

³ Operational water use values per CalEEMod (7.2 Water by Land Use).

Electricity/Natural Gas Energy

	Mitigated Project Annual Energy	Monterey County Annual Energy ³	Percentage Increase
Electricity (kWh/yr)	3,070,827	2,488,000,000	0.1234%
Natural Gas (kBTU/yr)	10,634,585	11,200,000,000	0.0950%
Natural Gas (therms/yr)	106,346	112,000,000	0.0950%

Land Use	Electricity ¹ (kWh/yr)		Natural Gas ² (kBTU/yr)	
	Unmitigated	Mitigated	Unmitigated	Mitigated
	0	0	0	0
Enclosed Parking with Elevator	712,576	569,574	0	0
Hotel	2,489,450	2,288,530	14,476,100	10,598,800
Strip Mall	230,583	212,723	51,121	35,785
Total Energy	3,432,609	3,070,827	14,527,221	10,634,585

Notes:

¹ Electricity use per CalEEMod (5.3 Energy by Land Use).

² Natural Gas use per CalEEMod (5.2 Natural Gas by Land Use).

³ County total energy values from California Energy Commission energy reports available through ecdms.energy.ca.gov.

Appendix C

Biological Resources Technical Memorandum and Habitat Assessment

American Tin Cannery Hotel and Commercial Project
Biological Resources Technical Memorandum and Habitat Assessment

June 15, 2020

METHODOLOGY

The Biotic Resources Group and Dana Bland & Associates conducted a biological review of the proposed American Tin Cannery Project. A site visit was conducted on November 26, 2019, wherein the project area was walked and physical site features were noted. In addition, existing reports and data bases for the project area were reviewed, including a tree assessment conducted for the project (Frank Ono, 2019), a Preliminary Assessment of Environmental Noise (Veneklasen Associates, Inc., May 2020), and data bases maintained by California Department of Fish and Wildlife (CDFW) and California Native Plant Society (CNPS).

FINDINGS

Existing Vegetation Resources. The project site supports a large commercial development building, a parking structure, and smaller office/commercial buildings that are bound by Ocean View Boulevard, Eardley Avenue, Sloat Avenue, Dewey Avenue and a portion of Central Avenue. The majority of the project site is developed and does not support natural biological resources. There are planted landscape trees and shrubs around the perimeter of the buildings and parking lot. The field visit documented trees of Monterey cypress (*Cupressus macrocarpa*), coast live oak (*Quercus agrifolia*), eucalyptus (*Eucalyptus spp.*), *Podocarpus*, Canary Island pine (*Pinus canariensis*), and strawberry tree (*Arbutus unedo*). Landscape shrubs and groundcovers were also observed, such as escallonia (*Escallonia sp.*), pyracantha (*Pyracantha sp.*), bottlebrush (*Callistemon sp.*), bird of paradise (*Strelitzia sp.*), pride of Madeira (*Echium fastuosum*), aloe (*Aloe sp.*), butterfly bush (*Buddleia sp.*), honeysuckle (*Lonicera sp.*), *Phormium sp.*, fortnight lily (*Dietes sp.*), and calla lily (*Zantedeschia sp.*).

Federal or State Wetlands or Waterways. The project site does not support any federal or State-designated wetlands or waterways. No impacts to such resources would occur.

Sensitive Vegetation Types. The majority of the landscape plants are non-native species, with the exception of Monterey cypress and coast live oak. These two trees are native to the central coast region. Native stands of Monterey cypress are limited to distinct areas of Monterey County and their forests are considered a sensitive resource by local and State agencies. The Monterey cypress trees on site are not located within a natural, native stand/forest, as they were planted as landscape trees amid an otherwise built environment; therefore, the trees are not considered to be a sensitive botanical resource by State agencies. The oak trees are also planted specimens within the built environment. Although oak woodlands are considered a sensitive resource; the trees on site do not meet the definition of an oak woodland and are not considered to be a sensitive botanical resource by State agencies. However, as noted below, these trees are regulated by the City of Pacific Grove as urban trees, as part of the City's urban forest.

Special Status Species. The project site does not support any microhabitats that would be suitable for special status plant species. Although special status plant species are known from the nearby vicinity (i.e., rare endemic species occurring in dunes at Asilomar State Reserve), the project site does not provide any

suitable habitat for special status species due to the built, developed condition of the site. No impacts to special status plant species will occur from the project.

Urban Trees/Urban Forest. The City of Pacific Grove Municipal Code Title 12.30.010 requires a Tree Resource Assessment when tree removal is necessary to preserve and maintain the urban forest and its beneficial uses. The City identifies native trees as Gowen cypress, regardless of size; all coast live oak, Monterey cypress, shore pine, Torrey pine, and Monterey pine, which are six inches or greater in trunk diameter, measured at 54 inches above native grade. It also identifies all other trees on private property, regardless of species, 12 inches or greater in trunk diameter, measured at 54 inches above native grade as tree species that require special consideration for management.

The tree assessment, conducted by Frank Ono, documented the urban forest. He found the site to be developed and the surrounding urban forest canopy fragmented. He indicates the commercial development dates from the 1920s when much of the area was cleared and the trees on site are in the 50-60-year old age range. The tree assessment recorded 86 trees/tree clusters (multi-trunk trees), with diameters ranging from 5 inches (strawberry tree) to 55 inches (Monterey cypress). The tree assessment recorded 18 eucalyptus (diameter range of 8 inches to 23 inches), four strawberry trees (diameter range of 5 inches to 8 inches), one Canary Island pine (7 inch diameter), four coast live oaks (diameter range of 15 inches to 22 inches), and 59 Monterey cypress (diameter range of 8 inches to 55 inches). Our field review confirmed this assessment.

IMPACT AND MITIGATION MEASURES

Removal of Urban Trees/Impact to Urban Forest: As all of the project site will be subject to proposed improvements, all 86 tree/tree clusters on site will be removed. The tree assessment found several of the oak, cypress, and eucalyptus trees would be considered protected trees as defined by the City of Pacific Grove Zoning Ordinance. Under City policy the removal of the following trees (including multi-trunk trees) would constitute a significant impact under CEQA: 17 eucalyptus, four coast live oaks, and 59 Monterey cypress.

Direct impacts to these trees will occur from removal of all above and below-ground material. Direct impacts may also occur to tree limbs and/or tree roots of trees on nearby adjacent property, if such roots/limbs are disturbed during site construction.

The project will remove a portion of the City's urban forest. The project will require tree re-planting and/or payment of an in-lieu fee to the City for this impact, as allowed in Municipal Code Title 12.30.010; however, until replacement trees are installed on site or elsewhere in the City, and time is allowed for a similar canopy coverage to develop, there will be a temporal loss of urban forest.

Mitigation Measure BIO-1: Implement all mitigation measures as outlined in the tree assessment report, which include a pre-construction meeting, off-site mitigation and/or payment of in-lieu fees (i.e., replace/replant new trees on a 2:1 ratio on site; replace/replant at another location(s) identified in consultation with the City of Pacific Grove if 2:1 on-site replanting is not feasible; pay an in-lieu tree impact fee, implement BMP's during construction, implementing tree protection standards for any trees to be retained on site or on adjacent property, and other measures as determined by the consulting arborist.

Existing Wildlife Resources. This section discusses special status wildlife species that may be affected by the project. Special status wildlife species include those listed under the State or Federal Endangered Species Acts, as well as candidates for listing, Marine Mammal Act, and State Species of Special Concern. In addition, active nests of almost all native bird species are protected under State Code for raptors and the Federal Migratory Bird Treaty Act. And finally, some species may be considered local species of concern worth of monitoring and included in CEQA for potential impacts.

IMPACT AND MITIGATION MEASURES

Two types of impacts may occur to wildlife from this project: direct or indirect.

Nesting birds potentially may be directly impacted by tree removal if any active nests are present during the removal. Eggs or chicks may be killed by tree removal, or parent birds may abandon chicks due to elevated noise and dust from construction. In addition, the local species of concern, the black oystercatcher (*Haematopus bachmani*), which nests along the rocky shoreline, may be indirectly impacted by construction noise. Shoreline habitat is approximately 500 feet from the nearest construction area.

Harbor seals colony west of Hopkins Marine Lab is approximately 400 feet from the closest portion of the project construction. In spring and summer, harbor seals haul out on the sand to give birth to pups and raise them until they can forage on their own. The noise from portions of this project at the closest point, Ocean View Boulevard, and Dewey Avenue, will likely exceed the ambient noise level (Table 9) for activities such as excavating under the current building to construct underground parking with tools such as rock drills (Table 11) according to the noise study (Veneklasen Assoc, 2020). This may cause the harbor seals to flee the beach for the water, and potentially cause harm to pups that are not fully weaned.

Mitigation Measure BIO-2: Schedule the noisiest construction at the closest point to the shoreline where seals and oystercatchers breed to occur during their non-breeding seasons which is from September 15 to February 1. If this is not possible, implement Measure 3.

Mitigation Measure BIO-3: The contractor will hire a qualified noise monitor. This monitor will coordinate with biologist monitors for the oystercatcher and harbor seals. If noise above ambient levels before construction is reported to be disturbing active oystercatcher nesting or harbor seal pupping, then the contractor will take appropriate actions to reduce the noise until the nesting by oystercatchers and harbor seals pupping efforts are complete. If noise reduction is not effective, then a buffer area where the noisy construction will be suspended until the biologists confirm that active breeding is complete.

Mitigation Measure BIO-4: Implement all noise reduction measures for construction equipment as described in the noise study, e.g. use of “quiet” air compressors.

Mitigation Measure BIO-5: Schedule tree removal to occur at the beginning of the project to avoid conflicts with noise and dust. Schedule tree removal to occur between August 31 and March 1 of any given year, which is outside the bird breeding season on the Central Coast. If this is not practical, then a qualified biologist will conduct surveys for nesting birds no more than 14 days prior to any vegetation removal for this project. If no active bird nests are observed, then no additional measures are recommended. If an active bird

nest may be directly or indirectly damaged during the project work, as determined by the qualified biologist, then the biologist will flag a buffer zone where no work will occur until the biologist has determined that all young have fledged the nest. If that is not practical, then the work will be delayed until all young have fledged the nest, as confirmed by the biologist.

The black oystercatcher has been the subject of annual nest monitoring along this portion of their range to gather more information on its overall status along the California coast, and its vulnerability to future population declines. A project representative will coordinate with the oystercatcher nest monitors to determine if any active nests are within a distance from the project area such that noises from certain construction activities that are well above ambient noise levels may impact that nest. If so, that activity will be postponed until the nest monitor determines the young have fledged and can feed on their own.

Appendix D

Tree Resource Assessment

ATC Hotel and Commercial Project Tree Resource Assessment

Prepared for:

Comstock Homes

Prepared by:

Frank Ono

Forester

Society of American Foresters Member #48004

Certified Arborist #536

1213 Miles Avenue

Pacific Grove, CA 93950

June 3, 2019

Project Management:

Comstock Homes
2301 Rosecrans Avenue, Ste 1150
El Segundo, CA 90245

Architect:

Mr. John C. Hill, A.I.A.
P.O. Box 5903
Carmel, CA 93921

Forester and Arborist

Frank Ono, Society of American Foresters # 048004, Certified Arborist #536
F.O. Consulting
1213 Miles Ave
Pacific Grove, CA 93950

SUMMARY

Development is proposed for the site at 125 Ocean View Blvd, in Pacific Grove. The project proposes to partially renovate one existing commercial structure and demolishing two existing commercial structures, Sloat Ave between Dewey St and Eardley Ave, and three above grade parking lots to build a new hotel and subterranean parking garage. Due to the required grading, construction and shoring, the proposed construction requires removal of 79 identified trees. All trees that are adjacent to the proposed construction are considered to range from poor to fair condition both structurally and in health. A tree assessment has been prepared that identifies and addresses the affects that the project will have to the existing tree resources on site as well as a list of recommendations for the project.

INTRODUCTION

This forest management plan is prepared for Comstock Homes Project Management for the American Tin Cannery (ATC) located at 125 Ocean View Blvd, in Pacific Grove, CA by Frank Ono, Urban Forester and Certified Arborist, S.A.F. Member #48004 and ISA #536 due to construction. The City of Pacific Grove Municipal Code Title 12.30.010 requires a Tree Resource Assessment when tree removal is necessary of native trees to preserve and maintain the urban forest and its beneficial uses. The City identifies native trees as Gowen cypress, regardless of size; all Coast live oak, Monterey cypress, Shore pine, Torrey pine, and Monterey pine, which are six inches or greater in trunk diameter, measured at 54 inches above native grade. It also identifies all other trees on private property, regardless of species, 12 inches or greater in trunk diameter, measured at 54 inches above native grade as tree species that require special consideration for management.

ASSIGNMENT/SCOPE OF PROJECT

To identify tree resources on site, Comstock Homes has requested an assessment of the trees in proximity to proposed development areas. The findings of the report are to be documented in an arborist report to work in conjunction with other conditions for approval of the building permit application. To accomplish this assignment, the following tasks have been completed;

- Evaluate health, structure and preservation suitability for each tree within or adjacent (15 feet or less) to proposed development of trees greater than or equal to six diameter inches at 54 inches above grade.
- Review proposed building site plans as provided by Mr. John C. Hill, Architect.
- Make recommendations for alternative methods and preconstruction treatments to facilitate tree retention if possible.
- Create preservation specifications, as it relates to a Tree Location/Preservation Map if necessary.
- Determine the quantity of trees affected by construction that meet “Landmark” criteria as defined by the City of Pacific Grove Zoning Ordinance; as well as mitigation requirements for those to be affected.
- Document findings in the form of a report as required by the City of Pacific Grove Planning Department.

LIMITATIONS

This assignment is limited to the review of demolition plans submitted to me dated May 22, 2019 by Scott Stone, Senior Project Manager to assess affects from potential construction to trees within or adjacent to construction activities. The assessment has been made of these plans specifically and no other plans were reviewed. Only trees being impacted by construction or grading are assessed, trees outside of building and grading area will need to be assessed on a separate review. Only minor grading and erosion details are discussed in this report as it relates to tree health. It is not the intent of this report to be a monetary valuation of the trees or provide risk assessment for any tree on this parcel, as any tree can fail at any time. No clinical diagnosis was performed on any pest or pathogen that may or may not be present. In addition to an inspection of the property, F.O. Consulting relied on information provided in the preparation of this report (such as, surveys, property boundaries, and property ownership) and must reasonably rely on the accuracy of the information provided. F.O. Consulting shall not be responsible for another's means, methods, techniques, schedules, sequence or' procedures, or for contractor safety or any other related programs; or for another's failure to complete the work in accordance with the plans and specifications.

PURPOSE AND GOAL

This tree resource assessment/ management plan report is prepared for this parcel due to proposed construction activities intent on first, demolishing two existing commercial structures, Sloat Ave between Dewey St and Eardley Ave, and three above grade parking lots, then secondly, renovating one existing commercial structure and building a new hotel and subterranean parking garage. The purpose of the assessment is to determine what, if any, of the trees will be affected by the proposed project. Oak, Cypress, Eucalyptus trees found on this property are considered protected trees as defined by the City of Pacific Grove Zoning Ordinance.

The goal of this plan is to protect and maintain the Pacific Grove Urban forested resources through the adherence of development standards, which allow the protection, and maintenance of its forest resources. Furthermore, it is the intended goal of this assessment report to aid in planning to offset any potential effects of proposed development on the property while encouraging forest stability and sustainability, perpetuating the forested character of the property and the immediate vicinity.

SITE DESCRIPTION

- 1) Assessor's Parcel Numbers: 006-231-001-000, 006-234-005-00, 006-234-008-000
- 2) Location: 125 Ocean View Blvd, Pacific Grove, CA 93950
- 3) Parcel size: 2.76, 1.29, 0.52 Acres
- 4) Existing Land Use: The parcel is developed and is zoned (C-V and C-2) for Visitor Commercial and Heavy Commercial use.
- 5) Slope: The parcel ranges from mild to steep sloped. Slopes range from % to 15%. The existing parking lots and commercial spaces sit on graded benches.
- 6) Soils: The parcel is located on soils classified by the Monterey County Soils report as "Sheridan coarse sandy loam" soils. This is a well-drained soil with slopes mostly between 5 and 15 percent. Runoff is low, and the erosion hazard is low. Paralithic bedrock is generally found at a depth of 39 to 43 inches.
- 7) Vegetation: The vegetation on site is comprised of planted native trees and ornamental plantings. It is a mixture of some Monterey Cypress trees around the parking lots with Eucalyptus and Arbutus landscape trees present.
- 8) Forest Condition and Health: The forest condition is evaluated with the use of the residual trees and those of the surrounding planted trees on neighboring lots. The site is developed and surrounding forest canopy is fragmented. The site is a historic development dating back to the 1920s when much of the area was cleared. The trees onsite are mostly in fair condition and in the 50-60 year old age range.

BACKGROUND/PROJECT DESCRIPTION

I (Frank Ono, F.O. Consulting) was contacted by Scott Stone, Senior Project Manager, Comstock Homes, who requested that I visit the site for an assessment of trees adjacent or within the proposed construction areas. Mr. Stone requested the findings from the review and assessment of trees that are adjacent to the proposed design development at 125 Ocean View Blvd, in Pacific Grove CA be prepared and documented in a report that would work in conjunction with other conditions for approval of the building permit application.

A site visit was taken to the property in May 2019 where trees were identified and assessed for health and condition at that time. The assessment focused on incorporating the preliminary location of site improvements coupled with consideration for the general goals of site improvement desired of the landowner. During this site visit, the proposed improvements assessed included preserving trees to the greatest extent feasible, maintaining the view shed and general aesthetic quality of the area while complying with city codes. A study of the individual trees was made to determine the treatments necessary to complete the project and meet the goals of the landowner. As a result trees within and immediately adjacent to the proposed development area were located, measured, inspected, and recorded. The assessment of each tree concluded with an opinion of whether the tree should be removed, or preserved, based on the extent and effect of construction activity to the short and long term health of the tree. All meetings and field review were focused on the area immediately surrounding the proposed development.

OBSERVATIONS/DISCUSSION

The following list includes observations made while on site, and summarizes details discussed during this stage of the planning process.

- Four (4) trees were found in poor condition
 - Tree #202 is a 5 inch diameter Strawberry tree with a thinning crown
 - Tree #234 is a 10 inch diameter Monterey cypress tree in a suppressed position.
 - Tree #236 is an 11 inch diameter Monterey cypress tree in a suppressed position that has been topped.
 - Tree #238 is a 16 inch diameter Monterey cypress tree in a suppressed position that is leaning.
- Nine (9) trees are outside of the grading and demolition limits but will be impacted by removal and replacement of the existing sidewalk. Trees include eight (8) Eucalyptus city owned street trees and one (1) Monterey cypress in the courtyard of the existing restaurant on Eardley Ave.
- No alternate building sites were considered for this assessment due to the large area already occupied by the current structures and parking lots.

PROJECT ASSESSMENT/CONCLUSION

This proposal is to partially renovate one existing commercial structure and demolish two existing commercial structures, along Sloat Ave between Dewey St and Eardley Ave, and three above grade parking lots. The project then proposes to build a new hotel and subterranean parking garage. Tree removal is necessary due to required excavation, shoring, and grading for the new structures for the proposed project which consist of the entire existing tree population on this site. Surrounding properties will maintain their urban forest coverage. Attempts to retain any existing vegetation for this project will be problematic and are unrealistic due to the scope of the project as presented. Mitigation efforts for the required tree removal will be the concern of the project's landscape plan on how it may be mitigated.

Short Term Impacts

Site disturbance will occur during demolition and construction. Approximately 100% of the parcel will be occupied by the improvements planned (Demolition, Construction, and renovation). The existing building footprint upon which the construction is planned, and the pre-existing site conditions are factors in realizing the disturbance that must take place for current planned construction. Short term site impacts are confined to the construction and demolition envelope and immediate surroundings where trees must be removed.

Long Term Impacts

No significant long-term impacts to the urban forest ecosystem are anticipated due to fact that the trees being removed are planted landscape trees which can be replanted or other mitigation implemented such as paying an in-lieu fee to place trees on other areas. Less than 15% of the parcels will be permanently altered by the project due to the fact that there are already previous developments. The project is in a highly urbanized area therefore the project as proposed is not likely to significantly reduce the availability of wildlife habitat over the long-term.

RECOMMENDATIONS

Pre-Construction Meeting

It is recommended that a project arborist/forester be retained and prior to the start of construction a meeting and training session shall be conducted in order to be communicate and instruct personnel about tree removal, retention of trees on adjacent properties, and their protection. The pre-construction meeting will include instruction on required tree protection and exclusionary fencing installed prior to grading, excavation and construction procedures. Meeting attendees should include all involved parties such as site clearance personnel, construction managers, heavy equipment operators, and tree service operators. A certified professional such as a qualified forester or qualified arborist will conduct training. A list of pre-construction attendees and the materials discussed may be maintained to be provided to the county. Meeting attendees must agree to abide to tree protection and instructions as indicated during the meeting and agree to ensure any tree protection implemented will remain in place during entire construction period.

Tree Removal

There are 79 trees to be removed with the design as stated in the tree removal chart. Tree removal contractor shall verify absence of active animal or bird nesting sites prior to any tree removal. If any active animal or bird nesting sites are found prior to tree removal, work shall be stopped until a qualified biologist is consulted for further recommendations.

Tree Planting

Replanting specifications should be in accordance with the city, typically that is two to one but due to the large scale of the project replanting will need to be associated with the project's landscape plan. Replacement trees should be five gallon stock or larger, if available. Spacing between trees should be at least 8 feet apart where available space is indicated. Occasional deep watering (more than two weeks apart) during the late spring, summer, and fall is recommended during the first two years after establishment.

Best Management Practices

The health of trees remaining on neighboring properties should not be affected if the following practices are adhered to:

- A) Do not deposit any fill around trees, which may compact soils and alter water and air relationships. Avoid depositing fill, parking equipment, or staging construction materials near existing trees. Covering and compacting soil around trees can alter water and air relationships with the roots. Fill placed within the drip-line may encourage the development of oak root fungus (*Armillaria mellea*). As necessary, trees may be protected by boards, fencing or other materials to delineate protection zones.
- B) Pruning when necessary shall be conducted so as not to injure any tree. General principals of pruning include placing cuts immediately beyond the branch collar, making clean cuts by scoring the underside of the branch first, and for live oak, avoiding the period from February through May.
- C) Native trees are not adapted to summer watering and may develop crown or root rot as a result. Do not regularly irrigate within the drip line of native trees.
- D) Root cutting should occur outside of the springtime. Late June and July would likely be the best. Pruning of the live crown should not occur February through May.
- E) A mulch layer up to approximately 4 inches deep should be applied to the ground under selected trees in disturbed areas following construction. Only 1 to 2 inches of mulch should be applied within 1 to 2 feet of the trunk, and under no circumstances should any soil or mulch be placed against the root crown (base) of trees. The best source of mulch would be from chipped material generated on site.
- F) If trees along near the development are visibly declining in vigor, a Professional Forester or Certified Arborist should be contacted to inspect the site to recommend a course of action.

Tree Protection Standards

If for some reason trees are not removed, prior to the commencement of any construction activity the following tree protection measures shall be implemented and approved by a qualified arborist or forester:

- Trees located adjacent to the construction area shall be protected from damage by construction equipment by the use of temporary fencing and through wrapping of trunks with protective materials. Fencing is not to be attached to the tree but free standing or self-supporting so as not to damage trees.
- Fencing shall be rigidly supported and shall stand a minimum of height of four feet above grade and should be placed to the farthest extent possible from the trees base to protect the area within the trees drip line (typically 10-12 feet away from the base of a tree).
- Fencing shall consist of chain link, snowdrift, plastic mesh, hay bales, or field fence. Existing fencing can also be used.
- In cases where access or space is limited for tree protection it is permissible to protect the tree within the 10-12-foot distance after determination and approval by a qualified forester or arborist.
- Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials shall not be allowed adjacent to trees on the property especially within fenced areas.
- Fenced areas and the trunk protection materials shall remain in place in good functional working order during the entire construction period.

During grading and excavation activities:

- All trenching, grading or any other digging or soil removal that is expected to encounter tree roots should be monitored by a qualified arborist or forester to ensure against drilling or cutting into or through major roots.
- The project architect and qualified arborist should be on site during excavation activities to direct any minor field adjustments that may be needed.
- Trenching for retaining walls or footings located adjacent to any tree should be done by hand where practical and any roots greater than 3-inches diameter should be bridged or pruned appropriately.
- Any roots that must be cut shall be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment.
- Any roots damaged during grading or excavation should be exposed to sound tissue and cut cleanly with a saw.

If at any time potentially significant roots are discovered:

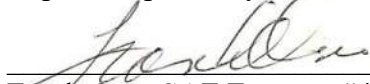
- The arborist/forester will be authorized to halt excavation until appropriate mitigation measures are formulated and implemented.
- If significant roots are identified that must be removed that will destabilize or negatively affects the target trees negatively, the property owner will be notified

immediately and a determination for removal will be assessed and made as required by law for treatment of the area that will not risk death decline or instability of the tree consistent with the implementation of appropriate construction design approaches to minimize affects, such as hand digging, bridging or tunneling under roots, etc..

Tree Pruning

If for some reason all trees are not removed and some trees are required to remain, the pruning of retained trees will be expected for this site. Pruning will include trees with deadwood, minor structural defects or disease that must be compensated, and possibly vehicle or pedestrian clearance. Trees should be monitored on occasion for health and vigor after pruning. Should the health and vigor of any tree decline it will be treated as appropriately recommended by a certified arborist or qualified forester. Remedial pruning should occur prior to construction. Following construction, any above ground tree pruning/trimming should be delayed until one year after completion of construction. Following construction, a qualified arborist should monitor trees adjacent to the improvements area and if any decline in health that is attributable to the construction is noted, additional trees should be planted on the site.

Report Prepared By:



Frank Ono, SAF Forester #48004 and ISA Certified Arborist #536

June 3, 2019
Date

Recommendations Agreed to by landowner:

Landowner

Date

Forest Management Plan approved by:

Director of Planning

Date

TREE CHART

The following trees were identified which will be impacted by new construction

ID	Diameter	Species	Condition	Comments
201	21	Eucalyptus	Fair	Lifting and Cracking Curbs and Asphalt
202	5	Strawberry	Poor	Crown Dieback
203	17	Monterey cypress	Fair	
204	11	Monterey cypress	Fair	
205	17	Monterey cypress	Fair	
206	11	Monterey cypress	Fair	
207	15	Monterey cypress	Fair	
208	11	Monterey cypress	Fair	
209	15	Monterey cypress	Fair	
210	11	Monterey cypress	Fair	
211	11	Monterey cypress	Fair	
212	7	Canary Island pine	Fair	
213	10	Monterey cypress	Fair	
214	10	Monterey cypress	Fair	
215	12	Monterey cypress	Fair	
216	20	Monterey cypress	Fair	Exposed Roots
217	43	Monterey cypress	Fair	Exposed Roots
218	13	Monterey cypress	Fair	
219	19	Monterey cypress	Fair	
220	17	Monterey cypress	Fair	
221	11	Monterey cypress	Fair	
222	25	Monterey cypress	Fair	Multiple Branch Attachments
223	14	Monterey cypress	Fair	
224	12	Monterey cypress	Fair	Leaning
225	17,14,12	Monterey cypress	Fair	
226	33	Monterey cypress	Fair	
227	43	Monterey cypress	Fair	
228	33	Monterey cypress	Fair	Exposed Roots
229	23	Monterey cypress	Fair	
230	24	Monterey cypress	Fair	
231	34	Monterey cypress	Fair	
232	30	Monterey cypress	Fair	
233	55	Monterey cypress	Fair	
234	10	Monterey cypress	Poor	Suppressed
235	24	Monterey cypress	Fair	
236	16	Monterey cypress	Poor	Suppressed and Leaning
237	17	Monterey cypress	Fair	Intermediate
238	11	Monterey cypress	Poor	Suppressed and Topped
239	18	Monterey cypress	Fair	
240	20	Monterey cypress	Fair	Leaning

241	12,8	Monterey cypress	Fair	
242	22	Monterey cypress	Fair	
242A	11	Monterey cypress	Fair	Suppressed
243	17	Monterey cypress	Fair	
244	24	Monterey cypress	Fair	Lifting and Cracking Asphalt and Curbs
245	18	Monterey cypress	Fair	Lifting and Cracking Asphalt and Curbs. Broken Limbs
246	30	Monterey cypress	Fair	Lifting and Cracking Asphalt and Curbs
247	41	Monterey cypress	Fair	Broken Limbs
248	52	Monterey cypress	Fair	
248A		Coast live oak	Fair	
249	15	Coast live oak	Fair	Codominant Stems and Included Bark
250	18	Coast live oak	Fair	
251	22	Coast live oak	Fair	
252	8,8,8,8,10	Monterey cypress	Fair	Multiple Stems
252A	31	Monterey cypress	Fair	Exposed Roots and Cracking Sidewalk
253	42	Monterey cypress	Fair	Exposed Roots, Lifting and Cracking Sidewalk
254	27	Monterey cypress	Fair	
255	19	Eucalyptus	Fair	Lifting and Cracking Sidewalk, Curbs, and Asphalt
256	14	Eucalyptus	Fair	Codominant Stems, Included Bark and Lifting Sidewalk
257	22	Eucalyptus	Fair	Lifting and Cracking Sidewalk, Curbs, and Asphalt
258	20	Eucalyptus	Fair	Lifting and Cracking Sidewalk, Curbs, and Asphalt
259	19	Eucalyptus	Fair	Lifting and Cracking Sidewalk
260	18	Eucalyptus	Fair	
261	15	Eucalyptus	Fair	
262	21	Eucalyptus	Fair	Codominant Stems
263	16	Eucalyptus	Fair	
264	6	Strawberry	Good	
265	5	Strawberry	Good	
266	8	Strawberry	Good	
267	16	Eucalyptus	Fair	
268	25	Eucalyptus	Fair	Lifting and Cracking Sidewalk and Curbs
269	8	Eucalyptus	Fair	
270	15	Monterey cypress	Fair	
271	23	Eucalyptus	Fair	Lifting Sidewalk
272	19	Eucalyptus	Fair	Lifting and Cracking Sidewalk and Curbs
273	19	Eucalyptus	Fair	Lifting Sidewalk
274	18	Eucalyptus	Fair	Lifting Sidewalk and Curbs
275	18	Eucalyptus	Fair	
276	38	Monterey cypress	Fair	

Appendix E

Historic Resources Technical Report

AMERICAN TIN CANNERY
109/125 OCEAN VIEW BOULEVARD
HISTORIC RESOURCES TECHNICAL REPORT

PACIFIC GROVE, CALIFORNIA
[15281]

PREPARED FOR:
KIMLEY-HORN



PAGE & TURNBULL

imagining change in historic environments through design, research, and technology

JUNE 1, 2020

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I. INTRODUCTION

This Historic Resource Technical Report (HRTR) has been prepared at the request of the City of Pacific Grove for the American Tin Cannery (ATC) complex.¹ The American Tin Cannery complex is a collection of four adjacent buildings at 109/125 Ocean View Avenue in the coastal zone of the City of Pacific Grove in Monterey County, California. The 5.59-acre “American Tin Cannery Hotel & Commercial Project” sponsored by CCSPacific Grove Manager, LLC encompasses a project site that includes the ATC complex located on the southwest side of Ocean View Avenue, as well as 124 Central Avenue and two adjacent parking lots southwest of Sloat Avenue. First constructed in 1927-28 for the American Can Company, the complex consolidated canning operations for the Monterey sardine industry. In the 1950s, industry needs shifted away from canning. National Automotive Fibres, Inc. (NAFI) built an addition and used the existing factory and warehouse buildings to produce automotive parts. After being converted to a commercial retail use in the 1970s, the complex was renamed the “American Tin Cannery” in 1988 in deference to the original owner and tenant, the American Can Company. The multi-level interconnected buildings total approximately 165,000 square feet and presently consist of retail, commercial, and restaurant space.

The four adjacent buildings that make up the American Tin Cannery complex are largely rectangular in plan, and are oriented approximately 45 degrees off the cardinal directions. The following analysis describes the four buildings individually as well as collectively. The buildings each correspond to the following Assessor Parcel Numbers (APN) and naming conventions (see Figure 2 for locations):

APN	Building Name ²	Date of Construction
006-231-001	Archie’s American Diner (Building 0)	1927
006-231-001	Factory (Building 1)	1927-28
006-231-001	Warehouse (Building 2)	1927-28
006-231-001	NAFI Addition (Building 3)	1958-59
006-234-005	Customer Parking (across sky bridge) Eardley Avenue (No Site Address)	Mid 1970s (skybridge c.1972)
006-234-005	Employee Parking (accessed via ramp) Sloat Avenue (No Site Address)	1990s
006-234-008	124 Central Avenue (Di Maggio’s Classic Cleaners)	1971

The two parking lot sites do not include age-eligible buildings or structures, and the commercial building at 124 Central Avenue is also not age-eligible for consideration as a potential historic resource under the purposes of the California Environmental Quality Act (CEQA). Furthermore, the Di Maggio’s Classic Cleaners building is not part of the proposed project as the project applicant is only leasing the parking area. Therefore, the focus of this report is on the ATC complex site (APN 006-231-001).

¹ The site is commonly known as the American Tin Cannery, and will be referred to as such in this report. However, it should be noted that the complex was originally associated with the American Can Company, and the property was only later renamed in the 1980s after it had been converted to a retail outlet mall.

² The numbered building names (Building 0, 1, 2, and 3) were not used historically. However, this convention has been used for easy of reference in this report, and corresponds with the naming convention used in the “Cultural Resources Due Diligence Letter Report – ATC Hotel Project, Pacific Grove, Monterey County, California” prepared by FirstCarbon Solutions for Comstock Homes (Draft, November 7, 2017).

METHODOLOGY

This report provides building and site descriptions, an abbreviated historic context, and an examination of the current historic status of the American Tin Cannery complex. The report includes an evaluation of eligibility for listing in the National Register of Historic Places and the California Register of Historical Resources. Lastly, it includes CEQA assessments for project-specific and cumulative impacts and recommends mitigation measures. All site photographs in this report were taken by Page & Turnbull during a site visit in July 2016, unless otherwise noted. Page & Turnbull reviewed overall photos of the project site taken by Kimley-Horn in November 2019 and have verified that the complex has not been altered since 2016. Primary historic research was conducted at the following repositories: the California View Photo Archives, City of Monterey Public Library California History Room, Pacific Grove Public Library, Monterey County Historical Society, and Heritage Society of Pacific Grove. This report also provides historic context that is derived from Page & Turnbull's *Pacific Grove Historic Context Statement* (2011).

SUMMARY OF HISTORIC SIGNIFICANCE DETERMINATION

Page & Turnbull has determined that the ATC complex qualifies as a historic resource for the purposes of review under the California Environmental Quality Act (see section **V. Evaluation** for more information). The subject property appears to be individually eligible for the California Register under Criterion 1 (Events) for association with the industrial development of Pacific Grove and for direct contributions to the rise of the Monterey peninsula fish canning industry. It is also eligible for the Pacific Grove Historic Resources Inventory as it meets local criteria A, C, E, H, and I.

II. CURRENT HISTORIC STATUS

The following section examines the national, state and local historic ratings currently assigned to the American Tin Cannery and the previous historic evaluations completed for the property.

NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places (National Register) is the nation's most comprehensive inventory of historic resources. The National Register is administered by the National Park Service and includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

The American Tin Cannery is not listed in the National Register of Historic Places.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

The American Tin Cannery is not listed in the California Register of Historical Resources.

CALIFORNIA HISTORICAL RESOURCE STATUS CODE

Properties listed or under review by the State of California Office of Historic Preservation are assigned a California Historical Resource Status Code (CHRS Code) of "1" to "7" to establish their historical significance in relation to the National Register or California Register. Properties with a Status Code of "1" or "2" are either eligible for listing in the California Register or the National Register, or are already listed in one or both of the registers. Properties assigned Status Codes of "3" or "4" appear to be eligible for listing in either register, but normally require more research to support this rating. Properties assigned a Status Code of "5" have typically been determined to be locally significant or to have contextual importance. Properties with a Status Code of "6" are not eligible for listing in either register. Finally, a Status Code of "7" means that the resource has not been evaluated for the National Register or the California Register, or needs reevaluation.

The American Tin Cannery has not been formally submitted to the California Office of Historic Preservation; it is not listed in the California Historical Resource Information System's database (most updated version from 2012) with a CHRS Code.

CITY OF PACIFIC GROVE HISTORIC RESOURCES INVENTORY

In 1978, a Historic Resources Inventory (HRI) was compiled as the City of Pacific Groves official listing of locally-designated historic resources. In 1994, the City of Pacific Grove adopted its first historic preservation ordinance, aimed at protecting and enhancing Pacific Grove's community character and its historic resources (Pacific Grove Municipal Code Chapter 23.76). The City's current General Plan was also adopted in 1994 and includes a chapter dedicated to Historic and Archeological Resources.

The American Tin Cannery building is not currently listed on the Pacific Grove HRI.

PREVIOUS STUDIES

The American Tin Cannery has been documented in several previous studies. In 1993, the consultant firm Dames & Moore prepared a Phase I Environmental Site Assessment. The report documented the historic land use on the property, but did not provide an evaluation of potential historic resources.

In 2002, historic preservation consultant Kent Seavey prepared a review of the property in letter format for Edward E. Prohaska, Chief Financial Officer, Monterey Bay Aquarium, which stated that “it is clear that the American Can Company factory is historically significant to the economic development of Pacific Grove, and to the Monterey canning industry. A legitimate period of significance would be from its construction in 1927, to the demise of the sardine fishery, and its closure in 1954.”³ In 2013, Seavey prepared a Focused Phase II Historic Assessment for a minor project involving the replacement of a window to an accessible door. Seavey’s report stated that “the subject property is significant under California Register criterion 1, in the area of history, as one of the only large industrial operations in Pacific Grove during the period covered under the theme of City of Homes (1927-1945), in the 2011 Pacific Grove Historic Context Statement.”⁴

In 2016, Running Moose Environmental Consulting, LLC prepared a Phase I Environmental Site Assessment for EMC Planning Group Inc., which references the 1993 Dames & Moore report, but does not provide any evaluation or findings related to historic resources.

³ Letter from Kent L. Seavey to Edward E. Prohaska (November 8, 2002), regarding the American Can Company, on file in the Historic Buildings-American Tin Cannery File, California History Room, Monterey Public Library.

⁴ Seavey’s report also states that the property was listed in the Pacific Grove Historic Resources Inventory on November 16, 2010.” However, this statement appears to have been made in error. A letter from Kent Seavey to Scott Stone, Senior Project Manager, Comstock Homes, dated October 12, 2018 states that the ATC property is not currently listed on the National Register, California Register, or Pacific Grove HRI, but that the “property might be eligible for inclusion [on the California Register], in spite of the smoke stack loss, for its historical significance in the economic development of Pacific Grove and the Monterey canning industry. It may also qualify for architecture as the only known example of commercial Art Moderne design in Pacific Grove.”

III. ARCHITECTURAL DESCRIPTION

The complex at 109/125 Ocean View Boulevard is located on the southwest side of Ocean View Boulevard, between Dewey Avenue and Eardley Avenue (**Figure 1**). Sloat Avenue runs along the southwest facade of the complex. The primary, northeast facing facade looks onto Ocean View Boulevard and the secondary facades look onto neighboring buildings and parking lots. Situated on a westward sloping parcel, four adjacent buildings collectively form the ATC complex. They are identified chronologically as Building 0, Building 1, Building 2, and Building 3. Building 0 was the first to be constructed in 1927; Buildings 1 and 2 followed in 1927-1928; Building 3 was added in 1958-1959. Facades are oriented northeast, northwest, southwest, and southeast, and are identified as such throughout the following description.

The entire complex sits on a concrete foundation. Building 0 has a steeply pitched, shingle-clad hip roof and Building 1 has a sawtooth roof with continuous skylights that face northeast. Buildings 2 and 3 have flat roofs. Windows and doors throughout the complex are a combination of original and replacement features in a variety of styles. Looking onto Ocean View Boulevard, the primary façade of the complex is composed of the northeast facing portions of Buildings 0, 1, 2, and 3 (**Figure 2**). Although the complex is accessible from all facades, the northeast façade contains the primary entry. Building 0 sits at the left (south) end. Buildings 1 and 2 make up the central portion of the complex, while Building 3 sits at the right (north) end.



Figure 1: 109/125 Ocean View Boulevard (APN 006-231-001), outlined in orange. The adjacent customer parking lot (APN 006-234-005), employee parking lot (APN 006-234-005), and 124 Central Ave (APN 006-234-008), are outlined in green. Source: Google Earth Pro, November 2018. Edited by Page & Turnbull.



Figure 2: Northeast façade. Building 0 at left, Building 1 at middle, Building 2 at right. Building 3 at far right is recessed and not visible. View facing northwest.

BUILDING 0 (ARCHIE'S AMERICAN DINER)

Building 0 houses Archie's American Diner and is located at the southeast corner of the site (**Figure 1**). Building 0 is a one-story, stucco clad building with a steeply pitched hipped roof clad in asphalt shingles with shallow eaves. The primary exterior entrance to Archie's American Diner is located on the southeast façade. The southeast facade includes, from left to right (south to north): paired single-hung (eight-lite) windows; a projecting mass with two southeast facing windows and one northeast facing partially glazed nine-lite door; three paired single-hung eight-lite windows that have been painted over; a large paired casement window, each casement has six lites, topped with a four-lite transom; five single-hung paired eight-lite windows; and a partially glazed nine-lite door flanked by eight-lite windows and topped with a single pane transom (**Figure 5-Figure 7**). A wood lintel above the primary entrance to Building 0 is engraved with the name of the original tenant, "American Can Company" (**Figure 8**).



Figure 3: Building 0 southeast façade (left) and northeast façade (right), looking west.



Figure 4: South (left) end of the southeast façade of Building 0, looking northwest.



Figure 5: Paired casement window with transom on the southeast façade.



Figure 6: Bank of five single-hung multi-lite wood windows on the southeast façade of Building 0.



Figure 7: Primary entrance to Archie's American Diner at the north (right) end of the southeast façade of Building 0.



Figure 8: Engraved wood lintel reading "American Can Company," above the primary entrance to Building 0.

The northeast façade of Building 0 consists of a ribbon band of multi-lite single-hung wood windows. Buildings 0 and 1 are set apart approximately ten feet, joined by a connecting flat roofed corridor, also clad in stucco. The northwest façade of Building 0 and the recessed connecting corridor both feature multi-lite single-hung wood windows (Figure 9). The connecting corridor to Building 1 is flush with the southwest façade of Building 0. At the southwest façade of the flat-roofed connecting corridor is a partially glazed six-lite wood door flanked by two wood windows

(Figure 10). At the southwest façade of Building 0 is a partially glazed nine-lite wood door with four wood windows at the right (east) (Figure 11).



Figure 9: Connecting corridor between Building 0 (left) and Building 1 (right), looking southwest.



Figure 10: Southwest façade of Building 0, looking northeast.



Figure 11: Partial view of the southwest (left) and southeast (right) façades of Building 0, looking north.

BUILDING I (FACTORY)

Building 1 (Factory) is a rectangular reinforced concrete building with a distinctive sawtooth roof and continuous (northeast-facing) clerestory windows (Figure 5). The primary (southeast) façade features an elevated concrete storefront promenade stretching the length of the building. The primary entry to Building 1 is located at the center of the southeast façade and is flanked by five non-original storefront awnings on either side. Art-Moderne style chevron capped concrete pilasters define the entry and the storefront bays. Typical storefronts feature original full height, steel framed warehouse windows set above a concrete sill. Several of the storefronts have been boarded up or altered with non-original windows and doors.



Figure 12: Primary façade (right) and southeast façade (left) of Building 1 with storefronts and elevated promenade, looking northwest. Typical northeast facing sawtooth clerestory windows are visible.

A projecting canopy supported by Art-Moderne style chevron capped concrete columns, matching the pilasters along the façade, denotes the primary entrance (**Figure 13**). Two sets of steps located on either side of a planter provide access to the elevated promenade below the canopy. The primary entry features two sets of paired glazed wood doors, set within a window wall, recessed from the primary façade (**Figure 14**).



Figure 13: Primary entry of Building 1, defined by a projecting canopy, looking southwest.



Figure 14: Recessed primary entry doors set within a window wall.

The majority of the northwest façade of Building 1 directly abuts Building 2; however Building 1 projects approximately eight feet beyond Building 2 to the northeast and features paired, partially glazed wood doors at the first story (**Figure 15**).



Figure 15: Primary (southeast) façade of Building 1 (left), the exposed portion of the northwest (right, indicated by orange arrow), and Building 2 (far right). View facing south.

Building 1 features multiple entry points, one of which is accessed via a skybridge (built circa 1972) that extends over Sloat Avenue from the adjacent customer parking lot (discussed further in the following Site Features section) (Figure 16). Entry doors and storefront windows are located at the mezzanine level and garden level at the southwest façade (Figure 17 - Figure 22).



Figure 16: Skybridge (constructed circa 1972), connecting the adjacent customer parking lot to Building 1 over Sloat Avenue, looking northwest.



Figure 17: Partial view of Building 1 southwest façade from the skybridge, looking northwest.



Figure 18: Partial view of southwest façade of Building 1, left (north) of skybridge, looking northwest.



Figure 19: Southwest façade of Building 1, right of the skybridge.



Figure 20: Garden level below a pedestrian bridge accessing the mezzanine level of Building 1.



Figure 21: Projecting bay on the southwest façade, framed by chevron capped concrete piers.



Figure 22: South (right) end of the southwest façade, including access to the mezzanine and garden levels.

A projecting one-story, rectangular, flat roofed mass is located at the southwest corner of Building 1, connected at the southwest and southeast façades (**Figure 23**). The projecting portion features Art-Moderne style chevron capped concrete, matching the main building, and full height, multi-lite steel sash industrial windows. A concrete smokestack, located immediately south of the projecting portion

of Building 1, remains as a decorative feature and is no longer in use. Due to deterioration concerns, a portion of the stack was removed in 2002. The sawtooth roofline of Building 1 is prominently visible along the southeast façade (**Figure 24**). Like the primary façade, the southeast façade has full-height, multi-lite steel sash industrial windows divided in bays by chevron capped concrete pilasters. The southeast façade of Building 1 is interrupted toward the east (right) end by the flat roofed connecting corridor to Building 0 (**Figure 9** and **Figure 12**).



Figure 23: Projecting flat roof mass at the southwest corner of Building 1, and the concrete smokestack, looking west.



Figure 24: Partial view of the southeast façade of Building 1, including prominent sawtooth roofline.

BUILDING 2 (WAREHOUSE)

Building 2 (Warehouse) is a two-story, rectangular reinforced concrete and brick building clad in corrugated metal panels (**Figure 25** and **Figure 26**). The roof is flat and covered with tar and gravel. The primary (northeast) façade is ten bays wide and features storefront entries and industrial multi-lite steel sash windows at the first story. The second story features ten industrial multi-lite steel sash windows. Each window bay includes four four-lite pivot sashes (**Figure 27**). Three exterior stairways set parallel to the primary façade provide access to the second story. Like Building 1, an elevated concrete promenade extends the length of the primary façade of Building 2.



Figure 25: Primary (southeast) façade of Building 2, facing west.



Figure 26: Transition between Building 2 (brick and corrugated metal) and Building 1.

A portion of the northeast façade of Building 2 is visible as the primary façade of Building 2 is setback from Building 1. The northeast façade of Building 2 features two windows and a single door at the first story and three industrial multi-lite steel sash windows (each with four-lite pivot sashes) at

the second story (**Figure 28**). The elevated concrete promenade wraps around Building 2 and runs along the northeast façade.



Figure 27: Industrial steel windows with four-lite pivot sashes at Building 2.



Figure 28: Northwest façade of Building 2, view looking south.

The southwest façade of Building 2, fronting Sloat Avenue, features multiple door and window openings (**Figure 29**). Typical doors are metal, and windows are multi-lite steel sash with four-lite pivot sashes. Three round metal smokestacks, braced against the façade, rise above the flat roofline (**Figure 30**).⁵ The entire length of the southeast façade of Building 2 abuts Building 1, but extends above the sawtooth roofline of Building 1; seven multi-lite steel windows are located on the upper portion of the southeast façade of Building 2, above each sawtooth element of Building 1 (**Figure 31**).



Figure 29: Building 2 southwest façade, looking southeast. Source: Kimley-Horn, November 2019.



Figure 30: Building 2 southwest façade, looking northeast.

⁵ The metal smokestacks are historic features that are no longer functional.



Figure 31: Southeast façade of Building 2, indicated by orange arrow. Source: Google Maps, 2019.

BUILDING 3 (NAFI ADDITION)

Building 3, the NAFI Addition, is located at the northwest corner of the site, abuts Building 2, and faces a concrete parking area (**Figure 32**). The reinforced concrete building is two stories in height and roughly square in plan with a flat roof covered in tar and gravel. The primary (northeast) façade of Building 3 is recessed approximately 55 feet behind Building 2 and is organized in five bays. The first story consists of an entry at the left (south) and three non-original fixed full height windows. Two of the first story windows have metal awnings above and all three were originally truck loading bays (**Figure 33**). The elevated concrete promenade at Building 2 extends along the southernmost (left) two-and-a-half bays of Building 3's primary façade. The second story features one original multi-lite steel-sash industrial window with a six-lite pivot sash at the south (left) end (**Figure 34**). The four other second-story window bays have been partially infilled and include smaller non-original aluminum windows with fixed and sliding panes (**Figure 35**). Two non-original vertically oriented aluminum windows have also been inserted at the second story.



Figure 32: Building 3 primary (northeast) facade, looking southwest.



Figure 33: Building 3 fixed first story windows.



Figure 34: Building 3 second story warehouse window with six-lite pivot sashes.



Figure 35: Building 3 second story fixed and sliding windows.

The northwest façade of Building 3 faces Dewey Avenue, and due to the westward sloping parcel, the first story is below street grade behind a concrete retaining wall (**Figure 36**). A single flush metal door is located at the left (north) end of the first story. An exterior wood stairway at the far left (north) side leads to the second story, but currently there is no exterior access from the second story (**Figure 37**). Like the primary façade, the second story has five original window bays that have been partially infilled and have non-original aluminum windows with fixed and sliding sashes. Two non-original vertically oriented aluminum windows have also been inserted at the second story.



Figure 36: Building 3 northwest façade. The second story is visible from Dewey Avenue.



Figure 37: Exterior stair at far left (north) of Building 3 northwest façade.

Only the second story of the southwest façade of Building 3 is visible due to the sloped site (**Figure 38**). The southwest façade is organized into five bays. Three of the bays feature full-height, steel-sash industrial windows, each with four four-lite pivot sashes set within fixed sashes. The second and fifth bays from the left (north) have been partially infilled and now include paired flush metal doors. A

ramp runs along the southwest façade to the entry at the south (right) end of the façade, which is covered by a flat canopy supported by two metal beams.



Figure 38: Building 3 southwest façade, looking northeast.

INTERIOR

The ATC complex consists of four contiguous buildings of concrete, brick, and wood-frame construction, totaling approximately 165,000 square feet. There are approximately twenty in the complex; however, vacancies appear to be widespread. Current tenants include several restaurants, retail stores, dry good stores, offices, and a gym. Interiors vary throughout the four buildings: Building 0 is used as a restaurant, Buildings 1 and 2 are used as outlet retail space, and Building 3 is storage and commercial space (Figure 39-Figure 42). The interior storefronts feature a variety of styles with mixed materials. The outlet space generally consists of a large double height central corridor with skylights and windows to let in light. The material structure of the buildings has been left exposed, specifically, the concrete and glass sawtooth roof and the concrete and metal support beams.



Figure 39: Interior view of Building 1, including sawtooth clerestory windows and double-height space with mezzanine level.



Figure 40: Interior view of Building 2.



Figure 41: Interior of Archie's American Diner in Building 0. Source: Google Maps, Mary Rose De La Pena, September 2018.



Figure 42: Interior view of office spaces in Building 3.

SITE FEATURES

The four buildings of the ATC complex are built out to the lot lines, except at the southwest and northeast corners of the site. Due to the sloping nature of the site, exterior areas adjacent to the buildings, particularly at the west side of the complex, include a variety of engineered retaining structures and natural slopes, with decks and walkways overlying storage and other areas beneath. The employee parking lot is accessed from Sloat Avenue. The customer parking lot is accessed by vehicle from Eardley Avenue (**Figure 43**). An approximately two-story-tall parking sign is a prominent feature at the southwest corner of the customer parking lot (**Figure 44**). The customer parking lot also includes a "Welcome" sign supported by two chevron-capped columns (matching the design of Building 1) that define the skybridge access point (**Figure 45**). The pedestrian skybridge, with low metal railings on either side, stretches from the customer parking lot across Sloat Avenue to provide access to a two-story enclosed stairwell at Building 1 (**Figure 46-Figure 48**). Sloat Avenue separates the ATC complex parcel from the customer and employee parking lots and is an asphalt-paved, undivided two-way street with curb parking indicated along the southwestern side.



Figure 43: ATC complex customer parking lot vehicle entrance from Eardley Avenue, located at far southwest end of parking lot, looking east.



Figure 44: Prominent signage at the southwest corner of the customer parking lot.



Figure 45: Skybridge access from the customer parking lot and "Welcome" sign.



Figure 46: Two-story enclosed stairwell connecting the pedestrian skybridge to Building 1.



Figure 47: Sky bridge over Sloat Avenue. View looking northwest.



Figure 48: Second story entrance to enclosed stairwell via skybridge. View looking northeast.

SURROUNDING NEIGHBORHOOD

The ATC complex is bounded by Ocean View Boulevard to the northeast, Dewey Avenue to the northwest, Sloat Avenue to the southwest, and Eardley Avenue to the southeast. The area immediately surrounding the ATC is a mixture of residential, commercial, and industrial buildings between one and two stories tall. Construction dates range throughout the twentieth century, and similarly display a range of architectural styles seen throughout the area.

East of the subject complex are low profile buildings at 120 Ocean View Boulevard which are situated below the grade of Ocean View Boulevard. These buildings—Fisher Laboratory and Tuna Research and Conservation—are part of Stanford University's Hopkins Marine Station (**Figure 49**). Between the Marine Station buildings and the ATC is Ocean View Boulevard, a sidewalk, and a two-

lane bike path (the Monterey Bay Coastal Trail) (**Figure 50**). Southeast of the subject complex is the Monterey Bay Aquarium, a large multi-level collection of buildings (**Figure 51**). South of Eardley Avenue is a retail center that includes a grocery store (Andronico's), a fast food restaurant (Carl's Jr.) and a parking lot (**Figure 52**).

Immediately west of the ATC customer parking lot is another surface parking lot which serves the Pacific Grove Chamber of Commerce at 100 Central Avenue and a commercial building at 110-120 Central Avenue (il Vecchio restaurant and California Canine Dog Training) (**Figure 53**). Also abutting the ATC customer parking lot is 124 Central Avenue, which includes a one-story Midcentury Modern building (Di Maggio's Classic Cleaners) and a surface parking lot (**Figure 54**). West of the ATC employee parking lot is a two-story office building complex at 160 Central Avenue that includes the Monterey Bay Aquarium administrative offices (**Figure 55**).

Immediately north of the ATC employee parking lot is a one-story raw concrete building at 153 Sloat Avenue that serves support facility to the Monterey Bay Aquarium (**Figure 56**). Also on Sloat Avenue is a one-story modest Mission Revival style residence at 128 Sloat Avenue. A Quonset hut building at 119 Dewey Avenue, which is occupied by the auto repair Get Hot Bug Shop, is located at the intersection with Dewey Avenue (**Figure 57 and Figure 58**). One- and two-story residences of various styles line the north side of Dewey Avenue (**Figure 59 and Figure 60**).



Figure 49: Fisher Laboratory, 120 Ocean View Boulevard, across from Building 1.



Figure 50: Monterey Bay Coastal Trail, looking northwest. Subject ATC complex is at the left and Fisher Laboratory at right.



Figure 51: Monterey Bay Aquarium. View from ATC complex.



Figure 52: Andronico's supermarket, 900 Lighthouse Avenue, looking southeast from Eardley Avenue.



Figure 53: Pacific Grove Chamber of Commerce at 100 Central Avenue.



Figure 54: 124 Central Avenue, Di Maggio's Classic Cleaners.



Figure 55: Rear of 160 Central Avenue building, which houses Monterey Bay Aquarium administrative offices, looking from the ATC employee parking lot.



Figure 56: 123 Sloat Avenue, used by Monterey Bay Aquarium as a support facility.



Figure 57: Mission Revival style residence at 128 Sloat Avenue, southwest of Building 3.



Figure 58: Quonset hut at 119 Dewey Avenue, across from Building 3.



Figure 59: Residence at the west corner of Dewey Avenue and Sloat Avenue.



Figure 60: Bungalow at the north corner of Dewey Avenue and Sloat Avenue.

IV. HISTORIC CONTEXT

PACIFIC GROVE

Early Monterey and Pacific Grove

The natural advantages of settling along the Monterey Peninsula were recognized by native peoples thousands of years before the City of Pacific Grove was founded.⁶ In particular, the upwelling of cold water off Monterey Bay encouraged one of the richest concentrations of sea life along the Pacific Coast.⁷ European occupation of the area began with the establishment of the San Carlos Borroméo Mission by Father Junipero Serra and the El Presidio Real de San Carlos de Monterey (The Royal Presidio of Saint Charles of Monterey) by Captain Gaspar de Portolá of Spain in 1770.⁸

Following Mexico's independence from Spain in 1821, all former Spanish territory in California was placed under Mexican jurisdiction. Monterey was established as the capital of the new Mexican "Alta California" territory. The Mexican Congress subsequently tried to encourage further settlement of California and reduce the influence of the mission system through the process of secularization, which involved the redistribution of the Church's enormous land holdings through sales to private interests. However, rampant corruption often led to the dispersal of the Church's holdings in the form of large land grants, or "ranchos," given to powerful local families or to men that had won favor during Mexico's bid for independence.

The secularization of the Carmel mission took place in 1835. Even before that time, however, the lands around Monterey were already being parceled out to private interests. In 1833, Jose Maria Armenta, a soldier at the Monterey Presidio, was granted Rancho Punta de los Pinos ("Point of Pines") by Mexican governor Jose Figueroa. The rancho consisted of a 2,667 acre parcel that encompassed a sizeable portion of the Monterey Peninsula. The boundaries of the grant extended in a line from Point Aulones or "Abalone Point" (later known as Point Loeb, site of today's Monterey Bay Aquarium) to Cypress Point near Pebble Beach, including virtually all of the present-day boundaries of Pacific Grove.⁹

Although Monterey had for a time been a whirlwind of activity, it was eclipsed by San Francisco as the most important settlement in northern California following the Mexican-American war (1846-1848) and the declaration of California's statehood in 1850. San Francisco not only offered a superior harbor, it also offered easier passage to the gold fields.¹⁰ Among those who had arrived in California during the Gold Rush was a budding entrepreneur named David Jacks. Born in Scotland in 1822, Jacks had immigrated to New York in 1841 before moving on to California. In 1850 Jacks visited Monterey and decided to settle there. Sensing opportunity in the face of Monterey's struggles to legitimize the town's claims to the surrounding land which had originally been granted by the Spanish Crown, Jacks, along with his partner, D. R. Ashley, purchased the Monterey Pueblo lands, a total of almost 30,000 acres, for \$1,002. The sale was subsequently challenged, and it was not until 1903 that the grant was finally settled by the U.S. Supreme Court in favor of Jacks.¹¹

An astute businessman, Jacks realized that many of the area's prominent citizens—often Mexican ranch owners—were land rich, but cash poor. Jacks soon used this to his advantage, loaning money

⁶ Unless otherwise noted, the historic material covered in this report has been adapted from Page & Turnbull, *City of Pacific Grove Historic Context Statement* (Prepared for City of Pacific Grove, October 31, 2011).

⁷ Sandy Lydon, *Chinese Gold – The Chinese in the Monterey Bay Region* (Capitola, CA: Capitola Book Company, 1985), 31.

⁸ Denice Haney, "Historical Overview of Monterey County" (Monterey County Planning Department, April 1981), 4.

⁹ Kent Seavey, *Pacific Grove: Images of America* (Charleston, SC: Arcadia Publishing, 2005), 10-11.

¹⁰ Robert J. Rapp, *Pacific Grove: A Story of Western Development* (Hayward: California State University, Hayward, 2002), 13-14.

¹¹ Rapp, *Pacific Grove: A Story of Western Development*, 15-16.

to clients with strained finances and then foreclosing on their land which had been used as collateral.¹² Eventually, it is estimated that Jacks controlled approximately 100,000 acres of Monterey County land—including all of what would become the city of Pacific Grove.¹³ For the most part, these vast landholdings were used for ranching operations, functioning much as they had during the Mexican era.¹⁴

David Jacks was not the only immigrant to see potential in the Monterey area. In the early 1850s the Monterey area was settled by Chinese immigrants who had come not for gold, but for abalone. During the Spanish period a lucrative trade in sea otter pelts had decimated the sea otter population, which allowed abalone to thrive along the Monterey Bay coastline. The area was so rich in shellfish that an “abalone rush” developed about 1853, with over 500 Chinese—many from Kwangtung Province—engaged in drying and packing abalone meat for shipment back to China. Although the Chinese fishing village would subsequently become known as the Point Alones village, it was actually located along a sheltered curve of beach at the southeastern edge of what is today the Hopkins Marine Laboratory property at China Point, labeled as “Mussel Point” on late-19th century maps. It was the largest such village in the Monterey Bay area, prospering in part because of its protection from rough seas by the tip of the point, as well as its relative isolation from Monterey.¹⁵

During the 1860s, the Chinese expanded their catch to include a much wider variety of fish, including rock fish, sharks, cod, halibut, mackerel and flounder. The operations grew steadily, and in 1867 the Chinese shipped some 300 tons of dried fish by steamer from Monterey.¹⁶ Altogether, the Chinese at Point Alones developed the first true commercial fishery on Monterey Bay, and in some ways were responsible for the most focused commercial activity in the entire Monterey area.¹⁷

Development of Pacific Grove

Pacific Grove first developed in the 1870s as a religious retreat community. Methodist minister J.W. Ross visited the area in 1874 and decided that its beautiful natural setting would provide the ideal setting for a religious retreat.¹⁸ The Pacific Grove Retreat Association was formed in 1875 and entered into an agreement with Jacks for 100 acres of his land for use as a Christian resort. The first camp meeting took place later that year, an annual event which would persist for decades. In 1880, the first Chautauqua was held in Pacific Grove, serving as the catalyst for intellectual developments that greatly influenced the budding town. The movement not only brought important speakers and pursued scientific interests, it also introduced an educated class of people to the area, including scientists, philosophers, artists and poets.¹⁹

The Pacific Improvement Company (PIC) exerted arguably the single greatest influence on the development of the Monterey peninsula in its history. Not only did the PIC invest heavily in Pacific Grove, but it also rapidly improved the Monterey Peninsula by constructing a broad-gauge railroad extension from Castroville to Monterey, building the Hotel Del Monte, and laying out scenic drives through their property.

¹² Rapp, *Pacific Grove: A Story of Western Development*, 15.

¹³ Kenneth C. Jack, “Land King: The Story of David Jack,” Monterey County Historical Society, accessed November 5, 2019, <http://mchsmuseum.com/jacks2.html>.

¹⁴ Haney, “Historical Overview of Monterey County,” 16.

¹⁵ Haney, “Historical Overview of Monterey County,” 16.

¹⁶ Lydon, *Chinese Gold*, 36.

¹⁷ Lydon, *Chinese Gold*, 35.

¹⁸ Adam W. Weiland, “The Way We Were,” Pacific Grove Chamber of Commerce & Tourist Center, accessed November 5, 2019, <http://www.pacificgrove.org/community/history-heritage>.

¹⁹ Rapp, *Pacific Grove: A Story of Western Development*, 69, 87.

Following the incorporation of Pacific Grove in 1889, private investment transformed the city. By 1910, the beach area at Lovers Point, long considered the focal point of recreation in the area since the first camp meeting of 1875, witnessed an explosion of private construction activity that transformed the cove from a sedate retreat for bathers and boaters into a fully-fledged seaside entertainment complex. The construction of the Hotel Del Mar in 1903, commercial development along Lighthouse Avenue, and the expansion of the central business district signaled that Pacific Grove had arrived as a full-fledged city and popular tourist attraction.

Not all of Pacific Grove's residents profited equally from this rapid development. The turn of the century coincided with increasing demands from the residents of Pacific Grove and Monterey to remove the Chinese fishing village due both ethnic prejudice and economic conditions. In 1900, the Chinese fishing village was the area's only major industry with the exception of tourism and sporadic sand and coal mining efforts.²⁰ However, the development of fish-canning facilities in Monterey would soon exert pressure on the Chinese fishermen, who continued to dry their catch prior to shipment—a method viewed as both obsolete and offensive. In particular, the smell of their squid drying operations led to constant complaints by citizens of Pacific Grove and Monterey, whose cities were steadily encroaching on the village. The fact that the village was also located on what was now a prime tract of coastal land ripe for development also did not go unnoticed, as the community stood on the only tract of oceanfront land at the eastern end of Pacific Grove that had yet to be subdivided. A fire burned down the entire village in 1906, and its Chinese residents were refused reentry.

Throughout the first few decades of the twentieth century, the city saw the addition of several new subdivisions in the city, including University Park, the Hillcrest Tract subdivision, the Beach Tract, and the Fourth and Fifth Additions. This residential development (and population growth) coincided with a variety of civic improvements made to the city, including several schools, parks, the library, a museum, and city hall. The largely undeveloped area to the west of the city was cultivated as a recreational outdoor space; this was particularly illustrated by the development of Asilomar near Moss Beach by the Young Women's Christian Association (YWCA).

As Pacific Grove entered the "Roaring Twenties," commercial development was steadily building to a crescendo that would culminate in the opening of two of the largest buildings ever constructed in the city's history, E. C. Smith's two-story Neoclassical bank building at 569 Lighthouse Avenue in 1916 and the reinforced concrete Holman's Department Store at 542 Lighthouse Avenue, which opened in 1924 and was hailed as one of the largest independent stores between San Francisco and Los Angeles.²¹ By the close of the 1920s the clustering of shops, markets, theaters and social halls along Lighthouse Avenue reached a peak that would not be exceeded for several decades.

From its inception, Pacific Grove was developed primarily as a residential area, and industrial works of any kind were rare. In particular, after about 1915 auto repair facilities, garages and service stations (which are typically classified as light industrial properties) comprised the bulk of the city's industrial development. Nevertheless, the city was home to a few larger industrial operations during this period, most of which revolved around lumber, sand mining, or boat construction. It was the latter industry that connected Pacific Grove to the elite fishing industry developing in neighboring Monterey at the time. Cochran and Peterson's Monterey Boatworks, built on the site of the former Chinese fishing village in 1916, was developed to serve Monterey's fishing fleet and the growing fishing operations at Cannery Row. Between 1925 and 1941 the facility turned out 75 boats, including double-enders, Monterey Clippers, purse seiners and small working boats. They also built specialized fish hoppers

²⁰ Lydon, *Chinese Gold*, 351.

²¹ Donald M. Howard, *The Old Pacific Grove Retreat, 1875-1940* (Monterey County Historical Press, 1999) 37, 46, 63.

capable of holding the sardine catch before processing. As the sardine industry declined, the boatyard began to concentrate on constructing sport fishing boats.

Cannery Row

In 1896, Frank E. Booth, president of the Sacramento River Packer's Association, briefly operated an experimental salmon canning shed in Monterey. In 1902, Harry Malpas and Otosaburo Noda operated a small-scale Monterey Fishing and Canning Company. In 1903, Booth purchased another cannery and consolidated them into the Monterey Packing Company. In 1905, canning specialist Knut Hovden joined Booth's company. Another firm called the Pacific Fish Company, opened in 1908 as the first major cannery on Ocean View, however.²²

During World War I, the canning process changed significantly as the original method of frying in oil and hand-soldering cans was replaced by mechanized steam cooking in sealed cans by crews that lived above Cannery Row in an area called New Monterey. The smell of the fish reduction operations dominated Monterey. It was said that one could identify "Carmel by the Sea, Pacific Grove by God, and Monterey by the smell!"²³

In 1907, Sicilian fishermen from Pittsburg, California begin experimenting with lampara boats using lampara nets that replaced the earlier gill nets to fish for sardines. Two-thirds of Monterey's sardines never made it into cans. They were instead processed into sardine oil and fish meal fertilizer, carried out of town by the Southern Pacific Railroad. Fish reduction was far more profitable than canning for consumption.²⁴

In 1927, the first purse seine boats arrived in Monterey Bay, with greatly increased size, cargo capacity, and range. Through the 1930s the expansion of the Monterey sardine fleet and canning operations recorded several years with landings in excess of 200,000 tons. Eventually, freighters converted to floating reduction plans operated beyond territorial limits until stopped by legislation in 1938.²⁵

Overfishing led to drastic reductions in catches. The publication of John Steinbeck's *Cannery Row* in 1945 heralded the end. In the three years between 1945 and 1947, the catch dropped from 136,000 tons in 1945 to 84,000 tons in 1946 and down to 3,000 tons in 1947. By the early 1950s the industry was largely defunct.²⁶ The last sardine catch was packed in 1964, and the last operating cannery, the Hovden Food Product Corporation which packed squid, closed in 1973. The Hovden facility was subsequently converted to the Monterey Bay Aquarium.²⁷

PROJECT SITE HISTORY & CONSTRUCTION CHRONOLOGY

Late 1800s

The Joss House (temple) of the Pacific Grove (Point Almejas-Point Alones) Chinese fishing village sat behind the village on the site of the current ATC site. The exact date of construction of the Joss House is not known, but a historic photo from circa 1885 depicts the temple as a white two-story building (**Figure 61**).²⁸

²² Michael Kenneth Hemp, *Cannery Row: The History of Steinbeck's Old Ocean View* (Carmel, CA: History Co., 2002), 34.

²³ Hemp, *Cannery Row*, 39, 43

²⁴ Hemp, *Cannery Row*, 14.

²⁵ Hemp, *Cannery Row*, 52.

²⁶ Hemp, *Cannery Row*, 102-103.

²⁷ Hemp, *Cannery Row*, 14.

²⁸ Very little is currently known about the temple or when it was demolished.



Figure 61: Chinese Fishing Village in Pacific Grove, including the two-story Joss House (temple), circa 1885. Source: Mr. Pat Hathaway California Views Historical Photo Collection.

In 1888, plans were announced of an approximately 16 mile continuation of the Southern Pacific Railroad from Monterey to Pacific Grove and out to the mouth of the Carmel River.²⁹ The railroad extension was constructed by Chinese laborers from May to August 1889.³⁰

1900s

The American Can Company is incorporated in New Jersey in 1901, and soon became one of the “twin giants” in the can-making industry, competing against the Continental Can Company.³¹

The Joss House survived a 1906 fire that devastated the Chinese fishing village, and the building was moved to a new, smaller Chinese village site at McAbee Beach within the Monterey city limits. In the late 1920s, the Joss House was moved again to Wave Street in Monterey, and was later demolished.³²

1910s

A 1910 brochure announced the development of the University Addition to Pacific Grove, stating:

The University Addition, one of the choicest residence spots on the whole Peninsula, is the sixth addition of residence lots which has been put on the market in Pacific Grove within the past four years. In point of location, climate and scenery it is one of the best ever offered in that city. [...] The University Addition is laid out in large residence lots of from forty to one hundred feet frontage and from seventy-five to one hundred and fifty in depth. The improvements of the tract are all completed.³³

²⁹ Page & Turnbull, *Pacific Grove Historic Context Statement*, 74.

³⁰ Page & Turnbull, *Pacific Grove Historic Context Statement*, 75.

³¹ “Company History,” Primerica Corporation History, accessed December 4, 2019, <http://www.fundinguniverse.com/company-histories/primerica-corporation-history/>.

³² Jonathan Kemp, “Chinese Start Monterey Fishing Industry,” Monterey County Historical Society, accessed December 4, 2019, <http://mchsmuseum.com/chinesefishing.html>.

³³ Excerpt from a 1910 brochure promoting Pacific Grove, quoted in *Board & Batten* (April/May 1987) n.p.

Much of the University Addition was land that had been previously occupied by the Chinese fishing village, prior to the 1906 fire. Sometime after 1910, the future ATC site was acquired by A. J. Molera, but the property does not appear to have been developed with any new buildings at the time.

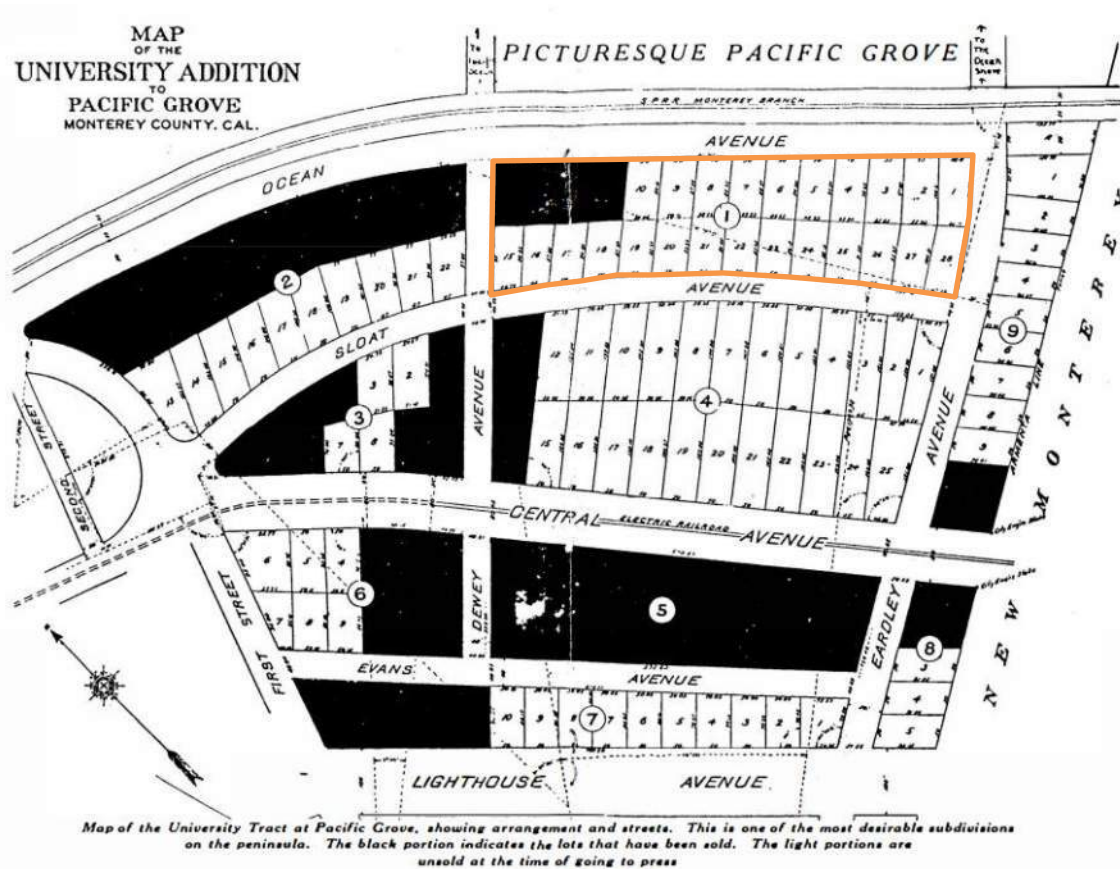


Figure 62: Map of the University Addition to Pacific Grove, 1910. Future ATC site indicated with orange outline. Source: *Board & Batten* (April/May 1987), edited by Page & Turnbull.

1920s

By the 1920s, the American Can Company was in operation nationwide and had been supplying the Monterey canning industry from its San Francisco plant since before World War I. Industry improvements (specifically, the automatic fish-cutter and the use of the purse seiner boat) made it cost effective to move the one-pound oval can production south to the source of the market. The company's plan to build a new factory and warehouse complex in Pacific Grove was intended to consolidate the production of one pound oval cans for the Monterey sardine canning industry.³⁴

In April 1927, the subject site, part of the University Tract in Pacific Grove, was purchased from A. J. Molera at a cost of \$500,000.³⁵ Construction work for a new plant, described as "a scene of intense activity," began July 29, 1927.³⁶ The project cost, including the necessary construction equipment, was estimated at \$700,000. The construction proceeded rapidly in attempt to open the plant by

³⁴ The original complex was named after the American Can Company, and only later renamed the American Tin Cannery in the 1980s.

³⁵ "Can Company in Final Step to Acquire Land," *The Peninsula Review*, April 14, 1927.

³⁶ "Cultivating Ground For Can Plan," *The Peninsula Review*, July 27, 1927.

January 1, 1928. The three original building components were constructed in sections: first the office (Building 0), then the factory (Building 1), and then the warehouse (Building 2).³⁷

Building 0 was constructed as a wood frame stucco building with a steeply pitched composition shingle roof. A newspaper article from February 1928 states that only the office building was in use at that time. Building 1 was built with a cement floor with parquet wood flooring above it. The factory window frames were steel, and the roof was composed of concrete with waterproof roofing material laid on top. A brick fire wall separated Buildings 1 and 2. Building 2 had corrugated metal siding and an automated ceiling mounted sprinkler system.

Buildings 1 and 2 were completed later in 1928, and canning operations began. The American Can Company also made road improvements adjacent to the factory. Monterey's Wave Street was extended to connect to Pacific Grove's Ocean View Avenue to allow more direct access to Cannery Row. The American Can Company building was located immediately across Ocean View Boulevard from the Southern Pacific Railroad line, and a spur ran along the primary façade of the complex so that cans could be loaded directly onto railcars.

In 1929, the American Can Company's canning operation was averaging 70,000,000 cans annually, with each can holding approximately half a dozen fish (420 million fish).³⁸

1930s

A platform near the rear of the building was demolished in 1934.³⁹ Business continued throughout the 1930s. The American Can Company actually grew nationally during the Depression era as canning was a cost effective way to preserve and store industrial and consumer food goods.⁴⁰



Figure 63: Bird's-eye view of the American Can Company (Buildings 0, 1 and 2), 1932.
Source: Mr. Pat Hathaway California Views Historical Photo Collection, CV# 86-085-0033.

³⁷ The subject site was not included on the 1926 or 1943-1957 Sanborn Fire Insurance maps. The site was first depicted on the 1962 Sanborn map.

³⁸ S. D. Peterson, "Containers for 420 Million Sardines Are Manufactured Each Year in Pacific Grove." *Monterey Peninsula Herald*, July 9, 1929.

³⁹ Running Moose Environmental Consulting, LLC, "Section 6.3 Building Department Records," *Project Bella – Domaine Hotels Phase 1 Environmental Site Assessment* (prepared for EMC Planning Group Inc., May 31, 2016), 20.

⁴⁰ "Company History," Primerica Corporation History, accessed December 4, 2019, <http://www.fundinguniverse.com/company-histories/primerica-corporation-history/>.



From the Pat Hathaway Collection of California View
CV # 83-006-0024
www.caviews.com 831 373-3811
Ted MacKay photo
1939

Figure 64: American Can Company, Building 2 (left), Building 1 (center), and Building 0 (right), 1939. Source: Ted MacKay, Mr. Pat Hathaway California Views Historical Photo Collection, CV# 83-006-0024.



Figure 65: Partial view of the American Can Company, 1939. Source: Ted MacKay, Mr. Pat Hathaway California Views Historical Photo Collection, CV# 83-006-009 2.

1940s

The 1940s saw the sardine pack begin to severely suffer, just as wartime needs during World War II were picking up. According to one account, “For many years Monterey was considered the ‘Sardine Capital of the World.’ [In 1942] due to the manpower shortage and the requisitioning of fishing vessels by the Navy, the Sardine pack fell so short that we lost that distinction. However, the really important thing is that we fill the requirements of the government and civilian population for the

1943-1944 season.”⁴¹ Canned sardines were particularly valuable wartime provisions, as they could be compressed into small cans that were easily shipped. The sardine was also a food item that yielded maximum nutrition for both civilian and military populations. According to the Food Distribution Administration, “As an essential protein food they are highly digestible and furnish more calories per serving than red meat.”⁴² During the 1942-43 season, sardine canners by Executive Order were required to offer 80 percent of their pack up for purchase by the Food Distribution Administration. The following 1943-44 pack season, 55 percent was required to be set aside. It was “certain where ever our armed forces may be guarding the sea lanes, the sky ways, or crashing the enemy lines California sardines are playing an important role in helping to furnish the food that keeps our fighting men fit.”⁴³ The American Can Company was a major participator in the canning operations of California. As demand grew, sardine pack shortages threatened to cripple the fish canning industry, and lead to a decrease in output and profits.



Figure 66: Women packing a packing one-pound “talls” with Monterey sardines for the American Can Company, circa 1947. Source: Private collection on view at American Tin Cannery.

1950s-1960s

In May 1953, the American Can Company plant in Pacific Grove ceased operations.⁴⁴ Shortly thereafter, in early 1954, the National Automotive Fibre, Inc. (NAFI) of Detroit offered \$185,000 for the property, and the facility was converted to the production of components for automobile interiors.⁴⁵ Privately owned photographs from 1957 show the interior of the American Can Company complex and the equipment used to create the leather and cloth upholstery panels for automobiles. The photos also show women working the rows of sewing machines. When NAFI expanded and required additional space, they moved part of their operation into the San Carlos Cannery building on Cannery Row. In 1954-55 a full-width, one-story, shed roofed loading dock along the southwest elevation of the Building 2 was removed. This is also when a square, concrete, two-story addition was added to the southwest corner of Building 1. NAFI continued to manufacture products at the subject property through the 1960s.

⁴¹ Communication from the Monterey Peninsula Victory Food Committee to Rear-Admiral Osterhaus (7/20/1943).

⁴² Food Distribution Administration. “California Sardines Go to War.” (1944).

⁴³ Ibid.

⁴⁴ “Fibres Plant Takes Over Site in PG,” *The Californian* (Salinas), February 16, 1954.

⁴⁵ Offer letter from the National Automotive Fibre, Inc. to the American Can Company, dated February 2, 1954.



Figure 67: After World War II and the disappearance of sardines, the National Automotive Fibres Inc. took over the American Can Company complex to make seat covers and cushions for Chrysler. Source: Private collection on view at American Tin Cannery.

1970s

The American Can Company building stood vacant when NAFI ceased operations 1971. In 1972, Minnetonka Laboratories converted Building 1 into retail space and Buildings 2 and 3 into production and wholesale distribution/warehouse facilities for toiletry products, and a pedestrian skybridge connecting the customer parking lot to Building 1 was constructed.⁴⁶



Figure 68: View of the complex after it was vacated by NAFI in 1971, photograph taken in 1972. Source: Source: Mr. Pat Hathaway California Views Historical Photo Collection.

⁴⁶ Running Moose Environmental Consulting, *Project Bella – Domaine Hotels Phase 1 Environmental Site Assessment*, 20.



Figure 69: Interior view of vacated Building 1, 1972. Source: Mr. Pat Hathaway California Views Historical Photo Collection.



Figure 70: Smokestack at the south corner of Building 1, 1973. Source: Mr. Pat Hathaway California Views Historical Photo Collection.



Figure 71: Sketch of the Minnetonka Laboratories plan for conversion of the former American Can Company complex. Source: "Pacific Grove Planning Board," *The Pacific Grove Tribune and Pebble Beach Green Sheet*, August 9, 1972.

Following the departure of Minnetonka Laboratories in 1976, Foursome Development Corporation converted the buildings to retail use. An elevated pedestrian promenade was added along the northeast perimeter to access the shops and restaurants. Building 3 leased by Del Monte Properties for administrative offices.⁴⁷ The customer parking lot was constructed in the mid-1970s.⁴⁸

⁴⁷ Peter Rashkin, "American Tin Cannery: 'Industrial Victorian' Architecture," *The Tribune* September 16, 1976.

⁴⁸ The customer parking lot was constructed in the mid-1970s. The employee parking lot was constructed in the 1990s. A furniture company warehouse, painting contractor, and single-family residences occupied the parking lot parcels on the site at varying times from at least the early-1940s through the early-1970s.

1980s

In 1981, Burlwood Products began using part of Building 1. A covered concrete entry, midway along the façade of Building 1, was added in the 1980s, in a design consistent with the building's history as a factory. A stepped open concrete deck was added off the southeast façade of Building 0 to accommodate restaurant use (Archie's American Diner) in about 1983. Rear doors were also added for access to the adjacent retail space.

Remodeling of the shopping complex was conducted in 1987. The New Jersey-based Chelsea Group entered a 35 year lease with Foursome Development. Planning to spend \$3 million in the conversion, Chelsea Group adapted the buildings into a mall of factory outlet stores and renamed the complex the American Tin Cannery in 1988 in deference to its original use as the American Can Company. At the time, the outlet center was "one of the first in Northern California."⁴⁹



Figure 72: Aerial view of American Tin Cannery, looking northwest toward the rear of the building, circa 1980s. Source: City of Pacific Grove, Community & Economic Development Department.

⁴⁹ Thom Akemas, "Developer Finds Tin," *Monterey Peninsula Herald*, May 16, 1986.



Figure 73: Building 0 (left), Building 1 (center), and Building 2 (right, background) after conversion to retail stores, circa late-1980s. Source: City of Pacific Grove, Community & Economic Development Department.



Figure 74: Photomontages of the sawtooth roof of ATC Building 1, April 1988. Source: City of Pacific Grove, Community & Economic Development Department.



Figure 75: View of Building 0 (left) and Building 1 (right), April 26, 1988. Source: City of Pacific Grove, Community & Economic Development Department.



Figure 76: View of Building 1 (left) and Building 2 (right), January 7, 1985. Source: City of Pacific Grove, Community & Economic Development Department.



Figure 77: American Tin Cannery customer parking lot signage, circa 1988. Source: City of Pacific Grove, Community & Economic Development Department.



Figure 78: Signage at pedestrian bridge connecting to Building 1, circa 1988. Source: City of Pacific Grove, Community & Economic Development Department.



Figure 79: Building 2 (right) and Building 3 (left), 1988. Source: City of Pacific Grove, Community & Economic Development Department.



Figure 80: Building 3 (left) and Building 2 (right), circa 1988. Source: City of Pacific Grove, Community & Economic Development Department.

1990s

The American Tin Cannery continued to operate through the 1990s with minimal exterior alterations. By 1991, the light beige on Building 1 had faded and a new coat of terra cotta paint, with green and gray trim and some gold was added.

2000s

In 2002, the top portion of the concrete smokestack southeast of Building 1 was removed due to safety concerns. As with the three metal smokestacks at Building 2, the concrete smokestack is not functional and is now a decorative feature only.

The property was considered for redevelopment for several years, culminating in designs for the American Tin Cannery Hotel & Commercial Project that were submitted to the City of Pacific Grove

by Comstock Homes, operating at CCS Pacific Grove Manager LLC, in June 2019.⁵⁰ Designs for the proposed project were produced by architect Hart Howerton, with consulting architect John C. Hill, AIA.

OWNERSHIP AND OCCUPANT HISTORY

Owner History

The following table provides a summary of the known ownership history of the ATC, compiled from sales records, building permits, letters of correspondence, and historic newspaper articles.

Dates of Ownership	Owner(s)
Unknown - 1927	A.J. Molera
1927 - 1954	American Can Company
1954 - 1976	National Automotive Fibre, Inc.
1976 - present	Foursome Development Co.

Occupant History

The following table includes a selection of American Tin Cannery occupancy records compiled from Pacific Grove city directories; records on file at the California History Room, Monterey Public Library; the “EDR-City Directory Image Report” included in Appendix D of *Project Bella – Domaine Hotels Phase 1 Environmental Site Assessment*, prepared by Running Moose Environmental Consulting (May 31, 2016); and the American Tin Cannery merchant list available online.⁵¹

Dates of Occupancy	Occupant(s)
1927-1953	American Can Company
1954-1971	National Automotive Fibres, Inc.
1972	No Listing
1977	Davi Real Estate & Insurance Co.
1982	American Tin Cannery Shopping Mall, Sewers of Paris Antiques, Royal House Antiques, Tin Can Sports, Arden Catalog Showroom, Hick’s Restaurant, Mercedes Alterations & Dressmaking, Lum’s Willie Restaurant, Hong’s Beauty Salon, Woodstove & Patio Center, Zen Houseplants, Sweater Corner, Forever Yours Florist, Foursome Development Co., Community Stove, Body Tone, Mister Z Jeweler, Regal Beverages Inc.
1985	Ardans, Bobby Dean Recording Studio, California Crafts, Cloris’ Croissants, California Repertory Theatre, Cone-A-Copia, Cannery Row Photo, Deli-icious Restaurant, Digital Research, Dynasty Imports, First Watch Restaurant, Great Things, Hong’s Beauty Salon, Inaka Restaurant, Kite Store, KOCN-FM, La Provence Restaurant, La Taste, McCune Audio, Monterey Bay Wetsuit, Mr. Z’s, Oceanside Antiques, Pebble Beach Company, Royal House Antiques, Russell L. Harris, Tin Can Sports, Tin Can Sweaters, Tofutti Store, Zucchini Photography

⁵⁰ Pam Marino, “Dramatic Makeover of Pacific Grove’s Shoreline proposed at the site of the American Tin Cannery,” *Monterey County Weekly*, June 22, 2019.

⁵¹ “Merchant List,” American Tin Cannery, accessed November 5, 2019, <http://americantincannery.com/directory/>.

Dates of Occupancy	Occupant(s)
1995	Aileen Stores Inc, American Tin Cannery Factory, Archies Giant Hamburgers, Back Shop, Banister, Barbizon Lingerie, Bass Shoe Factory Outlet, Book Warehouse, Cannery Row Assoc, Cape Isle Knitters ,Carole Little Fashions, Carters Childrenswear, Champion Hanes, Come Fly A Kite, Craig & Hamilton Meat Co, Danskin Factory Outlet, Dynasty Imports, First Watch, Geoffrey Beene, Gitano Factory Store, Golden Years Popcorn Co, Housewares Store, Inaka Japanese Restaurant, Joan & David Designer Outlet, John Henry & Friends, Leather Loft, Leggs Hanes Factory Outlet, London Fog Factory Outlet, Maiden Form Outlet, Mr Zs Gemological Laboratory, Mr Zs Jeweler, Oneida Factory Store, P Js Deli, Polly Flinders, Ribbon Outlet, Royal Doulton, Royal House, Sweetzees, Totes Factory Store, Totes Sunglass World, Truck Master Inc, Van Heusen Factory Store, Welcome Home, Westport Limited, Whims, Women's Fashion
1999	Adventure Comics And Sports, Anne Klein Factory Store, Archies American Diner, Ariat Rodeo America, Back Shop The, Banister Shoe Bass Apparel & American Tin Cannery Outlet Center, Bass Shoe Factory Outlet, Big Dog Sportswear, Book Warehouse, Cape Isle Knitters, Carebac, Carole Little Fashions, Carters Childrenswear, Come Fly A Kite, Danskin Factory Outlet, Designer Brands Accessories, Discount Luggage Center, Dress Barn, First Awakenings, First Watch Awakenings, Geoffrey Beene, Greetings N More, Home Again, Inaka Japanese Restaurant, Joan & David Designer Outlet, Jones New York Factory Finale, Leather Loft, Leggs Hanes Bali Factory Outlet, London Fog Factory Outlet, Maidenform Outlet, Mcm Leather, Mister Zs Jeweler, Mrs Zs Gemological Laboratory, Oshkosh Bgosh Incorporated, P Js Gourmet Deli Caffe, P Sockshop, Prestige Fragrance & Cosmetics, Reebok Factory Direct Store, Rockport Factory Direct Store, Royal House, Samsonite Company Store, Sweetzees, Totes Factory Store, Totes Sunglass World, Van Heusen Factory Stores, Wallet Works, Whiteys Place Sports Bar, Woolrich
2003	Adventure Comics & Toys, Archie's American Diner, Big Dog Sportswear, Book Warehouse, Bud Finch, Chelsea Property Group, Danskin Factory Outlet, Designer Brands Accessories, Dress Barn Eye Zoo Sunglasses Menagerie, Factory Brand Shoes, First Awakenings, Friends of the Sea Otter, Geoffrey Beene, G H Bass Co., Izod, Julie Cooper, Kenwood Silver Co Inc., Kites Windborne, Leggs Hanes Bali Factory Outlet, Maidenform, Mr Zs LTD, Mrs ZS Gemology Lab, Nine West Outlet, Oshkosh BGosh, Reebok International Outlet, Samsonite Co., Sweetzees, Synchronicity Studio, Totes Factory Store, Totes Sunglasses World, Vans Inc., Vitamin World Inc., Warnaco Outlet Store, Welcome Home Inc., Westpoint Stvn Bed Bath & Lnn., Windborne Kites, Woolrich Inc., Z Jewelers.

Dates of Occupancy	Occupant(s)
2008	Adventure Comics & Toys, Ambrosia, ATC, Aquatic Fitness, Archie's American Diner, Bass Shoe Factory Outlet, Book Warehouse, Brown Shoe Co Inc, Chelsea Property Group, Doug's Comics & Collectibles, Evolution Integrative Wellness, Friends of the Sea Otter, G H Bass, Hanes Brands Inc., Izod, Kenwood Silver Co Inc., Kitchen Collections & More, Maidenform, Mr Zs Jewelry, Ms Fabulous, Oshkosh BGosh, Pendleton Monterey Outlet, Reebok International Outlet, Samsonite Co Stores, Segway by the Sea, Simon Property Group, Sockshop Pacific Grove, Sunny Line, Synchronicity Studio, Totes Factory Store, Totes Isotoner Sunglasses World, Windborne Kites, Woolrich Inc.
2013	Ambrosia, ATC outlets, Archie's American Diner, Bass Shoe Factory Outlet, China Garden, En Style 2, Evolution, Factory Brand Shoes, First Awakenings, Izod, Mr Zs Jewelry, Pacific Coast Boxing, Pendleton Monterey Outlet, Pet Pals Dog & Cat Grooming, Reebok Factory Direct Store, Sockshop Pacific Grove, Van Heusen Factory Stores.
2015	Archie's American Diner, Bass, Candy World, China House, DB Shoes, Evolution, Famous Footwear, First Awakenings, Karma Circle USA, Karuna Yog Art Center, Monterey Bay Artisans, Monterey Segway Tours, Mr. Z Fine Jewelry, Neighborhood 831, Nitrous Performance Training, Nirvana of Pacific Grove, Oceans 18 Black Light Mini Golf, Ocean Breeze Boutique, Pendleton, Pioneer, Sages Salon, Sockshop Pacific Grove, Van Heusen.
2019	Archie's American Diner, Outer Edge Studio, ArtWorks @ Pacific Grove, Big Sur Adventures, Candy World, China House Restaurant, Evolution Transformative Arts, Famous Footwear Outlet, First Awakenings, Karma Circle, Masiah & Friends Fine Art Gallery, Monterey Gold and Coin Exchange, Monterey Segway Tours, Neighborhood 831, Oceans 18 Black Light Miniature Golf, OM Rhythms, Paraphrase Productions, Play Palace, Pendleton Outlet, Sarah Welch Pottery, Sockshop Pacific Grove, Van Heusen.

V. EVALUATION

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

The California Register of Historical Resources (California Register) is an inventory of significant architectural, archaeological, and historical resources in the State of California. Resources can be listed in the California Register through a number of methods. State Historical Landmarks and National Register-listed properties are automatically listed in the California Register. Properties can also be nominated to the California Register by local governments, private organizations, or citizens. The evaluative criteria used by the California Register for determining eligibility are closely based on those developed by the National Park Service for the National Register of Historic Places.

In order for a property to be eligible for listing in the California Register, it must be found significant under one or more of the following criteria.

- *Criterion 1 (Events):* Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- *Criterion 2 (Persons):* Resources that are associated with the lives of persons important to local, California, or national history.
- *Criterion 3 (Architecture):* Resources that embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values.
- *Criterion 4 (Information Potential):* Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

The following section examines the eligibility of the American Tin Cannery for individual listing in the California Register:

Criterion 1 (Events)

The American Tin Cannery does appear individually significant under Criterion 1 (Events) as a property that is individually associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States. The American Tin Cannery, originally known as the American Can Company, directly contributed to the development of the Monterey peninsula fish canning industry. Between 1927 and 1954, the complex served as the sole producer of the famous Monterey one-pound oval sardine can. The plant's physical location in proximity to the industry, its use of modern methods of production, and its ability to efficiently produce the product, assured a competitive edge for the Monterey sardine fishery against its southern California competitors. The growth of the industry and the success of the American Can Company was directly tied with industrial development during the City of Pacific Grove's 1927-1945 period of development, as identified in the *Pacific Grove Historic Context Statement* (2011).

The American Tin Cannery was also responsible for the 1928 connection of Monterey's Wave Street to Pacific Grove's Ocean View Avenue. This provided both a commercial thoroughfare and opened up the picturesque shoreline of the Monterey Peninsula, encouraging the emerging tourist trade.

Therefore, the American Tin Cannery appears to be individually eligible for listing under Criterion 1.

The period of significance for the American Tin Cannery under Criterion 1 (Events) is 1927-1954, which represents the year of construction of the original complex to the year when the American Can Company closed and was sold to NAFI. Buildings 0, 1, and 2 contribute to this period of significance, while Building 3 post-dates the period and does not contribute to the complex's significance.

Criterion 2 (Persons)

The American Tin Cannery does not appear to be individually significant under Criterion 2 (Persons) for an association with the lives of persons important to local, state, or national history. The complex has supported various industries and a multitude of tenants over the years. It does not appear that the potential significance of these industries can be tied to individual persons. None of the various owners or occupants of the subject building had a large impact on Pacific Grove, California, or United States history to the extent that the subject complex would be considered individually eligible for listing in the California Register under Criterion 2.

Criterion 3 (Architecture)

The American Tin Cannery does not appear to be individually eligible for listing in the California Register under Criterion 3 (Architecture). The ATC complex, originally constructed in 1927 to 1928, features four connected buildings with various styles: Building 0 is a vernacular hipped roof building with a more residential character; Building 1 is an industrial sawtooth roof factory building with limited Art Modern detailing; Building 2 is an industrial corrugated metal-clad warehouse with no decorative or ornamental features; and Building 3 is an addition constructed in the late 1950s with no discernable architectural style. While Building 1 has Art Moderne style chevron capped concrete pilasters, it is not a full expression of Art Moderne as it does not have any other distinctive decorative features associated with the style. The ATC's significance as an industrial complex is better represented under Criterion 1 (Events) for association with the industrial development of Pacific Grove and the canning industry. The original design of the ATC complex has not been attributed to any specific architect, and therefore cannot be said to be the work of a master architect, and the industrial complex with its limited decorative features does not possess high artistic value.

Therefore, the ATC complex does not appear to be individually eligible for listing in the California Register under Criterion 3.

Criterion 4 (Information Potential)

The "potential to yield information important to the prehistory or history of California" typically relates to archeological resources, rather than built resources. When California Register Criterion 4 (Information Potential) does relate to built resources, it is relevant for cases when the building itself is the principal source of important construction-related information. The analysis of the American Tin Cannery for eligibility under Criterion 4 is beyond the scope of this report.

PACIFIC GROVE HISTORIC RESOURCES INVENTORY

The eligibility criteria for local listing in the City of Pacific Grove's Historic Resources Inventory (HRI) are similar to the California Register criteria described above. The local eligibility criteria outlined in the City of Pacific Grove's Historic Preservation Ordinance (Municipal Code §23.76.025) are as follows:

- a) Whether the structure has significant character, interest or value as part of the development, heritage or cultural characteristics of the city of Pacific Grove, the state of California, or the United States;

- b) Whether it is the site of a significant historic event;
- c) Whether it is strongly identified with a person who, or an organization which, significantly contributed to the culture, history or development of the city of Pacific Grove;
- d) Whether it is a particularly good example of a period or style;
- e) Whether it is one of the few remaining examples in the city of Pacific Grove possessing distinguishing characteristics of an architectural type or specimen;
- f) Whether it is a notable work of an architect or master builder whose individual work has significantly influenced the development of the city of Pacific Grove;
- g) Whether it embodies elements of architectural design, detail, materials or craftsmanship that represent a significant architectural innovation;
- h) Whether it has singular physical characteristics uniquely representing an established and familiar visual feature of a neighborhood, community, or of the city of Pacific Grove;
- i) Whether a resource with historical or cultural significance retains historic integrity. [Ord. 17-023 § 2, 2017; Ord. 01-25 § 1, 2001; Ord. 97-23 § 1, 1997].⁵²

The American Tin Cannery complex (originally known as the American Can Company) does appear to be eligible for the Pacific Grove Historic Resources Inventory under local eligibility criteria A, C, E, H, and I. The ATC is significant for its association with the industrial development of Pacific Grove and direct contributions to the rise of the Monterey peninsula fish canning industry (Criterion A). The ATC was also a notable organization in Pacific Grove as the sole producer of the famous Monterey one-pound oval sardine can (Criterion C). The ATC complex represents a rather rare property type—the industrial factory and warehouse—in Pacific Grove, and Building 1 is the only example of an industrial building with Art Moderne style details in Pacific Grove (Criterion E). Although at the very southern edge of Pacific Grove, the ATC is prominently located adjacent the Monterey Bay Aquarium, along the highly trafficked Ocean View Boulevard and Monterey Bay Coastal Trail, between Point Cabrillo and Point Alones; as such, the ATC complex has a unique location and is a familiar visual feature in Pacific Grove (Criterion H). The ATC complex retains overall integrity as defined by City of Pacific Grove’s Historic Preservation Ordinance (Municipal Code §23.76.020), discussed in greater detail in the **Section V. Evaluation - Integrity** of this report (Criterion I).

CHARACTER-DEFINING FEATURES

For a property to be eligible for national, state, or local designation under criteria related to type, period, or method of construction, the essential physical features (or character-defining features) that enable the property to convey its historic identity must be evident. These distinctive character-defining features are the physical traits that commonly recur in property types and/or architectural styles. To be eligible, a property must clearly contain enough of those characteristics to be considered a true representative of a particular type, period, or method of construction, and these features must also retain a sufficient degree of integrity. Characteristics can be expressed in terms such as form, proportion, structure, plan, style, or materials.

⁵² Pacific Grove Municipal Code, Section 23.76, “Historic Preservation,” accessed November 26, 2019, <http://www.codepublishing.com/CA/pacificgrove/>.

The character-defining features of the American Tin Cannery complex are:

- Three connected buildings of differing massing, style, and design (Building 0, 1 and 2)
- Siting of the along Ocean View Boulevard
- Building 0
 - One-story, rectangular-plan building capped with a hipped roof and no eaves
 - Smooth stucco cladding
 - Fenestration pattern and multi-lite wood original windows and doors
 - Engraved wood lintel reading “American Can Company” above primary entrance
- Building 1
 - One-story, reinforced concrete rectangular-plan industrial factory building
 - Smooth stucco cladding
 - Sawtooth roof with multi-lite steel clerestory windows
 - Art Moderne style chevron-capped concrete pilasters
 - Symmetrical fenestration pattern of original windows and doors
 - Multi-lite industrial steel windows with four-lite pivot sashes
 - Attached small, roughly square-plan volume at the south corner of the building
 - Detached concrete smokestack (originally 85-foot tall, since partially demolished)
- Building 2
 - Two-story, reinforced concrete rectangular-plan industrial warehouse building with flat roof
 - Corrugated metal cladding
 - Fenestration pattern of original windows and doors
 - Multi-lite industrial steel windows with four-lite pivot sashes
 - Four-over-four hung wood windows
 - Three metal smokestacks along the rear (southwest) façade.

INTEGRITY

In order to qualify for listing in any local, state, or national historic register, a property or landscape must possess significance under at least one evaluative criterion as described above and retain integrity. Integrity is defined by the California Office of Historic Preservation as “the authenticity of an historical resource’s physical identity by the survival of certain characteristics that existing during the resource’s period of significance,” or more simply defined as “the ability of a property to convey its significance.”^{53 54} The City of Pacific Grove’s Historic Preservation Ordinance (Municipal Code §23.76.020) definition of historic integrity is closely based on the National Park Service and California Office of Historic Preservation definitions, and states that “‘Integrity’ means the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic period including location, design, setting, materials, workmanship, feeling and association.”⁵⁵

In order to evaluate whether the American Tin Cannery retains sufficient integrity to convey its historic significance, Page & Turnbull used established integrity standards outlined by the *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. Seven variables, or aspects, that define integrity are used to evaluate a resource’s integrity—location, setting, design, materials, workmanship, feeling, and association. A property must be sufficiently intact under most or all of

⁵³ California Office of Historic Preservation, *Technical Assistance Series No. 7: How to Nominate a Resource to the California Register of Historical Resources* (Sacramento: California Office of State Publishing, September 4, 2001), 11.

⁵⁴ National Park Service, Technical Preservation Services. *Preservation Brief 17: Architectural Character*. (US Department of the Interior. Washington D.C.: 1988).

⁵⁵ Pacific Grove Municipal Code, Subsection 23.76.020, “Definitions,” accessed November 26, 2019, <http://www.codepublishing.com/CA/pacificgrove/>.

these aspects in order to retain overall integrity. If a property does not retain integrity, it can no longer convey its significance and is therefore not eligible for listing in local, state, or national registers.

The seven aspects that define integrity are defined as follows:

Location is the place where the historic property was constructed.

Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s).

Design is the combination of elements that create the form, plans, space, structure, and style of the property.

Materials refer to the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form the historic property.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history.

Feeling is the property's expression of the aesthetic or historic sense of a particular period of time.

Association is the direct link between an important historic event or person and a historic property.

The following is an analysis of the American Tin Cannery under each of the seven aspects of integrity:

Location

The ATC retains integrity of location because the buildings have not been moved and are still situated on their original lot along the southwest side of Ocean View Boulevard.

Design

The ATC retains partial integrity of design. Although the complex has experienced a number of exterior alterations, the overall design of the original three buildings remains legible and the original industrial use is apparent. In general, the original three buildings are rather modest in design, reflective of their utilitarian and industrial character, with the notable exception of the Art Moderne style chevron capped concrete pilasters on Building 1. The sawtooth roof of Building 1 is also a notable design feature which creates a dramatic building profile while serving the practical purpose of daylighting the large interior factory space. Exterior alterations to the ATC complex include the NAFI addition in the 1950s (Building 3); fenestration alterations (particularly at Building 1 doorways); the addition of elevated pedestrian promenades; the entry canopy addition at Building 1; addition of window awnings; addition of a terraced concrete patio outside Building 0; and the construction of the pedestrian skybridge to the adjacent customer parking lot. The hill at the rear of Buildings 1 and 2 has also been excavated and new lower level windows installed.

Despite these alterations, the massing, orientation, and most fenestration openings of Buildings 0, 1 and 2 have remained true to the original 1927 design. The addition of Building

3 in the 1950s does not sustainably detract from the design of the original three buildings as it is set back from the front façade of Building 2 and connected at a secondary (side) façade. Furthermore, the ATC retains its most prominent character-defining features: the overall form and massing of the complex, including the composition of three buildings; the sawtooth roof of Building 1 with uninterrupted clerestory windows; the industrial steel windows of Buildings 1 and 2; and the exterior cladding of all the buildings. A portion of the original concrete 85-foot smokestack remains, and three smaller metal smokestacks are intact, contributing to the industrial character of the complex. Some doors have been replaced and the fenestration altered, primarily around the doors at the primary façade of Building 1 and at the rear façade, but the overall fenestration pattern of the buildings remains intact.

Despite alterations, the character-defining features of the ATC complex are sufficiently intact to convey overall integrity of design.

Setting

The ATC does not retain integrity of setting because the surrounding area has been developed into a low-scale, urban mixture of commercial and residential buildings. The construction of buildings and additions in the area after the 1920s detracts from property's historic industrial setting.

Materials

The ATC retains integrity of materials. With the exception of some storefront system alterations, the complex appears to have predominately retained original materials, including the wall cladding and roof materials, original wood and steel windows, sawtooth skylight clerestory windows, and decorative chevron pilaster detailing.

Workmanship

The ATC retains integrity of workmanship. Such utilitarian, industrial buildings from this early twentieth century period do not exhibit the elaborate ornamentation that is often associated with workmanship. However, the physical evidence of the craft and technology used in constructing the buildings in the 1920s are still evident through the retention of the original form, massing, and exterior materials.

Feeling

The ATC retains integrity of feeling. The complex, having retained the majority of its original character-defining features and original materials, still has the feeling of a factory and warehouse with industrial character. It has maintained an overall aesthetic and historic sense of the early-twentieth century.

Association

The ATC retains integrity of association. Although the complex is no longer in use as a canning operation, it still retains association due to the retention of integrity of location, design, materials, workmanship, and feeling.

The American Tin Cannery retains six out of seven aspects of integrity—location, design, materials, workmanship, and feeling—and thus retains integrity overall.

VI. ANALYSIS OF PROPOSED PROJECT IMPACTS

This section analyzes the project-specific and cumulative impacts on the environment for the proposed American Tin Cannery Hotel & Commercial Project.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) is state legislation (Pub. Res. Code §21000 et seq.) that provides for the development and maintenance of a high-quality environment for the present-day and future through the identification of significant environmental effects.⁵⁶ CEQA applies to “projects” proposed to be undertaken or requiring approval from state or local government agencies. “Projects” are defined as “...activities which have the potential to have a physical impact on the environment and may include the enactment of zoning ordinances, the issuance of conditional use permits and the approval of tentative subdivision maps.”⁵⁷ Historic and cultural resources are considered to be part of the environment.

According to CEQA, a “project with an effect that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment.”⁵⁸ Substantial adverse change is defined as: “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historic resource would be materially impaired.”⁵⁹ The significance of an historical resource is materially impaired when a project “demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources.”⁶⁰ Thus, a project may cause a substantial change in a historic resource but still not have a significant adverse effect on the environment as defined by CEQA as long as the impact of the change on the historic resource is determined to be less-than-significant, negligible, neutral, or even beneficial.

STATUS OF EXISTING BUILDINGS AS HISTORIC RESOURCES

In completing an analysis of a project under CEQA, it must first be determined if the project site possesses a historical resource. A site may qualify as a historical resource if it falls within at least one of four categories listed in CEQA Guidelines Section 15064.5(a). The four categories are:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1 (g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

⁵⁶ California Environmental Quality Act (CEQA), accessed December 2, 2019, http://leginfo.ca.gov/faces/codes_displayexpandedbranch.xhtml?tocCode=PRC&division=13.&title=&part=&chapter=&article=

⁵⁷ Ibid.

⁵⁸ CEQA Guidelines subsection 15064.5(b).

⁵⁹ CEQA Guidelines subsection 15064.5(b)(1).

⁶⁰ CEQA Guidelines subsection 15064.5(b)(2).

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4852).
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Pub. Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Pub. Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Pub. Resources Code sections 5020.1(j) or 5024.1.

In general, a resource that meets any of the four criteria listed in CEQA Guidelines Section 15064.5(a) is considered to be a historical resource unless "the preponderance of evidence demonstrates that it is not historically or culturally significant."⁶¹

Based on Page & Turnbull's analysis above, the American Tin Cannery meets the criteria for listing in the California Register and on the Pacific Grove Historic Resources Inventory, and should therefore be considered a historical resource under CEQA.

PROPOSED PROJECT DESCRIPTION

The following description of the proposed project was adapted from the "American Tin Cannery Hotel and Commercial Project" Draft EIR prepared by Kimley-Horn. The "American Tin Cannery Hotel & Commercial Project Use Permit Resubmittal" (September 5, 2019) graphics package is also included in the **Appendix** of this report for reference.

The purpose of the Project is to renew an under-utilized commercial property to establish a new hotel with commercial uses that will enhance the economic vitality of the Project area as envisioned by the City of Pacific Grove. The 5.59-acre project site is located primarily at 109/125 Ocean View Boulevard, City of Pacific Grove, Monterey County, CA. The portions of the project site proposed for development consists of three parcels (APNs 006-231-001, 006-234-004, 006-234-005). The entirety of the project site also includes a portion of a public street (Sloat Avenue) and a surface parking lot accessed from Central Avenue (APN 006-234-008). The project site is bordered by Central Avenue to the west, Dewey Avenue to the north, Ocean View Boulevard to the east, and Eardley Avenue to the south. The property is one block northeast of and adjacent to the jurisdictional boundary with the City of Monterey. The property fronts Ocean View Boulevard directly across from Stanford University's Hopkins Marine Station, Monterey Bay Aquarium, and historic Cannery Row.

The project is a proposal to replace the existing 165,000 square feet of "factory outlet" and related uses with a new hotel and commercial uses. The hotel and commercial uses would provide 225 guest rooms in two primary guest wings (Family/Group Wing and Executive Wing) with a restaurant and bars, meeting and gathering spaces, spa and fitness center and approximately 20,000 square feet of street retail uses along the Ocean View Boulevard frontage. These street retail uses would retain and incorporate portions of the historically-significant industrial structure. No specific businesses or end

⁶¹ CEQA Guidelines Section 15064.5(a).

users of the retail space have been identified. The following **Table 1** provides a program summary of the proposed project.

Table 1: Hotel and Commercial Development Program Summary

Project Component	Guest Rooms	Square Footage
Executive Wing Guestrooms	104 rooms	65,564
Group/Family Wing Guestrooms	121 rooms	53,564
Restaurant/Bar		3,245
Rooftop bar		3,330
Ballroom/Meeting Space		22,340
Spa/Fitness		8,835
Lobby/Lounge		2,735
Street retail		20,000
Hotel back of house		38,123
Core and circulation		34,721
Hotel Interior Subtotal	225 rooms	252,457
Exterior Covered Areas		18,809
Total Hotel	225 rooms	271,226

Source: Project Application, September 2019

The project's design concept is to retain and modify a portion of the existing ATC factory structure at the corner of Ocean View Boulevard and Eardley Avenue for retail use and construct new hotel structures with open courtyard spaces on the remainder of the property. The site layout uses the existing natural grade to "stairstep" the hotel uses from Ocean View Boulevard up toward Central Avenue. The architecture of the major hotel structures is a modern design, and currently proposes a mix of architectural concrete, steel, glass and wood materials on a building mass intended to be consistent with the industrial and cannery structures of the past. The architectural elevations show gaps or voids along the street frontages, and the project site plan also identifies two pools and water features.

Hotel guests of the Family and Group wing of the hotel would access the arrival area from Ocean View Boulevard, while guests of the Executive wing would access the arrival area from Eardley Avenue. On-site valet parking spaces would be provided on the lower level of each building and in a surface parking lot accessed from Central Avenue. Access to back of house operations would be via Dewey Avenue to the shortened Sloat Avenue. Access to the surface valet parking area would be from Central Avenue. Pedestrian access would be available from several entrance points along Ocean View Boulevard and Eardley Avenue. As shown in **Table 2**, the project would provide a total 304 valet parking spaces (260 subgrade parking spaces and 44 surface spaces). The parking inventory is intended to accommodate all proposed uses (hotel rooms, meeting spaces, retail, restaurant/lounge/bar and space uses).

Table 2: Valet Parking Summary

Parking Area	Capacity	Square Footage
Executive Wing (subterranean garage)	153 cars	58,585
Group/Family Wing (subterranean garage)	107 cars	32,890
Upper Lot (surface parking)	44 cars	14,720
Parking Total	304 cars	106,195

The project would require complete demolition of the warehouse structure at 109/125 Ocean View Boulevard, partial demolition of the factory structure, and site clearing of existing pavement and materials for all areas to be developed, including portions of Sloat Avenue. Approximately 102,000 square feet of pavement would be demolished, together with approximately 56,600 square feet of buildings. There is a grade differential between the development parcels and parcels used for surface parking. The site will require alteration of these grades to accommodate the main components of the hotel structures and to construct subterranean parking. This earthwork would require excavation into weathered and intact granite bedrock. Construction of subterranean levels would require excavations of up to 18 feet in depth in the upper portion of the project and 3 to 6 feet in the lower portion. Preliminary estimates are for 47,100 cubic yards of cut material and 400 cubic yards of fill, resulting in a net export and off haul of approximately 46,700 cubic yards of material.

To construct the project, site disturbance will occur on nearly 100 percent of the project site, resulting in the removal of 79 trees. Excavation, shoring and grading activity necessitates removal of the entire existing tree population, consisting of eucalyptus, Monterey cypress, Strawberry, Canary Island pine, and Coast live oak. These trees are primarily planted landscape trees, and replanting would occur as part of the project's landscape plan. The landscape plan current proposes the replacement of 79 trees on the site, consisting of swan hill olive, cajeput, pink melaleuca, bronze loquat, and strawberry tree. The plans also include planted green roof areas throughout the hotel complex, as well as areas of low water native shrubs and ground cover. The project proposes water efficient irrigation systems using drip irrigation, bubblers, high efficiency heads and weather-based controls.

PROPOSED PROJECT ANALYSIS

This section analyzes the project-specific impacts of the proposed American Tin Cannery Hotel & Commercial Project on the environment, as required by the California Environmental Quality Act (CEQA). The following analysis assesses its compliance with the Secretary of the Interior's Standards for Rehabilitation and identifies project specific and cumulative impacts. Page & Turnbull has prepared the following analysis based on the proposed design provided in the "American Tin Cannery Hotel & Commercial Project Use Permit Resubmittal" (September 5, 2019) package prepared by architects Hart Howerton and John C. Hill with Comstock Homes for CCS Pacific Grove Manager, LLC.

Secretary of the Interior's Standards Analysis

The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings provides standards and guidance for reviewing proposed work on historic properties.⁶² The Standards for the Treatment of Historic Properties are used by federal agencies in evaluating work on historic properties. They have also been

⁶² Anne E. Grimmer, *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings*, (U.S. Department of the Interior National Park Service Technical Preservation Services, Washington, D.C.: 2017), accessed December 2, 2019, <https://www.nps.gov/tps/standards/treatment-guidelines-2017.pdf>.

adopted by local government bodies across the country for reviewing proposed rehabilitation work on historic properties under local preservation ordinances. The Standards for the Treatment of Historic Properties are a useful analytic tool for understanding and describing the potential impacts of substantial changes to historic resources. Projects that comply with the Standards for the Treatment of Historic Properties benefit from a regulatory presumption that they would have a less-than-significant adverse impact on a historic resource.⁶³ Projects that *do not* comply with the Standards for the Treatment of Historic Properties may cause either a substantial or less-than-substantial adverse change in the significance of a historic resource.

The Secretary of the Interior offers four sets of standards to guide the treatment of historic properties: Preservation, Rehabilitation, Restoration, and Reconstruction. The four distinct treatments are defined as follows:

Preservation: The Standards for Preservation “require retention of the greatest amount of historic fabric, along with the building’s historic form, features, and detailing as they have evolved over time.”

Rehabilitation: The Standards for Rehabilitation “acknowledge the need to alter or add to a historic building to meet continuing or new uses while retaining the building’s historic character.”

Restoration: The Standards for Restoration “allow for the depiction of a building at a particular time in its history by preserving materials from the period of significance and removing materials from other periods.”

Reconstruction: The Standards for Reconstruction “establish a limited framework for recreating a vanished or non-surviving building with new materials, primarily for interpretive purposes.”⁶⁴

Typically, one set of standards is chosen for a project based on the project scope. In this case, the proposed project scope is seeking to change the use, alter, and add to a historic building complex. Therefore, the Standards for Rehabilitation are applied.

Rehabilitation Standard 1: *A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.*

Discussion: The American Tin Cannery complex was historically associated with an industrial use. In the 1970s, after the 1925-1954 period of significance, the complex was converted to a retail use. The proposed project includes a hotel and retail stores. The proposed project includes the complete demolition of Building 2 and demolition of a large central portion of Building 1 at the primary façade, which both contribute to the historic resource, resulting in removal of distinctive materials and features and alteration to the spatial relationships on the site that convey the historical use.

Due to the extensive alterations to the historic resource that are part of the proposed project and its new use, the proposed project is not in compliance with Rehabilitation Standard 1.

⁶³ CEQA Guidelines subsection 15064.5(b)(3).

⁶⁴ Grimmer, *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.*

Rehabilitation Standard 2: *The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the property will be avoided.*

Discussion: The proposed project intends to demolish Building 2 (contributing to the historic ATC) and Building 3 (not contributing), and demolish a central portion of Building 1 (contributing) at the primary façade to create a courtyard. It will also construct a new hotel and commercial complex that will span the north end of the historic parcel across a vacated portion of Sloat Avenue and include the two parking lot parcels (not historic) across the street. The remaining portion of the historic concrete smokestack south of Building 1 appears to be retained (based on the Demolition Plan in the “American Tin Cannery Hotel & Commercial Project Use Permit Resubmittal” package included in the **Appendix** of this report). The historic character of the property will be negatively affected by the loss of Building 2 and a portion of Building 1 through the removal of distinctive features, materials, and spatial relationships. The overall form and massing of the historic complex, which is composed of Buildings 0, 1, and 2, will also be significantly altered by the loss of the large warehouse (Building 2). The proposed demolition of the front central portion of Building 1 will impact the building’s design and form as it will change the appearance of the building along Ocean Avenue, interrupt the fenestration pattern, and result in the loss of character-defining elements such as a number of the most visually prominent chevron capped pilasters and industrial steel sash windows. Furthermore, the introduction of the courtyard at Building 1 and the large contemporary new hotel and retail complex will diminish the industrial character of the site (see Rehabilitation Standard 9 for more analysis of the new construction).

Therefore, as designed, the proposed project is not in compliance with Rehabilitation Standard 2.

Rehabilitation Standard 3: *Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historical properties, will not be undertaken.*

Discussion: The proposed project includes demolition of a central portion of Building 1 to accommodate a landscaped courtyard and demolition of Buildings 2 and 3 to construct a new hotel building. The proposed new construction, including the landscaped courtyard, is in a clearly contemporary style, and will not create a false sense of historical development. No conjectural features or elements from other historic properties are proposed to be added.

Therefore, as designed, the proposed project will be in compliance with Rehabilitation Standard 3.

Rehabilitation Standard 4: *Changes to a property that have acquired significance in their own right will be retained and preserved.*

Discussion: The vast majority of alterations to the ATC complex occurred after the 1927-1954 period of significance, including the NAFI Addition (1954-55), alterations to the windows and storefront systems, construction of the skybridge to the adjacent parking lot, and the exterior elevated promenades and new entrance canopy. None of these alterations have acquired significance in their own right.

Therefore, as designed, the proposed project will be in compliance with Rehabilitation Standard 4.

Rehabilitation Standard 5: *Distinctive materials, features, finishes and construction techniques or examples of craftsmanship that characterize a property will be preserved.*

Discussion: As noted in the discussion of Rehabilitation Standard 2, the proposed project includes the demolition of Building 2 and partial demolition of Building 1, which result in the loss of distinctive materials, finishes, and features that characterize the property. While distinctive materials, finishes, and features at Building 0 will be retained, and some will be retained at Building 1, the portion of Building 1 that is proposed to be removed include the central portion of the primary façade. The demolition will result in the partial loss of the character-defining sawtooth roof, loss of Building 1's overall form and massing, loss of a number of original windows, and alteration to the building's fenestration pattern.

Therefore, as designed, the proposed project is not in compliance with Rehabilitation Standard 5.

Rehabilitation Standard 6: *Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.*

Discussion: As noted in the discussion of Rehabilitation Standard 2, many of the historic features and materials are proposed to be demolished. The proposed project does not specify a repair versus replacement treatment of the historic materials and features that are to be retained. If the project applicants repair the distinctive historic features and materials, including but not limited to the stucco cladding, original wood and steel sash windows, and chevron capped pilasters, the proposed project will be in compliance with Rehabilitation Standard 6. Missing window and door features should be replaced based on documentary and physical evidence.

Rehabilitation Standard 7: *Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.*

Discussion: As currently proposed, the project does not provide a level of detail that specifies any chemical or physical treatments to the historic materials. If it is necessary to use chemical or physical treatments, so long as these methods do not involve the use of harmful treatments that would damage the historic elements, the proposed project will be in compliance with Rehabilitation Standard 7.

Rehabilitation Standard 8: *Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.*

Discussion: The proposed project will involve a significant amount of excavation. If any archaeological material is discovered during this process, provided that standard discovery procedures for the City of Pacific Grove are followed, the proposed project will adhere to Rehabilitation Standard 8.

Rehabilitation Standard 9: *New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and environment.*

Discussion: The proposed new hotel addition is clearly differentiated from the historic resource through material, style, and design, and has a relatively compatible scale to Building 1 (the roof of the proposed addition is roughly the height of the sawtooth roof of Building 1). However, as demolition of Building 2 is required to accommodate the proposed addition, the addition destroys all the historic materials and features of Building 2. The partial demolition of Building 1 will remove a central portion of the historic primary façade, which was built out nearly to the lot line, and will

consequently alter the spatial relationships that characterize the historic property. Additionally, the proposed hotel and commercial building on the adjacent parcel (APN 006-234-005) will span the vacated portion of Sloat Avenue. Although a courtyard is proposed along most of the rear façade of Building 1, the proposed new construction is much taller than the historic building, which is amplified by the sloped topography, and is not substantially set back. As such, the proposed new construction encroaches on the space and environment surrounding Building 1.

Due to the demolition of the historic Building 2, demolition of historic materials and features of Building 1, and alteration to the spatial relationships that characterize the property, the proposed project is not in compliance with Rehabilitation Standard 9.

Rehabilitation Standard 10: *New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.*

Discussion: As noted in the discussion of Rehabilitation Standards 2, 5, and 9, the proposed project will involve the demolition of Buildings 2 and 3, partial demolition of Building 1, and construction of a new hotel addition at the north end of the parcel. The essential form and integrity of the historic property and its environment would be impaired if the new hotel addition were removed in the future, as the demolition of the contributing Building 2 and portion of Building 1 would remain a loss.

Due to the extensive demolition that is included in the proposed addition and reuse of the property, the proposed project is not in compliance with Rehabilitation Standard 10.

Overall Compliance with the Standards

The proposed project is in full compliance with Standards 3 and 4. The project will be in compliance with Standard 6 so long as historic features and materials are repaired rather than replaced, or replaced in kind if necessary due to severe deterioration beyond repair. The project will be in compliance with Standard 7 so long as harmful chemical or physical treatments are not used, and with Standard 8 if standard discovery procedures are followed if archeological material is discovered. However, the project is not in compliance with Standards 1, 2, 4, 9, and 10, and the project therefore cannot be said to be in compliance with the Secretary of the Interior's Standards for Rehabilitation.

Analysis of Project Specific Impacts Under CEQA

Provided below is an analysis of the proposed project's potential impacts to historic architectural resources in terms of CEQA criteria.

Impact 1.0 – The proposed project would demolish Building 2 and partially demolish Building 1, which both contribute to the American Tin Cannery, a qualified historic resource. The proposed project would materially alter the physical characteristics of the historic resource in an adverse manner such that the resource would no longer be eligible for inclusion in the California Register of Historical Resources or the Pacific Grove Historic Resources Inventory (Significant and Unavoidable).

Demolition is often considered to be a significant adverse impact, since it could materially alter in an adverse manner those physical characteristics of a historic resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historic Resources and Pacific Grove Historic Resources Inventory. In this case, one of the three buildings that contribute to the American Tin Cannery historic resource will be demolished, and one will be partially demolished. The section of Building 1 that is proposed for demolition is a central portion of

the building at the primary façade, which will materially alter the design, form, and composition of the building, and result in the loss of characteristic materials, features and finishes. As a result of the demolition of Building 2 and partial demolition of Building 1, the American Tin Cannery will no longer retain sufficient historic integrity to convey its significance and will no longer be eligible for listing in the California Register of Historical Resources or the Pacific Grove Historic Resources Inventory.

Thus, as proposed, the American Tin Cannery Hotel & Commercial project will create a significant and unavoidable impact on the historic resource.

Analysis of Cumulative Impacts Under CEQA

The California Environmental Quality Act defines cumulative impacts as follows:

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.⁶⁵

Page & Turnbull reviewed the National Register of Historic Places, California Register of Historical Resources, and Pacific Grove Historic Resources Inventory to identify previously recorded historical resources within a one-block (approximately one-quarter mile) radius of the project site. There are six properties within a one-block radius that are currently listed on the Pacific Grove Historic Resources Inventory: 120 Ocean View Boulevard (APN 006741006000), 187 Ocean View Blvd (APN 006224003000), 181 Ocean View Blvd (APN 006224005000), 115 1st St (APN 006224024000), 190 Central Ave (APN 006235001000), 178 Central Ave (APN 006235014000).⁶⁶ Five of the properties are residential, and 120 Ocean View Boulevard is an institutional campus known as the Stanford Hopkins Marine Station.

There are no recent or proposed projects in the immediate environment that, combined with the American Tin Cannery Hotel and Commercial Project, would contribute to a cumulative impact to historic resources either on the site or nearby. A project known as “Hotel Durrell” is proposed at 520 Lighthouse in Pacific Grove, but the property has not been identified as a historic property and is approximately one mile from the subject site. A project known as “Ocean View Plaza” is proposed at 484 Cannery Row in Monterey, which is an identified historic resource, but is approximately one-half mile from the subject site. These projects are not within the immediate environment of the ATC project site and will not result in cumulative impacts. Therefore, no cumulative impacts have been identified.

⁶⁵ 2018 CEQA Statutes & Guidelines, Article 20, Subsection 15355.

⁶⁶ Of these six properties, 187 Ocean View Blvd (APN 006224003000) was recommended for removal from the HRI by Page & Turnbull in the *2018-2019 Pacific Grove Historic Resources Inventory Update Survey Report* (October 18, 2019). However, the property has not been officially removed from the HRI by the Historic Resources Committee at the time of preparing this Historic Resources Technical Report, and is therefore still considered a historic resource.

VII. MITIGATION MEASURES

Historic resource mitigation measures are typically developed on a case-by-case basis, providing the opportunity to tailor them to the characteristics and the significance of the resource and the impacts to it. While in some instances these mitigation measures are judged to reduce the level of adverse impacts to a less than significant level, they often do not alter the loss to community character and collective history. Section 15126.4(b)(2) of the Public Resources Code is clear in this regard: “In some circumstances, documentation of an historical resource, by way of historic narrative, photographs or architectural drawings, as mitigation for the effects of demolition of the resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.”

Implementation of this mitigation measure will assist in reducing the project-specific impacts; however, according to Section 15126.4 (b)(2) of the Public Resources Code (CEQA), HABS-level documentation of a historical resource and interpretive displays as mitigation for the effects of demolition of the resource will typically not mitigate the effects to a less-than-significant level.

DOCUMENTATION OF THE HISTORIC RESOURCE

HABS Documentation

Prior to the start of demolition, the project sponsor shall retain a professional who meets or exceeds the Secretary of the Interior’s Professional Qualifications Standards for History or Architectural History to prepare written and photographic documentation of the ATC complex.

The documentation of the property shall be prepared based on the National Park Service’s Historic American Building Survey (HABS) Historical Report Guidelines. This type of documentation is based on a combination of the HABS standards and the National Park Service’s new policy for National Register of Historic Places (NRHP)/National Historic Landmark photographic documentation as outlined in the NRHP and the National Park Service’s 2013 National Historic Landmarks Survey Photo Policy Expansion. HABS material standards regarding reproducibility, durability, and size shall be met. The documentation will include the following:

1. **Sketch Plan Drawings:** Efforts should be made to locate original construction drawings or plans of the property during the period of significance. If located, these drawings should be photographed or scanned at high resolution, reproduced, and included in the dataset. If construction drawings or plans cannot be located, sketch plans in accordance with HABS Documentation Level III shall be prepared.⁶⁷ HABS guidance for sketch plans notes that these should be floor plans “generally not to exact scale although often drawn from measurements, where the features are shown in proper relation and proportion to one another.”⁶⁸ A sketch site plan should also be produced that includes buildings and landscape features. Sketch plans shall be prepared by an architect who meets or exceeds the Secretary of the Interior’s Professional Qualification Standards for Historic Architecture or Architecture, and be reviewed by the qualified consultant preparing the HABS report.⁶⁹

⁶⁷ “HABS Guidelines – Recording Historic Structures and Sites with HABS Measured Drawings,” United States Department of the Interior, National Park Service, Heritage Documentation Programs, Historic American Buildings Survey (December 2008), accessed December 5, 2019, <https://www.nps.gov/hdp/standards/HABS/HABSDrawings.pdf>.

⁶⁸ “HABS/HAER Standards – Secretary of the Interior’s Standards and Guidelines for Architectural and Engineering Documentation,” United States Department of the Interior, National Park Service, Heritage Documentation Programs, Historic American Buildings Survey (1990), 3, accessed June 1, 2020, <https://www.nps.gov/hdp/standards/standards.pdf>.

⁶⁹ The Secretary of the Interior’s Professional Qualification Standards for Architecture are a professional degree in architecture plus at least two years of full-time experience in architecture, or a State license to practice architecture.

2. **Photographs:** Standard large-format or digital photography shall be used.⁷⁰ If digital photography is used, the ink and paper combinations for printing photographs must comply with the NRHP/National Historic Landmark photo expansion policy and have a permanency rating of approximately 115 years.⁷¹ Digital photographs shall be taken in uncompressed .TIF file format. The size of each image shall be 1600x1200 pixels at 300 pixels per inch or larger, color format, and printed in black and white. The file name for each electronic image shall correspond with the index of photographs and photograph labels. Photographs should include general overviews that illustrate the setting and include Building 3; all exterior façades of Buildings 0, 1, and 2; typical original windows and doors; and exterior details indicative of era of construction or of historic or architectural interest from the period of significance (1927-1954), including but not limited to the sawtooth roof and chevron capped pilasters of Building 1, the metal smokestacks of Building 2, and the concrete smokestack remnant south of Building 1. All views shall be referenced on a photographic key. This photograph key shall be on a map of the property and shall show the photograph number with an arrow indicating the direction of the view. Historical photographs shall also be collected, reproduced, and included in the dataset.
3. **Written data:** A historical report shall be prepared, summarizing the history of the buildings, property description, and historical significance. Documentation shall adhere to National Park Service standards for “short form” HABS documentation.⁷²

Copies of the HABS documentation should be provided to the City of Pacific Grove Community Development Department and publicly accessible repositories such as the Pacific Grove Heritage Society, Pacific Grove Public Library, and the Monterey County Public Library California History Room. The project sponsor should contact each repository to determine if physical and/or digital copies of HABS documentation are preferred. This measure would create a collection of reference materials that would be available to the public and inform future research.

Drone Photography

Drone photography of the historic resource and site is recommended to capture the full character of the site and setting. Execution of drone photography is understood to be conditional upon ability to fly a drone over the site within relevant local and FAA regulations and approvals. At a minimum, drone photography should capture the full extent of the site, all buildings and their spatial relationships on the site and immediate surroundings, as well as the character of the Building 1 sawtooth roof and representative portions of facades of Buildings 0, 1, and 2. If conducted, drone photography should be submitted in digital format along with HABS documentation to the City of Pacific Grove Community Development Department and publicly accessible repositories such as the

“Archaeology and Historic Preservation: Secretary of the Interior’s Standards and Guidelines – Professional Qualification Standards,” National Park Service, accessed June 1, 2020, https://www.nps.gov/history/local-law/arch_stnds_9.htm.

⁷⁰ “Heritage Documentation Programs – HABS/HAER/HALS Photography Guidelines,” United States Department of the Interior, National Park Service, Heritage Documentation Programs (November 2011, Updated June 2015), accessed December 5, 2019, <https://www.nps.gov/hdp/standards/PhotoGuidelines.pdf>; and “National Register Photo Policy Fact Sheet,” United States Department of the Interior, National Park Service (updated May 15, 2013), accessed December 5, 2019, https://www.nps.gov/subjects/nationalregister/upload/Photo_Policy_update_2013_05_15_508.pdf.

⁷¹ “National Register Photo Policy Fact Sheet,” National Park Service. Accessed June 1, 2020, https://www.nps.gov/subjects/nationalregister/upload/Photo_Policy_update_2013_05_15_508.pdf.

⁷² “Historic American Buildings Survey – Guidelines for Historical Reports,” United States Department of the Interior, National Park Service, Heritage Documentation Programs, Historic American Buildings Survey, accessed December 5, 2019, <https://www.nps.gov/hdp/standards/HABS/HABSHistoryGuidelines.pdf>

Pacific Grove Heritage Society, Pacific Grove Public Library, and the Monterey County Public Library California History Room. If desired, the drone photography could also be used in public interpretive displays on site.

PUBLIC INTERPRETATIVE DISPLAY

Prior to demolition or substantial adverse alteration of the historical resource, the project sponsor shall prepare a permanent exhibit/display in consultation with an experienced interpretation/exhibit designer and the City of Pacific Grove Community Development Department staff that would commemorate the industrial fish canning history of the American Can Company. The exhibit/display may consist of static, video and/or interactive displays, as deemed appropriate, but should include relevant historical information, interpretive text, historical photographs, and/or drawings that may be based on this Historic Resource Technical Report and/or the HABS documentation. The exhibit/display shall be installed at a publicly accessible location on the project site, near the remaining historic portions of the complex. In addition to the required exhibit/display, free brochures or handouts commemorating the industrial history of the American Can Company may also be provided at a publicly accessible location on the project site.

PROTECTION OF HISTORICAL RESOURCES FROM CONSTRUCTION ACTIVITIES & CONSTRUCTION MONITORING

The project sponsor shall undertake a construction monitoring program to minimize damage to remaining portions of the historic American Tin Cannery, and to ensure that any such damage is documented and repaired. Prior to the start of any ground-disturbing activity, the project sponsor shall engage a historic architect or qualified historic preservation professional to undertake a preconstruction survey of Building 0 and Building 1 and photograph the buildings' existing conditions. The consultant shall, in consultation with City of Pacific Grove Community Development Department, develop a vibration management and monitoring plan. Strategies outlined in the vibration management and monitoring plan may include staging of equipment and materials as far as feasible from historic buildings to avoid direct damage; using techniques in demolition, excavation, shoring, and construction that create the minimum feasible vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation); maintaining a buffer zone when possible between heavy equipment and historic resource(s); and/or enclosing construction scaffolding to avoid damage from falling objects or debris.

The consultant shall conduct ongoing construction monitoring site visits and reports as appropriate during ground-disturbing activities that may include demolition, excavation, and foundation construction. The consultant shall conduct a final post-construction survey to document the condition of the contributing historic buildings to the ATC at that time, and produce a report on the results of the survey program and any impacts to the historic structures from the Project.

HISTORIC MATERIALS & FEATURES REHABILITATION

The project applicant shall ensure that the project complies with National Park Service treatment recommendations for the cleaning, repair, and rehabilitation of all remaining historic materials and features. All exterior stucco cladding, original doors, and original wood and steel sash windows at Building 0 and Building 1 should be repaired and rehabilitated in accordance with the following guidance documents:

- John H. Myers, *Preservation Brief No. 9: The Repair of Historic Wooden Windows* (U.S. Department of the Interior, National Park Service, 1981), available online at <https://www.nps.gov/tps/how-to-preserve/briefs/9-wooden-windows.htm>
- Robert M. Powers, *Preservation Tech Notes, Windows Number 17, Repair and Retrofitting Industrial Steel Windows* (U.S. Department of the Interior, National Park Service, August 1989), available online at <https://www.nps.gov/tps/how-to-preserve/tech-notes/Tech-Notes-Windows17.pdf>
- Sharon C. Park, *Preservation Brief No. 13: The Repair and Thermal Upgrading of Historic Steel Windows* (U.S. Department of the Interior, National Park Service, 1981), available online at <https://www.nps.gov/tps/how-to-preserve/briefs/13-steel-windows.htm>
- Anne E. Grimmer, *Preservation Brief No. 22: The Preservation and Repair of Historic Stucco* (U.S. Department of the Interior, National Park Service, October 1990), available online at <https://www.nps.gov/tps/how-to-preserve/briefs/22-stucco.htm>

Abrasive chemical or physical treatments or cleaning methods must not be used. For additional information, see:

- Anne E. Grimmer, *Preservation Brief No. 6: Dangers of Abrasive Cleaning to Historic Buildings* (U.S. Department of the Interior, National Park Service, June 1979), available online at <https://www.nps.gov/tps/how-to-preserve/briefs/6-dangers-abrasive-cleaning.htm>.

VIII. PROJECT RECOMMENDATIONS

While the implementation of the mitigation measures listed in **Section VII. Mitigation Measures** will assist in reducing the project-specific impacts, they will not mitigate the effects to a less-than-significant level.

As the factory building, Building 1 was the most important building in the American Can Company fish canning operations, and exhibits architectural features such as the sawtooth roof that clearly convey this use as well as 1920s Art Moderne decorative elements like the chevron capped pilasters. Building 0 played an important role as an administrative office. Although the warehouse, Building 2, was integral to the overall operation of the American Can Company, the early twentieth century industrial character and significance of the American Can Company in the Monterey fish canning industry can still be conveyed through Buildings 0 and 1 if Building 2 is demolished.

Page & Turnbull finds that the project could have a less-than-significant impact with mitigation measures incorporated if the project sponsor also makes one of following design changes:

1. No Demolition at Building 1

If the project is redesigned to eliminate the proposed courtyard within Building 1, which requires the demolition of a large section of the historic ATC Building 1 including the central portion of the primary façade, the project could have a less-than-significant impact with mitigation measures incorporated.

2. Retain Primary Façade & First Sawtooth Bay of Building 1

If the project is redesigned to retain all of the primary façade and frontmost sawtooth roof bay of Building 1, while still including an open-air courtyard behind the retained primary façade, the project could have a less-than-significant impact with mitigation measures incorporated.

3. Move Courtyard to Rear of Building 1

If the project is redesigned to relocate the proposed courtyard within Building 1 to the rear (southwest) façade of Building 1, the project could have a less-than-significant impact with mitigation measures incorporated. Relocation of the courtyard would retain the primary façade of Building 1 and more of the overall form, massing, and industrial character of the building.

If one of these three design changes is made, then the project would retain or substantially retain all of the character-defining features of Buildings 0 and 1. The project would still involve the loss of Building 2 and its character-defining features, but the overall historic resource—the American Tin Cannery complex—would retain enough of its character-defining features to convey its significance as an industrial fish canning factory and retain eligibility for the California Register and Pacific Grove Historic Resources Inventory. The mitigation measures discussed in the previous section would mitigate the demolition Building 2 and impact of the new hotel buildings on the industrial character of the property to a less-than-significant level.

IX. CONCLUSION

The American Tin Cannery has been determined significant under California Register Criterion 1 (Events) and Pacific Grove Historic Resources Inventory Criteria A, C, E, H, and I. Therefore, the property is considered a historic resource for the purposes of CEQA analysis.

The proposed American Tin Cannery Hotel & Commercial project will result in a significant and unavoidable impact to the historic resource. Mitigation measures are included in this report, which if implemented can reduce the impact of the proposed project but cannot eliminate the impact. Page & Turnbull has identified several project recommendations that, if implemented in a redesign of the proposed project, would reduce the impact of the proposed project to less-than-significant with mitigation measures incorporated.

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XI. APPENDIX

PROPOSED PROJECT DRAWINGS

The following appendix includes the “American Tin Cannery Hotel & Commercial Project Use Permit Resubmittal” (September 5, 2019) package prepared by architects Hart Howerton and John C. Hill with Comstock Homes for CCS Pacific Grove Manager, LLC.

American Tin Cannery

Hotel & Commercial Project

USE PERMIT RE-SUBMITTAL

SEPTEMBER 5, 2019

CCS Pacific Grove Manager, LLC
2301 Rosecrans Ave., Suite 1150
El Segundo, CA 90245
(310) 546-5781

HART HOWERTON
NEW YORK • SAN FRANCISCO



JOHN C. HILL, A.I.A.
Architectural Design Consultant
P.O. Box 5903, Carmel, CA 93921
831-620-2924

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26	Character Imagery		
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29	Existing Aerial View 2		

PROJECT INFORMATION			
Project Name:	ATC Hotel & Commercial Project	Owner Name:	CCS Pacific Grove Manager, LLC
		Owner Address:	2301 Rosecran Ave., Suite 1150 El Segundo, CA 90245
		Telephone:	(310) 546 - 5781
LEGAL DESCRIPTION		ABBREVIATIONS	
PARCEL I (APN: 006-231-001) LOTS 1 THROUGH 28, INCLUSIVE, IN BLOCK 1, AS SAID LOTS AND BLOCK AREA SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF THE UNIVERTISY ADDITION TO PACIFIC GROVE," FILED AUGUST 17, 1909 IN VOLUME 2, MAPS OF "CITIES AND TOWNS", AT PAGE 21, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA.		GR	Guestroom
		(E)	Existing
		(N)	New Wall
		sq. ft.	Square Feet
		(P)	Proposed
PARCEL II: (APN: 006-234-004, -005) LOTS 1 THROUGH 10, INCLUSIVE, IN BLOCK 4, AS SAID LOTS AND BLOCK ARE SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF THE UNIVERSITY ADDITION TO PACIFIC GROVE", FILED AUGUST 17, 1909 IN VOLUME 2, MAPS OF "CITIES AND TOWNS", AT PAGE 21, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA.		TYP.	Typical
		T.O.R.	Top of Roof
		T.O.P.	Top of Parapet
		T.R.E.	Top of Roof Equipment
PARCEL III: (APN: 006-234-008) LOTS 19 THROUGH 21, INCLUSIVE, IN BLOCK 4, AS SAID LOTS AND BLOCK ARE SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF THE UNIVERSITY ADDITION TO PACIFIC GROVE", FILED AUGUST 17, 1909 IN VOLUME 2, MAPS OF "CITIES AND TOWNS", AT PAGE 21, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA.		T.E.O.	Top of Elevator Override
		T.O.G.	Top of Green Roof
		F.O.B.	Face of Balcony
		M	Men's Restroom
		W	Women's Restroom
		B1	Basement One
		C	Compact Parking Stall
		GFA	Gross Floor Area
APN	ADDRESS		
006-231-001	109 OCEAN BOULEVARD		
006-234-004	SLOAT AVENUE (NO SITE ADDRESS)		
006-234-005	EARDLEY AVENUE (NO SITE ADDRESS)		
006-234-008	124 CENTRAL AVENUE		

PROJECT DATA SHEET

Project Address: 109 Ocean View Boulevard **Submittal Date:** June 7, 2019
Applicant(s): CCS Pacific Grove Manager, LLC **Permit Type(s) & No(s):** Use Permit

	REQUIRED/ Permitted	Existing Condition	Proposed Condition	Notes
Zone District	C-V-ATC			
Building Site Area				See Survey
Density (multi-family projects only)				
Building Coverage				See Program Summary
Site Coverage	90%		89%	See Program Summary
Gross Floor Area				See Program Summary
Square Footage not counted towards Gross Floor Area				See Program Summary
Impervious Surface Area Created and/or Replaced				See Storm Water Control Plan
Exterior Lateral Wall Length to be demolished in feet & % of total*	_____	_____	_____/_____%	
Exterior Lateral Wall Length to be built	_____	_____		
Building Height	40'		40'	
Number of stories				See Sections
Front Setback	8'			Front Landscaped
Dewey St. Side Setback (specify side)	10'			
Side Setback (specify side)				
Rear Setback	0'			
Garage Door Setback				
Covered Parking Spaces			260	
Uncovered Parking Spaces			44	
Parking Space Size (Interior measurement)	9' x 20'			
Number of Driveways	1		1	Per Street
Driveway Width(s)				See Plans
Back-up Distance				See Plans
Eave Projection (Into Setback)	3' maximum			
Distances Between Eaves & Property Lines	3' minimum			
Open Porch/Deck Projections			6' TYP.	GR Balcony
Architectural Feature Projections			6' TYP.	GR Balcony
Number & Category of Accessory Buildings				
Accessory Building Setbacks				
Distance between Buildings				See Plans
Accessory Building Heights				
Fence Heights				

*If project proposes demolition to an HRI structure, also indicate % of proposed demolition of the surface of all exterior walls facing a public street or streets, if applicable.

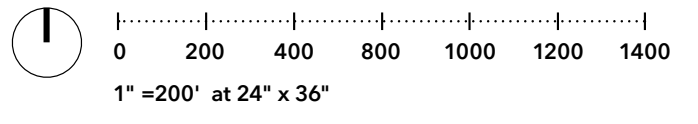
PROGRAM SUMMARY		
Program		Sq. Footage
Hotel		
Executive Wing Guestrooms	104 keys	65,564
Group / Family Wing Guestrooms	121 keys	53,564
Hotel Public		
Restaurant/Bar		3,245
Rooftop Bar		3,330
Ballroom/Meeting		22,340
Spa/Fitness		8,835
Lobby/Lounge		2,735
Street Retail		20,000
Hotel Back of House		38,123
Core & Circulation		34,721
Hotel Interior Subtotal		252,457
Exterior Covered Areas		18,809
Hotel Building Subtotal		271,266
Parking (Valet)		
Group / Family Wing (Garage Parking EL. +17'/19')	107 cars	32,890
Executive Wing (Garage Parking EL. +44')	153 cars	58,585
Upper Lot (Surface Parking EL. +67')	44 cars	14,720
Parking Subtotal	304 cars	106,195
Project Total (Hotel & Parking)		377,461

BUILDING COVERAGE	
Total Project Site Area	243,635 sq. ft.
Building Coverage Area	122,500 sq.ft.
Building Coverage	50%

SITE COVERAGE	
Total Project Site Area	243,635 sq. ft.
Site Coverage Area	217,500 sq.ft.
Site Coverage	89%

GROSS FLOOR AREA	
Total Enclosed Areas of All Floors of Buildings (GFA)	343,932 sq. ft.
Total Areas Not Counted Towards GFA	0 sq.ft.

IMPERVIOUS / PERVIOUS SURFACE AREA	
Total Impervious Area	185,255 sq. ft.
Total Pervious Area	55,010 sq.ft.



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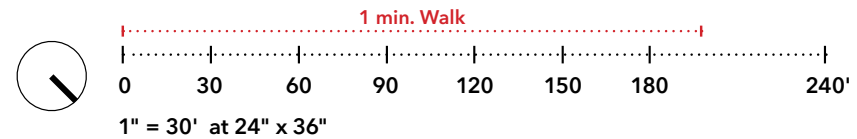
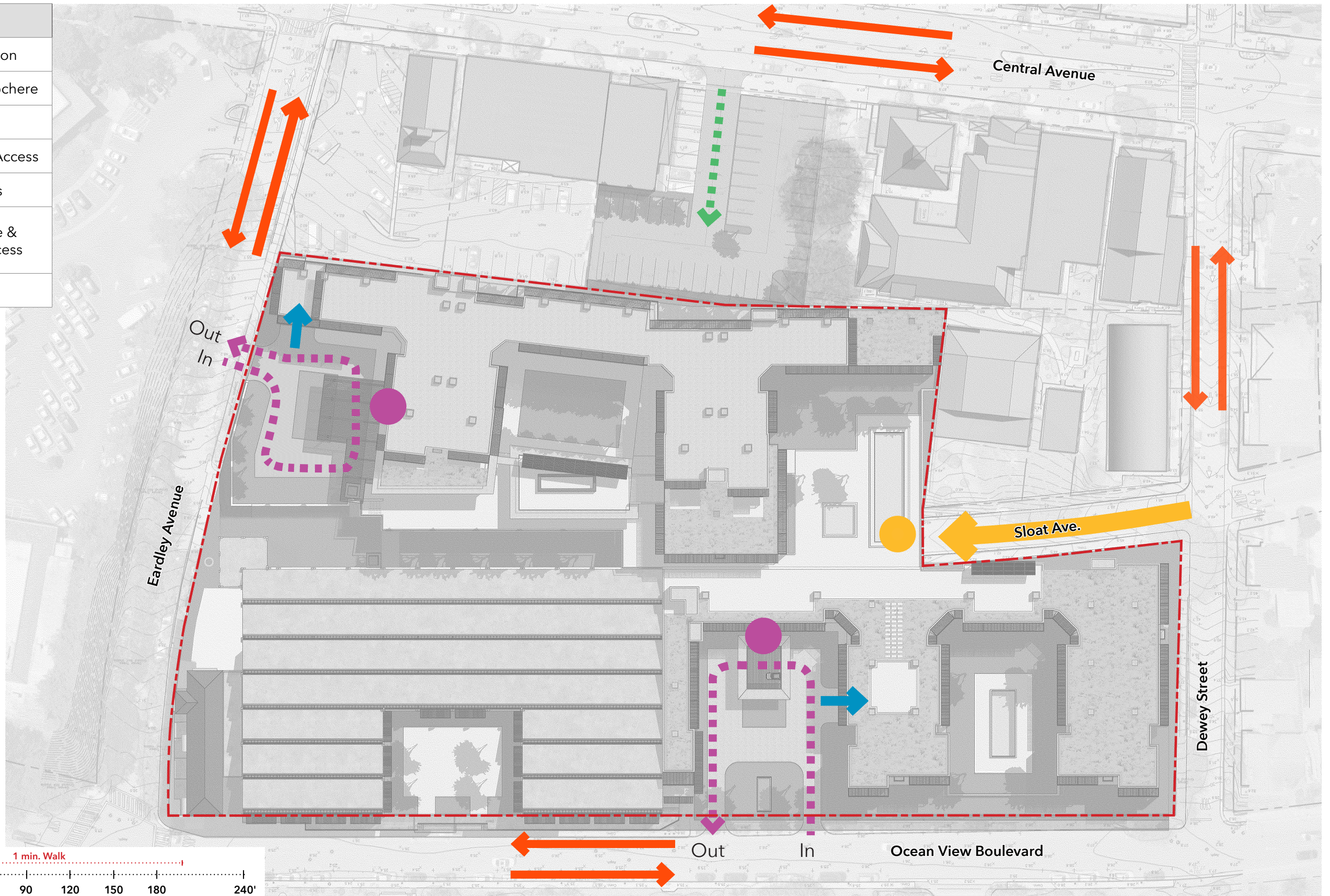
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El Segundo, CA 90245
(310) 546-5781

ATC HOTEL & COMMERCIAL PROJECT

109 Ocean View Blvd., Pacific Grove, California
APN 006-231-001, 006-234-004, 006-234-005, 006-234-008

Vicinity Map
September 5, 2019

LEGEND	
	Street Circulation
	Hotel Porte Cochere
	Hotel Arrival
	Valet Parking Access
	Garage Access
	Service Vehicle & Employee Access
	Loading Dock



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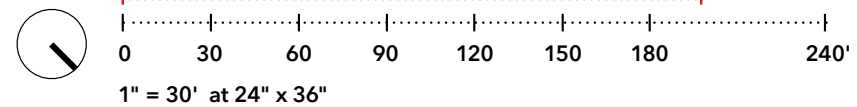
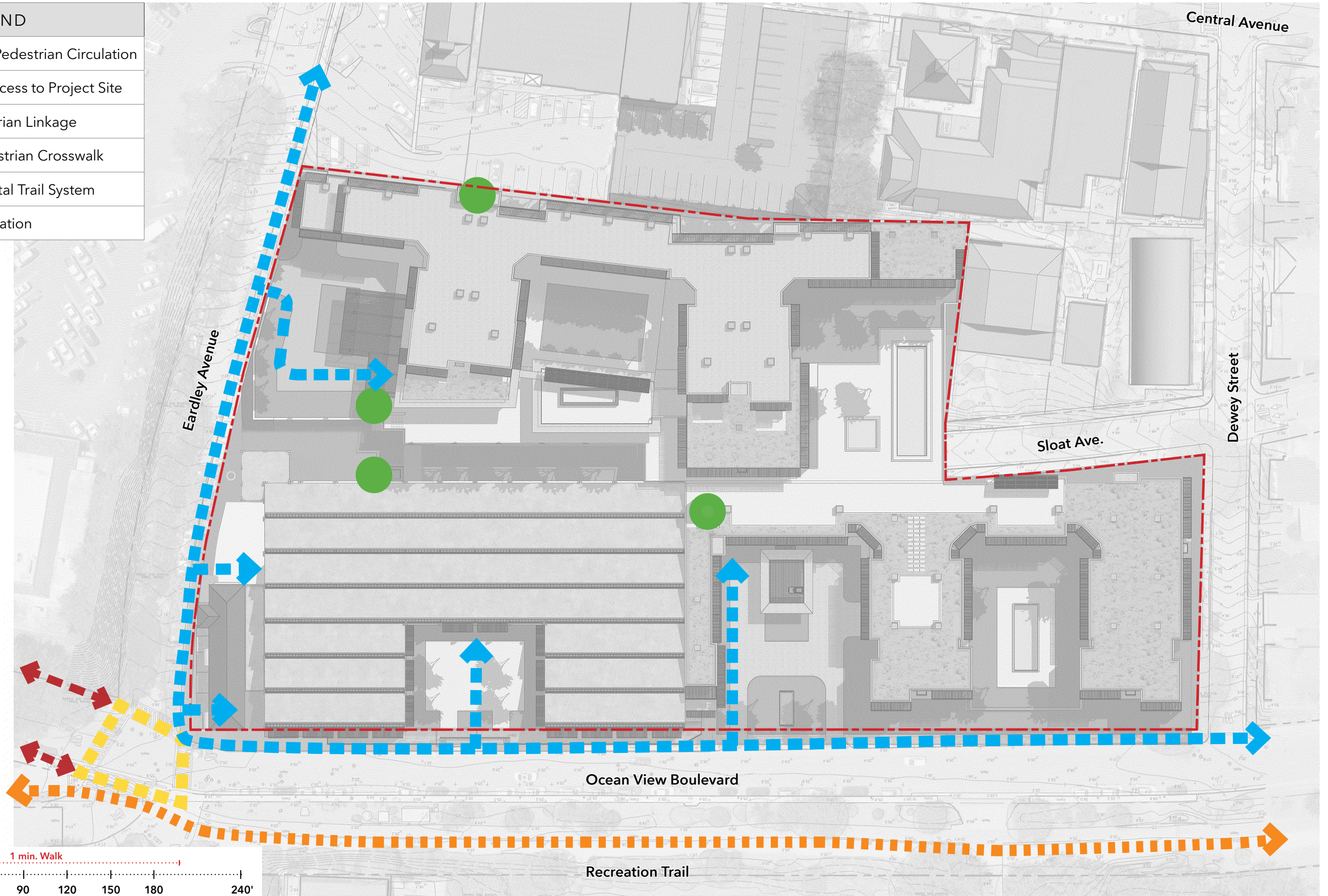
109 Ocean View Blvd., Pacific Grove, California
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Vehicular Circulation Diagram

September 5, 2019

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LEGEND	
	Major Public Pedestrian Circulation
	Pedestrian Access to Project Site
	Public Pedestrian Linkage
	Existing Pedestrian Crosswalk
	Existing Coastal Trail System
	Vertical Circulation



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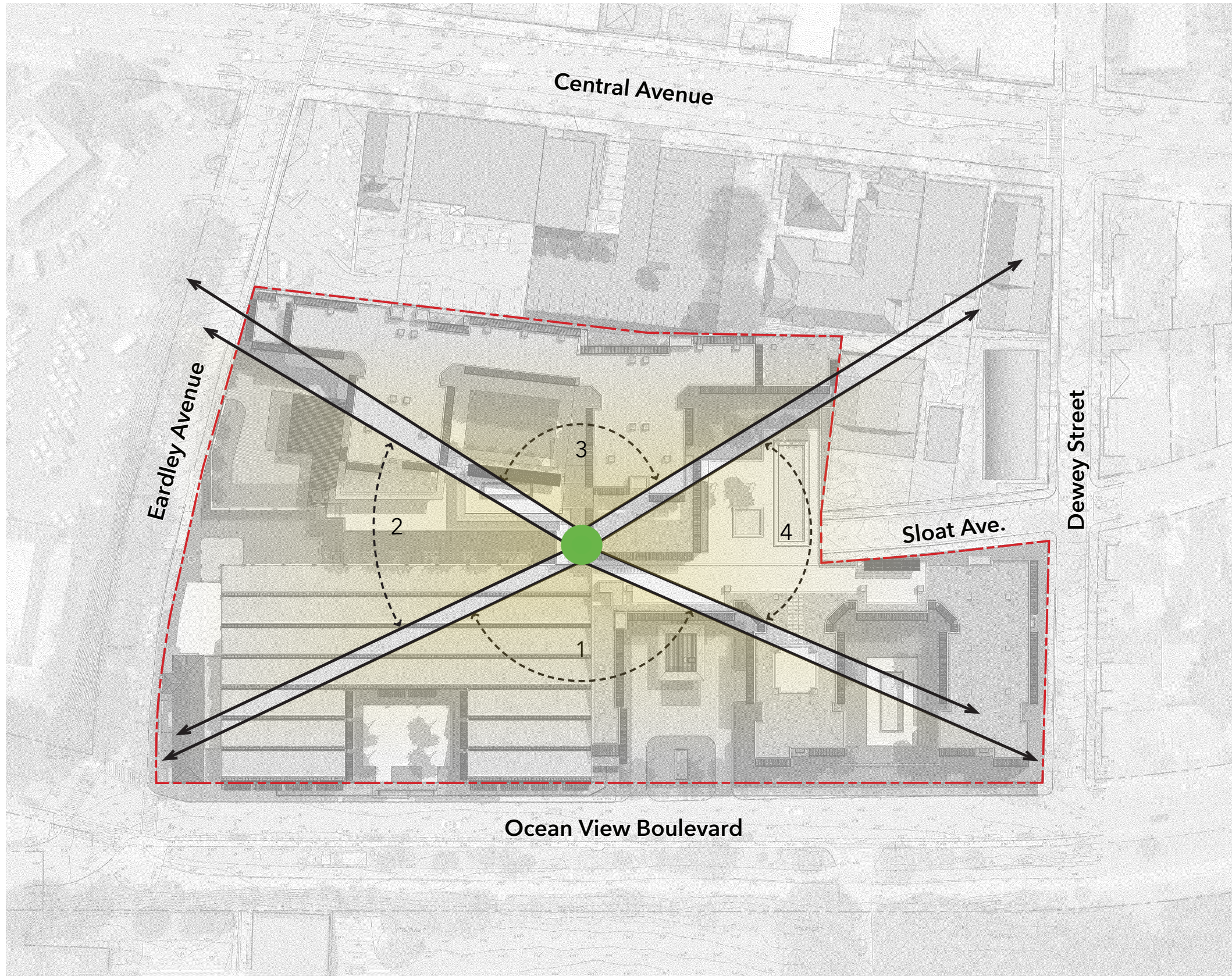
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Pedestrian Circulation Diagram

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LEGEND

- SUBJECT PROPERTY LINE
- ADJACENT PROPERTY LINE
- GROUND CONTOUR
- EXISTING BUILDING
- BUILDING SETBACKS
- PROPOSED BUILDING
- PROPOSED WALKWAY/MOTOR COURTS
- PROPOSED PLANTER AREA
- PROPOSED PATIO/TERRACE
- PROPOSED POOL/WATER FEATURE

LEGAL DESCRIPTION

PARCEL I (APN: 006-231-001)
 LOTS 1 THROUGH 28, INCLUSIVE, IN BLOCK 1, AS SAID LOTS AND BLOCK AREA SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF THE UNIVERSITY ADDITION TO PACIFIC GROVE," FILED AUGUST 17, 1909 IN VOLUME 2, MAPS OF "CITIES AND TOWNS", AT PAGE 21, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA.

PARCEL II: (APN: 006-234-004, -005)
 LOTS 1 THROUGH 10, INCLUSIVE, IN BLOCK 4, AS SAID LOTS AND BLOCK AREA SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF THE UNIVERSITY ADDITION TO PACIFIC GROVE," FILED AUGUST 17, 1909 IN VOLUME 2, MAPS OF "CITIES AND TOWNS", AT PAGE 21, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA.

PARCEL III: (APN: 006-234-008)
 LOTS 19 THROUGH 21, INCLUSIVE, IN BLOCK 4, AS SAID LOTS AND BLOCK AREA SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF THE UNIVERSITY ADDITION TO PACIFIC GROVE," FILED AUGUST 17, 1909 IN VOLUME 2, MAPS OF "CITIES AND TOWNS", AT PAGE 21, IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MONTEREY, STATE OF CALIFORNIA.

PROJECT ADDRESS

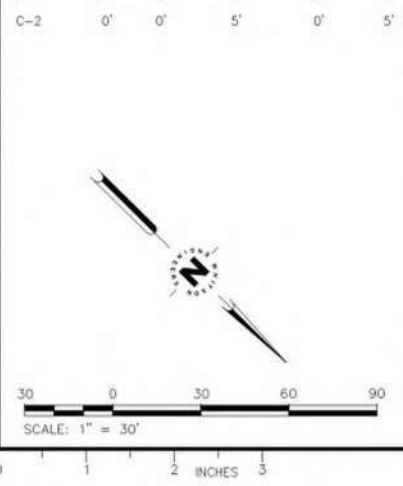
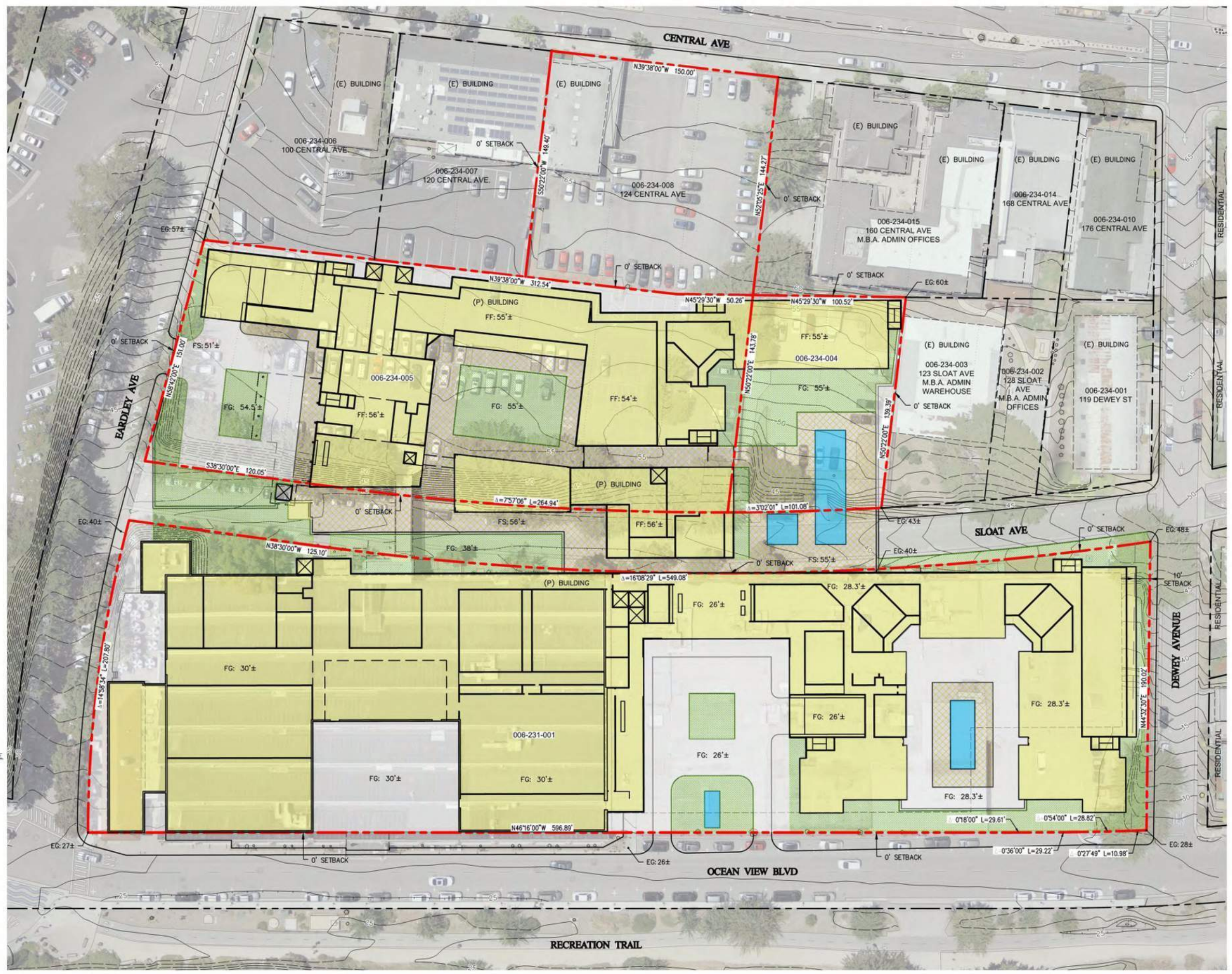
APN	ADDRESS
006-231-001	109 OCEAN BOULEVARD
006-234-004	SLOAT AVENUE (NO SITE ADDRESS)
006-234-005	EARDLEY AVENUE (NO SITE ADDRESS)
006-234-008	124 CENTRAL AVENUE

EXISTING ZONING

APN	ZONING
006-231-001	CV-ATC
006-234-004	C-2
006-234-005	C-2
006-234-008	C-1

BUILDING SETBACKS

ZONING	FRONT	SIDE	ADJ. RESIDENT	REAR	ADJ. ZONE
CV-ATC	0'	0'	10'	0'	10'
C-1	0'	0'	5'	0'	5'
C-2	0'	0'	5'	0'	5'



Civil Engineering
 Land Surveying
 4 Hours Court
 Monterey, California
 831.449.2023
 whitsonengineers.com



SUBMITTAL / REVISION

NO.	DATE	DESCRIPTION
1	9/27/19	

ATC HOTEL AND COMMERCIAL PROJECT
 FOURSOME DEVELOPMENT COMPANY 109 Ocean View Boulevard, Pacific Grove, California
 CIVIL SITE PLAN

SCALE: 1" = 30'
 DRAWN: EJM
 JOB No.: 3400
 SHEET

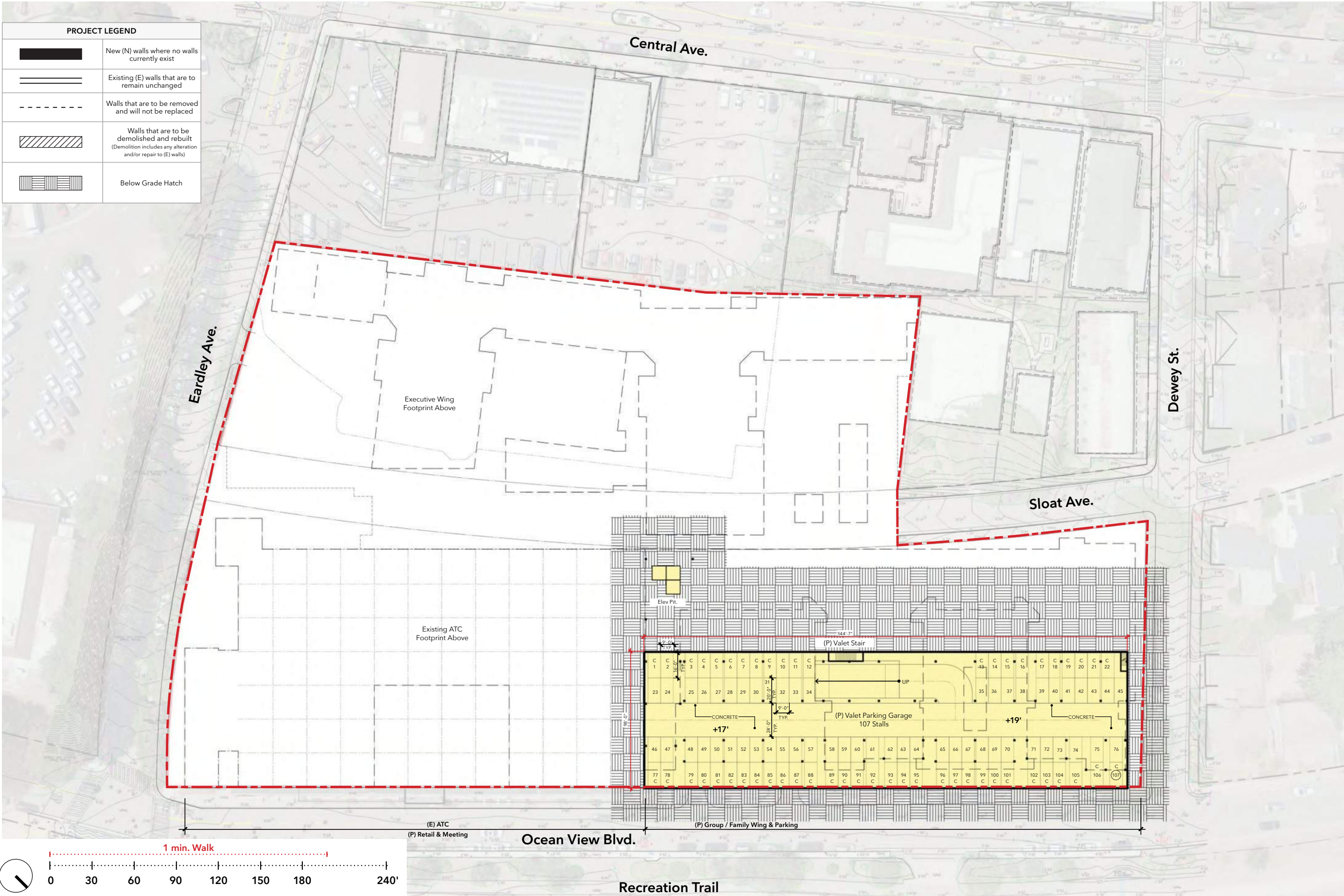
3

OF 6

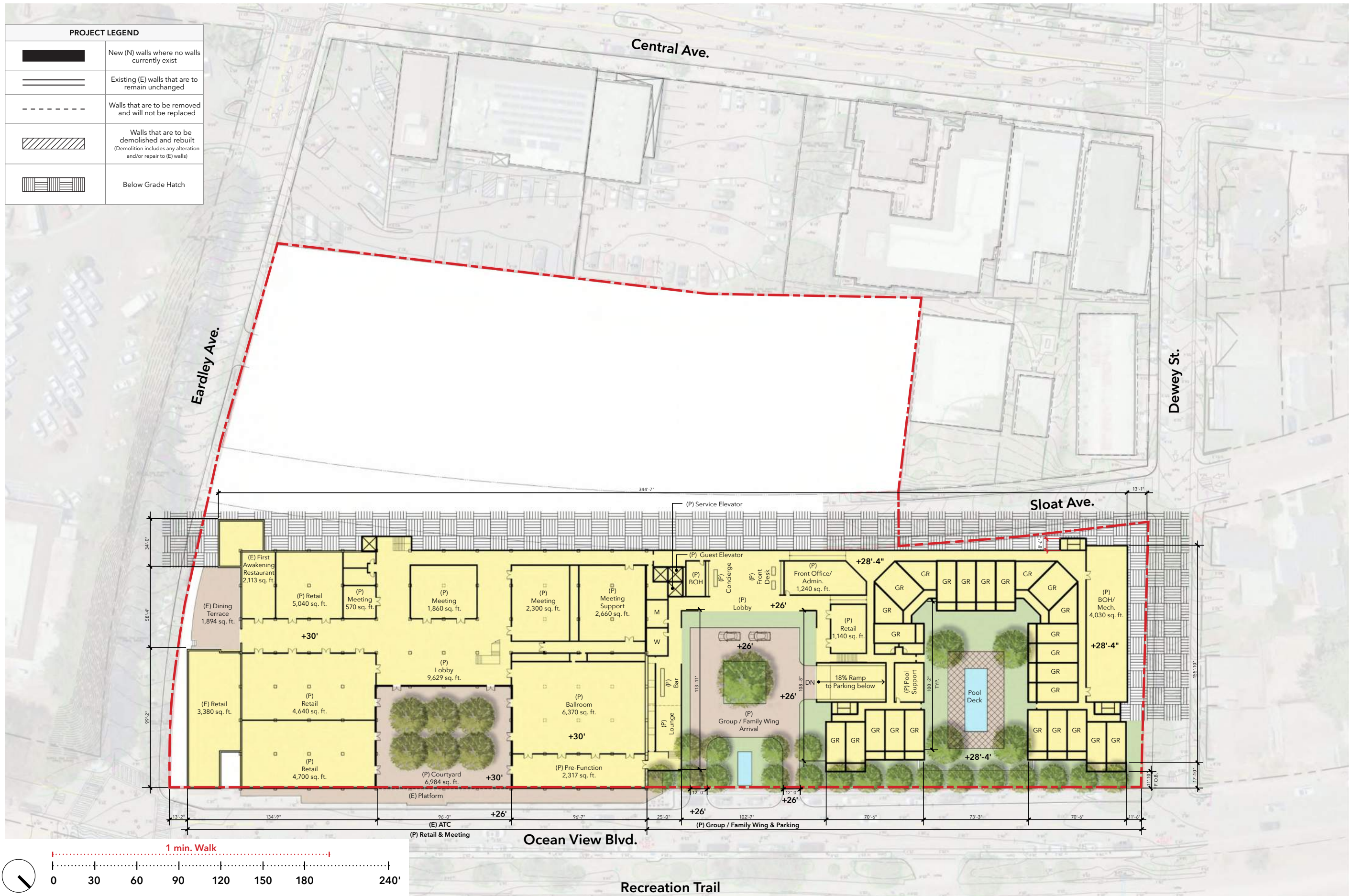
NOT FOR CONSTRUCTION

APN 006-231-001, 006-234-004, 006-234-005, 006-234-008

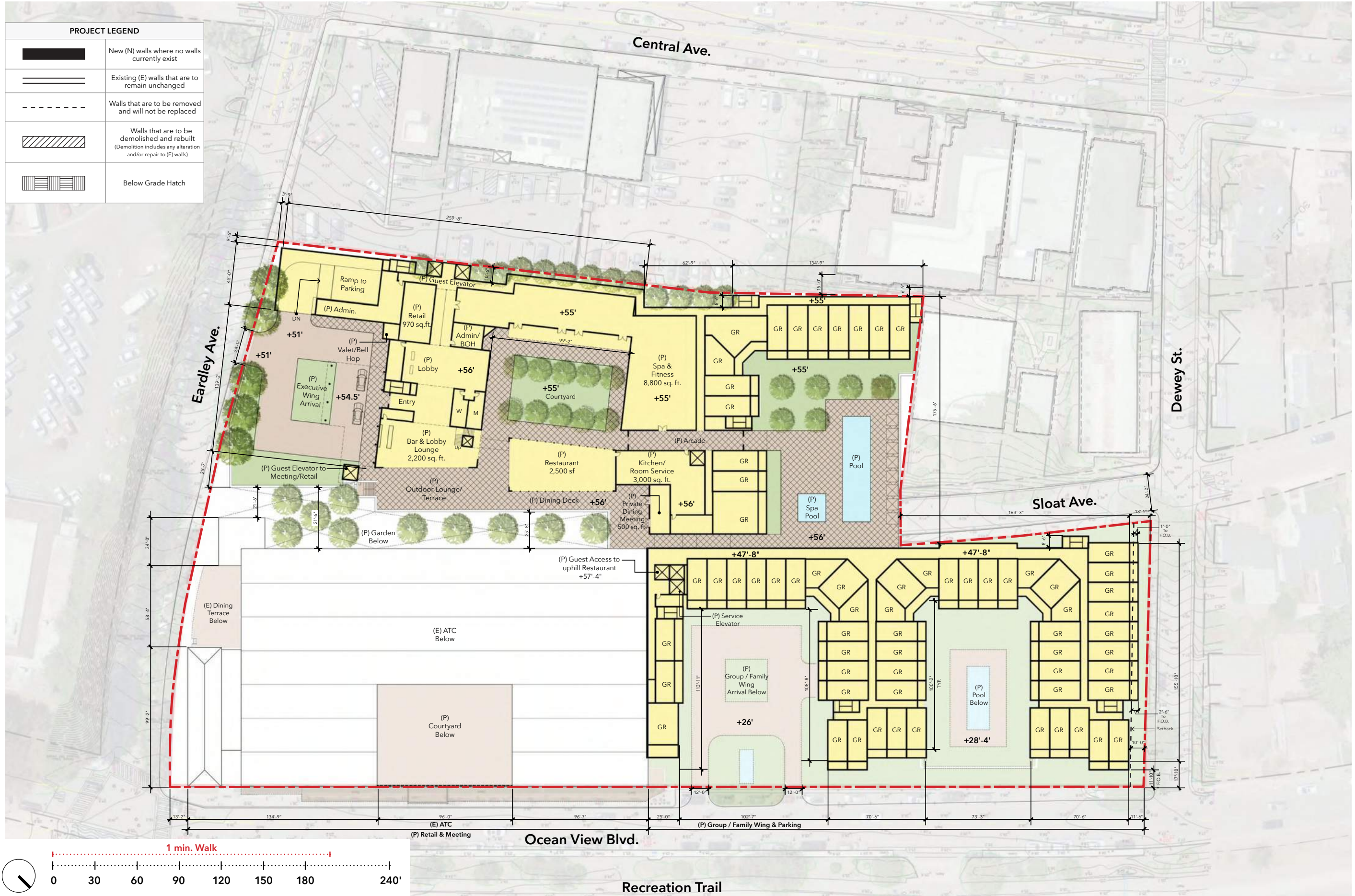
PROJECT LEGEND	
	New (N) walls where no walls currently exist
	Existing (E) walls that are to remain unchanged
	Walls that are to be removed and will not be replaced
	Walls that are to be demolished and rebuilt (Demolition includes any alteration and/or repair to (E) walls)
	Below Grade Hatch



PROJECT LEGEND	
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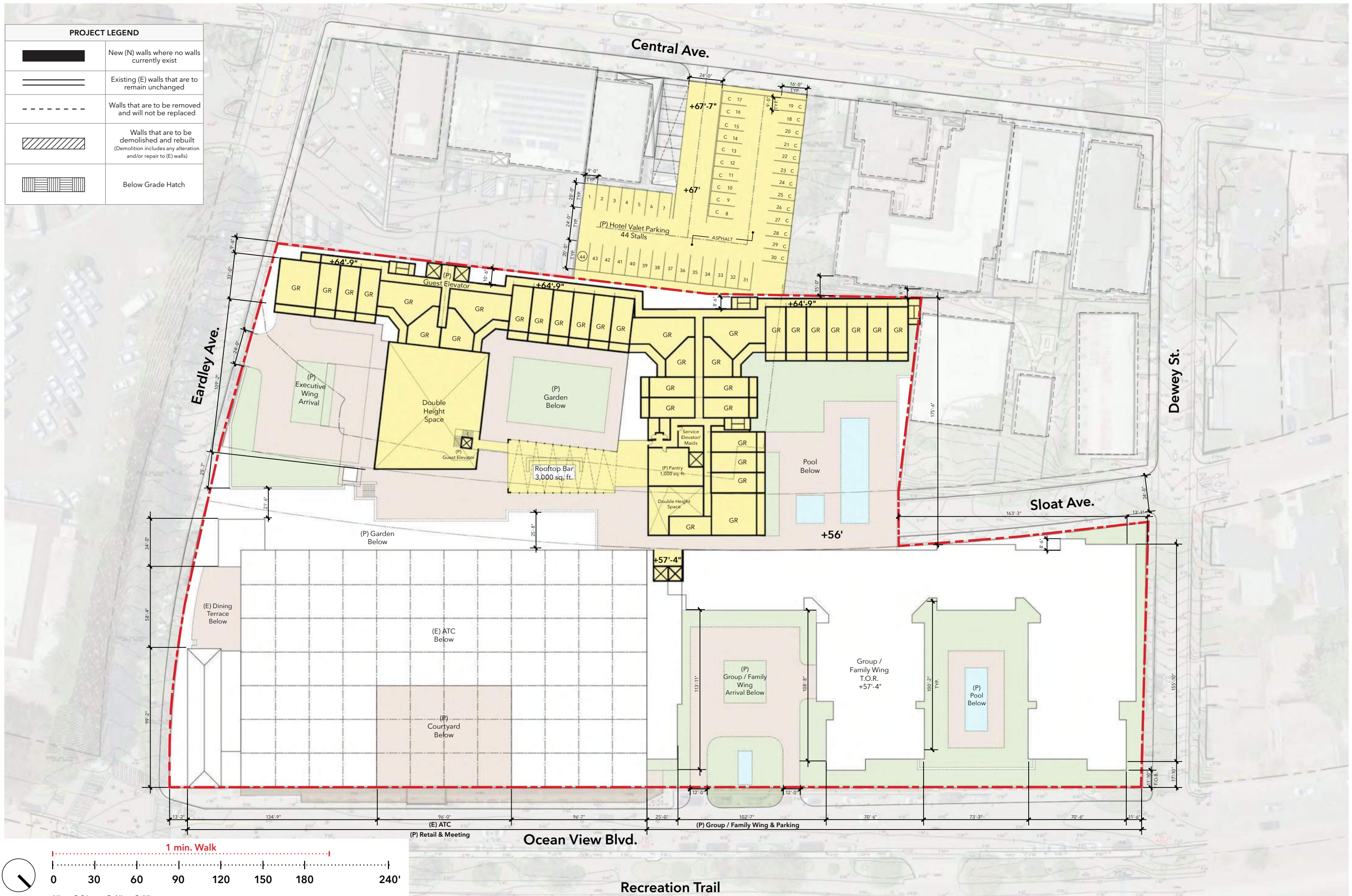
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LEVEL 3 - (EL. +47'-8"/+55'/+58')

September 5, 2019

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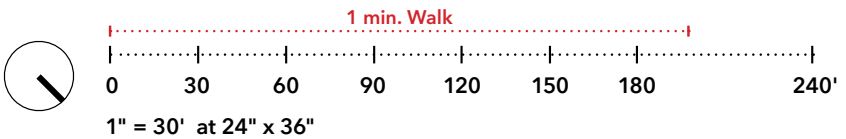
PROJECT LEGEND	
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	Existing (E) walls that are to remain unchanged
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PROJECT LEGEND	
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	Below Grade Hatch



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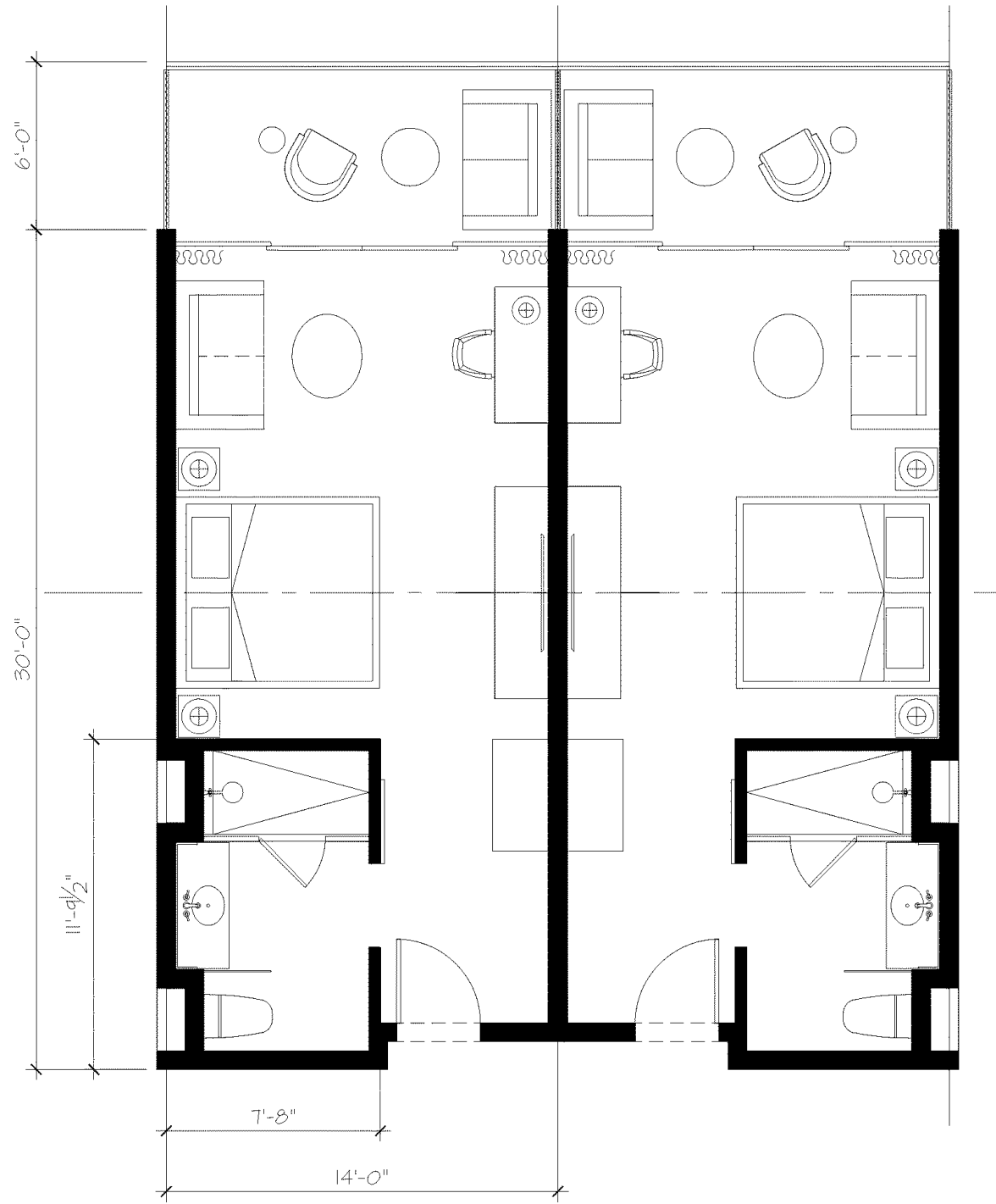
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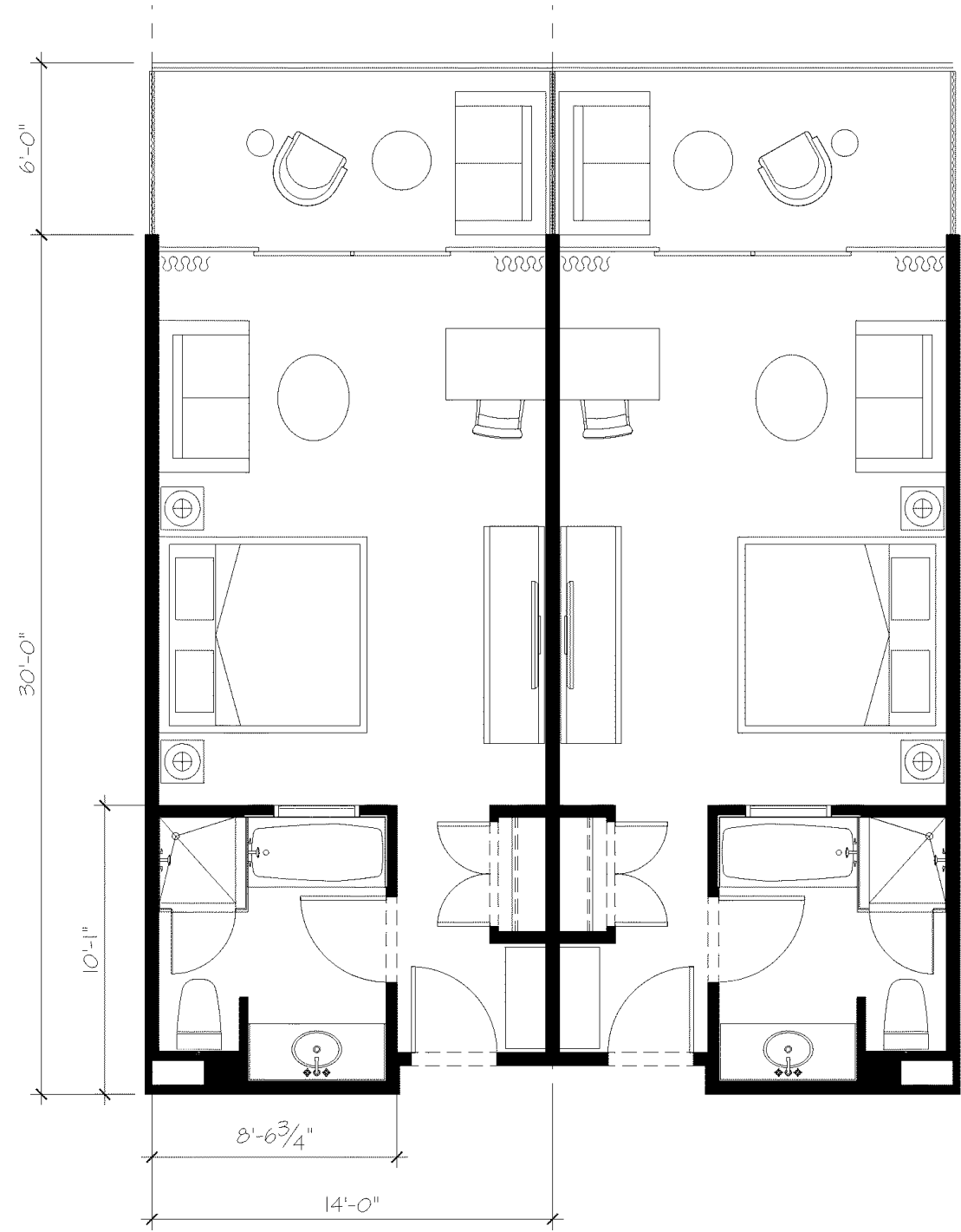
109 Ocean View Blvd., Pacific Grove, California
APN 006-231-001, 006-234-004, 006-234-005, 006-234-008

LEVEL 6 - (EL. +84'-3")
September 5, 2019

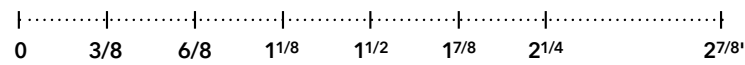
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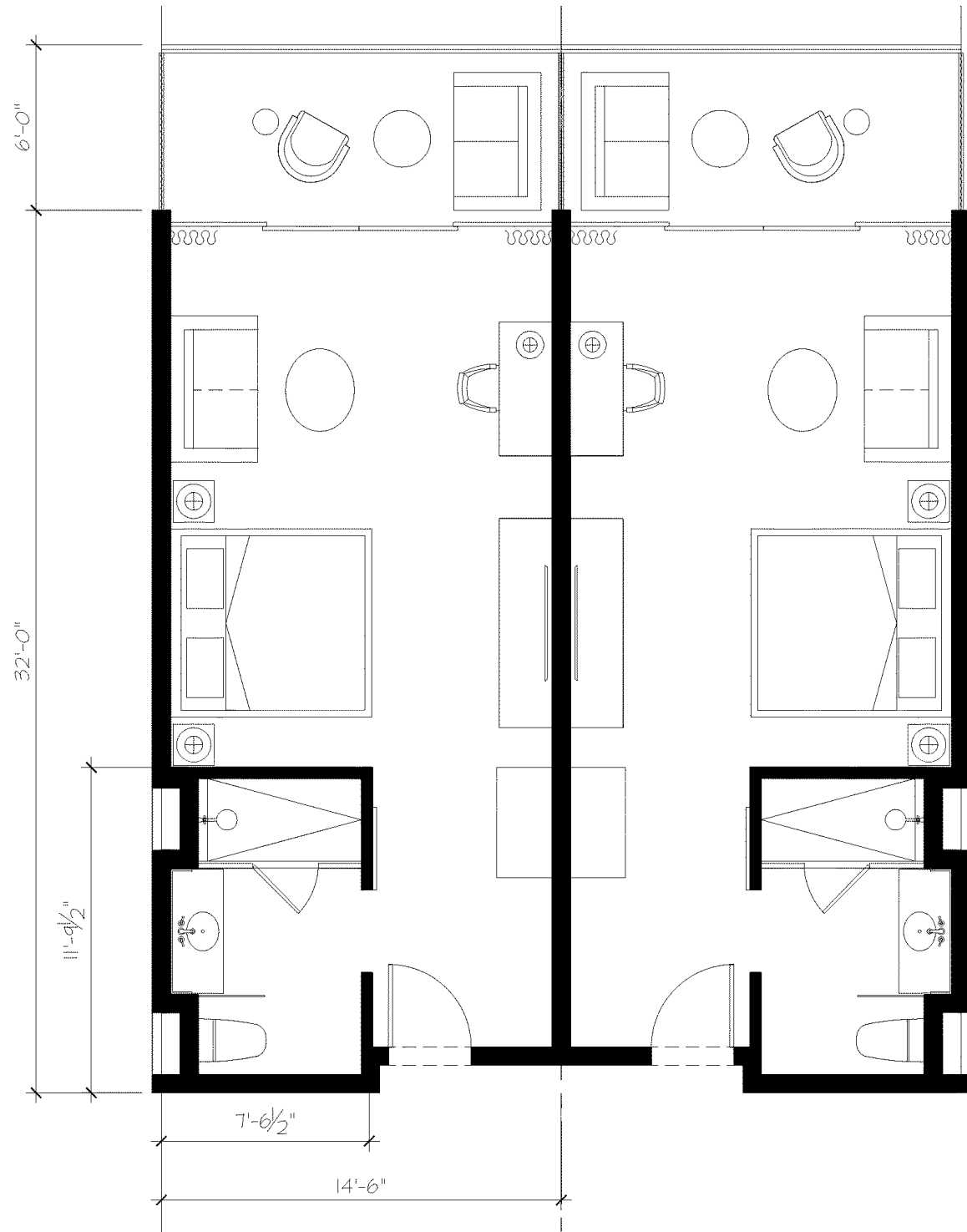
Enlarged Group / Family Wing (P) Guestroom
(3 Fixture Bathroom with Shower - 90%)



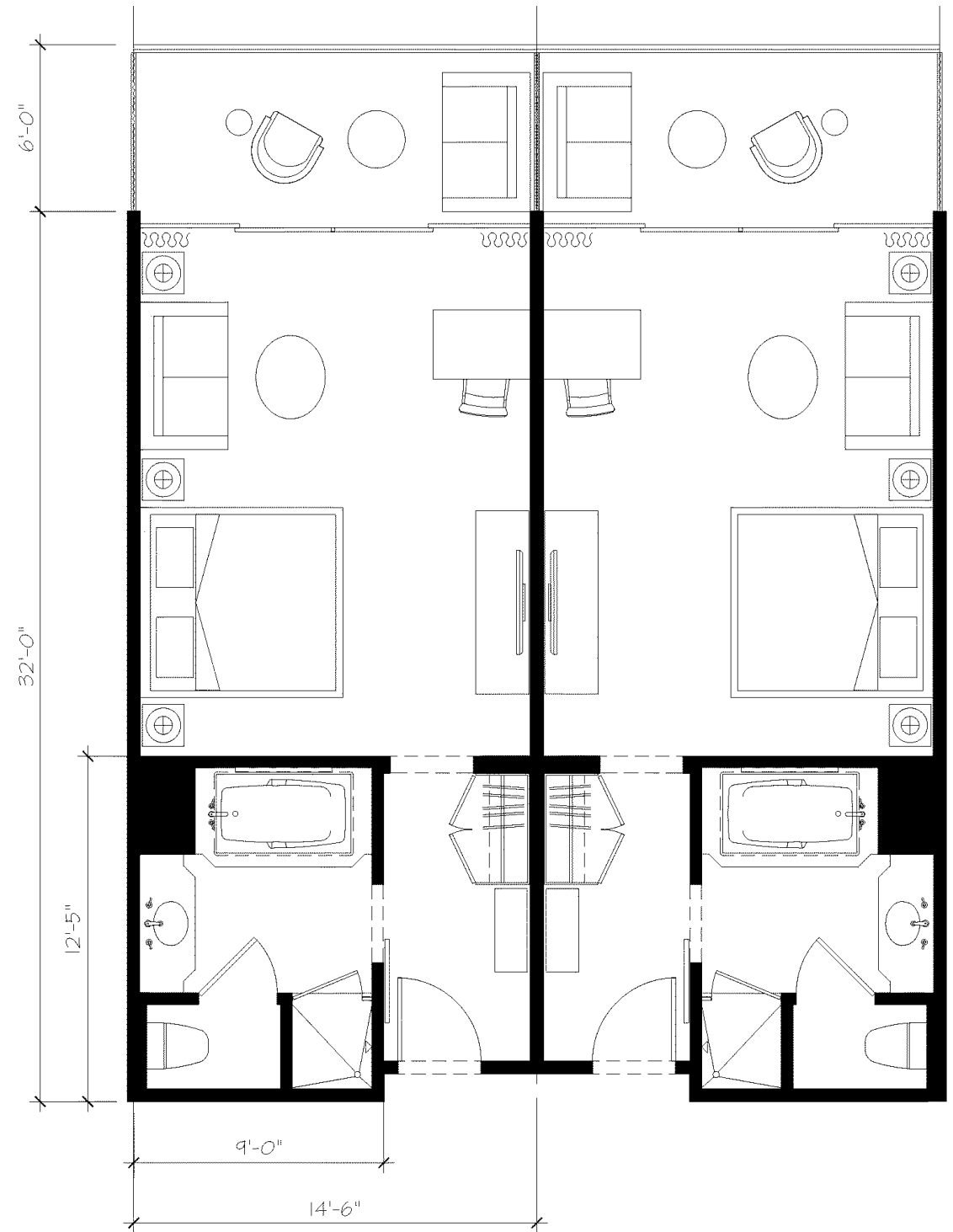
Enlarged Group / Family Wing (P) Guestroom
(4 Fixture Bathroom with Tub & Shower - 10%)



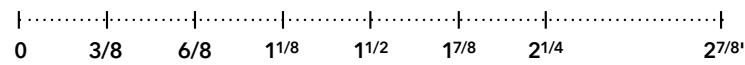
1" = 3/8' at 24" x 36"



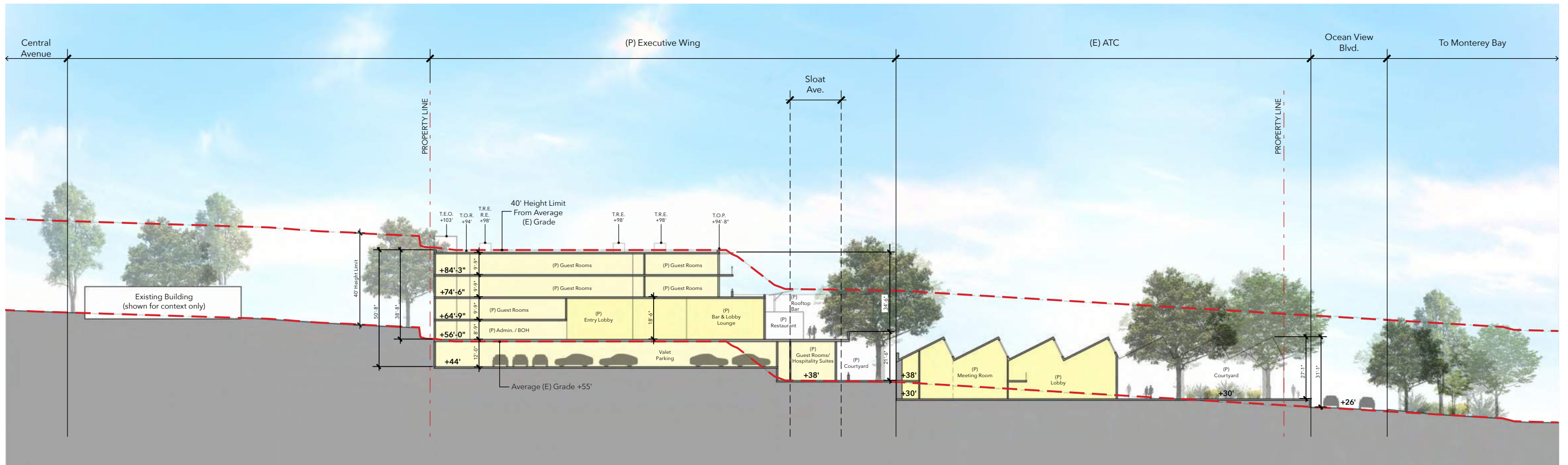
Enlarged Executive Wing (P) Guestroom
(3 Fixture Bathroom with Shower - 33%)



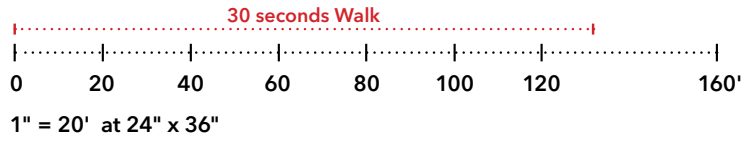
Enlarged Executive Wing (P) Guestroom
(4 Fixture Bathroom with Tub & Shower - 67%)



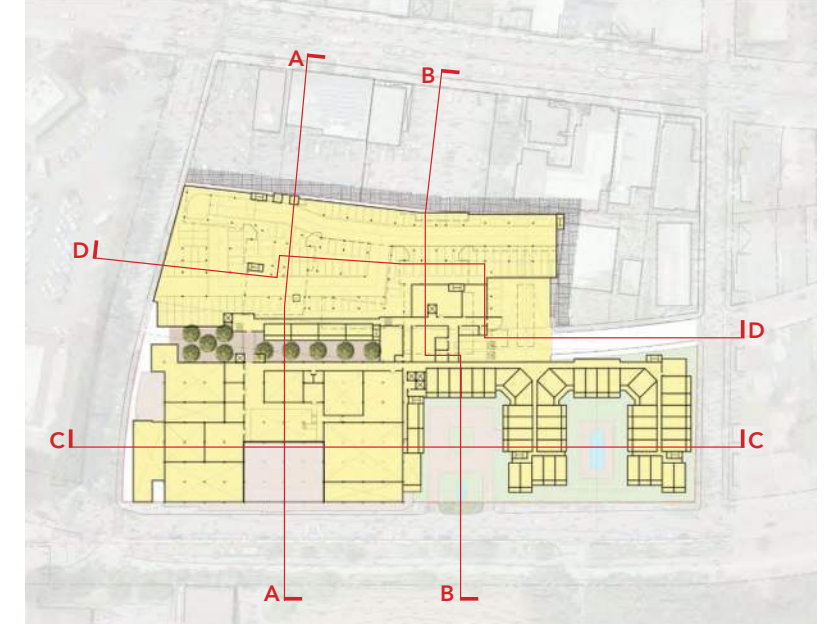
1" = 3/8' at 24" x 36"

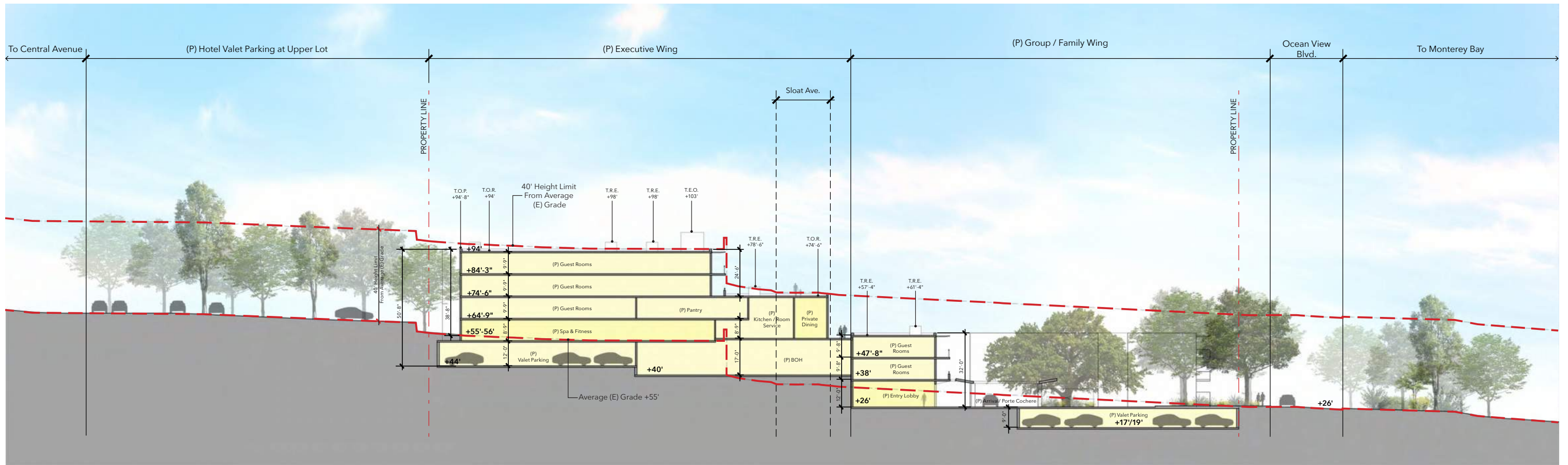


SITE SECTION A-A

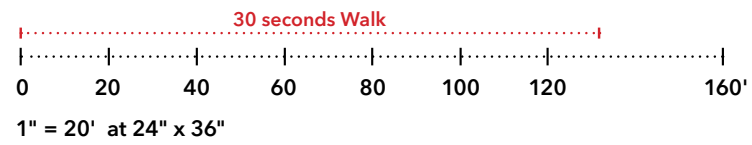


KEY PLAN (N.T.S.)

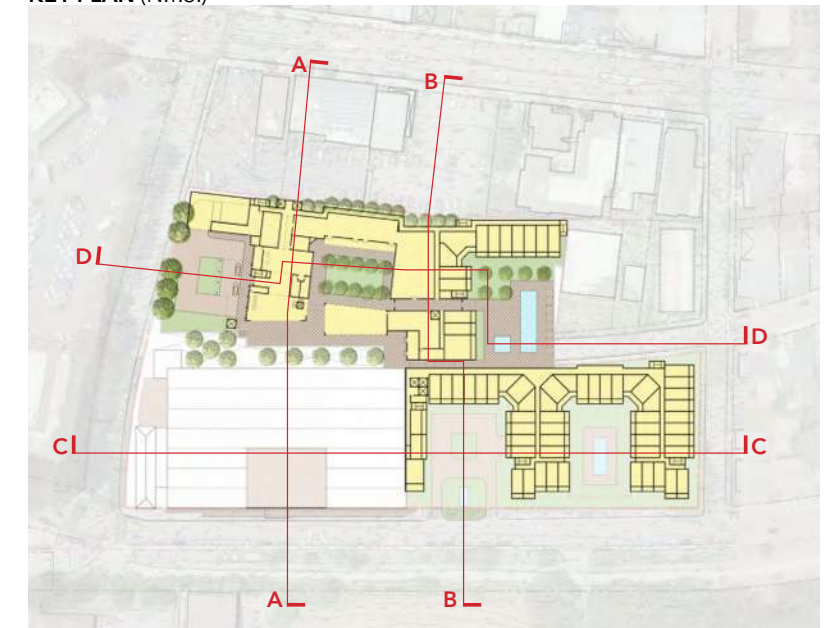


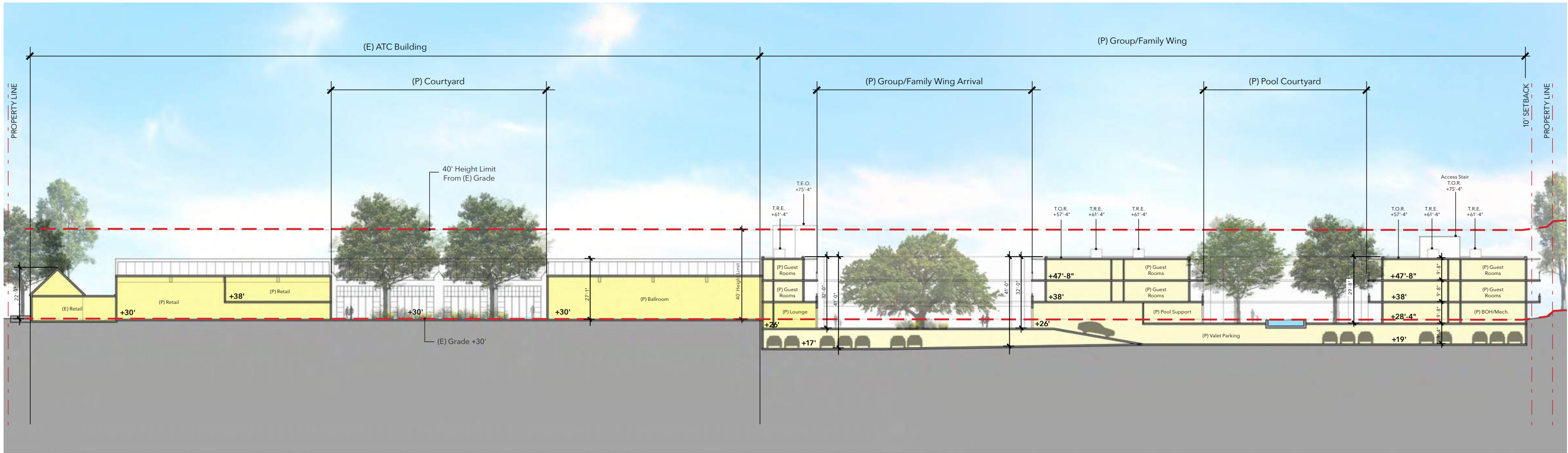


SITE SECTION B-B

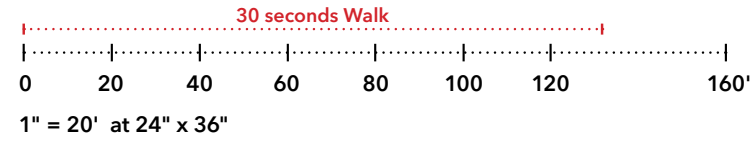


KEY PLAN (N.T.S.)

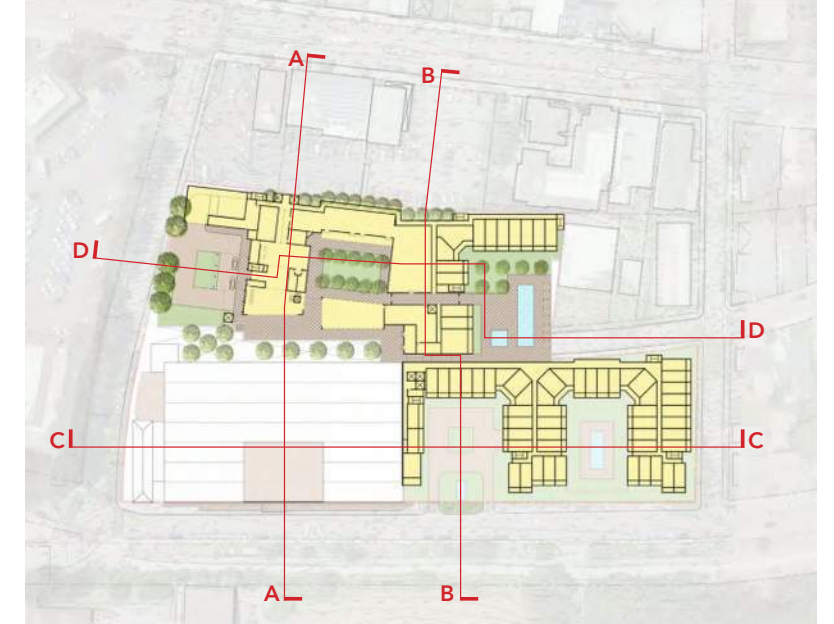


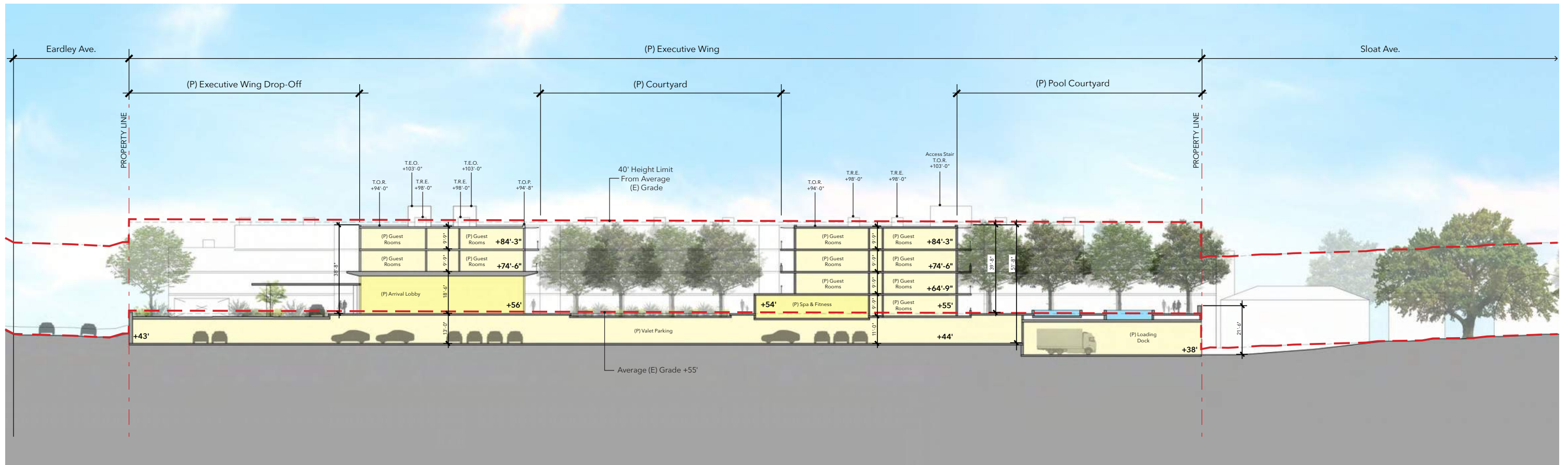


SITE SECTION C-C

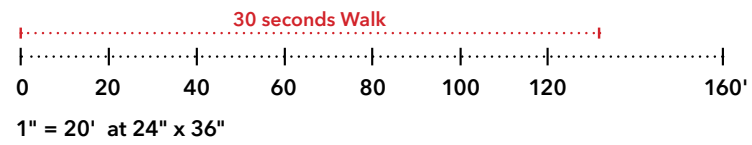


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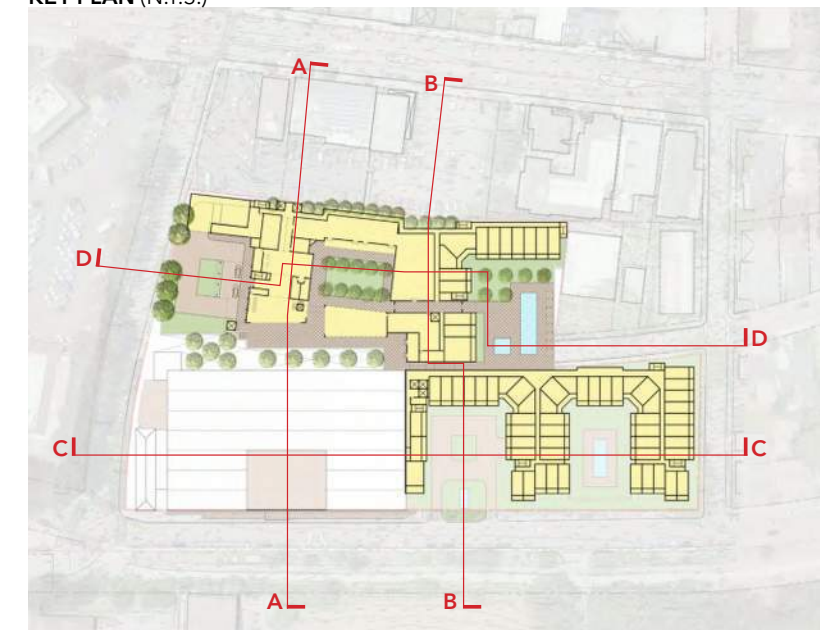


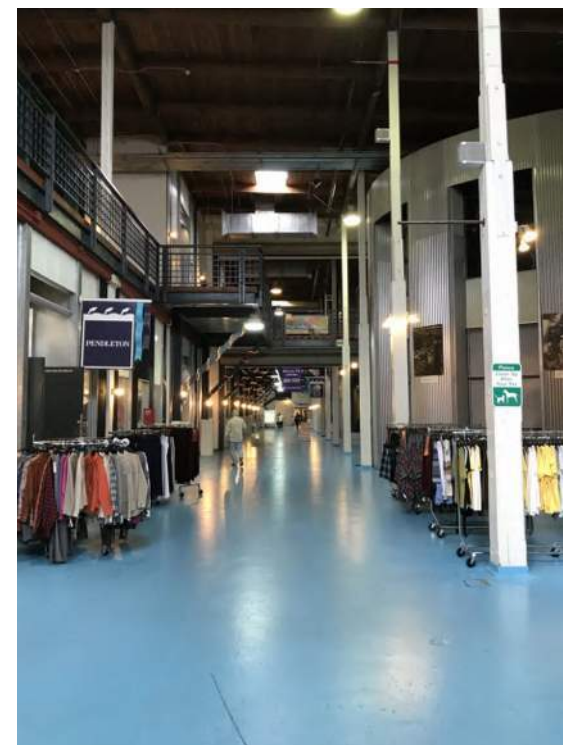
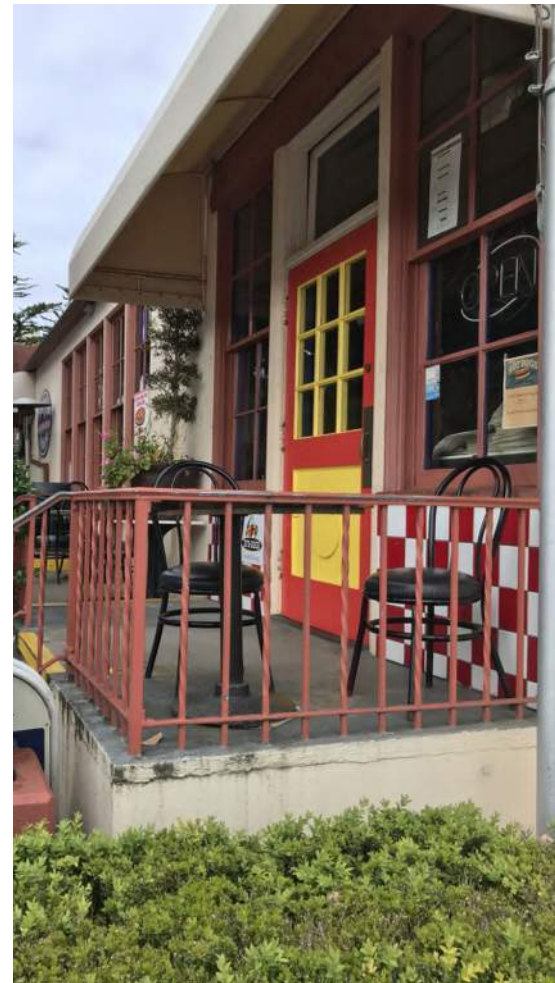


SITE SECTION D-D

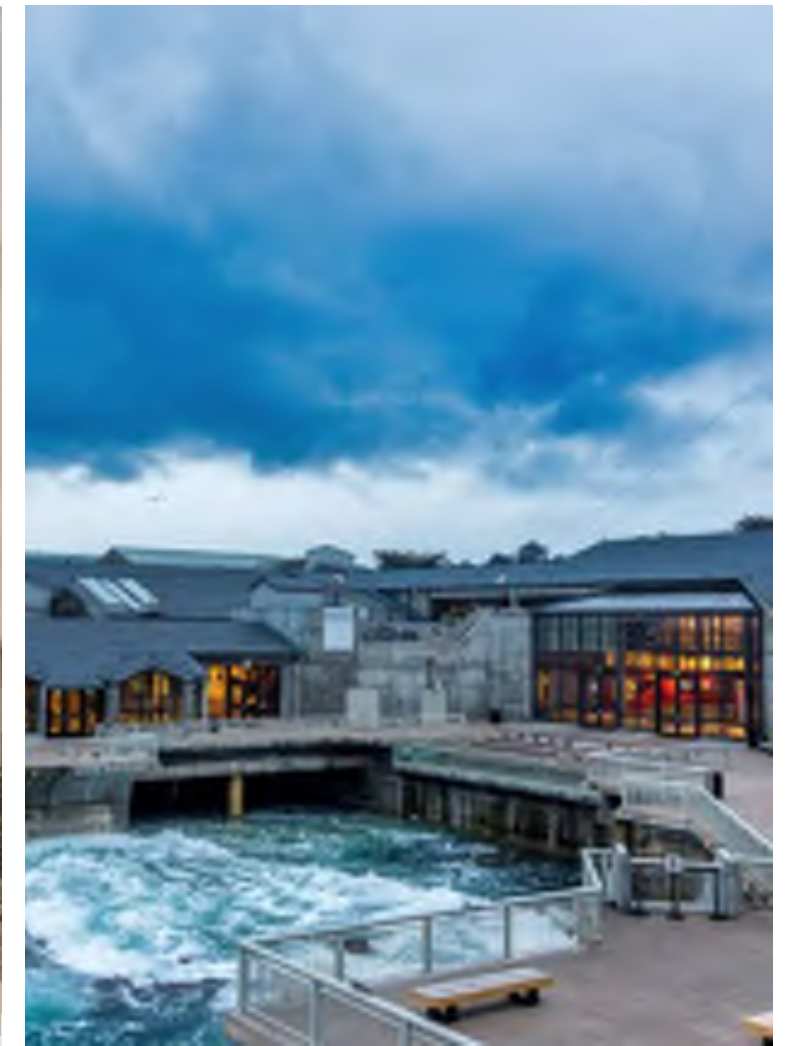
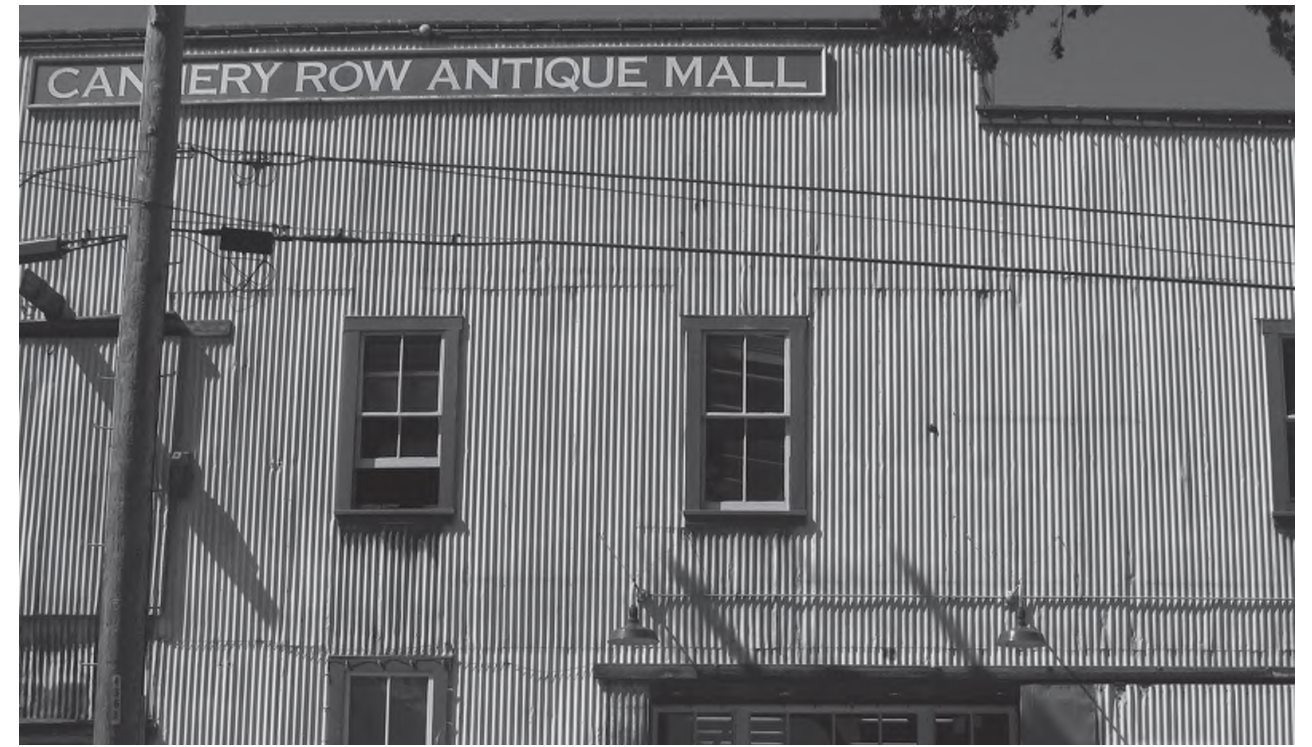


KEY PLAN (N.T.S.)









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Existing Aerial View 1

September 5, 2019



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Existing Warehouse & NAFI Building Overlay

September 5, 2019



Existing Elevation

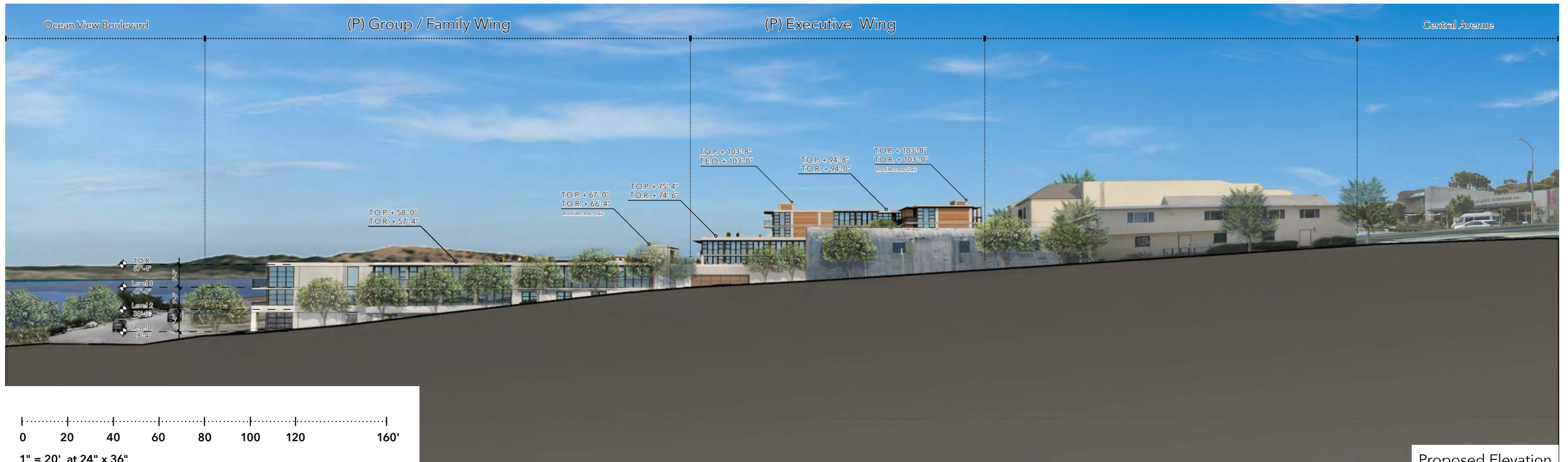


Proposed Elevation





Existing Elevation



Proposed Elevation





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Pool Courtyard - Group / Family Wing

September 5, 2019



Exposed Architectural Concrete



Vertical Painted Corrugated Metal Siding



Aluminum Door / Window System



Exterior Lighting Fixtures

Building Material Legend

- Exposed Architectural Concrete (Warm Gray)
- Painted Metal Canopy (Matte Black Finish)
- Painted Metal Canopy (Matte Black Finish)
- Exposed Architectural Concrete (Warm Gray)
- Vertical Painted Corrugated Metal Siding (Matte Silver Finish)
- Metal Railing (Matted Black Finish)
- Exposed Architectural Concrete (Warm Gray)
- Aluminum Door / Window System (Matte Black Finish)
- Exposed Architectural Concrete (Warm Gray)
- Vertical Painted Corrugated Metal Siding (Matte Silver Finish)





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Arrival Court - Executive Wing

September 5, 2019



Exposed Architectural Concrete



Horizontal Composite Wood Siding



Aluminum Door / Window System



Exterior Lighting Fixtures

Building Material Legend

- Exposed Architectural Concrete (Warm Gray)
- Painted Metal Canopy (Matte Black Finish)
- Horizontal Composite Wood Siding (Natural Stain Finish)
- Exposed Architectural Concrete (Warm Gray)
- Aluminum Door / Window System (Matte Black Finish)
- Metal Railing (Matted Black Finish)
- Glass Railing
- Painted Metal / Glass Canopy (Matted Black Finish)
- Painted Metal Screen (Natural Wood Finish)
- Exposed Architectural Concrete (Warm Gray)
- Aluminum Door / Window System (Matte Black Finish)



LEGEND			
SYMBOL	NAME	QNT.	BOX SIZE
	Existing Monterey Cypress <i>Cupressus macrocarpa</i>	3	
	Swan Hill Olive Tree <i>Olea europaea 'Swan Hill'</i>	19	48"
	Cajeput Tree <i>Melaleuca quinquenervia</i>	14	24"
	Pink Melaleuca <i>Melaleuca nesophila</i>	28	36"
	Bronze Loquat <i>Eriobotrya deflexa</i>	10	36"
	Strawberry Tree <i>Arbutus 'Marina'</i>	8	36"
	Proposed Extensive Green Roof		
	Proposed Shrubs & Ground Cover		

IRRIGATION NOTES

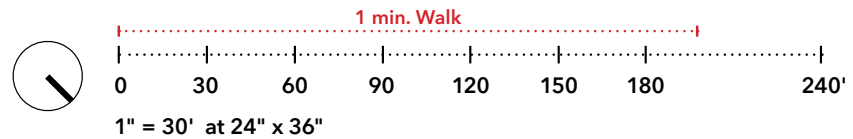
The proposed irrigation system for this site will be designed with the latest technology in water conservation and efficiency. The system will consist of the following types of irrigation methods and equipment complying with the State and Local Water Ordinance. All small planting beds will be irrigated with highly efficient, water conserving inline drip. All bioswales areas will be irrigated with high efficiency pop-up spray pressure compensating spray sprinklers. These sprinklers apply the water at a lower application rate to reduce runoff and ponding. All sprinklers will include built in check valves and pressure regulators to prevent misting and low head drainage on sloped areas. The controller that will manage this system uses local weather to adjust the run times of the valves based on daily weather conditions. Utilizing this type of weather based system will help the landscape manager save 25% more water than with a conventional controller.

Irrigation Zones

1. Low water use/California native shrubs/groundcover/grasses/annuals area will be irrigated with an inline drip emitters system.
2. Large shrubs/trees/ areas will use point source bubblers.

Irrigation Equipment

1. The irrigation system will be automated using an "ET" weather based controller. The controller receives ET/weather updates from a local weather station or sensing device and will automatically adjust the irrigation system run times accordingly.
2. Pressurized mainline 2" and smaller shall be solvent weld Schedule 40 PVC with Schedule 40 fittings buried a minimum 18" below grade.
3. Lateral line piping shall be solvent weld Schedule 40 PVC with Schedule 40 fittings buried a minimum 12" below grade .
4. Bubblers, Pop-up spray and rotor heads will be Toro.
5. Subsurface inline drip emitters will be provided by Toro and buried approximately 4" below grade.



TREES



Marina Arbutus®
Arbutus 'Marina'



Monterey Cypress®
Cupressus macrocarpa



Bronze Loquat
Eriobotrya deflexa



Pink Melaleuca
Melaleuca nesophila



Cajeput Tree
Melaleuca quinquenervia



Swan Hill Olive Tree
Olea europaea 'Swan Hill'

SHRUBS / GRASSES / PERENNIALS / GROUND COVER / VINES



Manzanita®
Arctostaphylos spp.



California Wild Lilac®
Ceanothus spp.



Western Redbud®
Cercis occidentalis



Rockrose
Cistus spp.



California Brittlebush®
Encelia californica



Wild Buckwheats®
Eriogonum spp.



Sweet Scented Hakea
Hakea suaveolens



Sea Mallow
Lavatera maritima



Leucadendron
Leucadendron spp.



New Zealand Flax
Phormium tenax



Rosemary
Rosmarinus officinalis



Sage
Salvia spp.



Coastal Rosemary
Westringia fruticosa



Wynyabbie Coast Rosemary
Westringia 'wynyabbie gem'



Yarrow®
Achillea spp.



Sedge®
Carex spp.



Small Cape Rush
Chondropetalum tectorum



Seaside Daisy®
Erigeron glaucus



African Daisies
Gazania spp.



Iris®
Iris spp.



Common Rush®
Juncus patens



Sea Lavender
Limonium perezii



Aeonium
Aeonium spp.



Agave
Agave spp.



Aloe
Aloe spp.



Green Liveforever*®
Dudleya virens



Spurge*
Euphorbia spp.



Sedum*
Sedum spp.



Blue Chalksticks*
Senecio serpens



Spanish Dagger
Yucca gloriosa








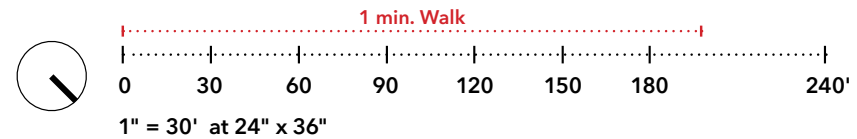
Bougainvillea
Bougainvillea spp.



Maidenhair Vine*
Muehlenbeckia complexa

* Also on green roofs
® California native plants

LEGEND	
SYMBOL	NAME
	Lighting Zone A - Entry
	Lighting Zone B - Courtyard
	Lighting Zone C - Pool
	Lighting Zone D - Alley
	Lighting Zone E - Dining



HART HOWERTON
NEW YORK · SAN FRANCISCO

JOHN C. HILL, A.I.A.
Architectural Design Consultant
P.O. Box 5903, Carmel, CA 93921
831-620-2924

COMSTOCK
CCS Pacific Grove Manager, LLC
2301 Rosecran Ave., Suite 1150
El Segundo, CA 90245
(310) 546-5781

ATC HOTEL & COMMERCIAL PROJECT

109 Ocean View Blvd., Pacific Grove, California
APN 006-231-001, 006-234-004, 006-234-005, 006-234-008

Preliminary Lighting Plan
September 5, 2019

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LIGHTING ZONE A ENTRY



Bollard Light



Bollard Light

LIGHTING ZONE B COURTYARD



Bollard Light



Recessed Wall Light

LIGHTING ZONE C POOL



Lantern



Floor Light



Recessed Wall Light

LIGHTING ZONE D ALLEY



Pendant Light



Pendant Light

LIGHTING ZONE E DINING



String Light



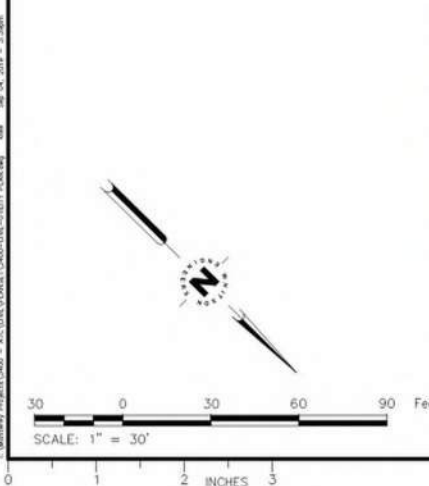
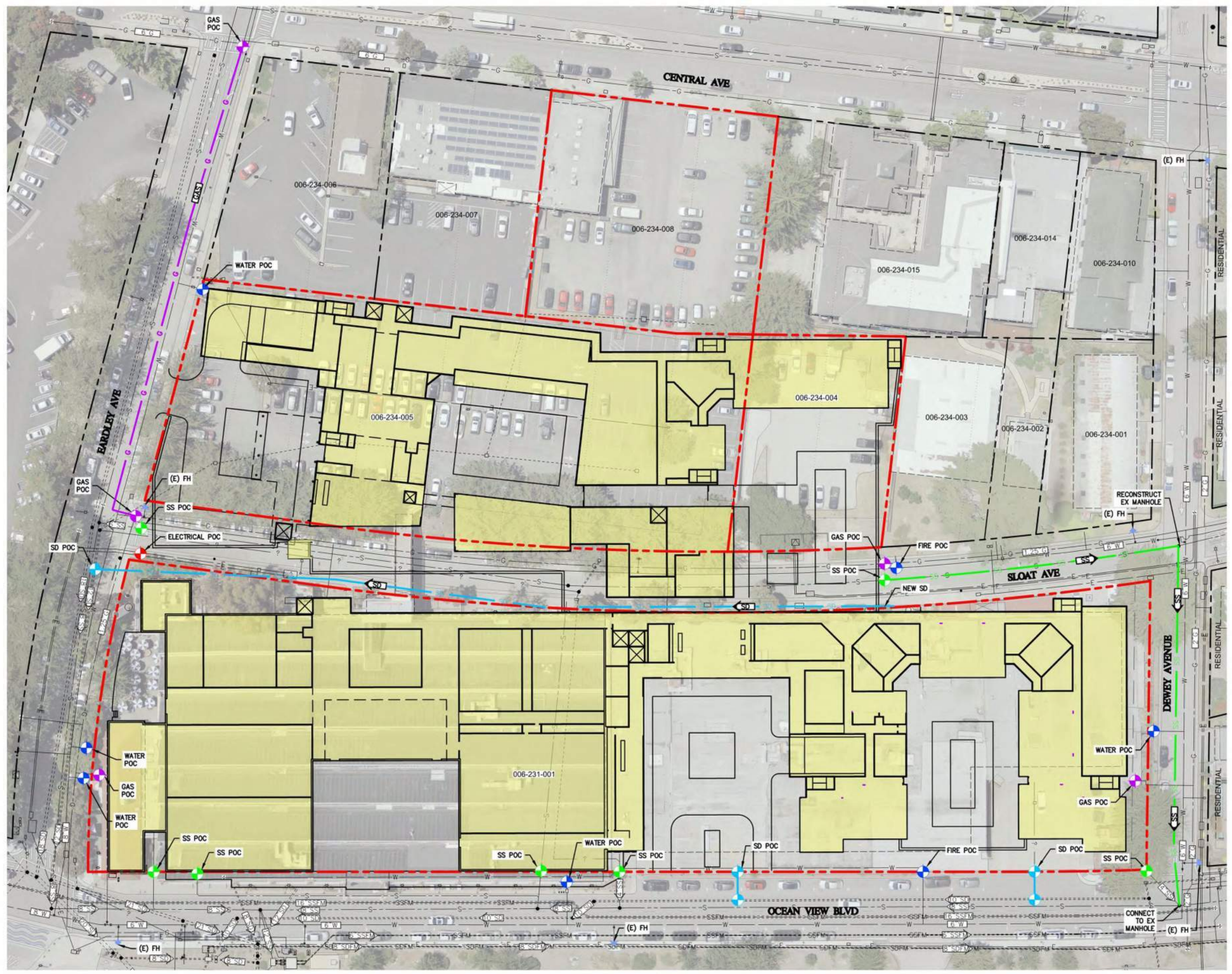
Pendant Light

- LEGEND**
- SUBJECT PROPERTY LINE
 - ADJACENT PROPERTY LINE
 - EXISTING STORM DRAIN
 - EXISTING SEWER
 - EXISTING GAS
 - EXISTING WATER
 - EXISTING ELECTRICAL
 - EXISTING FIRE HYDRANT
 - PROPOSED STORM DRAIN
 - PROPOSED SEWER
 - PROPOSED GAS
 - PROPOSED STORM DRAIN POC
 - PROPOSED SEWER POC
 - PROPOSED GAS POC
 - PROPOSED WATER POC
 - PROPOSED ELECTRICAL POC

UTILITY NOTES

UNDERGROUND UTILITIES ARE BASED ON FIELD LOCATION OF VISIBLE SURFACE FEATURES IN CONJUNCTION WITH SCHEMATICS OF UNDERGROUND UTILITIES PROVIDED BY THE UTILITY OWNER. EXACT LOCATIONS AND DEPTHS SHOULD BE CONFIRMED PRIOR TO CONSTRUCTION.

PROPOSED UTILITIES SHOWN ARE CONCEPTUAL.



Civil Engineering
Land Surveying
4 Hours Court
Monterey, California
831.447.2225
whitsonengineers.com



DATE	REVISION
9/27/19	SUBMITTAL / REVISION

ATC HOTEL AND COMMERCIAL PROJECT
 FOURSOME DEVELOPMENT COMPANY 109 Ocean View Boulevard, Pacific Grove, California
UTILITY PLAN
 APN 006-231-001, 006-234-004, 006-234-005, 006-234-008

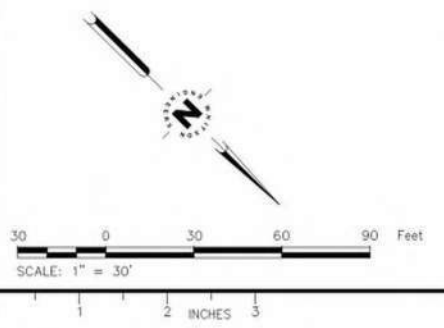
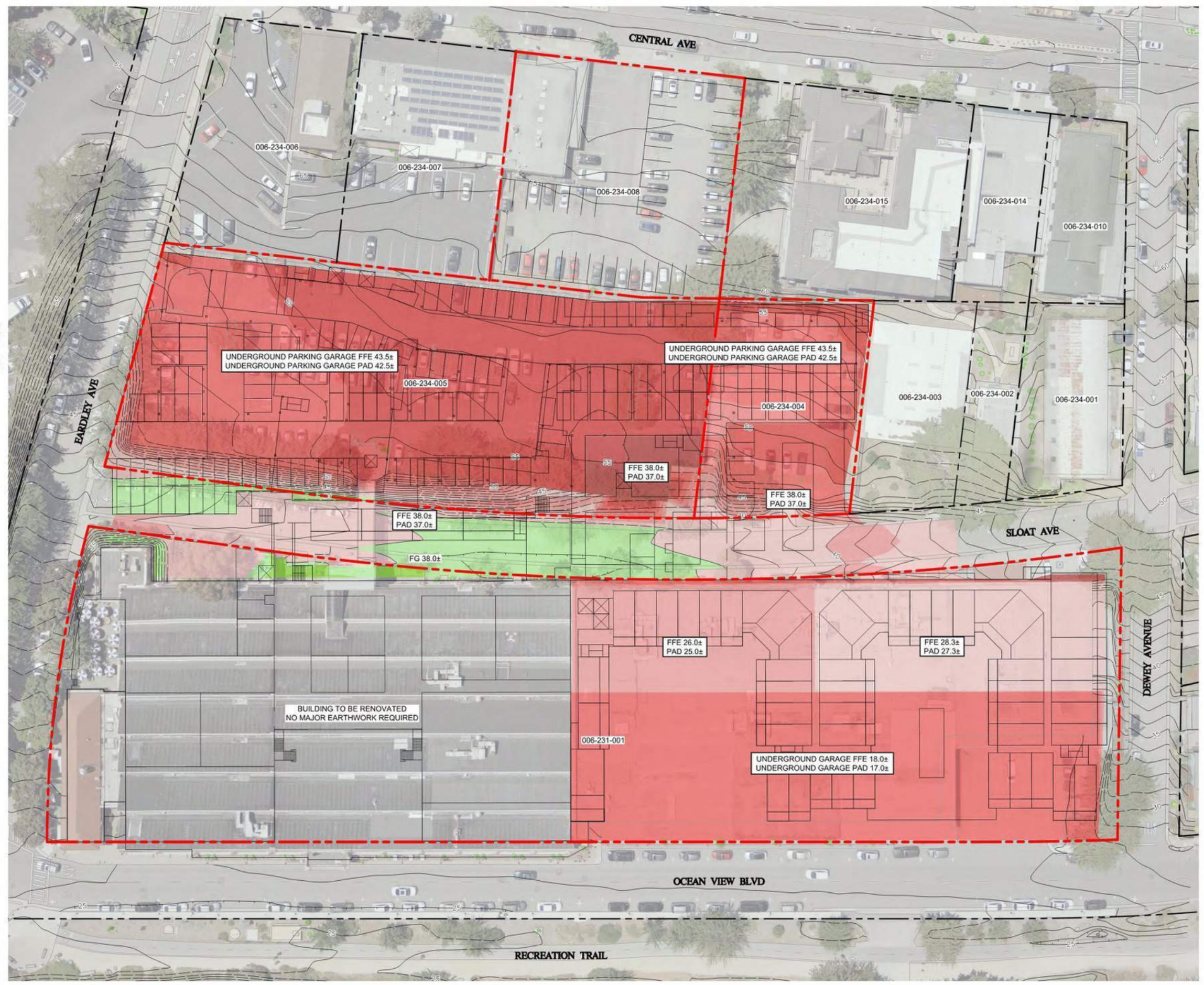
SCALE: 1" = 30'
 DRAWN: EJM
 JOB No.: 3400
 SHEET
4
 OF 6

NOT FOR CONSTRUCTION

EARTHWORK LEGEND				
RANGE	DEPTH OF CUT/FILL	VOLUME (CY)	COLOR	
1	-21.00 -18.00	32	Red	█
2	-18.00 -15.00	313	Red	█
3	-15.00 -12.00	1,906	Red	█
4	-12.00 -9.00	8,850	Red	█
5	-9.00 -6.00	10,530	Red	█
6	-6.00 -3.00	11,346	Red	█
7	-3.00 0.00	14,162	Red	█
8	0.00 3.00	379	Light Green	█
9	3.00 6.00	32	Green	█

EARTHWORK AND AREA OF DISTURBANCE SUMMARY

- C = 47,100 CY
 F = 400 CY
 EXPORT = 46,700 CY
 ESTIMATED AREA OF DISTURBANCE = 3.5 AC
1. THESE QUANTITIES SHALL BE USED FOR PLANNING PURPOSES ONLY.
 2. THE QUANTITIES PRESENTED ABOVE ARE ESTIMATES ONLY, BASED ON THE DIFFERENCE BETWEEN APPROXIMATE EXISTING GRADE AND APPROXIMATE SUBGRADE ELEVATIONS. FOUNDATION SECTIONS ARE ASSUMED TO BE 12" FOR THIS PLANNING LEVEL STUDY.
 3. OVER-EXCAVATION IS NOT INCLUDED IN THE ABOVE ESTIMATE. SITE SPOILS SUCH AS FROM UTILITY TRENCHING, FOUNDATIONS, ETC. ARE NOT INCLUDED IN ABOVE ESTIMATES.



Civil Engineering
 Land Surveying
 4 Hours Credit
 Monterey, California
 831.449.2023
 whitsonengineers.com



SUBMITTAL / REVISION
9/2/19

ATC HOTEL AND COMMERCIAL PROJECT
 FOURSOME DEVELOPMENT COMPANY 109 Ocean View Boulevard, Pacific Grove, California
EARTHWORK EXHIBIT

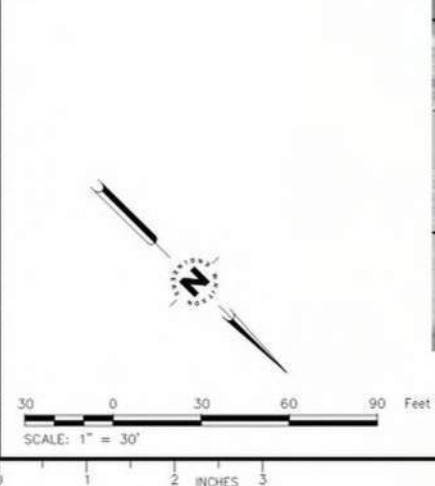
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 DRAWN: KCL
 JOB No.: 3400
 SHEET
5
 OF 6

APN 006-231-001, 006-234-004, 006-234-005, 006-234-008

NOT FOR CONSTRUCTION

DEMOLITION LEGEND

- TREE TO BE REMOVED
- - - - SUBJECT PROPERTY LINE
- - - - ADJACENT PROPERTY LINE
- 202 TREE NUMBER PER ARBORIST REPORT



Civil Engineering
Land Surveying
4 Years Civil
Monterey, California
831.447.2023
whitsonengineers.com



SUBMITTAL / REVISION
9/4/19

ATC HOTEL AND COMMERCIAL PROJECT
 FOURSOME DEVELOPMENT COMPANY 109 Ocean View Boulevard, Pacific Grove, California
TREE REMOVAL PLAN

SCALE: 9/4/19
 DRAWN: EJM
 JOB No.: 3400
 SHEET
6
 OF 6

APN 006-231-001, 006-234-004, 006-234-005, 006-234-008

NOT FOR CONSTRUCTION

ARCHITECTURE
PLANNING & RESEARCH
PRESERVATION TECHNOLOGY

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170 Maiden Lane, 5th Floor
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Appendix F

Kent Seavy Historic Status Letter

KENT L. SEAVEY
310 LIGHTHOUSE AVENUE
PACIFIC GROVE, CALIFORNIA 93950
(831) 375-8739

October 21, 2018

Mr. Scott Stone
Senior Project Manager
Comstock Homes

Dear Mr. Stone:

As per your request, regarding the five basic issue questions you posed in your e-mail dated October 15, 2018, I provide the following, with supporting documentation where useful.

Is the property currently included on the National Register of Historic Places ?

The answer is no. Based on the level of loss of physical integrity, my professional opinion would be, that because of this loss, specifically the character-defining eighty-five foot masonry smoke-stack, it would not qualify for the National Register.

Is the property currently included on the California Register, and if not is the property eligible for inclusion?

The answer to the first part of the question is no, it is not listed in the California Register. The property might be eligible for inclusion, in spite of the smoke stack loss, for its historical significance in the economic development of Pacific Grove and the Monterey canning industry. It may also qualify for architecture as the only known example of commercial Art Moderne design in Pacific Grove.

Is the property currently included on the City of Pacific Grove Historic Resources Inventory ?
Is the property eligible for inclusion ?

The answer is no, in spite of its appearance in the 2012 Pacific Grove Historic Context Statement. However, the City has never formally listed it as an historic resource (see information provided). However, the property is eligible for inclusion in the inventory, at the local level of significance for the reasons cited above in the response to the California Register.

Identify what buildings, building elements and other improvements (i.e. equipment or mechanical features) on the property are potentially significant and should be retained.

The original 1927-1928) building envelope, including the office (Archie's Diner), factory, and warehouse should be retained, especially the saw-tooth configuration of the roof, and Art Moderne detailing on the building envelope. The "BUDA" freight bunker post, located off the north side of the original 1926-27 factory complex, where it connects with the warehouse component, should also be retained for historic interpretive purposes. Fenestration along the north and south elevations are a character-defining feature of the complex and should be respected. See historic photos provided of the late 1930s fenestration on the warehouse. The set back Art Moderne shops on the factory, along Sloat Ave. appear to be a potential retail asset and opportunity. (Theoretically, and technically speaking, it would be possible to reproduce the smokestack, in its original location employing appropriate modern, seismically sound materials. This could provide significant signage for your project).

Identify buildings, building elements and/or other improvements (i.e. equipment or mechanical features) on the property that are not significant and that may be considered for removal.

The most obvious for removal would be the 1950s NAFTI addition on the west end of the complex. Less obvious is the current exterior corrugated metal wall-cladding on the warehouse. It is not original to the building and could be removed, if your plan is to return the building to a more authentic industrial look. The 1970s pedestrian walkway along the north elevation of the factory, and the 1980's covered concrete entryway along this elevation could also be removed. The walkway along the warehouse is original, and was a railroad loading dock and might be removable as well (see images provided). Along Sloat Ave., the three metal stacks (unless important for HVAC on the interior) should go. The mechanical elements in the slightly projecting open Art Moderne bay, near the SE corner of Eardley Ave. could be removed. The ground floor along Sloat Ave. could be selectively reconfigured as well. Removal or reconfiguration of the open bridge accessing the facility from the existing parking area would not affect the historic character of the complex, nor would a second bridge access into the warehouse component. The outdoor dining area of First Awakenings could be modified, without loss of significant character. All interiors are exempt from historic designation by state law.

I have provided both text and images related to the above for your use in planning purposes. I think the images, if you don't have them, will be of considerable assistance. Thank you for the opportunity to be of assistance.

Most Sincerely,



CITY OF PACIFIC GROVE HISTORIC CONTEXT STATEMENT

**Final
31 October 2011**



Prepared for:
City of Pacific Grove
300 Forest Avenue
Pacific Grove, CA 93950
<http://www.ci.pg.ca.us/>



Prepared by:
Page & Turnbull, Inc.
1000 Sansome Street, Suite 200
San Francisco, CA 94111
<http://www.page-turnbull.com/>

Approved by Pacific Grove City Council on October 19, 2011

Mayor Carmelita Garcia | Bill Kampe | Alan Cohen | Ken Cuneo
Rudy Fischer | Robert Huitt | Daniel Miller

Thomas Frutchet, City Manager

INDUSTRIAL & LIGHT INDUSTRIAL PROPERTIES

Industrial development during this period was quite sparse, and only a few light industrial buildings dating to this period appear to be extant. However, this period also witnessed the construction of Pacific Grove’s largest surviving industrial facility: the American Can Company, which filled the entire block bounded by Dewey, Sloat, Eardley and Ocean View Boulevard.



American Can Company building, Ocean View Boulevard

Other than the American Can Company building, light industrial facilities of this period followed earlier precedents in design and materials. Most were one story height and comprised of wood frame or reinforced concrete construction. Roofs are typically gable, and stucco finishes are most common. Most are also utilitarian in design, and typically featured at least one large entrance bay to allow for the passage of vehicles. Original windows would have most typically incorporated industrial steel sashes with awning or hopper mechanisms.

Light industrial buildings of this period are typically located in proximity to the downtown area, but examples may also be found at the extreme western edge of the city along Central Avenue near the Monterey border.

Significance

The table below discusses the significance of industrial buildings from this period according to criteria established by the National Register of Historic Places, California Register of Historical Resources, and the Pacific Grove Municipal Code. It is unclear how many industrial buildings of this period are currently listed on the City of Pacific Grove’s Historic Resources Inventory, although the former American Can Company is included.

National/ California Register	PG Municipal Code §23.76	Significance	Discussion
A/1	A, B	Events	Industrial buildings from this period may be significant for their associations with industrial development

National/ California Register	PG Municipal Code §23.76	Significance	Discussion
			during this period, particularly as it relates to themes including the development of Cannery Row. Industrial facilities repurposed for new used during World War II may also be significant for those associations, although no extant examples are known.
B/2	C	Persons	Industrial buildings from this period may be significant for their association with persons important to Pacific Grove’s history. If this is the case, however, the building should be compared to other associated properties to identify which property(s) best represent that person’s achievements or reasons for being significant.
C/3	D, E, F, G, H, I, J, K	Architecture/ Design	Industrial buildings from this period may be significant for their architecture, as expressed by intact stylistic features, forms or construction methods. Buildings may also qualify as the work of a master architect or prominent builder. Individual resources qualified under these criteria should be good examples of types and/or styles, and retain most of their original features.
D/4		Information Potential	Buildings, ruins or subsurface remains that have the potential to yield important information about construction methods and materials, or help demonstrate the evolution of local industrial development. However, such examples would be exceptionally rare.

Integrity

In order to be eligible for listing in the local, state, or national historic registers, an industrial property must retain sufficient integrity to convey its significance as part of development during this period. While most buildings undergo change over time, alterations should not significantly change the essential historic character of the buildings.

Buildings would typically meet the threshold for addition to the local register if they meet the minimum eligibility requirements. Buildings qualified as individual resources at the state or national level should retain a substantial majority of their original features.

Minimum Eligibility Requirements:

- Clear example of industrial architecture from this period

- Retains original form and roofline
- Retains original work bays/vehicular openings
- Retains original cladding (or the original cladding has been replaced in kind and substantially duplicates the original pattern)
- Substantially retains the original pattern of windows and doors

CULTURAL LANDSCAPE ELEMENTS

Cultural landscapes from this period may include designed landscapes such as the Pacific Grove Golf Links (1931) and other public parks. Items from this era might also contribute to a cultural landscape at Lovers Point, first established during previous periods. As in previous periods, site features such as retaining walls, fences, and large specimen trees associated with a residence should be evaluated in conjunction with that residence. Similarly, landscaped or designed grounds of a church or other institutional facility should be evaluated in conjunction with those properties.



Pacific Grove Golf Links

Character-defining features that may collectively contribute to a cultural landscape from this period include:

- Topography
- Vegetation
- Circulation (e.g. roads, paths, steps, and walls)
- Site features and objects (e.g. fences, benches, lights, and sculptures)
- Structures or buildings
- Recreational use

Significance

The table below discusses the significance of cultural landscapes from this era according to criteria established by the National Register of Historic Places, California Register of Historical Resources, and the Pacific Grove Municipal Code. These properties do not appear to be listed in the City of Pacific Grove's Historic Resources Inventory.

JON M. BIGGS
COMMUNITY DEVELOPMENT DIRECTOR



CITY OF PACIFIC GROVE
COMMUNITY DEVELOPMENT DEPARTMENT

300 FOREST AVENUE
PACIFIC GROVE, CALIFORNIA 93950
TELEPHONE (831) 648-3190
FAX (831) 648-3184

BUILDING INSPECTION
(831) 648-3183
HOUSING PROGRAMS
(831) 648-3190
PLANNING/ZONING
(831) 648-3190

June 9, 2005

Mr. Bill Grimm
765 Wave Street
Monterey, CA 93950

Dear Mr. Grimm:

This letter is a correction to some information I recently provided you regarding the American Tin Cannery Building at 125 Ocean View Boulevard. During a recent conversation, I informed you that 125 Ocean View Boulevard was listed on the Pacific Grove Historic Resources Inventory and as such was subject to the requirements of Pacific Grove's Historic Preservation regulations. **I have learned that the site is not actually on the inventory but was inadvertently added to that list of properties.**

We have amended the Historic Resources Inventory and 125 Ocean View Boulevard is no longer listed. It has the potential, however, of being added to the list per the regulations found at Chapter 23.76, Historic Preservation, of the Pacific Grove Municipal Code (copy enclosed for your information).

Please accept my apologies for any inconvenience this may have caused you and I look forward to working with you in the future. I can be reached at (831) 648-3190 if you have any questions.

Sincerely,

Jon M. Biggs
Community Development Director

C:
✓ File
Ken Hinshaw

Memo

To: Mayor and City Council
City Manager

From: Community Development Director

Date: February 14, 2002

Re: American Tin Cannery Smokestack

The attached notice was delivered today to Foursome Development Company, owners of the American Tin Cannery, notifying them that the top 10 feet of the smokestack must be removed immediately to alleviate a dangerous condition.

Building Official Doug Rick took this action after being notified of the dangerous structure by representatives of the owner who were requesting permission to commence demolition work. Structural engineers Howard Carter Associates, Inc provided verification of the need for this work.

Our staff has verified that this structure is not on the historic inventory and has advised the owner that reconstruction may require approval of the ARB, as well as the Coastal Commission. At the present time we have determined only that the dangerous situation must be remedied immediately.

If you have questions, please contact Doug Rick, Barbara Oldfield or me.



Dennis Boehlje



California Views
www.caviews.com
Circa 1930



From the Pat Hathaway Collection of California View
CV # 83-006-0024
www.caviews.com 831 373-3811
Ted MacKay photo
1939



Ted Mckay Photo 1939



Pat Hathaway Photo©1973
www.caviews.com

Appendix G

Limited Geotechnical Investigation

Attachment C

Geotechnical Investigation

Project No. M11578
10 April 2019

Comstock, Crosser & Assoc. Development, Inc.
P. O. Box 61355
Irvine, California 92602

Attention: Mr. Scott Stone

Subject: Limited Geotechnical Investigation – Phase II Exploration

Reference: American Tin Cannery Hotel
125 Ocean View Boulevard
Pacific Grove, California

Dear Mr. Stone:

At your request Haro Kasunich and Associates, Inc. (HKA) has prepared the following summary of the results to date of our limited Geotechnical Investigation for the property located at 125 Ocean View Boulevard in Pacific Grove, California.

In 2016, a total of fourteen (14) exploratory borings were performed at the site with a machine powered drill rig, capable of collecting soil samples with Standard Penetration Testing (SPT). Laboratory tests were performed on selected soil samples. An additional ten (10) exploratory borings were performed as a part of this investigation to develop a better understanding of the depth to hard rock from the ground surface in the location of the proposed subterranean parking structures.

Information collected in the test borings has been used to develop a subsurface profile of the soil and bedrock conditions at the site. A site plan of the subject site, prepared by Whitson Engineers and dated 16 June 2016, was utilized in preparation of this report. To better understand proposed improvements as well as aid in geotechnical work plan development and cost estimates, HKA had discussions with Scott Stone of Comstock Homes and reviewed the American Tin Cannery Hotel and Mixed Use Progress Package, dated 12 November 2018, prepared by John C. Hill, A.I.A.

Additional geotechnical investigation required to develop design-level geotechnical recommendations would include, but is not limited to, shear wave and refraction testing and rock coring with a diamond-tip drilling auger. The information gathered in these tests will further develop an understanding of the subsurface conditions at the site.

HKA also recommends having a geological investigation report for the project site prepared by a registered Engineering Geologist in conjunction with our geotechnical investigation report. The geological report would provide valuable insight into the orientation of hard bedrock, bedrock lithology, and identification of coastal hazards including, but not limited to, long term shoreline recession, coastal flooding, and impact from sea level rise. The geological investigation report would not only be beneficial to the value engineering of the project, but may also become a requirement by certain agencies reviewing the project such as the California Coastal

Commission (CCC). HKA can coordinate geological services for this project with a registered engineering geologist with experience in coastal processes.

Purpose and Scope

The purpose of this report is to present data collected as a part of the additional test borings performed at the project site in the area of the proposed subterranean parking structures, specifically depth to hard bedrock, and to make recommendations for further work to develop a design-level geotechnical investigation report for the planned improvements. The specific scope of our services to date was as follows:

- A. Review of data collected as a part of the 2016 investigation. The data was used to identify locations for additional soil borings, and in the development of the subsurface profile of the soil and bedrock at the site;
- B. Performed ten (10) additional soil test borings in the locations of the proposed subterranean parking garage. Eight (8) test borings were performed around the building along Ocean View Boulevard, Dewey Street, and Sloat Avenue and in the area of the loading dock and existing parking lots using a truck mounted drill rig. Two (2) test borings were performed inside the existing building using a portable drill rig. Standard Penetration Testing was performed as a part of the exploratory borings. The difficulty encountered in advancing the auger and the results of the Standard Penetration Tests were used to estimate the surface of the weathered and hard granite bedrock in vertical elevation;
- C. Prior to performing the test borings, the area was cleared for conflict with underground utilities using Ground Penetrating Radar (GPR). HKA also contacted USA for location of group member utilities.
- D. The concrete slab in the loading dock area and the floor slab inside the existing building were cored by a licensed and bonded contractor prior to drilling. Item (C) was completed prior to coring of concrete slabs;
- E. Required boring permits and encroachment permits were obtained by required agencies prior to start of field exploration work. The City of Pacific Grove was also notified prior to start of items (B) and (D) as a proactive measure in the event noise complaints were reported;
- F. HKA coordinated traffic safety with a licensed and bonded contractor that specializes traffic control services. Parking meters were leased and bagged during work by the Pacific Grove Police Department;
- G. This memorandum summarizing the findings of the field exploration phase was prepared and submitted to client as an update.

Project Description

Based on review of the American Tin Cannery Hotel and Mixed Use Progress Package, dated 12 November 2018, prepared by John C. Hill, A.I.A. and discussions with Mr. Scott Stone HKA understands the project as follows:

- The northeast side of the existing building is shown to be demolished along with the parking lots above Sloat Avenue and the pedestrian bridge connecting the two;
- A new 4.5 star, four (4) story, Four Seasons Hotel is shown to be constructed over the upper parking lot;
- A group hotel will be constructed over the demolished portion of the existing building. The group hotel is shown to be three (3) stories tall;
- Each hotel is shown to have a pool and their own arrival court. The luxury hotel is also shown to have a large spa and first class restaurant;
- The portion of the existing building to remain is shown to be converted into retail, restaurants, meeting rooms and a ball room space on the street level compatible with the hotel. The second floor is shown to be converted into walking area with some meeting rooms and retail;
- Each hotel is shown to have their own **subterranean parking garage** totaling 335 parking spaces. The elevations of the subterranean levels are shown to be between 9 and 44 feet on the plans.

Field Exploration to Date

Subsurface conditions were explored by drilling a total of ten (10) exploratory borings to depths ranging between 3.2 and 16.0 feet below the ground surface (bgs). The borings were advanced with either an 8-inch diameter continuous flight auger hollow-stem drilling equipment or 4-inch diameter continuous flight limited access drilling equipment. Concrete slabs were cored through where borings were located inside the building and on the loading dock. The boreholes were backfilled with soil cuttings and capped with a concrete plug up to the surface. Borings performed indoors were backfilled with soil cuttings after which the concrete core was replaced.

Representative soil samples were obtained from the exploratory borings at selected depths, or at major strata changes. These samples were recovered using a 3.0 inch O.D. Modified California Sampler (L), or by a Standard Terzaghi Sampler (T). The soils encountered in the borings were continuously logged in the field and described in accordance with the Unified Soil Classification System (ASTM D2488, Visual-Manual Proceeding). The Test Boring Logs are included in the Appendix of this report. The logs depict subsurface conditions at the approximate locations shown on the Boring Site Plan. Subsurface conditions at other locations may differ from those encountered at the explored locations. Stratification lines shown on the logs represent the approximate boundaries between soil types. The actual soil layer transitions may be gradual.

The penetration blow counts noted on the boring logs were obtained by driving a sampler into the soil with a 140-pound hammer dropping through a 30-inch fall. The sampler was driven up to 18 inches into the soil and the number of blows counted for each 6-inch penetration interval. The numbers indicated on the logs are the total number of blows that were recorded for the second and third 6-inch intervals, or the blows that were required to drive the penetration depth shown if high resistance was encountered.

Subsurface Conditions

The subsurface profile of the site generally consists of a mantle of clayey sand topsoil over granite bedrock. The thickness of the overburden soil ranges from 2.8 to 12 feet. The native overburden soil is part of a coastal terrace deposit. In some areas of the site, portions of the overburden soil consist of fill. The overburden soil is underlain by a layer of weathered granitic bedrock. Across the site, the layer of weathered granite ranges from 1 to 13 feet thick above very dense granite. The depth of very dense granite was determined by auger refusal, where the auger did not advance more than one inch after 10 consecutive minutes of drilling with full mechanical down pressure exerted on the auger.

The overburden soils within our test borings at the project site have some clay content with a low potential for expansion based on the measured Atterberg Limits (P.I. > 15). It is not uncommon to encounter localized areas of fat clay overlying granite bedrock formations. These formations may exist at the project site in other locations where borings have not been advanced. Based on our experience in the region, localized deposits of expansive soils are usually not vast and can be removed easily from improvement areas using conventional construction equipment.

The weathered granite layer is generally in a dense state, however the ability to advance the auger through the weathered bedrock indicate it should be possible to remove or rip using conventional construction equipment.

Removal of the intact, very dense granite below the weathered layer will probably not be possible with conventional construction equipment. Alternative methods will likely be required to remove the very dense bedrock.

The estimated elevation of the interface of the very hard granite ranges from 5 feet to 45 feet throughout the site. These elevations have been estimated based on the site plan prepared by Whitson Engineers and the results of the test borings. The hard bedrock generally appears to dip down towards the northeast, in the area of the existing loading dock and Ocean View Boulevard. The elevation of the bedrock generally appears to increase towards the southeast, and it greatest in the area of the existing parking lots.

The depth below ground surface to weathered and hard bedrock is shown in Table 1.

Boring	Depth of Boring (ft)	Elevation of Existing Ground Surface (ft)	Depth to Weathered Granite (ft)	Elevation of Weathered Granite (ft)	Depth to Hard Granite (ft)	Elevation of Hard Granite (ft)
B-1-16	18.5	57.5	5	52.5	18	39.5
B-2-16	16.1	57.5	6	51.5	16	41.5
B-3-16	12	55	5	50	12	43
B-4-16	11	52.8	5	47.8	11	41.8
B-5-16	23	26.5	5	21.5	15	11.5
B-6-16	12.1	54	2	52	11	43
B-7-16	13	52	4	48	13	39
B-8-16	18	26.6	12	14.6	18	8.6
B-9-16	11	45.9	5	40.9	11	34.9
B-10-16	9	54.2	3	51.2	9	45.2
B-11-16	14.5	26.6	12	14.6	13	13.6
B-12-16	21	26.3	11	15.3	21	5.3
B-13-16*	5.5	-	4	-	5.5	-
B-14-16*	6.3	-	4.5	-	6	-
B-1-19	10	26.5	6.5	20	10	16.5
B-2-19	7.5	26.7	5	21.7	7.5	19.2
B-3-19	7	26.3	4	22.3	7	19.3
B-4-19*	4.3	-	4	-	4.3	24.6
B-5-19*	3.2	-	2.8	-	3.2	26.1
B-6-19	6	44	5.5	38.5	6	38
B-7-19	5.5	36.5	3.5	33	5.5	31
B-8-19	6	43	3	40	6	37
B-9-19	16	55	12	43	16	39
B-10-19	9	48.9	4	44.9	9	39.9

*Borings B-13-16, B-14-16, B-4-19, and B-5-19 were performed inside the existing building, and no elevation data is available.

The test boring logs are included in the Appendix, Figures 9 to 33. Stratification lines shown on the logs represent the approximate boundaries between soil types; the actual transitions may be gradual. Boring locations are shown on the Test Boring Site Plans, Figures 3 to 5 in the Appendix. The boring locations are overlaid on an existing satellite image and preliminary site plans.

The cross section profiles prepared by HKA in a report dated 15 November 2018 were revised based on the results of the ten (10) test borings performed as a part of this investigation. A total of three (3) cross sections have been revised in this report. One cross section was cut across the project site from north to south from the upper parking lot through the building down to Ocean View Boulevard. The second cross section was cut through the building north to east from Eardley Avenue to Dewey Street. The third cross section was cut west to south through the upper and lower parking lots. The cross sections provide a graphical presentation of our interpretation of the test borings to show the location, depth, and thickness of the overburden soil, weathered granite, and un-weathered bedrock throughout the site. The approximate extents of the subterranean parking structures have also been included on the cross sections. The cross sections are shown in Figures 6 and 7 in the Appendix.

Groundwater was encountered in the 2016 borings B-8 and B-12 at a depth of 10 feet. Very moist conditions were noted in other 2016 borings as well, typically just above the contact with weathered granite. It is common for groundwater to perch above the contact between soil and weathered rock in this area. In the 2019 borings, the overburden soil was generally moist, however no groundwater was encountered in the borings.

It should be noted groundwater levels may fluctuate due to variations in rainfall or other factors not evident during our investigation. Contrasts in permeability between soil and bedrock strata could allow perched groundwater conditions to develop. Subsurface conditions and water levels at other locations may differ from conditions at the locations where sampling was conducted. The passage of time may also result in changes to the conditions observed or inferred from our investigation.

The site geology is mapped as undivided coastal terrace deposits underlain by porphyritic granodiorite (a type of granitic bedrock). The regional geology is shown on Figure 2.

Geologic and Coastal Hazards

Geologic hazards considered for this site include strong seismic shaking, liquefaction potential and related ground effects, slope instability, coastal flooding from storm surge and wave run-up, future beach and bluff recession, and long term sea level rise.

We anticipate strong seismic shaking to occur during the design life of the proposed development and therefore it should be incorporated into the planning and construction of improvements.

Liquefaction is a phenomenon where granular soils below the groundwater table experience a loss of shear strength during seismic shaking. Ground effects related to liquefaction include vertical settlement, ground subsidence or voids below structures, soil bearing failure, and sand boils to name a few. Based on the data collected as a part of this investigation, the potential for liquefaction to occur at the project site is low.

Slope instability or land sliding occurs when the shear strength of the soil within the slope is over powered by the driving forces within the slope (i.e. ground water, soil weight, seismic shaking). The project site has gentle to moderate slope gradients. The potential for deep seated land sliding to occur in the bedrock is low to nil. The overburden soils could be subject to general slope failure particularly within the cut/fill slopes ascending from Sloat Avenue to the parking lots. These slopes should be screened using a limit equilibrium slope stability analysis. It appears these slopes are likely to be retained as part of the planned development. That would likely resolve any slope instability concerns.

Coastal hazards such as flooding, future shoreline recession, and impacts from long-term sea level rise should be evaluated by a Licensed Engineering Geologist with experience in coastal processes working in conjunction with the Geotechnical Engineer. The geologist can also provide beneficial insight in to the bedrock orientation and lithology that can be used for value engineering. HKA can coordinate these geological services for the client upon request.

Discussions and Conclusions

The data collected in this and the 2016 investigation provides a preliminary understanding of the subsurface conditions present at the site. The results of the exploratory borings indicate the general profile of the layers of overburden soil, weathered bedrock, and intact bedrock which underlie the site. Our understanding of the project site from a geotechnical standpoint is still limited to the amount and type of work completed to date. Further investigation will be required to develop design-level geotechnical recommendations and criteria for planning, design, and construction.

Geotechnical considerations for the project site thus far are loose compressible near surface overburden soils, the need for temporary shoring in areas of deep excavation and embedment of shoring into hard granite, excavations near property lines that could impact nearby improvements (i.e. City streets or neighboring buildings), perched groundwater, construction sequencing to minimize potential for damages to neighboring improvements, and very hard granite bedrock that will require un-conventional construction methods to drill into and/or remove.

Based on the data collected thus far the proposed project is feasible from a geotechnical engineering standpoint. The granite and firm native overburden soils are suitable for foundation support. To better understand the economics related to the geotechnical aspects of construction geophysical soundings and diamond tip rock coring exploration is recommended. HKA can arrange for these services at the client's request.

Excavations

It is anticipated that the finished floor for much of the lower level of the development will be concrete slab-on-grade and located below the top of the hard granite formation. This will require removing the hard granite bedrock formation over vast areas to make room for slab section, water proofing, and under-slab drain systems. Based on the preliminary site plans prepared by John C. Hill, A.I.A., the elevation of the subterranean parking garages will range from 44 feet to 9 feet. Construction of subterranean levels will require excavations on the order of 10 to 15 feet or more.

The greatest depth of excavation will be required for the lower parking garage, where the proposed elevation of the structure is 9 feet. The test borings performed in the area of the lower parking garage indicate the depth to intact bedrock below the existing ground surface ranges from to 23 feet in the northern corner of the proposed parking area to 3.2 feet near the southern corner of the lower parking garage. Based on these depths, it is anticipated that up to 15 vertical feet of the intact bedrock would have to be removed to reach the proposed elevation of the lower parking structure in areas where the bedrock is most shallow.

In the area of the upper parking garage, the test borings indicate the depth to intact bedrock ranges from 9 to 16 feet. In excavations for the upper parking garage, bedrock may not be encountered in all areas. Where bedrock is encountered, up to 3 feet may have to be removed to reach the proposed elevation of the parking deck.

The topsoil and majority of the weathered granitic bedrock should be relatively easy to excavate with conventional equipment. Below the weathered granite is where excavation challenges will begin; this material is very competent un-weathered granite bedrock. As mentioned above, the vertical cuts next to adjacent buildings and property lines will need to have shoring components with their foundations embedded into the un-weathered bedrock. We anticipate coring will be needed to excavate the foundation elements of the shoring in many locations around the project site.

The results of our test borings indicate deeper excavations into the granitic bedrock may be very difficult if not impossible with conventional grading equipment like excavators and backhoes. It was very difficult to advance the auger through the bedrock more than a couple of inches over a period of ten (10) minutes when drilling, and the Standard Penetration Test (SPT) drove the sampler less than one inch for 50 blows of the hammer into the material. Continued sampling and drilling would have eventually damaged the drilling rig and tooling. Both the lack of auger advancement and minimal sampler penetration into competent bedrock material indicates it will be hard to remove with conventional construction equipment.

Although the results of the soil borings and Standard Penetration Tests (SPTs) give some indication as to the ease of excavation in the soil and bedrock at the site, the rippability of the un-weathered bedrock can be better determined with additional investigation, including shear wave and refraction testing with a diamond-tip drilling auger. These determinations will aid in construction planning and underground floor level layouts. The information will also be used to determine the appropriate seismic design site class based on guidelines presented in Chapter 16 of the California Building Code (CBC 2016). Shear wave and refraction testing was included in the geotechnical work plan outlined in our report dated 15 November 2018.

In summary very dense granite is expected to be encountered while excavating to the finished floor of the subterranean parking. The soil overburden will need to be shored. The shoring foundation will be embedded into hard granite bedrock requiring coring. The data collected to date profiles the depth and location of the granite bedrock. To understand how difficult removal of this material will be requires geophysical soundings and exploratory diamond tip coring. HKA can arrange for this work to be completed at your request.

Temporary Shoring

The overburden soils are subject to cut slope failures if they are not either laid back at a safe gradient on the order of 45 degrees (1H:1V) or secured using shoring. Given the proximity of the property lines in most locations of the planned excavation, laying back the overburden soils will not be a viable option. Top-down shoring needs to be implemented to minimize the potential for lateral movement of the overburden soils during grading that may result in vertical settlement of neighboring buildings, streets, and utilities. The exception being the south side of the excavation for the subterranean parking garage. Since property line constraints do not exist along this side of the excavation, tied back or soil nail type shoring systems could also be implemented.

We anticipate shoring to consist of a cantilever structural system that would require cast in drilled hole (CIDH) piers embedded into the granite bedrock a significant depth below bottom of the excavation. Given the difficulty encountered in advancing the auger through the hard bedrock, drilling piers for shoring in the material will be very difficult if not impossible.

Mr. Scott Stone
Project No. M11578
American Tin Cannery Hotel
10 April 2019
Page 9

Where deep excavations are to occur, the ability to construct CIDH piers can be better understood by advancing diamond tip coring equipment to a depth of at least 10 feet below bottom of lowest CIDH pier. The effect of site improvements on neighboring properties should be measured by having licensed surveyors place temporary targets on building foundations and street surfaces. The targets should be surveyed and vertical elevation referenced to a nearby benchmark or monument. The surveyor should take reading before, during, and after the excavation has been secured with a permanent retaining wall.

Limitations and Uniformity of Conditions

This report is issued with the understanding it is the responsibility of the owner, or his representative, to ensure the information and recommendations contained herein are called to the attention of the Architects and Engineers for the project and incorporated into the plans, and the necessary steps are taken to ensure the Contractors and Subcontractors carry out such recommendations in the field. The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. No other warranty expressed or implied is made.

The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they be due to natural processes or to the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards occur whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or partially, by changes outside our control. Therefore, this report should not be relied upon after a period of three (3) years without being reviewed by a geotechnical engineer.

We appreciate the opportunity to be of service to you. If you have any questions concerning this letter, please contact our office. If you would wish to move forward with the recommended additional investigation, including shear wave and refraction testing and rock coring with a diamond-tip drilling auger, please contact our office.

Respectfully Submitted,

HARO, KASUNICH & ASSOCIATES, INC.

Katerina Schulz, E.I.T.
Staff Engineer

Moses Cuprill
C.E. 78904

KS/MC/mc
Copies:

2 to Addressee
PDF Scott Stone sstone@comstock-homes.c
PDF John Hill johnhillaia@gmail.com



APPENDIX A

Site Vicinity Map (Figure 1)
Regional Geologic Map (Figure 2)
Test Boring Site Plans (Figures 3 – 5)
Geotechnical Cross Sections (Figures 6 – 8)
Key to Logs (Figure 9)
Test Boring Logs (2019) (Figures 10 - 19)
Test Boring Logs (2016) (Figures 20 – 33)
Direct Shear Test Results (Figures 34 – 39)
Atterberg Limits Test Results (Figure 40)



SITE LOCATION

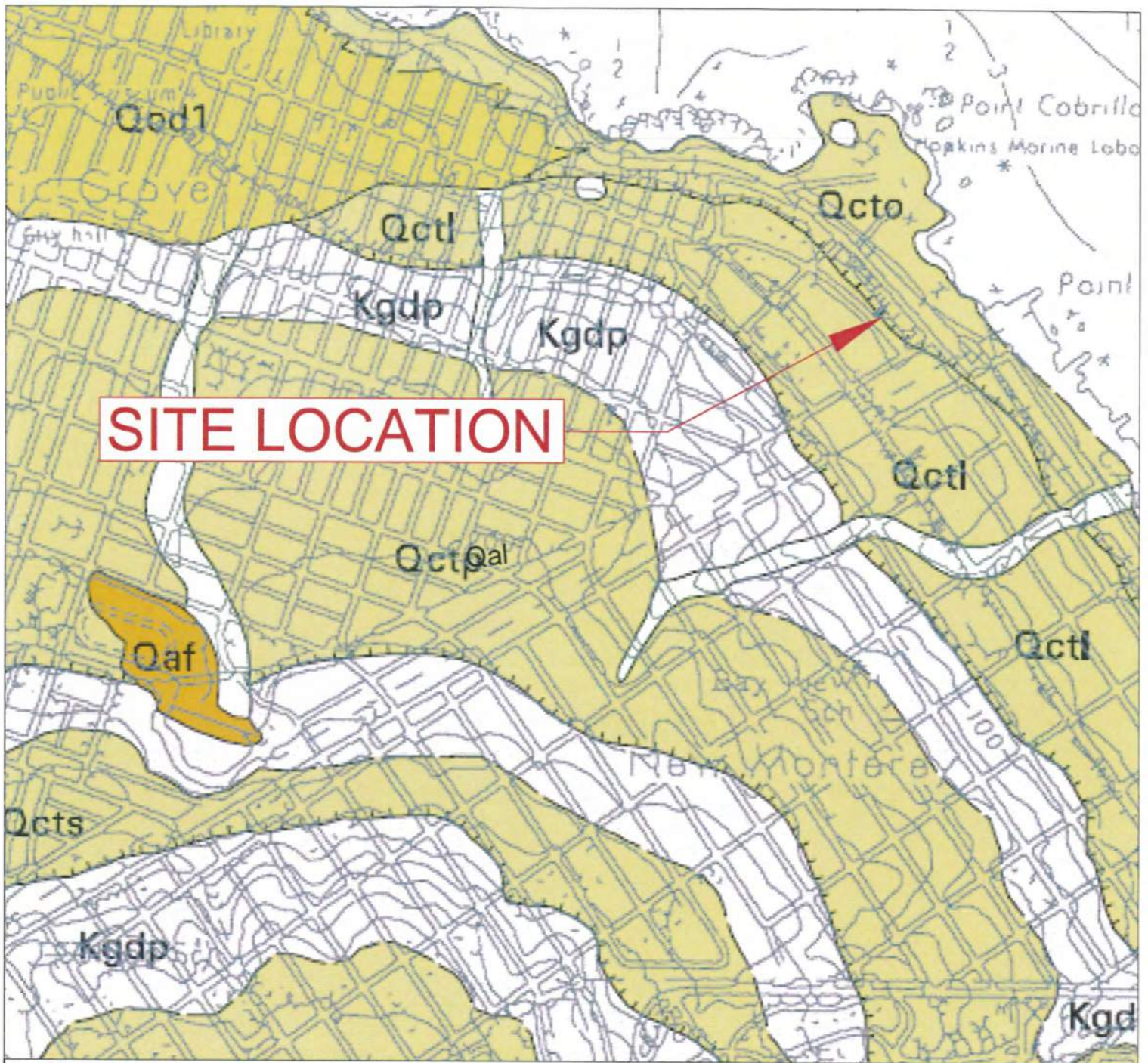
SITE VICINITY MAP
 Future Bella Hotel, Pacific Grove
 Monterey County, California

SCALE:	no scale
DRAWN BY:	JD
DATE:	August 2016
REVISED:	
JOB NO.:	M11053

HARO, KASUNICH & ASSOCIATES, INC.
 GEOTECHNICAL AND COASTAL ENGINEERS
 116 E. LAKE AVENUE, WATSONVILLE, CA 95076
 (831) 722-4175

FIGURE NO. 1

SHEET NO.



SITE LOCATION



FROM:

GEOLOGIC MAP OF THE MONTEREY AND SEASIDE 7.5-MINUTE QUADRANGLES, MONTEREY COUNTY, CALIFORNIA: A DIGITAL DATABASE

By

Joseph C. Clark, William R. Dupré, and Lewis I. Rosenberg

1997

LEGEND:

- Qad** Alluvial deposits, undivided (Holocene)—Unconsolidated, heterogeneous, moderately sorted silt and sand with discontinuous lenses of clay and silty clay
- Qaf** Artificial fill (Holocene)—Heterogeneous mixture of artificially deposited material ranging from well-compacted sand and silt to poorly compacted sediment high in organic content; only locally delineated
- Kgdp** Porphyritic granodiorite of Monterey of Ross (1976) (Cretaceous)
- Qct** Coastal terrace deposits, undivided (Pleistocene)—Semiconsolidated, moderately well-sorted marine sand containing thin, discontinuous gravel-rich layers. Locally divided into:
 - Qcto** Ocean View coastal terrace (Pleistocene)
 - Qct1** Lighthouse coastal terrace (Pleistocene)
 - Qctp** Peninsula College coastal terrace (Pleistocene)
 - Qcts** Sylvan coastal terrace (Pleistocene)

SITE GEOLOGIC MAP
Future Bella Hotel, Pacific Grove
Monterey County, California

SCALE: no scale

DRAWN BY: JD

DATE: August 2016

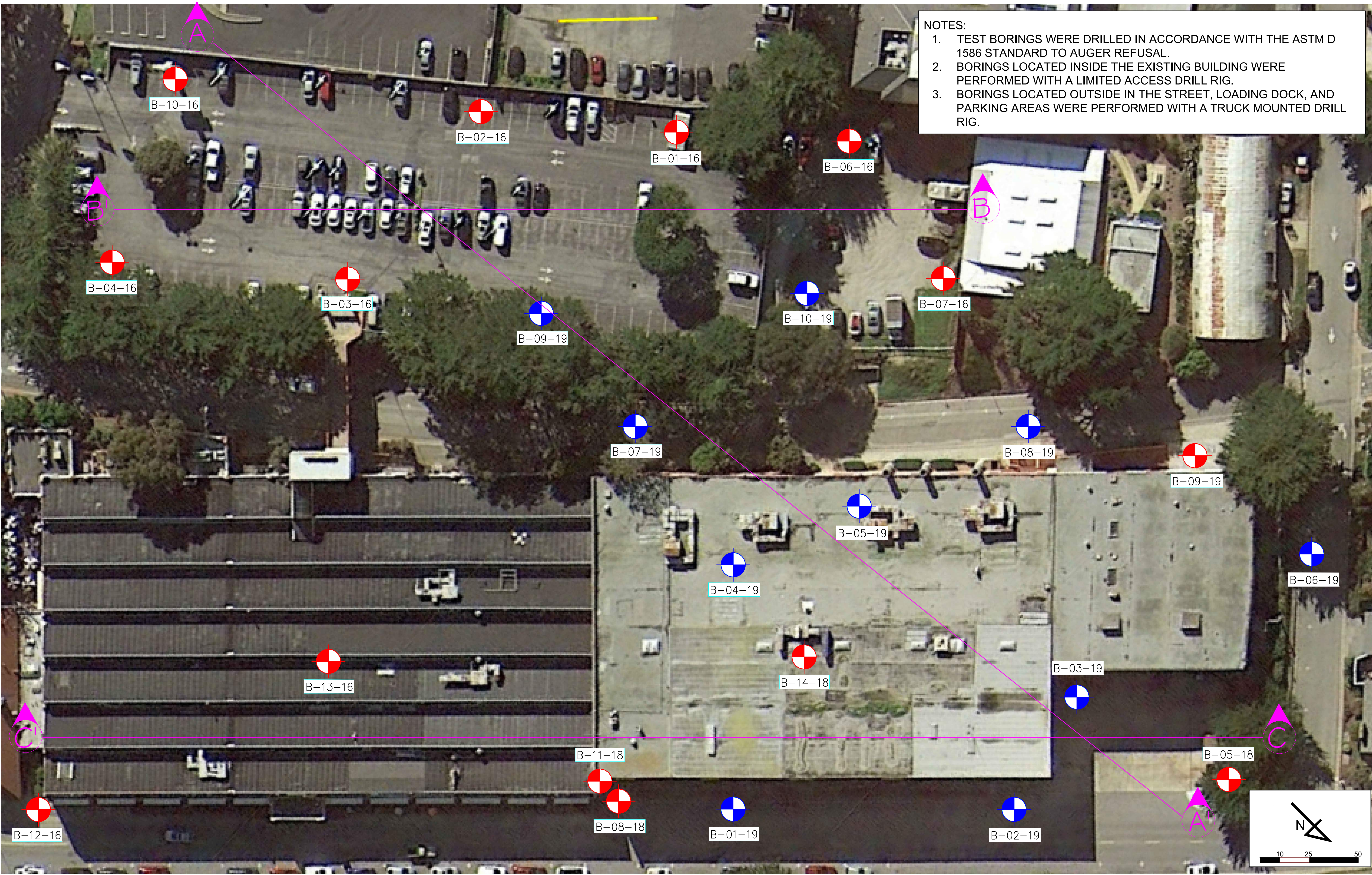
REVISED:

JOB NO. M11053

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GEOTECHNICAL AND COASTAL ENGINEERS
116 E. LAKE AVENUE, WATSONVILLE, CA 95076
(831) 722-4175

FIGURE NO. 2

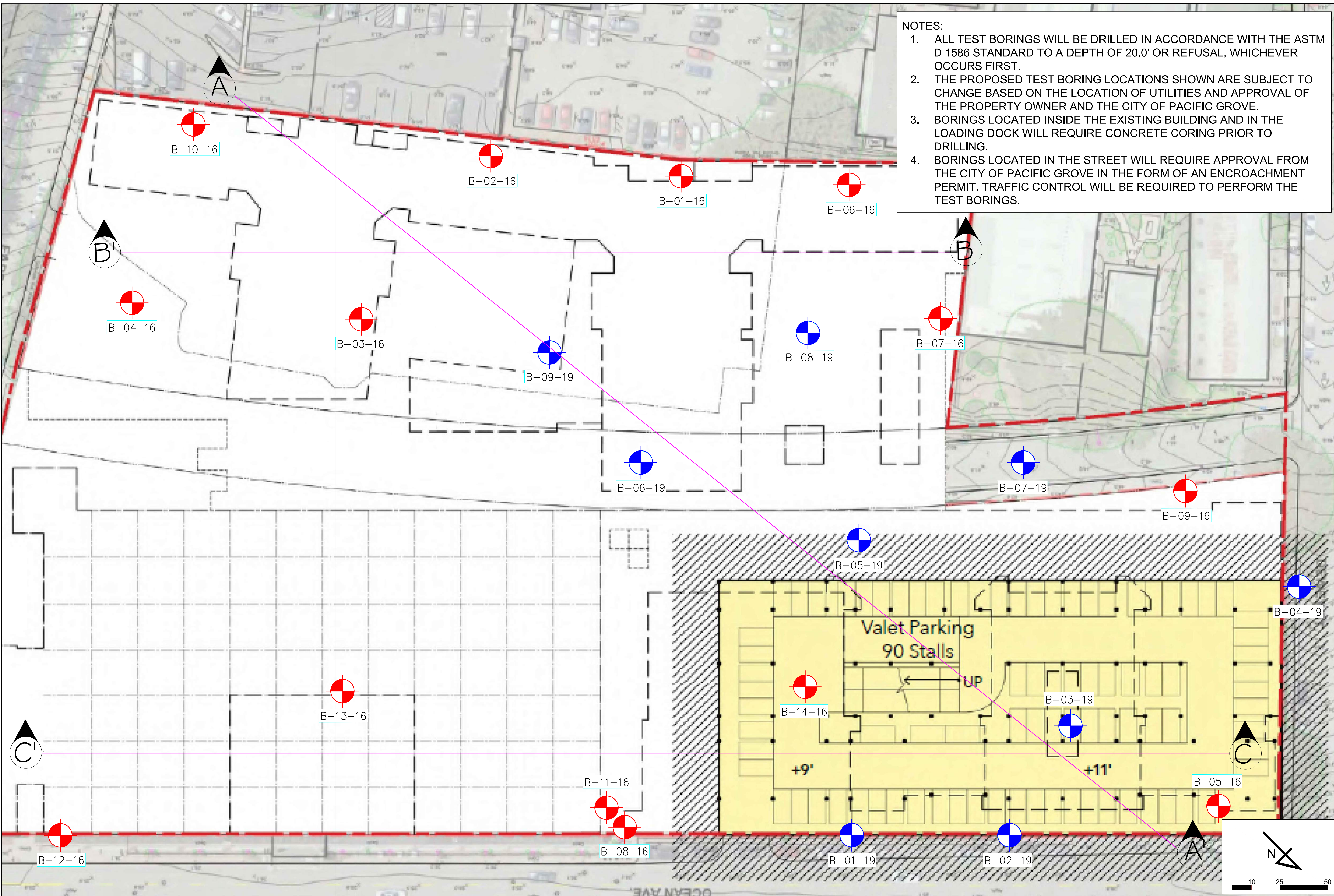
SHEET NO.



NOTES:

1. TEST BORINGS WERE DRILLED IN ACCORDANCE WITH THE ASTM D 1586 STANDARD TO AUGER REFUSAL.
2. BORINGS LOCATED INSIDE THE EXISTING BUILDING WERE PERFORMED WITH A LIMITED ACCESS DRILL RIG.
3. BORINGS LOCATED OUTSIDE IN THE STREET, LOADING DOCK, AND PARKING AREAS WERE PERFORMED WITH A TRUCK MOUNTED DRILL RIG.

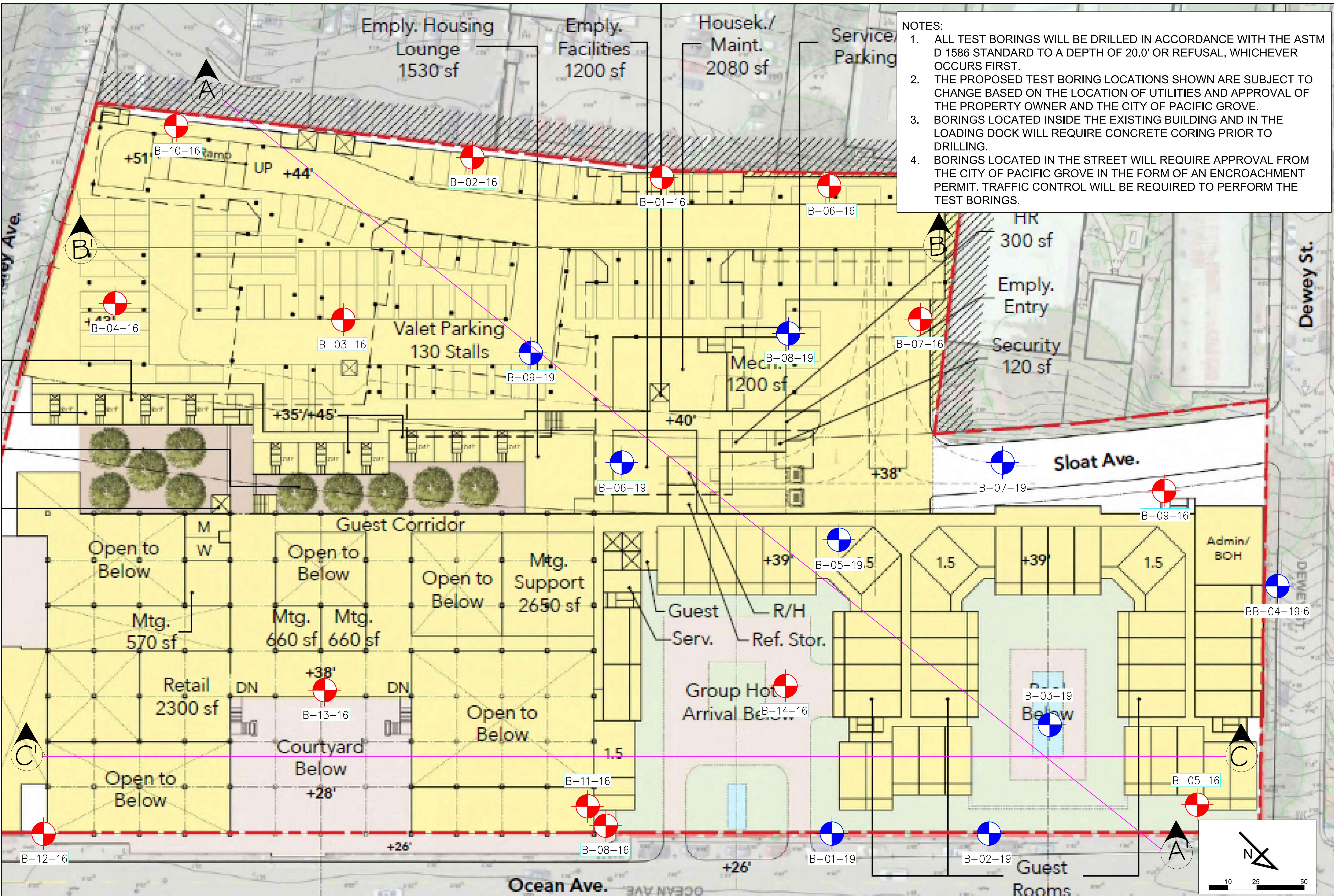
HARO KASUNICH & ASSOCIATES 116 EAST LAKE AVENUE WATSONVILLE, CALIFORNIA 95076 (831) 722-4175		12-10-18	KPS	DR. BY	REVIEW
AMERICAN TIN CANNERY REDEVELOPMENT 125 OCEAN VIEW BLVD, PACIFIC GROVE, CALIFORNIA					
COMSTOCK HOMES 2301 Rosecrans Avenue, Ste. 1150 El Segundo, CA 90245					
REVISION	COMMENT	DATE	ISSUED FOR REVIEW/PERMIT	FILE NO.	
		12/10/18		M11578	
PROPOSED TEST BORING LOCATION PLAN					
SHEET NO. 1					



NOTES:

1. ALL TEST BORINGS WILL BE DRILLED IN ACCORDANCE WITH THE ASTM D 1586 STANDARD TO A DEPTH OF 20.0' OR REFUSAL, WHICHEVER OCCURS FIRST.
2. THE PROPOSED TEST BORING LOCATIONS SHOWN ARE SUBJECT TO CHANGE BASED ON THE LOCATION OF UTILITIES AND APPROVAL OF THE PROPERTY OWNER AND THE CITY OF PACIFIC GROVE.
3. BORINGS LOCATED INSIDE THE EXISTING BUILDING AND IN THE LOADING DOCK WILL REQUIRE CONCRETE CORING PRIOR TO DRILLING.
4. BORINGS LOCATED IN THE STREET WILL REQUIRE APPROVAL FROM THE CITY OF PACIFIC GROVE IN THE FORM OF AN ENCROACHMENT PERMIT. TRAFFIC CONTROL WILL BE REQUIRED TO PERFORM THE TEST BORINGS.

HARO KASUNICH & ASSOCIATES 116 EAST LAKE AVENUE WATSONVILLE, CALIFORNIA 95076 (831) 722-4175		12-10-18	KPS	DR. BY	REVIEW
AMERICAN TIN CANNERY REDEVELOPMENT 125 OCEAN VIEW BLVD, PACIFIC GROVE, CALIFORNIA					
COMSTOCK HOMES 2301 Rosecrans Avenue, Ste. 1150 El Segundo, CA 90245					
REVISION	COMMENT	DATE	ISSUED FOR REVIEW/PERMIT	FILE NO.	DATE
		12/10/18		M11578	
PROPOSED TEST BORING LOCATION PLAN					
				FILE NO.	M11578
				SHEET NO.	2



NOTES:

1. ALL TEST BORINGS WILL BE DRILLED IN ACCORDANCE WITH THE ASTM D 1586 STANDARD TO A DEPTH OF 20.0' OR REFUSAL, WHICHEVER OCCURS FIRST.
2. THE PROPOSED TEST BORING LOCATIONS SHOWN ARE SUBJECT TO CHANGE BASED ON THE LOCATION OF UTILITIES AND APPROVAL OF THE PROPERTY OWNER AND THE CITY OF PACIFIC GROVE.
3. BORINGS LOCATED INSIDE THE EXISTING BUILDING AND IN THE LOADING DOCK WILL REQUIRE CONCRETE CORING PRIOR TO DRILLING.
4. BORINGS LOCATED IN THE STREET WILL REQUIRE APPROVAL FROM THE CITY OF PACIFIC GROVE IN THE FORM OF AN ENCROACHMENT PERMIT. TRAFFIC CONTROL WILL BE REQUIRED TO PERFORM THE TEST BORINGS.

HARO KASUNICH & ASSOCIATES
 116 EAST LAKE AVENUE
 WATSONVILLE, CALIFORNIA 95076
 (831) 722-4175

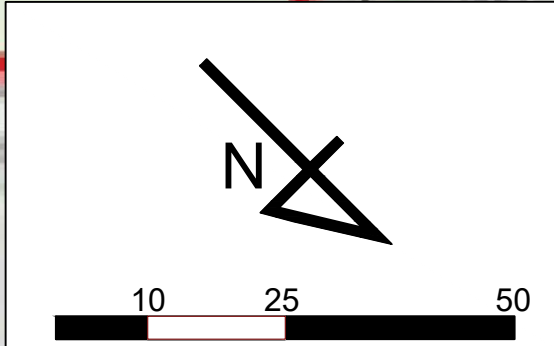
DATE	12-10-18
DR. BY	KPS
JOB NO.	M11578
RELEASE	REVIEW

AMERICAN TIN CANNERY REDEVELOPMENT
 125 OCEAN VIEW BLVD, PACIFIC GROVE, CALIFORNIA

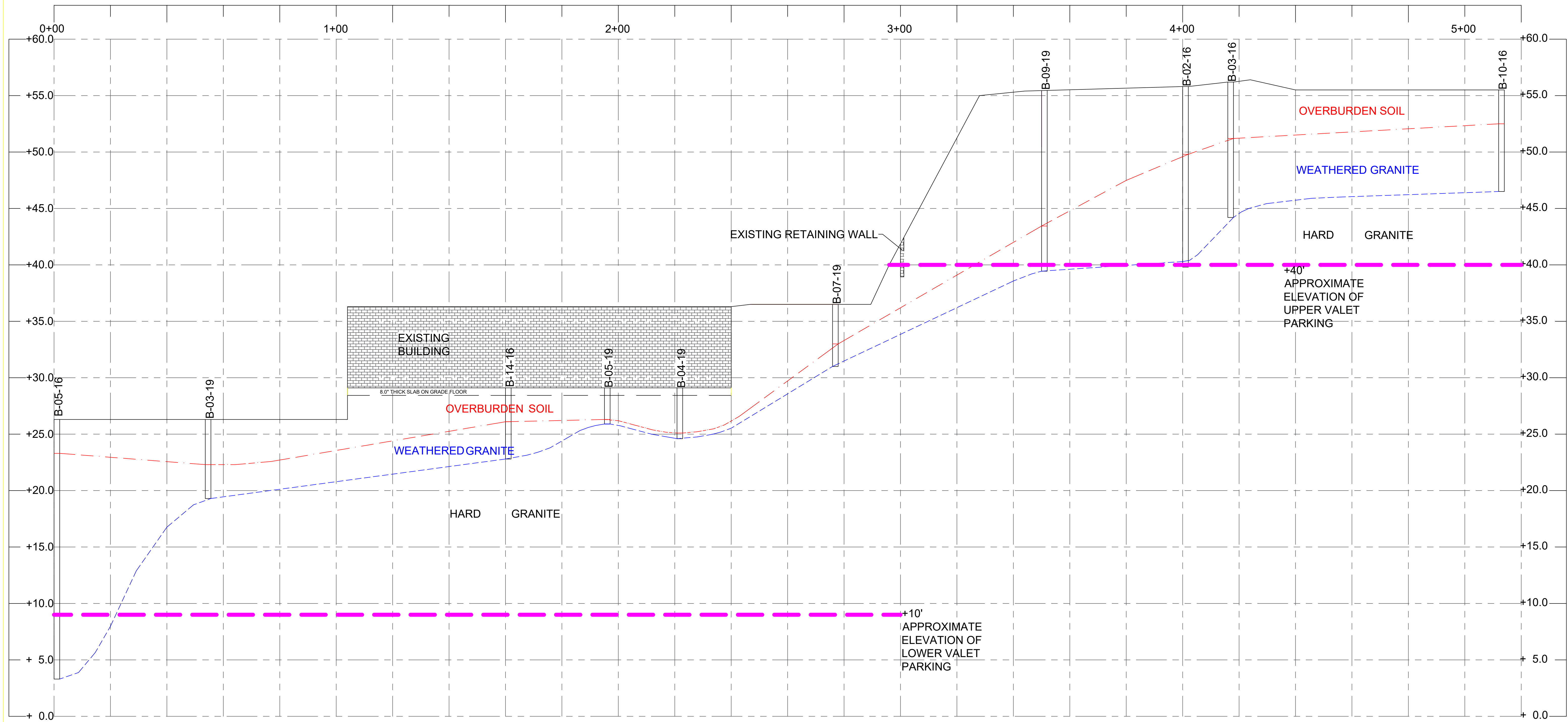
COMSTOCK HOMES
 2301 Rosecrans Avenue, Ste. 1150
 El Segundo, CA 90245

REVISION	COMMENT	DATE
ISSUED FOR REVIEW/PERMIT		12/10/18

PROPOSED TEST BORING LOCATION PLAN



SECTION A-A' - NORTH TO SOUTH CROSS SECTION



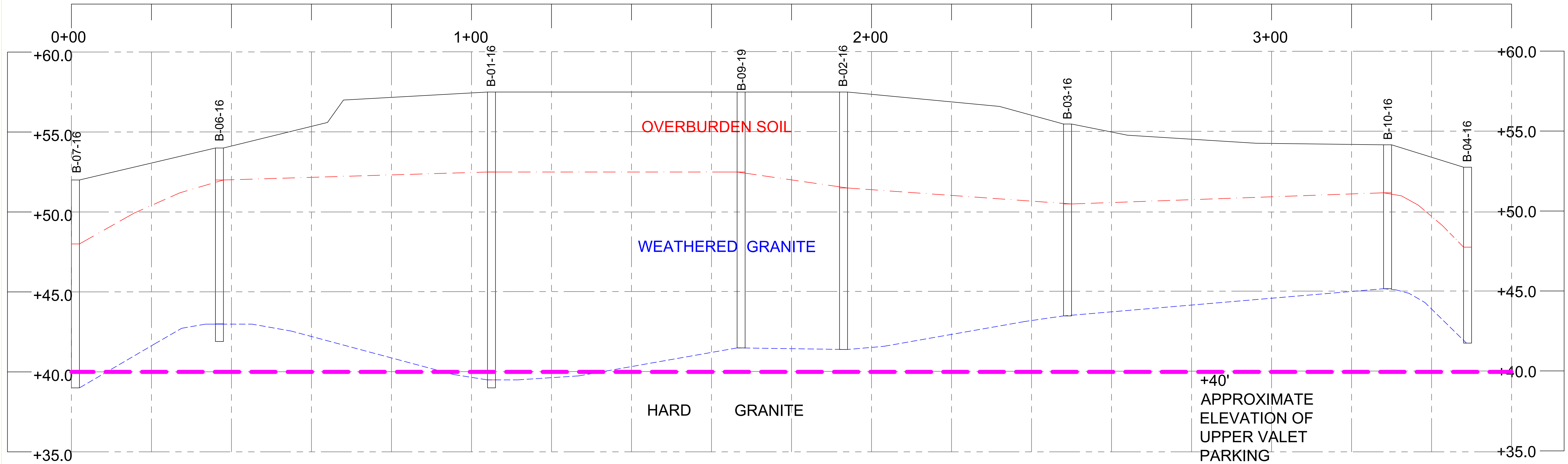
LEGEND

- GROUND SURFACE
- - - SOIL / WEATHERED GRANITE CONTACT
- - - WEATHERED GRANITE / HARD GRANITE CONTACT
- FINISHED FLOOR OF THE SUBTERRANEAN PARKING

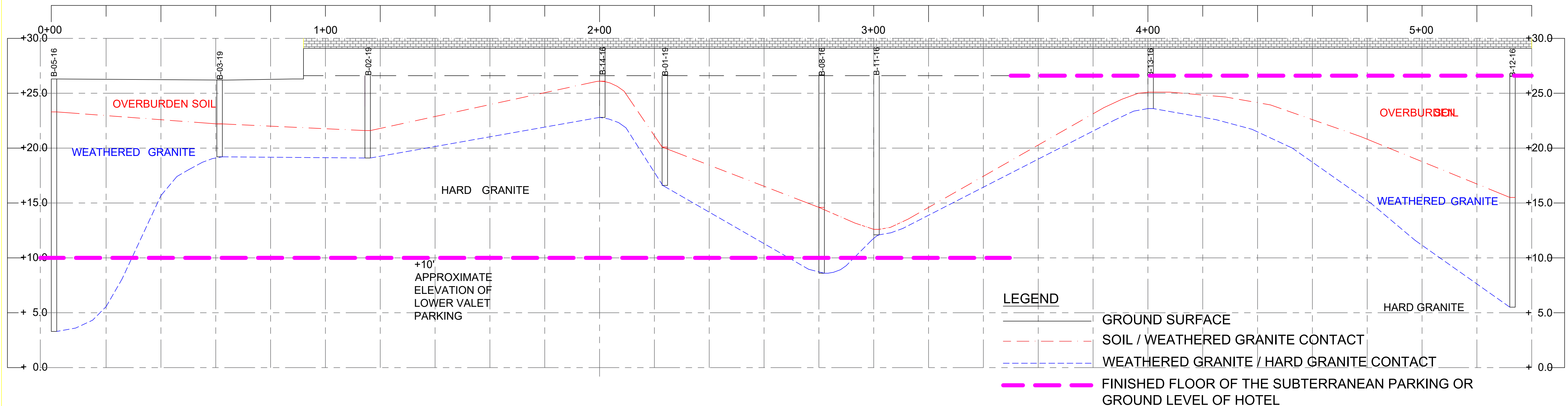
NOTE: THE SUBSURFACE CROSS SECTION ELEVATIONS ARE BASED ON THE DATUM OF THE ARCHITECTURAL PLANS PREPARED BY HART HOWERTON AND JOHN C. HILL, AIA
 NOTE: THE SUBSURFACE CROSS SECTIONS ARE AN INTERPRETATION OF THE TEST BORINGS. ACTUAL SUBSURFACE CONDITIONS MAY DIFFER. CROSS SECTIONS ARE NOT TO SCALE.

SUBSURFACE CROSS SECTION		DATE	11.8.18
ENG. BY:	KPS	REVIEWED:	
DR. BY:	KPS	APPROVED:	
AMERICAN TIN CANNERY		PROJECT NO. M11578	
125 OCEAN VIEW BLVD		FIGURE 4	
PACIFIC GROVE, CALIFORNIA			

SECTION B-B' WEST TO SOUTH CROSS SECTION THROUGH PARKING LOT



SECTION C-C' - NORTH TO EAST CROSS SECTION THROUGH EXISTING BUILDING

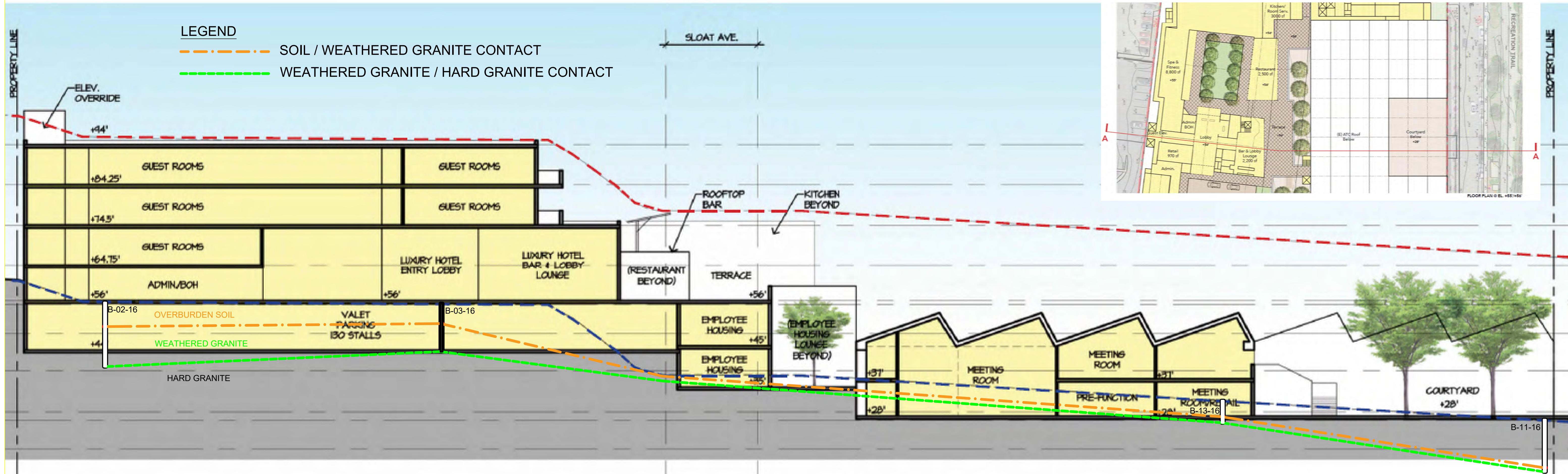


NOTE: THE SUBSURFACE CROSS SECTION ELEVATIONS ARE BASED ON THE DATUM OF THE ARCHITECTURAL PLANS PREPARED BY HART HOWERTON AND JOHN C. HILL, AIA

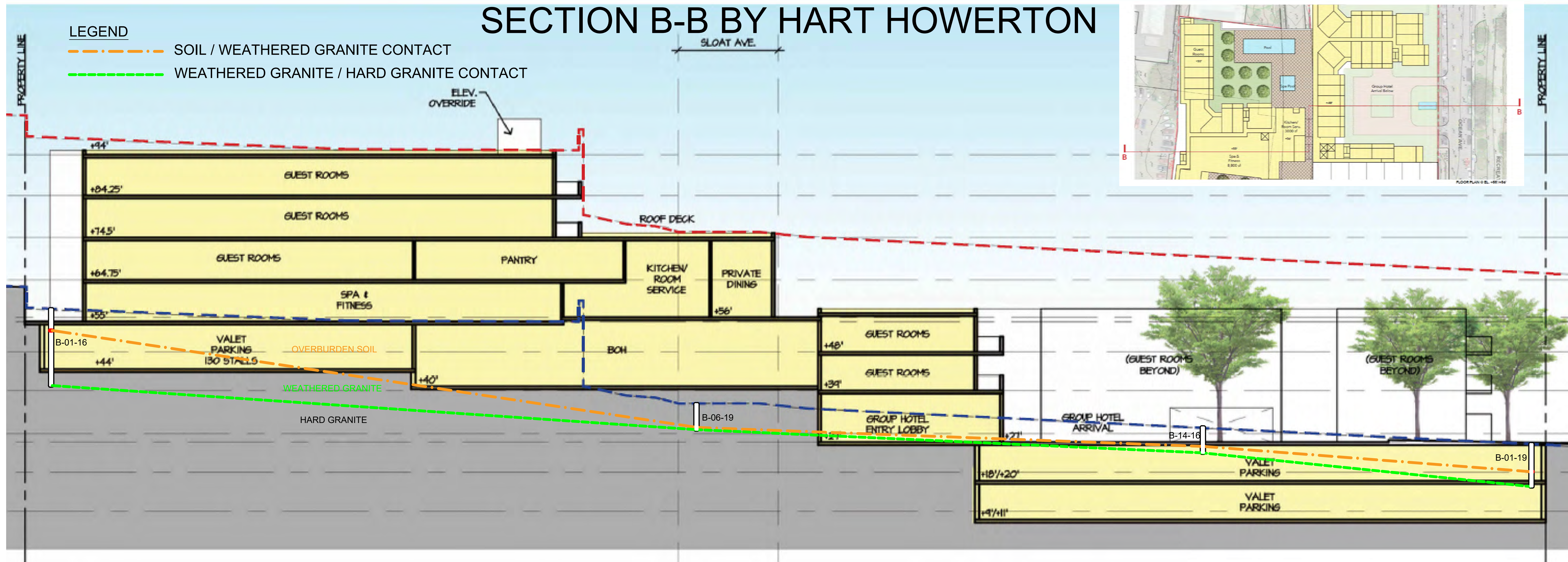
NOTE: THE SUBSURFACE CROSS SECTIONS ARE AN INTERPRETATION OF THE TEST BORINGS. ACTUAL SUBSURFACE CONDITIONS MAY DIFFER. CROSS SECTIONS ARE NOT TO SCALE.

SUBSURFACE CROSS SECTION		DATE	11.8.18
AMERICAN TIN CANNERY		REVISION	
125 OCEAN VIEW BLVD		A	
PACIFIC GROVE, CALIFORNIA		B	
ENG. BY:	KPS	C	
REVIEWED:		D	
DR. BY:	KPS	E	
APPROVED:			
PROJECT NO. M11578		FIGURE	
		5	

SECTION A-A BY HART HOWERTON



SECTION B-B BY HART HOWERTON



SUBSURFACE CROSS SECTIONS		ENG. BY:	KPS	11.8.18
		REVIEWED:		
		DR. BY:	KPS	11.8.18
		APPROVED:		
AMERICAN TIN CANNERY 125 OCEAN VIEW BLVD PACIFIC GROVE, CALIFORNIA				
REVISION	DESCRIPTION	DATE		
A		11.8.18		
B				
C				
D				
E				
			PROJECT NO.	M11578
			FIGURE 8	

PRIMARY DIVISIONS			GROUP SYMBOL	SECONDARY DIVISIONS
COARSE GRAINED SOILS MORE THAN HALF OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE	GRAVELS MORE THAN HALF OF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE	CLEAN GRAVELS (LESS THAN 5% FINES)	GW	Well graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly graded gravels or gravel-sand mixtures, little or no fines.
		GRAVEL WITH FINES	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines.
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines.
	SANDS MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE	CLEAN SANDS (LESS THAN 5% FINES)	SW	Well graded sands, gravelly sands, little or no fines
			SP	Poorly graded sands or gravelly sands, little or no fines
		SANDS WITH FINES	SM	Silty sands, sand-silt mixtures, non-plastic fines.
			SC	Clayey sands, sand-clay mixtures, plastic fines.
FINE GRAINED SOILS MORE THAN HALF OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS LIQUID LIMIT IS LESS THAN 50%		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS LIQUID LIMIT IS GREATER THAN 50%		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils.

GRAIN SIZES

U.S. STANDARD SERIES SIEVE CLEAR SQUARE SIEVE OPENINGS
 200 40 10 4 3/4" 3" 12"

SILTS AND CLAYS	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		

RELATIVE DENSITY		CONSISTENCY			SAMPLING METHOD			H ₂ O	
SANDS AND GRAVELS	BLOWS PER FOOT*	SILTS AND CLAYS	STRENGTH (TSF)**	BLOWS PER FOOT*	TEST	SYMBOL	SYMBOL	Final	Initial
VERY LOOSE	0-4	VERY SOFT	0 - 1/4	0-2	STANDARD PENETRATION TEST	T			
LOOSE	4-10	SOFT	1/4 - 1/2	2-4	MODIFIED CALIFORNIA	L or M			
MEDIUM DENSE	10-30	FIRM	1/2 - 1	4-8	PITCHER BARREL	P		Water level designation	
DENSE	30-50	STIFF	1 - 2	8-16	SHELBY TUBE	S			
VERY DENSE	OVER 50	VERY STIFF	2 - 4	16-32	BULK	B			
		HARD	OVER 4	OVER 32					

*Number of blows of 140 lb hammer falling 30 inches to drive a 2" O.D. (1 1/2" I.D.) split spoon sampler (ASTM D-1586)
 **Unconfined compressive strength in tons/ft² as determined by laboratory testing or approximated by the Standard Penetration Test (ASTM D-1586), pocket penetrometer, torvane, or visual observation.

Haro Kasunich & Associates

**KEY TO LOGS
 ATC MIXED USE PROJECT
 PACIFIC GROVE
 CALIFORNIA**

**Project No.
 M11578
 NOVEMBER
 2018**

**Figure
 No. 9**

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-1

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt pavement over coarse aggregate base (24")	SP					
1-2-1	(L)		Black Clayey SAND containing some pulverized asphalt	SC	19				
1-2-2	(T)		Grey, fine grained Clayey SAND with some silt in upper 6" of Sample 1-2. Small amount of weathered granite in shoe	SC	9				
1-2-3	(T)		Light brown, fine to medium grained SAND with some rock flour in Sample 1-3 and small pieces of intact granite	SW	29				
1-2-4	(T)		Difficult drilling at 6.5'	SW	50/6"				
1-2-5	(T)		Weathered granite, coarse grained SAND with larger pieces of intact granite Drilling 1 1/10 min at 10' Sample 1-5 contains rock flour with small pieces of granite Drilling 2 2/5 min just past 10' Boring terminated at 10' auger refusal		50/1"				

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FIGURE NO. 10

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER _____ BORING NO. B-2

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (12")						
2-1 (L)			Gray/Black Clayey SAND with some pulverized asphalt	SC	25				
2-2 (T)			Black Sandy CLAY containing roots	CL	12				
2-3 (T)			Weathered Granite - fine to coarse grained SAND with some Clay binder in upper 6" of layer. Difficult drilling after 6'	SP	50/6"				
2-4 (T)			No recovery in Sample 2 - 5 Boring terminated at 7.5' - auger refusal		50/1.5"				

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FIGURE NO. 11



**American Tin Cannery
Comstock Homes**

PROJECT NO. M11578

LOGGED BY KPS DATE DRILLED 2-6-19 BORING DIAMETER 6" BORING NO. B-3

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete (8")						
	3-1 (T)		Brown fine to medium grained SAND	SP	50/1"				
			Weathered Granite - fine to coarse SAND Difficult drilling at 4'	SW					
5	3-2 (T)				50/1"				
	3-3 (T)		No advancement at 7.0' after 3 minutes Boring terminated at 7' - auger refusal		50/5"				

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FIGURE NO. 12

LOGGED BY KPS DATE DRILLED 2-13-19 BORING DIAMETER 4" BORING NO. B-4

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		Concrete (8")						
0 - 1.5		Dark brown fine SAND with Clay	SP					
1.5 - 2.8		Brown fine to medium SAND with a trace of clay	SP					
2.8 - 4.4		Difficult drilling at 2'8" Weathered Granite, brown fine to coarse SAND Increasingly difficult drilling at 4' No advancement for 5 min at 4'4" Boring terminated at 4'4"						

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FIGURE NO. 13

LOGGED BY KPS DATE DRILLED 2-13-19 BORING DIAMETER 4" BORING NO. B-5

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		Concrete (8")						
		Dark brown SAND with Clay	SP-SC					
3		Difficult drilling at 3'						
5		Weathered Granite, brown fine SAND with quartz gravels, 0.25 - 1" diameter. Angular to sub-angular gravels	SP					
		No advancement for 5 min at 3'3"						
		Boring terminated at 3' 3"						
10								
15								
20								
25								
30								
35								

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FIGURE NO. 14

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-6

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (12")						
0 - 1.5	6-1 (T)		Dark brown fine grained Clayey SAND with roots	SC	13				
1.5 - 2.5	6-2 (T)		Brown fine to coarse Clayey SAND with some weathered granite	SC	13				
2.5 - 3.5	6-3 (T)		Weathered Granite - light brown, fine to medium grained SAND with some larger pieces of intact granite	SW	32				
3.5 - 6.0	6-4 (T)		Weathered Granite - light brown, fine to medium grained SAND with some larger pieces of intact granite Difficult drilling at 6' No recovery in Sample 6 - 4	SW	50/1"				
6.0			Intact bedrock at 6'. Boring terminated at 6' auger refusal						

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BY: **sr**

FIGURE NO. 15



**American Tin Cannery
Comstock Homes**

PROJECT NO. M11578

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-7

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (12")						
0 - 1			Dark brown fine grained Clayey SAND	SC	28				
1 - 2	7-1 (L)		Light brown fine to coarse SAND with some larger pieces of weathered granite	SP	34				
2 - 3	7-2 (T)		Weathered Granite, coarse sand with large pieces of intact granite	SW					
3 - 4	7-3 (T)		Difficult drilling at 5.5' - 2" / 5 min		50/3"				
4 - 5	7-4 (T)		No recovery in Sample 7-4 Boring terminated at 5.5' - auger refusal		50/1"				

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FIGURE NO. 16

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-8

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (6")						
0 - 1	8-1(L)		Dark brown fine grained SAND with a trace of Clay and some weathered granite	SP	42				
1 - 2	8-2 (T)		Weathered Granite - Fine to coarse SAND with some silt	SW	41				
2 - 3	8-3 (T)								
3 - 6	8-4 (T)		Difficult drilling at 6' 1"/6 min Boring terminated at 6' - auger refusal		50/6" 50/1"				

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LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-9

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (12")						
9-1 (L)			Black Clayey SAND containing pulverized asphalt	SC	41				
9-2 (T)					43				
5			Dark brown Clayey SAND. End of Sample 9-2 contains small amount of weathered granite	SC					
9-3 (T)			Weathered Granite. Sample 9-3 contains rock flour with few pieces of granite	SP	50/3"				
9-4 (T)			Increasingly hard drilling at 7'		50/3"				
10			Drilling easier between 8.5 and 9.0'	SP					
9-5 (T)			Loose, dark brown SAND with bits of weathered granite and some fines		10				
9-6 (T)			Weathered Granite-light brown fine to coarse SAND	SW	22				
15			Difficult drilling at 16'						
9-7 (T)			No advancement over 5 min						
9-8 (T)			No recovery in Sample 9-8		50/2.5"				
			Boring terminated at 16 feet - auger refusal		50/2"				

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FIGURE NO. 18



**American Tin Cannery
Comstock Homes**

PROJECT NO. M11578

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-10

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog\4HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft. - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Gravel (3")						
0 - 10-1 (L)			Dark brown, fine, grained Clayey SAND	SC	13				
10-1 (L) - 10-2 (T)					40				
10-2 (T) - 10-3 (T)			Weathered Granite fine to coarse SAND with some pieces of intact granite	SW	50/5"				
10-3 (T) - 10-4 (T)					50/4"				
10-4 (T) - 10-5 (T)			Some rock flour in shoe of Sample 10-3 No recovery in Sample 10-4, 10-5 No advancement of auger over 3 min drilling at 9' Boring terminated at 9'		50/2.5"				

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FIGURE NO. 19

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-1

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Brown Silty SAND with gravel, fine to medium grain, damp Brown SAND, fine to medium grain	SM					
5	1-1-1 (L)		Grey black, white, orange, SAND with SILT, fine to coarse grain, quartz, dry, weathered grante, dense	SW-ML	50/3"		91	7.7	Direct Shear $\phi = 45$ degrees C = 78 psf
10	1-2 (T)		Same as above		50/5"				
15	1-3 (T)		Harder drill (still yellowish) Same as above		50/2"				
20	1-4 (T)		Grey white, hard drill Boring terminated at 18.5 feet		50/1"				

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FIGURE NO. 20

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-2

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog\4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Dark brown Silty SAND, fine to coarse grain, crushed angular gravel, damp, FILL	SM					
5	2-1-1 (L)		Light brown Clayey SAND, fine to coarse grain, moist, medium dense, weathered granite	SC	33				
6			Hard drilling at 6'	SW-ML					
10	2-2 (T)		Yellow white grey SAND with SILT Large quartz fragments		50/1"				
15	2-3 (T)		White and grey SAND with SILT, fine to medium grain, dry, very dense weathered granite Boring terminated at 16' 1" auger refusal		50/1"				

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FIGURE NO. 21

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-3

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKA\ALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			AC/AB Brown Silty SAND, fine to medium grain, damp	SM					
3-1-1	(L)		Yellow grey white orange SAND with SILT, fine to medium grain weathered granite, very dense		50/3"				
3-2	(T)		Yellowish white SAND with SILT, fine to coarse grain, dry, very dense Very hard drilling at 11' Boring terminated at 12 feet		50/1"				

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FIGURE NO. 22

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-4

SuperLog CivilTech Software, USA www.civiltech.com File: c:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 5 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		AC/AB Black Clayey SAND, fine to medium grain, gravels, nail, brick pieces, moist, odor, FILL, medium dense	SC					
4-1-1 (L)				31				
4-2 (T)		Brown Silty SAND with trace of CLAY binder, quartz, mica, damp, very dense, weathered granite	SM	50/4"			8.7	
4-3 (T)		Yellow grey white SAND with SILT, fine grain, dry, very dense, less weathered granite	SP-ML	50/1"				
		Boring terminated at 11 feet						

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FIGURE NO. 23

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-5

SuperLog CivilTech Software, USA www.civiltech.com File: c:\superlog4\HKALOGSW11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete (8")						
			Brown Clayey SAND, fine to coarse grain, moist, 3/4 inch angular gravels	SC SP-ML					
5-1-1 (L)			Yellow brown orange SAND with SILT, fine to coarse grain, damp, dense		50/6"		116	10.2	Direct Shear $\phi = 41$ degrees C = 476 psf
5-2 (T)			Yellow white grey black, fine grain, SAND with SILT, dense, weathered granite		50/2"		5.8		
5-3 (T)			Yellow white black grey SAND with SILT, fine grain, damp, very dense		50/6"		9.2		
5-4 (T)			Hard drilling at 14'		50/1"				
5-5 (T)			Grey white SAND with SILT		50/1"				
			Boring terminated at 23 feet						

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FIGURE NO. 24

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-6

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKA\LOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			AC/AB (3")						
			Brown Clayey SAND, fine to coarse grain, moist, medium dense	SC					
			Yellow orange grey white SAND with SILT, fine to coarse grain, damp, very dense, weathered granite	SW-ML	50/5"		116	11.1	Direct Shear $\phi = 60$ degrees C = 476 psf
6-1-1 (L)			Same as above		50/6"			5.3	
6-2 (T)			Hard drilling at 7' 1", granite gravels						
10	6-3 (T)		Grey white SAND with SILT, fine grain, dry, very dense		50/1"				
12	6-4 (T)		Boring terminated at 12' 1"		50/1"			0.7	

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FIGURE NO. 25

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-7

SuperLog CivilTech Software, USA www.civiltech.com File: c:\superlog\4\HKA\LOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft. - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS	
0			AC/AB (3") Dark brown Silty SAND, fine grain, moist (TOPSOIL)	TP SM						
			Brown Silty SAND, trace of CLAY, moist	SC	50/4"					
7-1-1 (L)			Grey brown Clayey SAND, fine to coarse grain, wet, medium dense to dense	SW-ML			101	10.4	Direct Shear $\phi = 41$ degrees C = 567 psf	
7-2 (T)			Brown orange white SAND with SILT, fine to coarse grain, damp, dense (weathered GRANITE)	SW-ML	50/4"			2.1		
			Grey white trace of yellow SAND with SILT, interbedded grey CLAY, quartz gravls, dry, very dense							
7-3 (T)			White grey some yellow, SAND with SILT, fine grain, dry, very dense	SP-ML	50/1"					
			Boring terminated at 13 feet							

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BY: sr

FIGURE NO. 26

LOGGED BY MC DATE DRILLED 7-12-16 BORING DIAMETER 8" BORING NO. B-8

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete						
			Tan SAND, fine to medium grain, moist, FILL	SW					
			Brown SAND, gravel, fine to coarse grain, moist, rough drilling, 3/4" to 1" gravel, FILL (aggregate baserock)	GW					
8-1-1 (L)			Black Sandy CLAY, fine to medium grain, moist, very stiff, NATIVE	CL	9		118	25.0	Direct Shear $\phi = 12$ degrees C = 678 psf
8-2 (T)					26				
			Brown tan SAND, fine to medium grain, saturated, dense	SW				22.0	
8-3 (T)					43				
			Hard drilling at 12'	SW-ML					
			Black white grey SAND with SILT, damp, very dense weathered granite					13.3	
8-4 (T)					50/1"				
			Same as above						
8-5 (T)			Boring terminated at 18 feet		50/1"				

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FIGURE NO. 27

LOGGED BY MC DATE DRILLED 7-12-16 BORING DIAMETER 8" BORING NO. B-9

SuperLog CivilTech Software, USA www.civiltech.com File: c:\superlog\4HKALOGS\M11578 - American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete						
			Dark brown Silty SAND, fine grain, damp, top soil	SM					
5	9-1- (L)		Brown Silty SAND, fine to coarse, damp, medium dense	SM	50/4"				
	9-2 (T)		Brown tan SAND with SILT, fine to coarse grain, dry, dense, weathered granite	SW-ML	50/3"		3.1		
8			Hard drilling at 8'	SW-ML					
10	9-3 (T)		Yellow white tan, SAND with SILT, fine to medium grain, very dense, weathered granite	SW-ML	50/1"		0.7		
			Boring terminated at 11feet						

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FIGURE NO. 28

LOGGED BY MC DATE DRILLED 7-12-16 BORING DIAMETER 8" BORING NO. B-10

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578_American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			AC/AB Brown SAND, fine to medium grain, moist (FILL)	SW					
			Brown Silty SAND, fine to medium grain	SM					
	10-1-1 (L)		Grey Clayey SAND, fine to medium grain, 1/4" quartz gravel, moist to wet, mica, dense, weathered granite		50/5"		14.5	107	Direct Shear $\phi = 48$ degrees C = 482 psf
	10-2 (T)		Yellow white grey, SAND with SILT, fine grain, dry, very dense, weathered granite	SP-ML	50/3"				
			Very hard drill						
	10-3 (T)		White grey SAND with SILT, fine grain, dry, very dense (weathered GRANITE)		50/2"		5.8		
			Boring terminated at 9 feet						

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BY: sr

FIGURE NO. 29

LOGGED BY BRS DATE DRILLED 8-4-16 BORING DIAMETER 4" BORING NO. B-11

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGSM11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft. - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Light tan SAND with gravel loose, damp, medium grain (FILL)	SW					
			Orange, tan, brown Silty SAND with gravel medium grain, loose, damp (FILL)	SM	6				
11-1-1 (L)					3				
11-2 (T)			Dark brown, black Clayey SAND, fine medium grain, loose, damp (TOPSOIL)	SW-CL	15		19.3	LL = 24.1%	
11-3-1 (L)			Same as above, more grey, medium dense		17			PL = 14	
11-4 (T)									
			Tan SAND, medium grain, very dense, very damp	SP					
11-5-1 (L)			Same as above, more grey		6.5				
11-6 (T)			Weathered GRANITE		50/2"				
11-7 (T)			No sample, refusal at Sample 11-7		50/0"				
15			Boring terminated at 14.5 feet						

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BY: sr

FIGURE NO. 30

LOGGED BY BRS DATE DRILLED 8-4-16 BORING DIAMETER 4" BORING NO. B-12

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGSIM11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		Light tan SAND with gravel loose, damp, medium grain (FILL)	SW					
12-1-2 (L)		Dark brown, black Clayey SAND, fine medium grain, loose, very damp	SW-CL	7		101	15.4	LL = 21.2 PI = 10
12-2 (T)		Same as above, less dark, grey, less CLAY		4				
12-3-1 (L)		Orange, brown Sandy CLAY, fine medium grain, dense, damp	CL-SW	35				
12-4 (T)		Light tan, orange SAND, medium grain, dense, damp	SP	44				
10		Water at 10 feet						
12-5-1 (L)		Grey SAND, medium grain, very dense, wet. Encountered granite at 11 feet	SP	50/6"				
15		Hard drilling at 14 feet						
		*Layers of hard drilling then easy, then hard						
20	12-6 (T)	Grey white SAND, medium grain, dry, very dense (granite) *Hole caved into 10 feet so no sample. Small sample pulled up from end of drill head. Boring terminated at 21feet	SP					
25								
30								
35								

HARO, KASUNICH AND ASSOCIATES, INC.

BY: **sr**

FIGURE NO. 31

LOGGED BY BRS DATE DRILLED 8-5-16 BORING DIAMETER 4" BORING NO. B-13

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Dark brown black Silty SAND, fine medium grain, loose, damp (FILL)	SM					
13-1-1 (L)			Grey brown Clayey SAND, fine medium grain, dense, damp	SC	35		100	6.1	
13-2 (T)			Tan, white, grey SAND with gravels, medium grain, very dense, dry (granite)	SP	50/6"				
5.5			Refusal, boring terminated 5.5 feet						

HARO, KASUNICH AND ASSOCIATES, INC.

BY: sr

FIGURE NO. 32

LOGGED BY BRS DATE DRILLED 8-5-16 BORING DIAMETER 4" BORING NO. B-14

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		Brown Clayey SAND, fine medium grain, loose, damp (FILL)	SC					
14-1-1 (L)		Same as above		31				
14-2 (T)		Grey, orange, brown SAND with gravel, medium grain, dense, damp	SW-GW	29	118	8.1	LL = 14.2 PL = 5	
14-3 (T)		Orange, brown, white, grey SAND with trace CLAY, medium grain, medium dense, dry (weathered granite)	SW	50/2"				
		Same as above						
		Refusal, boring terminated at 6.3 feet						

HARO, KASUNICH AND ASSOCIATES, INC.

BY: **sr**

FIGURE NO. 33

Direct Shear

Project:	Hotel Bella
Sample #	1-1-1
Description	Tan Sand

Date	8/11/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	23.2	34.2	73.2	
Shear Stress (PSF)	682.6	1005.1	2154.2	

Equation of Trendline	
Intercept	Slope
77.898	1.0051

C (PSF)	PHI
78	45

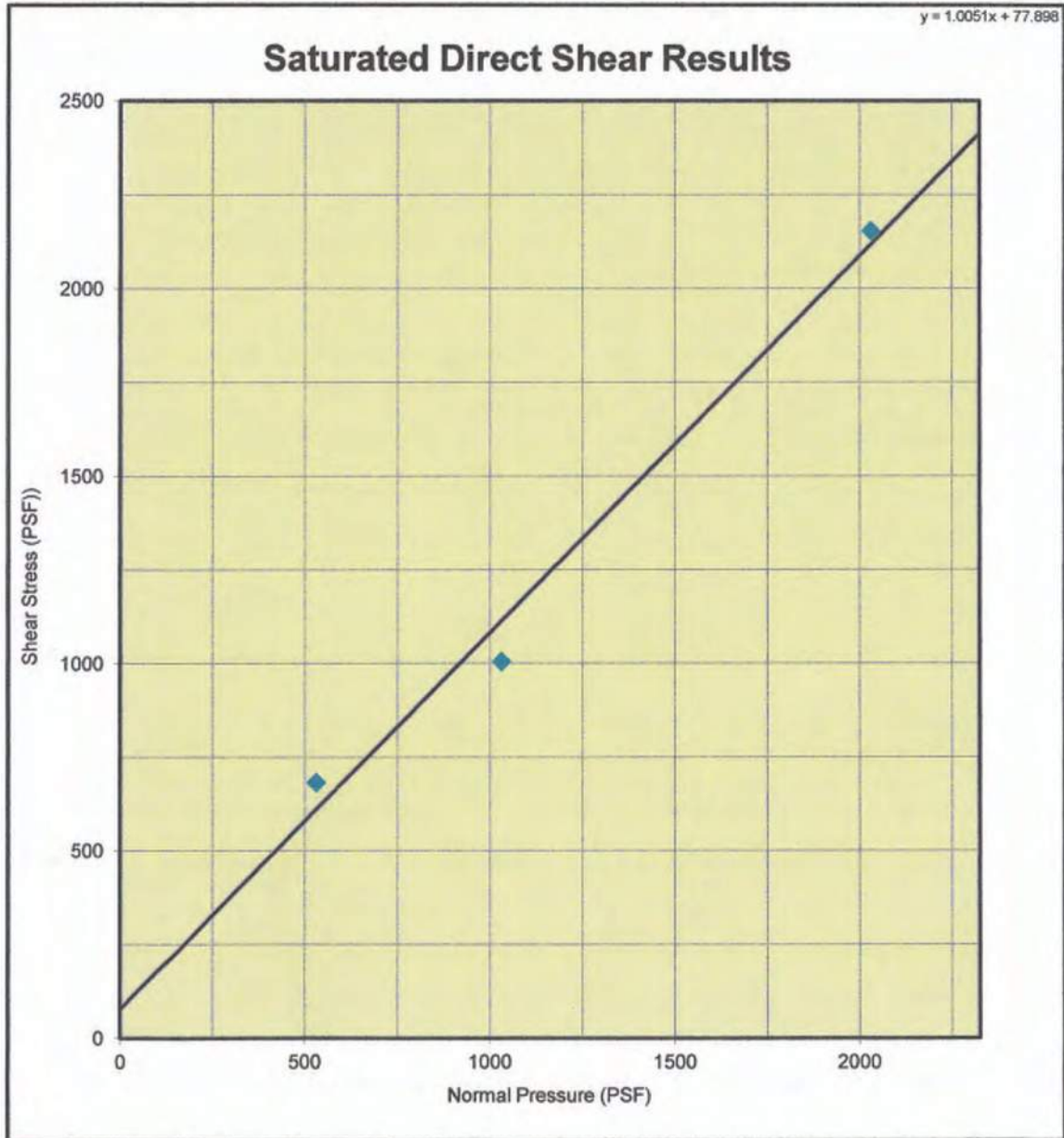


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	5-1-1
Description	Mottid White/Tan/Brwn Silty Clayey Sand

Date	8/26/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	33	45.1	76.9	
Shear Stress (PSF)	969.1	1327.7	2260.8	

Equation of Trendline	
Intercept	Slope
476.41	0.8714

C (PSF)	PHI
476	41

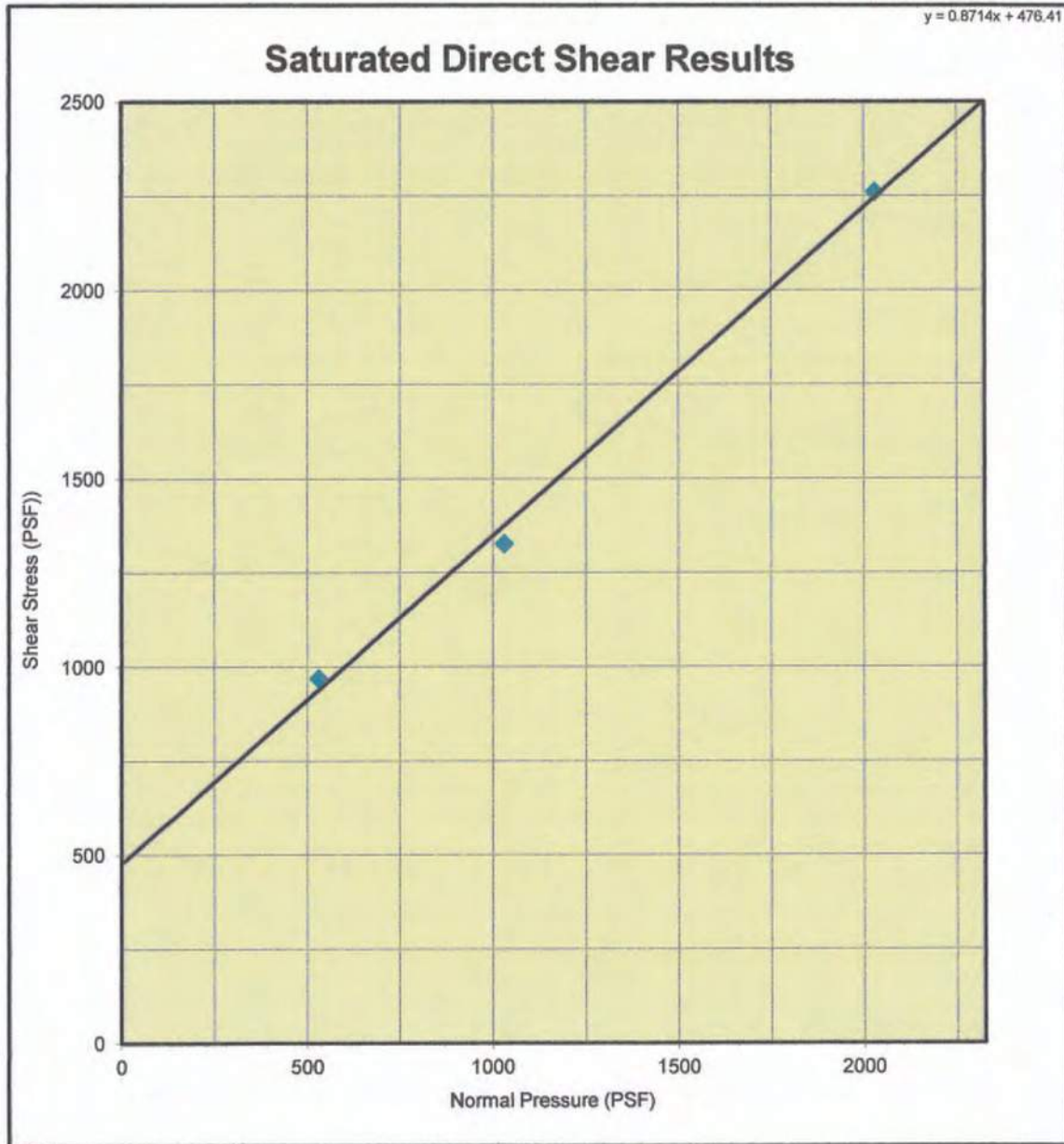


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	6-1-1
Description	Lt Orange Tan Brown Silty Sand DG

Date	9/16/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	46.4	80.5	137.3	
Shear Stress (PSF)	1363.7	2368.8	4037.8	

Equation of Trendline	
Intercept	Slope
476.21	1.7665

C (PSF)	PHI
476	60

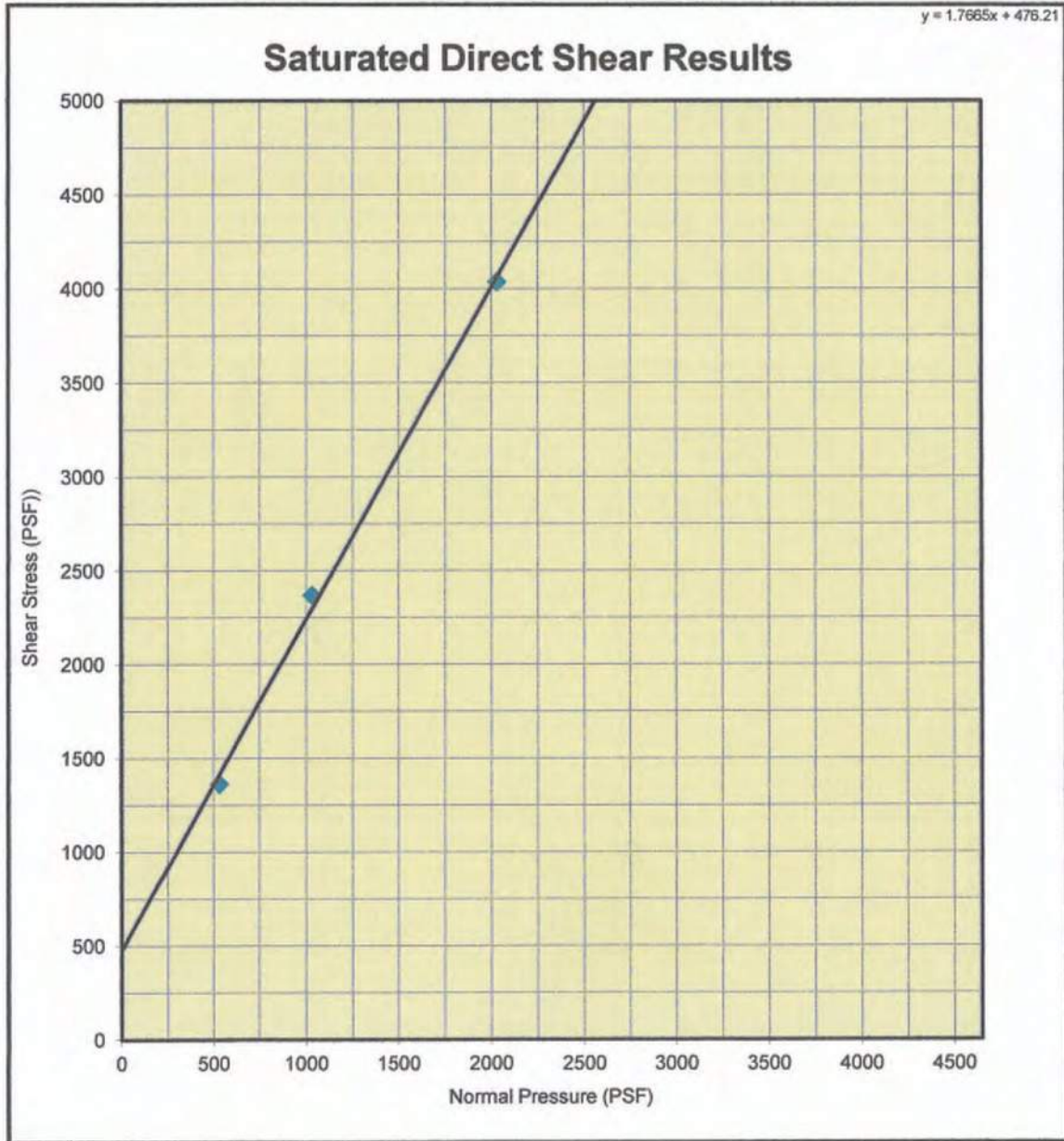


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	7-1-1
Description	Lt. Orange Tan Brown Clayey Sand w/gravel

Date	9/21/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	39.1	42.7	80.5	
Shear Stress (PSF)	1149.1	1255.7	2368.8	

Equation of Trendline	
Intercept	Slope
566.87	0.856

C (PSF)	PHI
567	41

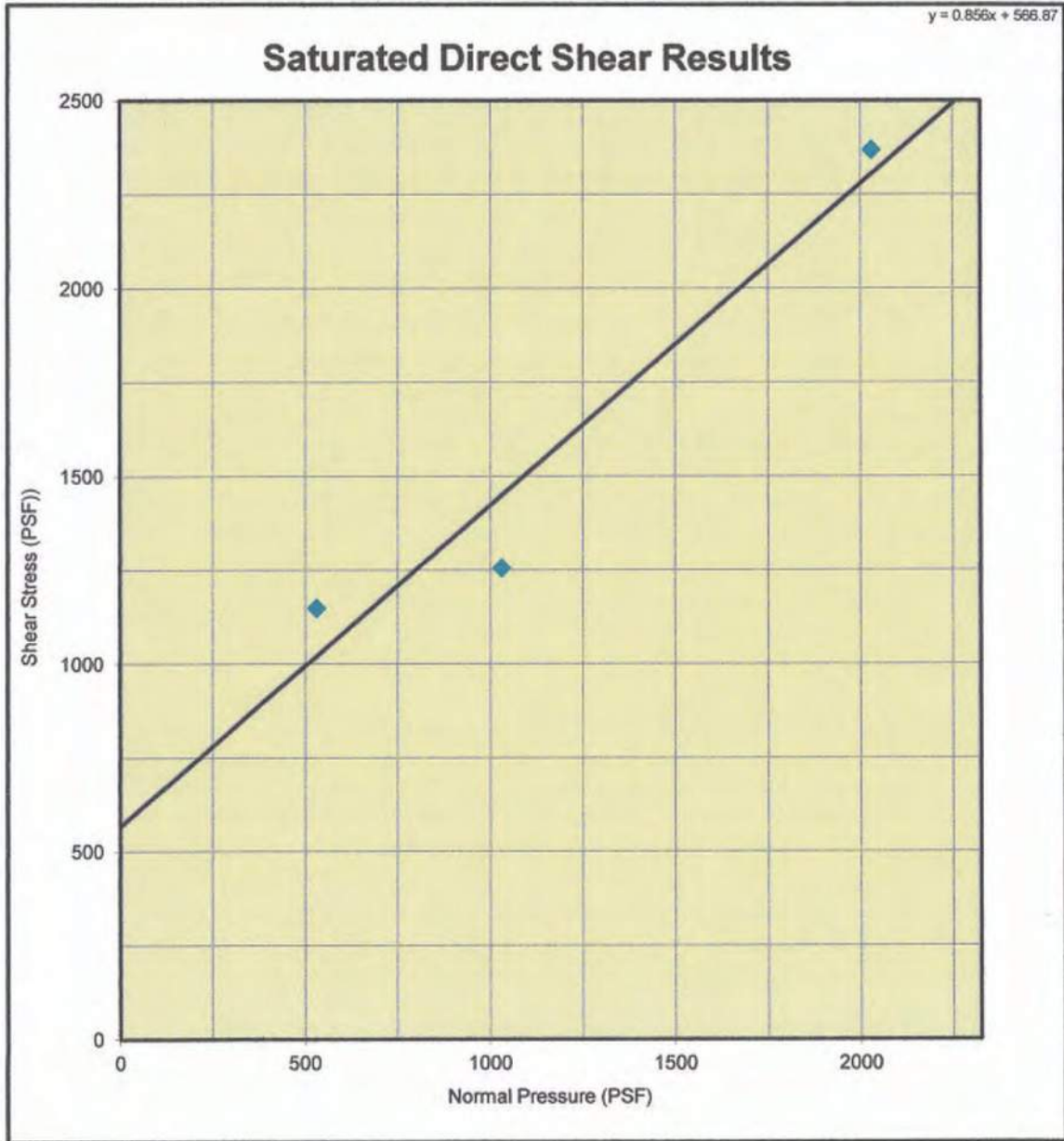


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	8-1-1
Description	Black Sandy Clay

Date	9/20/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	28.1	29.3	38.8	
Shear Stress (PSF)	825.1	861.1	1141.9	

Equation of Trendline	
Intercept	Slope
678.07	0.2211

C (PSF)	PHI
678	12

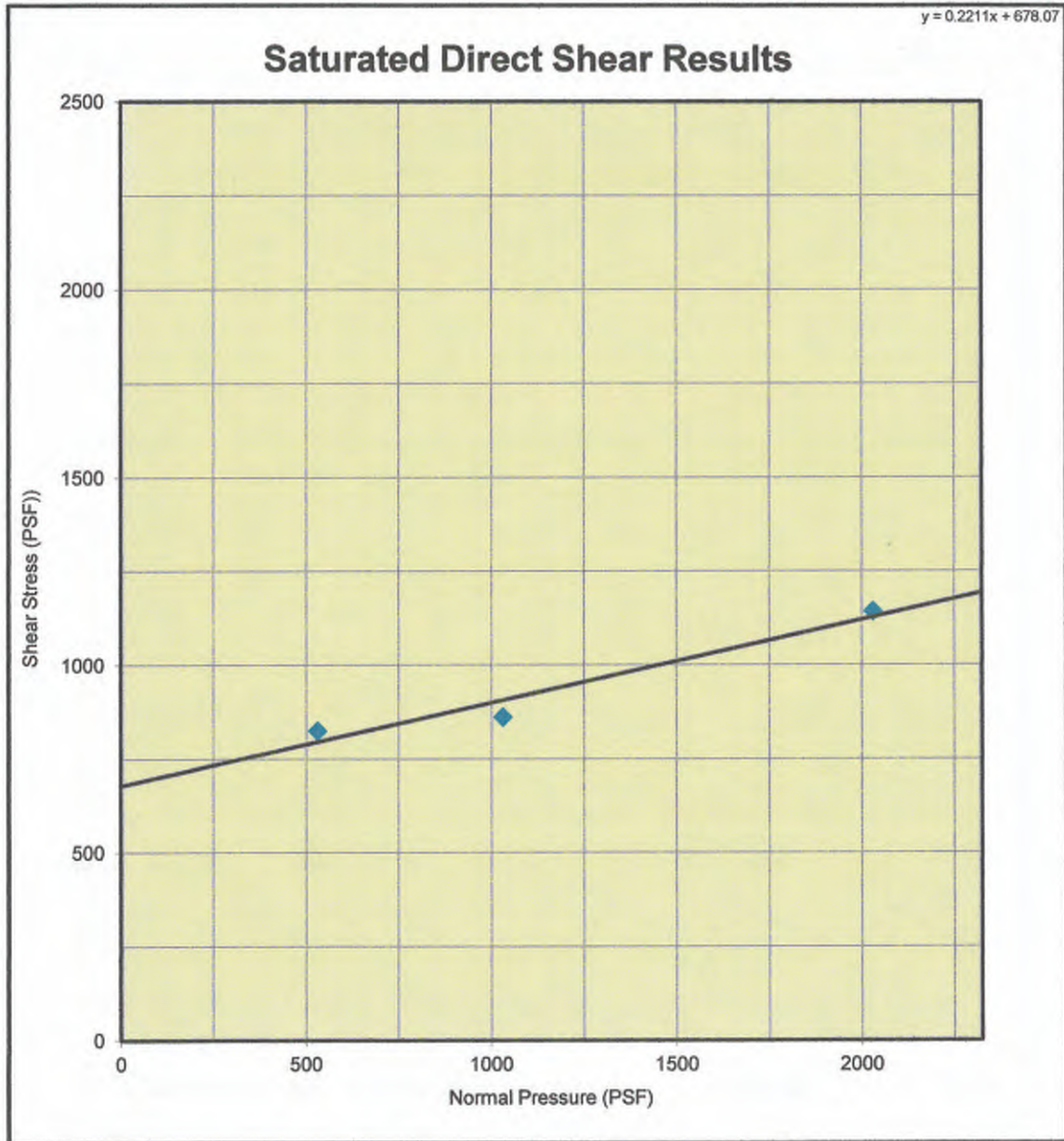


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	10-1-1
Description	Gray Sand w/ silt

Date	9/20/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	26.8	70.6	89.1	
Shear Stress (PSF)	789.1	2075	2620.8	

Equation of Trendline	
Intercept	Slope
482.46	1.1247

C (PSF)	PHI
482	48

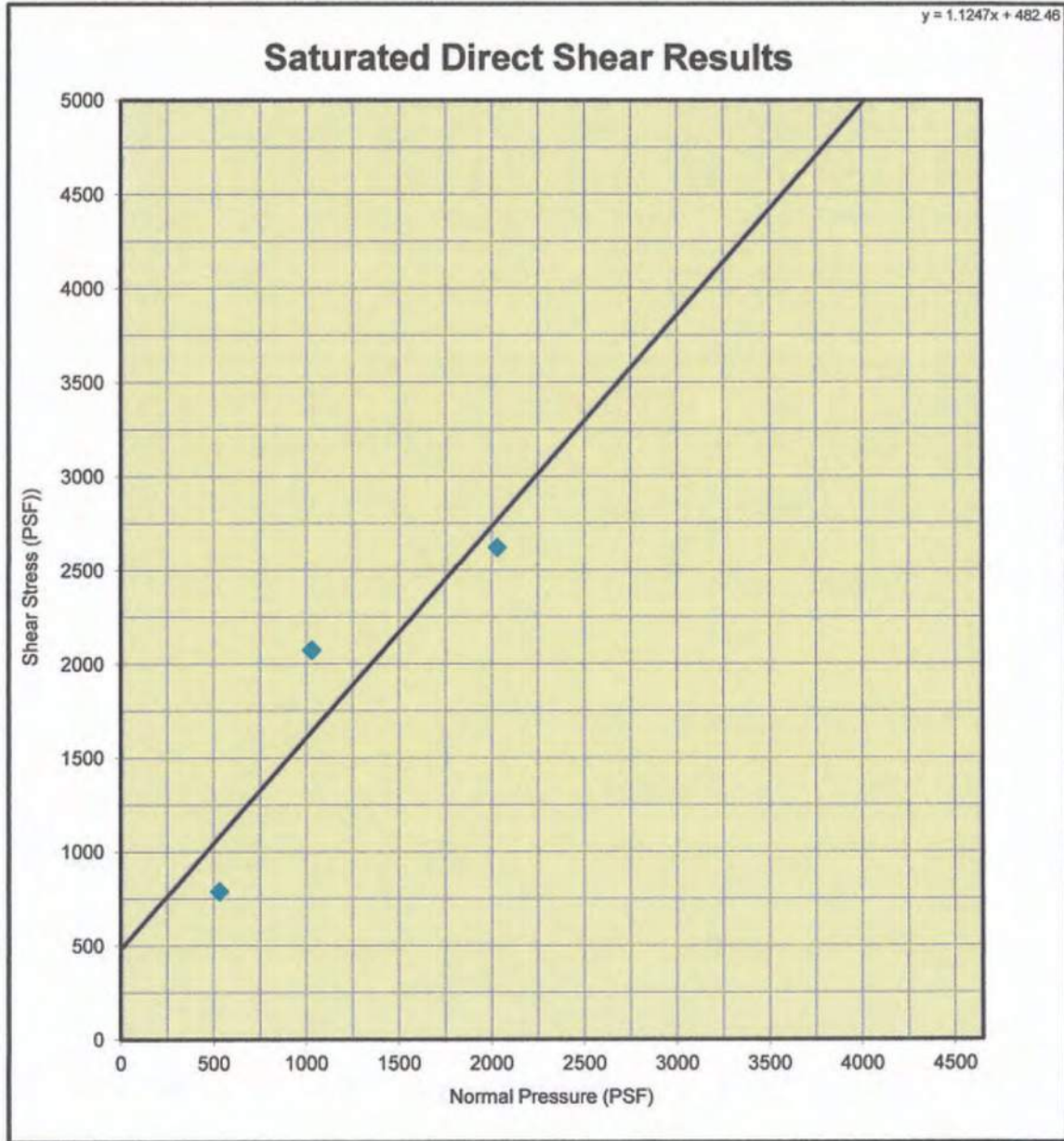
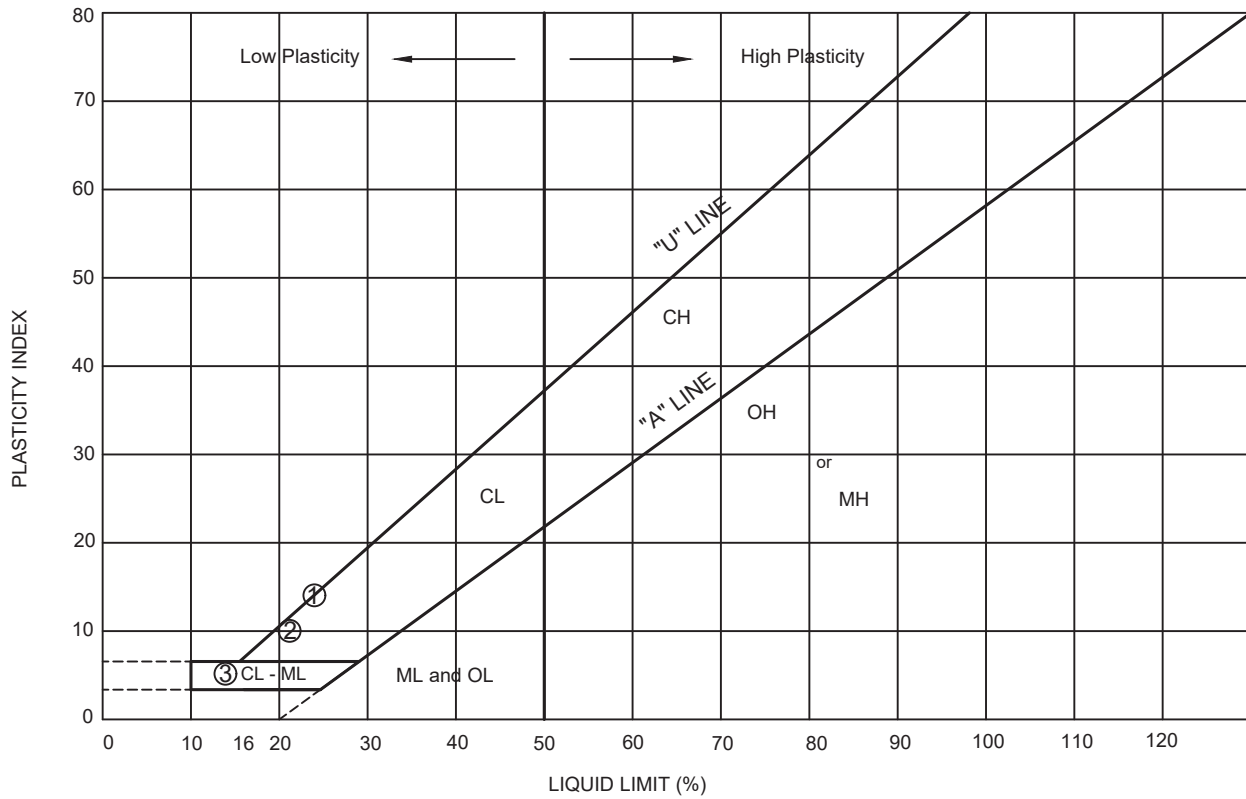


Figure No.

PLASTICITY CHART



PLASTICITY DATA

Key Symbol	Sample Number	Depth (feet)	Natural Water Content W(%)	Plastic Limit (%)	Liquid Limit (%)	Plasticity Index	Unified Soil Classification Symbol
①	11-3	5.0	19.3	10.1	24.1	14	CL
②	12-1	2.0	15.4	11.4	21.2	10	CL
③	14-1	2.0	8.1	9.5	14.2	5	CL-ML

ATTERBERG LIMITS TEST RESULTS
ATC HOTEL AND MIXED USE
PACIFIC GROVE, CALIFORNIA

SCALE: No Scale
DRAWN BY: MC
DATE: NOVEMBER 2018
REVISED:
JOB NO: M11578

HARO, KASUNICH & ASSOCIATES, INC.
GEOTECHNICAL AND COASTAL ENGINEERS
116 E. LAKE AVENUE, WATSONVILLE, CA 95076
(831) 722-1475

FIGURE NO. 40

SHEET NO.

Appendix H

ATC Final Phase I ESA



PHASE I ENVIRONMENTAL SITE ASSESSMENT

American Tin Cannery
125 Ocean View Boulevard
Pacific Grove, California

PREPARED FOR:

Comstock Homes
2301 Rosecrans Avenue, Suite 1150
El Segundo, CA 90245

PREPARED BY:

Amicus – Strategic Environmental Consulting
580 Second Street
Suite 260
Oakland, CA 94607

December 31, 2018

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1 SUMMARY

Amicus – Strategic Environmental Consulting (Amicus) was retained by the Comstock Homes (Comstock) to conduct a Phase I Environmental Site Assessment (ESA) of the “American Tin Cannery” (ATC) property in Pacific Grove, California, three parcels of land developed as a retail center in historic buildings first constructed as a tin cannery. The parcel is being evaluated in association with a contemplated acquisition for redevelopment as a hotel/retail center.

As defined by AAI and ASTM, the purpose of a Phase I ESA is the discovery of Recognized Environmental Conditions (REC), facts indicative of a release or potential release of hazardous substances or petroleum products. In accordance with the AAI/ASTM protocol, Amicus staff obtained and reviewed historic use-related documentation, inspected the property on foot, and interviewed knowledgeable individuals for the purposes of evaluating environmental conditions and the potential for REC.

The site is developed as a retail center and tourist destination. The project property consists of the former tin cannery building which has been converted for use as retail shops (Buildings 1 and 2), entertainment (miniature golf in Building 2), recreational activities (a bicycle/Segway rental business and gym in Buildings 2 and 3, respectively) and restaurants (Building 1). The primary parcel is separated from a large public pay-parking lot and a smaller lot for employee vehicles by Sloat Avenue, a street running from Dewey Street on the western end of the property to Eardley Avenue on the east.

The ATC property is bordered by the residential neighborhood to the west, open space and the Hopkins Marine Station (a Stanford University research and marine laboratory) to the north, a grocery store across Eardley Avenue to the east and commercial businesses along Central Avenue to the south. With the exception of DiMaggio’s dry cleaner on Central Avenue just southwest of the ATC pay parking lot, no adjoining or nearby property appear to be of any obvious concern.

The DiMaggio’s cleaner is identified in the database record as having used the chlorinated dry cleaning solvent PERC, and it is reasonable to assume that this solvent was used for a considerable period until the operation was converted to non-chlorinated cleaning products. Dry cleaners, particularly older operations, often release PERC to the environment by way of sewer line leaks, spills inside the facility and poor housekeeping practices.

The results of focused testing conducted as part of this transactional evaluation showed concentrations of dry cleaner chemical (PERC) contamination in samples collected at the southwestern and northeastern boundaries of the ATC upper parking lot. It is reasonable to assume that the area between the two border sampling locations is similarly affected. The distribution of contamination indicates that a release at the DiMaggio facility has occurred and that PERC and related degradation products are carried by seasonally migrating groundwater

beneath the center portion of the ATC parking lot. It is likely that concentrations beneath the dry cleaner itself are greater than those measured on the prospect parcel.

No use or condition on the project property that could have resulted in a current REC for the ATC parcels was identified during the conduct of this ESA. An environmental condition associated with the adjacent dry cleaner was identified as migrating onto the project parcel. This condition is sufficiently well understood at this time for the purposes of transactional due diligence; no further evaluation is recommended at this time.

Additionally, as described in this report, the historic industrial uses of the ATC building may have resulted in some degree of use-related environmental impairment beneath the building foundation. Given its size and current occupancy it is not practicable to evaluate this possibility with any degree of precision. Accordingly, should future redevelopment involve foundation removal an examination of the subgrade should be conducted at that time and the appropriate actions taken should a condition be observed.

Should the pay-parking lot be structurally redeveloped, soil and groundwater management will be required during construction and structural engineering controls (liners, sub-slab venting systems, etc.) will likely also be necessary.

2 INTRODUCTION

Amicus – Strategic Environmental Consulting (Amicus) was retained by the Comstock Homes (Comstock) to conduct a Phase I Environmental Site Assessment (ESA) of the “American Tin Cannery” (ATC) project property in Pacific Grove, California, three parcels of land developed as a retail center in historic buildings first constructed as a tin cannery. The parcel is being evaluated in association with a contemplated acquisition for redevelopment as a hotel/retail center.

This ESA was conducted for the purposes of evaluating the environmental condition of the property in association with a contemplated property transaction. The ESA was conducted in accordance with the EPA All Appropriate Inquiry (AAI) Final Rule (40 CFR, Part 312, § 312.10) and the ASTM International (formerly the American Society for Testing and Materials) E 1527-05 and updated/revised E 1527-13 Standard Practice for Environmental Site Assessments: Phase I ESA Process.

2.1 Purpose

The objective of this ESA is the identification of property environmental conditions for transactional purposes. Current standards of professional practice require Environmental Site Assessments to be conducted in accordance with AAI and the ASTM Standard E 1527-13 (which is fashioned after and follows AAI). As described by the ASTM standard, the objective of this ESA is to identify, to the extent practicable, “Recognized Environmental Conditions.”

A Recognized Environmental Condition (REC) is defined by ASTM as “the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water on the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimus conditions that generally do not pose a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies.”

2.2 Detailed Scope of Services

The scope of services for this ESA follows the ASTM Standard and includes the following activities:

Review of User-Provided Information – As deemed necessary for the analysis of property conditions, review of User-provided information regarding title and judicial records for environmental liens or activity and use limitations, actual or specialized knowledge or commonly known information regarding environmental conditions, readily available maps,

environmental reports, and other environmental documents pertaining to the site, as available.

Records Review – Acquisition and review of records possibly including but not limited to federal, state, tribal, and local regulatory agency databases for the site and for properties located within a specified radius of the site; local regulatory agency files for the site and selected nearby properties of potential environmental concern; physical setting sources including topographic maps, geologic maps, and geologic and hydrogeologic reference documents; and historic land use information including aerial photographs, historical fire insurance rate maps, building department records, and city directories, as needed; that are reasonably ascertainable, publicly available, can be obtained within reasonable time and cost, and are practically reviewable.

Site Reconnaissance – A physical inspection to visually observe the Property and its condition.

Interviews – Interviews or review of records of interviews with site representatives including as necessary owners, occupants, and site managers regarding current and historic property use and condition.

Report – Compilation and presentation in this report of the methods and findings associated with the above-described tasks.

2.3 Significant Assumptions

The legal boundaries of the subject property are assumed to be as described in the materials provided by Comstock. Amicus has performed no independent verification of the property boundaries and assumes that the boundaries described are accurate.

2.4 Limitations and Exemptions

The environmental services described in this report have been conducted in general accordance with the ASTM standard and the standard-of-care exercised by environmental professionals performing similar work. This document is intended to be used only in its entirety. The findings, conclusions, and recommendations expressed herein are based on an analysis of the observed site conditions and the referenced research and literature at the time the ESA was conducted.

2.5 Reliance

This report was prepared for use solely and exclusively by the Comstock and parties to the currently contemplated transaction. No other use or disclosure is intended or authorized by Amicus. In the preparation of this ESA, Amicus has used the degree of care and skill ordinarily exercised by a reasonably prudent environmental professional in the same community and in the same time frame given the same or similar facts and circumstances. No other warranties are made to any third party, either express or implied.

2.6 Special Terms and Conditions

There are no special terms and conditions associated with this Phase I ESA.

3 SITE DESCRIPTION

3.1 Location and Legal Description

The project property is situated near the Pacific Ocean in the City of Pacific Grove, Monterey County, California (Figure 1).

The property is comprised of 3 parcels with Assessor's Parcel Numbers APN 006-231-001, 006-234-004, and 006-234-005. The property legal description is provided in the 2018 Property Appraisal Report (Appendix A).

3.2 Environmental Setting

Pacific Grove is located just southeast of the City of Monterey and the broad coastal plain of the Salinas Valley in an area of uplift relative to the City of Monterey. The locality is tectonically active, with the San Andreas Fault Zone trending southeast to northwest several miles to the east. Subordinate fault zones are also present, indicative of the history of uplift and subsidence associated with regional crustal forces.

In the vicinity of the subject property, Pacific Grove sits above relatively shallow granitic bedrock which in turn is overlain by weathered granite and thin soil cover. Shallow groundwater is not abundant, as reported in 2007 in the well survey conducted by Geoconsultants, Inc. No information on the occurrence of groundwater in the immediate vicinity of the ATC property was located during the conduct of this ESA, though it is expected that groundwater occurrence is influenced by rainfall and is present above the granitic bedrock (where the bedrock is competent) or in fractures if the bedrock exhibits such a characteristic.

The Pacific Ocean and Monterey Bay is just to the northeast of ATC across Ocean View Boulevard.

3.3 Site and Vicinity Characteristics

The site is developed as a retail center and tourist destination. The locality is a mix of residential (primarily to the west) and tourist-oriented commercial uses (south and east). Businesses providing customary services to residents and visitors are primarily located along Central Avenue, two blocks southwest of the ATC property.

3.4 Current Use of Property and Adjoining Property

The project property consists of the former tin cannery building which has been converted for use as retail shops (Buildings 1 and 2), entertainment (miniature golf in Building 2), recreation (a bicycle/Segway rental business and gym in Buildings 2 and 3, respectively) and

restaurants (Building 1). The primary parcel is separated from a large public pay-parking lot and a smaller lot for employee vehicles by Sloat Avenue, a street running from Dewey Street on the western end of the property to Eardley Avenue on the east.

The neighborhood to the west, across Dewey Street, is developed as single family residential dwellings. Land to the north, across Ocean View Boulevard and a footpath is either open space or the buildings of the Hopkins Marine Station. The Monterey Bay Aquarium is to the northeast across Ocean View. Nob Hill Foods grocery store is across Eardley Avenue to the east and commercial businesses are located along Central Avenue to the south of the pay-parking lot. Of the businesses on Central, the only one of environmental significance is the DiMaggio's Classic Cleaners (Figure 2).

3.5 Description of Structures, Roads, Other Improvements

The primary parcel contains three buildings, designated in a prior ESA (described below) as Building 1, 2 and 3. As described in the 1993 ESA conducted by Dames and Moore (this ESA is reviewed in detail later in this report) the property was first developed by ATC from unimproved land in the early 1920s, with Building 1 and 2 constructed at that time; Building 3 was built in the early 1950s.

Building 1, occupied by a variety of retail tenants and restaurants, is a concrete two-story structure with a distinctive "sawtooth" roof. A second-story mezzanine open to the main level is occupied by a smaller number of shops and a play area for children. The escalator from the walkway connecting Building 1 to the pay-parking lot across Sloat Avenue connects at the mezzanine level; stairs lead from the mezzanine to the main floor. Building 2 is wood framed with a plaster exterior. A mezzanine with shops is also present above the main floor. Building 3 is of a wood frame and concrete construction and is occupied by the Neighborhood 831 Strength and Conditioning gym.

4 USER PROVIDED INFORMATION

The User is defined by ASTM E 1527-13 as "the party seeking to use Practice E 1527 to complete an environmental site assessment of the property." Here, the Comstock is the User.

4.1 User Supplied Reports

The User provided a Preliminary Title Report (PTR), a 1993 Phase I Environmental Site Assessment by Dames & Moore, a 2016 Phase I ESA prepared by Running Moose Environmental Consulting, LLC, a property survey, portions of a geotechnical study and a water well survey. At Comstock's request, AECOM, a vendor for an earlier prospective purchaser, provided their scope of work and results of analysis of a groundwater sample collected from a geotechnical boring advanced near Ocean View Boulevard. The PTR is provided as an attachment to this report; the other documents were reviewed and their contents described later in this report.

4.2 Environmental Liens or Activity and Use Limitations

No lien, use or activity limitation associated with an environmental impediment or concern that would qualify as a REC was reported to Amicus by Comstock or documented in the provided materials.

4.3 Specialized Knowledge or Experience of the User

The User purchases and develops property and in association with this work has dealt with acquisition-related environmental conditions in the past. The User is knowledgeable of environmental conditions associated with properties such as the subject site, but had nothing material to add to this ESA.

4.4 Commonly Known or Reasonably Ascertainable Information

The User is not aware of any commonly known or reasonably ascertainable information within the local community that is material to RECs in connection with the property.

4.5 Valuation Reduction for Environmental Issues

The User reported no reduction in property valuation in association with environmental issues or REC.

4.6 Owner, Property Manager and Occupant Information

As listed in the Property Appraisal Report (presented in Appendix A), title to the property is vested in: *Foursome Development Company, a California General Partnership*.

4.7 Reason for Performing Assessment

As described previously, this ESA was conducted for the purposes of evaluating the environmental condition of the property in association with a contemplated property transaction. The ESA was conducted in accordance with the EPA All Appropriate Inquiry (AAI) Final Rule (40 CFR, Part 312, § 312.10) and the ASTM International (formerly the American Society for Testing and Materials) E 1527-05 and updated/revised E 1527-13 Standard Practice for Environmental Site Assessments: Phase I ESA Process.

5 RECORDS REVIEW

As required by the ASTM standard, “the purpose of the records review is to obtain and review records that will help identify RECs in connection with the property.” ASTM requires certain records be obtained and reviewed for the subject property and for properties within established distances from the subject site. ASTM requires review of what they describe as “Standard Source Information” as well as Additional Environmental Record Sources if, in the opinion of the Environmental Professional, an inspection of these records is necessary to enhance and supplement the Standard Sources.

5.1 Standard Environmental Record Sources

An environmental database was ordered from Environmental Data Resources (EDR), a regulatory agency database consolidator and provider. The September 10, 2018 EDR Radius Report presents a summary of sources required for review by the ASTM standard.

The sources of EDR Radius Report information are selected such that known environmental cases are identified (current or historic spill or release sites) and that an inventory is made of occupational uses capable of causing negative environmental conditions on the subject property or those within a defined radius of interest. A listing of the databases searched by EDR is presented in the EDR Corridor Report (Appendix B).

EDR shows no database listing for the project property and 58 listings for businesses/properties within the mapped radius of interest. Of these, only two are in proximity to the subject site, the Saucito Land Company underground storage tank (UST) case at the corner of Central Avenue and Eardley Avenue (about one block from the ATC) and DiMaggio's Classic Cleaners at 124 Central Avenue neighboring the southern boundary of the parking lot parcel.

The Radius information for the DiMaggio's dry cleaner lists the property as a generator of halogenated organic waste in 2001 (and earlier) and of non-chlorinated "safety solvents" in 2016, possibly evidencing a change-over of cleaning chemistry from the historically customary perchloroethylene (PERC) to a non-chlorinated organic cleaning fluid. The earliest entry in the Radius Report for this property shows its designation as Norge Laundry & Cleaning. No indication of a release or compliance violation is documented in the databases reviewed by EDR for either Norge or DiMaggio.

5.2 Additional Environmental Record Sources

State of California Regulatory Agency Databases

Amicus accessed and reviewed case files available on the State of California Geotracker (lists primarily Regional Water Quality Control Board and local agency environmental cases) and Envirostor (lists cases administered by the California Department of Toxic Substances Control) environmental project on-line databases.

No case files for the subject parcel or neighboring parcels were posted to Geotracker or Envirostor. Di Maggio's Classic Cleaners is shown on the base map for both databases, but neither depicts it as an open or historic case. The Saucito Land Company case is posted to Geotracker as a release of gasoline from a UST that was closed in 1992. Due to the age of the case no documents are posted to the Geotracker website, just a designation of oversight by the Central Coast Regional Water Quality Control Board (RWQCB) and the indication of case closure in 1992.

PTR

Amicus reviewed the July 20, 2018 Chicago Title Company Preliminary Title Report (PTR) provided by Mr. Scott Stone of Comstock. The PTR contains no information regarding features or exceptions associated with uses that are obviously indicative of a compromise to the environmental quality of the subject property or would otherwise be deemed a REC.

Phase I Environmental Site Assessment, Dames & Moore, 1993

Comstock provided a 1993 ESA prepared by Dames & Moore for evaluation during this ESA. The ESA was prepared for the property owner, Ginsburg Craig Associates, to be used “for internal purposes.” The ESA was published prior to the adoption of the ASTM/AAI standards, but was found to be a reasonably comprehensive description of property attributes, uses and history.

Dames & Moore describes the structural complex as consisting of three buildings – Building 1, comprising the southern half of the complex, Building 2 to the north, and Building 3, a smaller structure, north of Building 2 and bordered by Dewey Street to its north. Buildings 1 and 2 were reportedly built in the early 1920s and Building 3 constructed in the early 1950s.

Based on their review of the Pacific Grove Community Development (PGCD) files, Dames & Moore reported that the property was first constructed and occupied by the American Can Company (ACC) for the purposes of manufacturing tin can containers for the local sardine industry. ACC reportedly ceased operations in the early 1950s. The PGCD files indicated that an automobile interior fabric manufacturing company occupied the property following the closing of the ACC business.

According to the 1962 Sanborn Map reviewed in this ESA, Building 1 at that point in time was occupied by a blacksmith and machine shop, Building 2 housed a “production and warehouse facility,” and Building 3 was in use as a shipping warehouse. According to the PGCD, the property was redeveloped by Minnetonka Laboratories as a production facility for toiletry products (Building 2 and 3) and retail space (Building 1).

At the time of their 1993 ESA, the property had been entirely converted to retail (Buildings 1 and 2) and office/support services (Building 3). Dames & Moore made no mention in their ESA of the DiMaggio/Norge dry cleaner located on Central Avenue next to the upper parking lot parcel.

Dames & Moore’s ESA conclusions are as follows:

Based on the scope of services performed for this ESA, evidence was not found to suggest that the site may have been affected by the improper use, storage, or disposal of hazardous materials from a former onsite use. A discussion of our findings is presented below.

The historical data reviewed indicated that the site had been used for industrial purposes until the early 1970s. During NAFI's occupancy, heavy machinery was used in Building 1 for the production of automobile fabric. This presents the potential for oil and grease to have impacted shallow soil. No evidence was found during review of local, state or federal agency information that would suggest that the site has been affected by the improper use of hazardous materials.

Furthermore, the floor of Building 1 was covered with concrete limiting the potential exposure of subsurface soil to oil and grease leaks from machinery. Based on this information, it is Dames & Moore's opinion that further investigations for this site are not warranted at this time.

Current potential onsite sources of contamination such as USTs, ASTs, or evidence of contamination, such as stressed or dead vegetation was not observed. Minor staining of concrete was observed in the driveway of Building 3; however, it is Dames & Moore's opinion that the staining is not significant, and is related to normal use.

A review of regulatory databases indicated that three facilities are located within 1/4 mile upgradient of the subject site. Information was not found from the lists reviewed to suggest that these facilities have released hazardous materials to soil or groundwater within the site vicinity. It is Dames & Moore's opinion that the potential for conditions beneath the site to have been affected by these potential sources is low.

Phase I Environmental Site Assessment, Running Moose Environmental Consulting, 2016

This 2016 ESA was provided by AECOM, an environmental consultant retained by a prior prospective purchaser to conduct a focused evaluation of groundwater quality near the edge of the parking lot closest to the neighboring dry cleaner (see next entry for a description of the AECOM sampling).

The findings presented in the 2016 ESA by Running Moose Environmental Consulting (Running Moose), LLC are similar to those of Dames & Moore and this ESA. No unique condition was discovered. The potential conditions listed in the Running Moose conclusions are enumerated simply due to the time span of property occupation by industrial uses and the impossibility of identifying all potential conditions using readily available resources. The conclusions of the 2016 ESA are as follows:

This ESA has revealed no evidence of a REC in connection with this site. However, several environmental concerns were identified, including the potential presence of unidentified historical USTs, potential residual soil and ground water impact from the historical manufacturing operations and other historical site uses, and the potential for a PCE release from the up-gradient dry cleaner to have impacted ground water beneath the site. Consideration

of conducting a geophysical survey and ground water and soil quality investigation is recommended, as is preparation of a site management plan (SMP).

Results of Focused AECOM Sampling

AECOM provided a partial documentary record associated with their attempt to collect a sample of groundwater from the July 2016 geotechnical boring in the parking lot closest to the neighboring dry cleaner. According to Jeana Lopez, the AECOM project geologist, the geotechnical boring encountered weathered granite bedrock at four feet below ground surface; no groundwater was present. Field instrumentation suggested the presence of volatile organic compounds (VOC), though according to Ms. Lopez the laboratory analysis of the sediment sample collected at 4.5 feet showed no detection of VOC. AECOM was able to collect a water sample from a geotechnical boring along Ocean View Boulevard, though the boring location was not situated close enough to the dry cleaner to yield useful information on possible impact to the upper ATC parking lot parcel.

Miscellaneous Reports/Information

In addition to the PTR and ESA, Comstock provided portions of a geotechnical testing report and a 2007 letter report describing a geologic and geophysical (resistivity) survey for water well siting/yield evaluation. The resistivity study utilized surficial, non-penetrative methods and as such did not encounter native subsurface material. No observations regarding subsurface environmental quality could therefore be made.

The geotechnical documentation consisted of a basic data page showing depth to competent bedrock and thickness of weathered granitic overburden and a map by ATC showing test boring locations. Neither document contains any information regarding subsurface environmental quality or observations made during drilling; the drilling method was not described.

5.3 Historical Use Information for the Property

Historic use information for the project property was obtained through a review of aerial photographs and topographic maps ordered from EDR. These records are presented in Appendix B. No other records were deemed necessary for the purposes of determining the nature of historic occupation and use.

Sanborn Maps

From 1867 to 2007 the Sanborn Map Company created maps for assessing fire insurance liability. Map coverage was primarily provided primarily in urbanized areas, though in some instances Sanborn Maps were prepared for properties in rural settings. Sanborn Maps document features that would be of interest to insurance underwriters. Many of these features (such as the location of fuel storage tanks) are also of interest to environmental assessors.

The Sanborn Map record provided by EDR depicted coverage of land to the southeast of the subject property, across Eardley Avenue as well as the proximal neighborhood, but the property itself was apparently not regularly mapped by the company. It is noted that the 1993 Dames & Moore ESA located a 1962 Sanborn Map during their evaluation; a summary of their accounting of the features depicted on this map are provided in Section 5.2 above.

City Directory

The EDR City Directory Report lists names and addresses for businesses as recorded in a number of telephone and business directories over the years. The purpose of the Directory is the provision of ownership and use detail such that operations of historic environmental concern can be identified.

The only proximal property of interest is the DiMaggio dry cleaning business described above. The EDR City Directory shows no coverage for Central Avenue, however, listing only businesses along Ocean View Boulevard.

Aerial Photographic Record

An aerial photographic record was ordered from EDR. The delivered record included photographs made at roughly 10-year intervals beginning in 1946.

The most recent aerial photograph provided by EDR was made in 2016. This photograph depicts the project parcel and surrounding properties in the same configuration and condition as is observed today.

The 1946 photograph shows Building 1 and 2 constructed on the project property; Building 3 is not yet constructed. The portion of the property now occupied by the large parking lot south of the ATC buildings appears to contain structures in places though the resolution of the photograph is not sufficient to determine their nature or use. The residential neighborhood to the west is partially developed, as are the parcels south of the parking lot along Central. The building that would house the dry cleaner has not yet been constructed. Land to the east, across Eardley, appears occupied by the business described in the 1962 Sanborn Map as “The Work Mill and Cabinet Co., Inc.” The 1956 photograph shows development and use similar to that depicted in the 1949 record.

The 1968 photograph shows Building 3, more dense residential development to the west, the removal of the mill to the east (now an empty lot) and increased development along Central. The building now occupied by the dry cleaner appears to be present. The 1974 photograph shows no change in the structural footprint of the three ATC buildings; the parking lot to the immediate south across Sloat Avenue is present. The former mill site across Eardley has been redeveloped in the configuration observed today (presently a Nob Hill Foods supermarket).

The photographs from 1981 to 2016 contain features and uses similar to those observed in 1974.

Topographic Maps

The United States Geological Survey (USGS) topographical map record as provided by EDR was reviewed.

The earliest map (1913 15-minute Monterey Quadrangle) shows Pacific Grove and Monterey to be developed with a network of streets and structures as a precursor to the larger regional development observed today. No structure is shown to be present on the project property, though the scale of the map is too large to depict site features with certainty. A rail line runs north of the project site along what is today Ocean View Boulevard. The 1941 15-minute Monterey Quadrangle shows structural development on the project property; land in the vicinity is in a generally similar configuration as observed in 1913.

The 1948 7.5-minute Monterey Quadrangle Map shows the property and its environments at a better scale than the earlier maps and more detail is subsequently presented. The structural development of the project property and surrounding land is observed and similar to that depicted in the aerial photographic record. The rail line to the north of the property is still present.

The 1950 to 1997 maps are similar to the earlier maps with the exception of the depiction of the expansion of Pacific Grove and Monterey outward development. No feature shown on the maps differed from those observed in the photos. 2012 is similar to the earlier maps with the exception of the removal of the rail line.

No use or feature likely to have caused a REC on the project parcel was observed in the aerial or topographic map record.

5.4 Historical Use Information for Adjoining Properties

The historic use and development of adjoining and nearby property is described above. Other than the development of the parcel occupied by the DiMaggio dry cleaner on Central Avenue no use or feature indicative of a possible REC is observed in the topographic map or aerial photograph record.

6 SITE RECONNAISSANCE

6.1 Methodology and Limiting Conditions

The purpose of the reconnaissance was the visual identification and photo documentation of site features, particularly those features indicative of a recent or historic use that may have resulted in an environmental impairment or REC. The property was visited by Markus Niebanck accompanied by Charles Hunter, on-property manager, on September 3, 2018. There were no restrictions to access on or around the project property.

6.2 General Setting and Land Use

The ATC is located just south of Ocean View Boulevard in a mixed residential and commercial area of Pacific Grove. The Pacific Ocean is to the north across Ocean View and the Monterey Bay Aquarium and other ocean/maritime tourist destinations located in nearby Monterey a few blocks east/northeast of the project property. A commercial district runs along Central Avenue, the thoroughfare south of the parcels bordering the ATC parking lot.

6.3 Subject Property – Features, Structures and Other Improvements

The project property consists of three parcels, one (APN 006-231-001) developed with the three previously described buildings and the other two utilized by an employee and patron pay-parking lot (APN 006-234-004 and 005, respectively). All buildings were inspected during the reconnaissance and all areas of interest were made accessible by Mr. Hunter, site manager. The only interior areas of potential environmental interest were facility maintenance and supply rooms.

In addition to the retail and restaurant spaces, the two maintenance supply rooms are present in Building 1, one connected to the desk and working area for building staff off the hallway to the restroom on the ground floor and the second off the mezzanine near the door to Sloat Avenue. Both rooms contain small containers of cleaning supplies, paper products and janitorial equipment. No hazardous substances were observed. The containers/supplies are mostly stored on shelves and all containers observed were in good condition. No spills or indications of a hazardous condition were observed. A hydraulic elevator to the mezzanine level is located in Building 2 near the entrance to Ocean View Avenue. The elevator equipment room is to the left of the entrance (facing the street); all equipment in the room was observed to be clean. A fire safety equipment room in similar good condition is right of the same entrance.

Two trash compactors (one not operable) and an apparent restaurant cooking oil container are located with the facility dumpsters in the rear of the former Building 3 loading dock along Dewey Street. No indication of disposal or mishandling of hazardous materials was observed in this area. The exterior of the buildings and both parking lots were in good condition with no indication of features or practices indicative of an environmental impairment or REC. No indication of underground fuel storage tanks, sumps, pipelines, dumping, etc. were observed.

6.4 Adjoining Properties

The ATC property is bordered by the residential neighborhood to the west, open space and the Hopkins Marine Station (a Stanford University research and marine laboratory) to the north, a grocery store across Eardley Avenue to the east and commercial businesses along Central Avenue to the south. With the exception of the dry cleaner on Central, no adjoining or nearby property appeared to be of any obvious concern.

7 INTERVIEWS

7.1 Interviews with Owner's Representative

The owner's representative directed the interviewer to Mr. Charles Hunter, on-site manager.

7.2 Interview with Site Manager

Mr. Hunter was interviewed during the site reconnaissance. He has been associated with the property for over 20 years and verified that to his knowledge there are no current or historic underground fuel tanks or uses/practices that may result in an environmental impairment or qualify as a REC on or near the ATC property. Mr. Hunter provided access to the storage and equipment rooms and described housekeeping and maintenance practices.

7.3 Interview with Occupants

Interviews with occupants/tenants were not deemed necessary.

7.4 Interview with Local Government Officials

No condition was observed that warranted verification with a local agency. No file research other than that conducted using the on-line governmental resources described earlier in this ESA was deemed necessary at this time.

7.5 Interview with Others

No condition or use that warranted an interview with any other additional party was identified during the conduct of this ESA.

8 FOCUSED ASSESSMENT

Amicus coordinated and Comstock retained Apex Companies LLC (Apex) for the conduct of focused soil boring and sample collection in the upper ATC parking lot in the presumed downgradient direction of the neighboring dry cleaner. The purpose of the testing was the development of a better understanding of environmental quality beneath this portion of the prospect development site.

Apex advanced four borings in locations across the upper parking lot parcel. Groundwater was not encountered in any of the borings and a sediment sample was collected from just above the surface of the shallow granite bedrock in each location to evaluate the possible presence of dry cleaner contaminants. It is presumed that water flows across this bedrock contact during episodes of precipitation and as the water moves from the southwest towards the ocean (northeast) it would ephemerally flow from beneath the dry cleaner to the parking lot.

The Apex transmittal of sampling results with a boring location map is provided as an attachment to this report. Results of sediment sample analysis showed the presence of concentrations of dry cleaning chemicals in all four samples collected. The samples from SB-1

and SB-4 showed only trace concentrations of the dry cleaner chemical tetrachloroethene (PCE or “PERC”), while samples from SB-2 at 7.5 feet bgs and SB-3 at 8.5 feet bgs contained PCE concentrations of 1,100 and 1,800 micrograms/kilogram (parts per billion). These concentrations are below regulatory action levels, but their presence appears to confirm that a release has occurred at the upgradient dry cleaner and that dry cleaner chemicals migrate with ephemeral groundwater across the parking lot parcel.

9 ADDITIONAL SERVICES/NON-SCOPE CONSIDERATIONS/SPECIAL CONTRACT PROVISIONS

No additional services were requested or supplied; no non-scope items were considered. There were no special contractual provisions between Comstock and Amicus for this ESA.

10 FINDINGS

As defined by AAI and ASTM, the purpose of a Phase I ESA is the discovery of Recognized Environmental Conditions (REC), facts indicative of a release or potential release of hazardous substances or petroleum products. In accordance with the AAI/ASTM protocol, Amicus staff obtained historic use-related documentation, inspected the property on foot, and interviewed the knowledgeable property owner and User for the purposes of evaluating environmental conditions and the potential for REC.

No condition or practice that may result in a REC was observed on the ATC project property during the site reconnaissance or identified during the interview of the on-site manager, Charles Hunter. As described above, the property was first developed for industrial uses and operated in this capacity until being repurposed as a retail center. No indication of an environmental impairment associated with the prior industrial use was identified in any of the historic documents reviewed for this ESA, though it is reasonable to assume that use-related environmental conditions may be present in the building subsurface.

With the exception of the DiMaggio’s dry cleaner on Central Avenue southwest of the pay parking lot no use or practice likely to result in an environmental impairment or REC on the subject property was observed. The DiMaggio’s cleaner is identified in the database record as having used the chlorinated dry cleaning solvent PERC, and it is reasonable to assume that this solvent was used for a considerable period until the operation was converted to non-chlorinated cleaning products. Dry cleaners, particularly older operations, often release PERC to the environment by way of sewer line leaks, spills inside the facility and poor housekeeping practices. The results of focused testing showed concentrations of the dry cleaner chemical PERC contamination in samples collected at the southwestern and northeastern boundaries of the ATC parking lot. It is reasonable to assume that the area between the two border sampling locations is similarly affected. The distribution of contamination indicates that a release at the DiMaggio facility has occurred and that PERC and related degradation products are carried by seasonally migrating groundwater beneath the center portion of the ATC parking lot. It is likely

that concentrations beneath the dry cleaner itself are greater than those measured on the project parcel.

The occurrence of contamination in sediments above the bedrock beneath the ATC parking lot does not constitute a REC for the subject parcel, but the detection of PCE in sediments is indicative of a condition that would likely be the subject of regulatory action for the DiMaggio owners.

Precautions should be taken during property development, including:

- Dry-season excavation is recommended to minimize quantities of groundwater that could be generated by dewatering (groundwater that may, due to the presence of dry cleaner contamination, require treatment prior to discharge to the sewer system);
- Soil management to isolate the veneer of contaminated sediments from cleaner overburden should be employed during excavation in the central area of the ATC parking lot to minimize the volume of material requiring disposal as an impaired waste;
- Should this area of the ATC site be structurally developed, the lower stories should be made impermeable to both groundwater and soil vapor;
- The appropriate regulatory agency should be engaged during construction planning to help avoid agency-related project upsets.

11 OPINION

This all appropriate inquiry conducted in accordance with ASTM E 1527-13 and 40 CFR Part 312 has identified no conditions indicative of releases or threatened releases of hazardous substances, pollutants, contaminants, petroleum and petroleum products, and controlled substances on, at, in, or to the subject property assemblage. No REC was observed on the project property.

12 DATA GAPS

The documentary record was reasonably complete; no data gaps were identified.

13 CONCLUSIONS

No use or condition on the project property that could have resulted in a current REC for the ATC parcels was identified during the conduct of this ESA. An environmental condition associated with the adjacent dry cleaner was identified as migrating onto the project parcel. This condition is sufficiently well understood at this time for the purposes of transactional due diligence; no further evaluation is recommended at this time.

As described above, the industrial history of the ATC building may have resulted in some degree of use-related environmental impairment beneath the building foundation. Given its size and

current occupancy it is not practicable to evaluate this possibility with any degree of precision. Accordingly, should future redevelopment involve foundation removal an examination of the subgrade should be conducted at that time and the appropriate actions taken should a condition be observed.

Additionally, should the pay-parking lot be structurally redeveloped,, soil and groundwater management will be required during construction and engineering controls (liners, sub-slab venting systems, etc.) will likely be necessary.

14 DEVIATIONS

No deviations from ASTM Standard E 1527-05, ASTM E 1527-13, and EPA's AAI standards as set forth in § 312.10 of 40 CFR 312 occurred during the preparation of this report.

15 REFERENCES

Results of Focused Subsurface Testing, Apex, 2018

EDR Radius Report, September 10, 2018

Phase I Environmental Site Assessment, Running Moose Environmental Consulting, LLC, 2016

USGS 7.5 Minute Monterey Topographic Quadrangle Map, 2012

Geological and Geophysical Survey for Water Well Location, Geoconsultants, Inc., 2007

Phase I Environmental Site Assessment, Dames & Moore, 1993

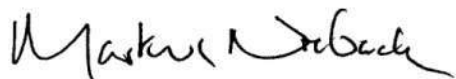
16 AFFIRMATION, SIGNATURE AND QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONAL

The following affirmation is required by 40 CFR 312.21(d):

Amicus has performed a Phase I Environmental Site Assessment of the Comstock American Tin Cannery prospect property located at 125 Ocean View Boulevard in the City of Pacific Grove, Monterey County, CA in conformance with the ASTM International (formerly the American Society for Testing and Materials) E 1527-13 Standard Practice for Environmental Site Assessments: Phase I ESA Process, and the Environmental Protection Agency (EPA) All Appropriate Inquiry (AAI) Final Rule (40 CFR, Part 312, § 312.10). Any exceptions to or deletions from this practice are described in Section 13 (there are no exceptions, deletions deviations). This assessment has revealed no evidence of releases of hazardous substances or REC.

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312.

I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.



Markus B. Niebanck, PG
Principal

ATTACHMENTS

**FIGURES
PHOTOGRAPHS**

APPENDICES

**A – PTR
B – EDR RADIUS, AERIAL PHOTOGRAPHS, TOPO
C – APEX FOCUSED SITE INVESTIGATION DATA REPORT**

FIGURES AND PHOTOGRAPHS

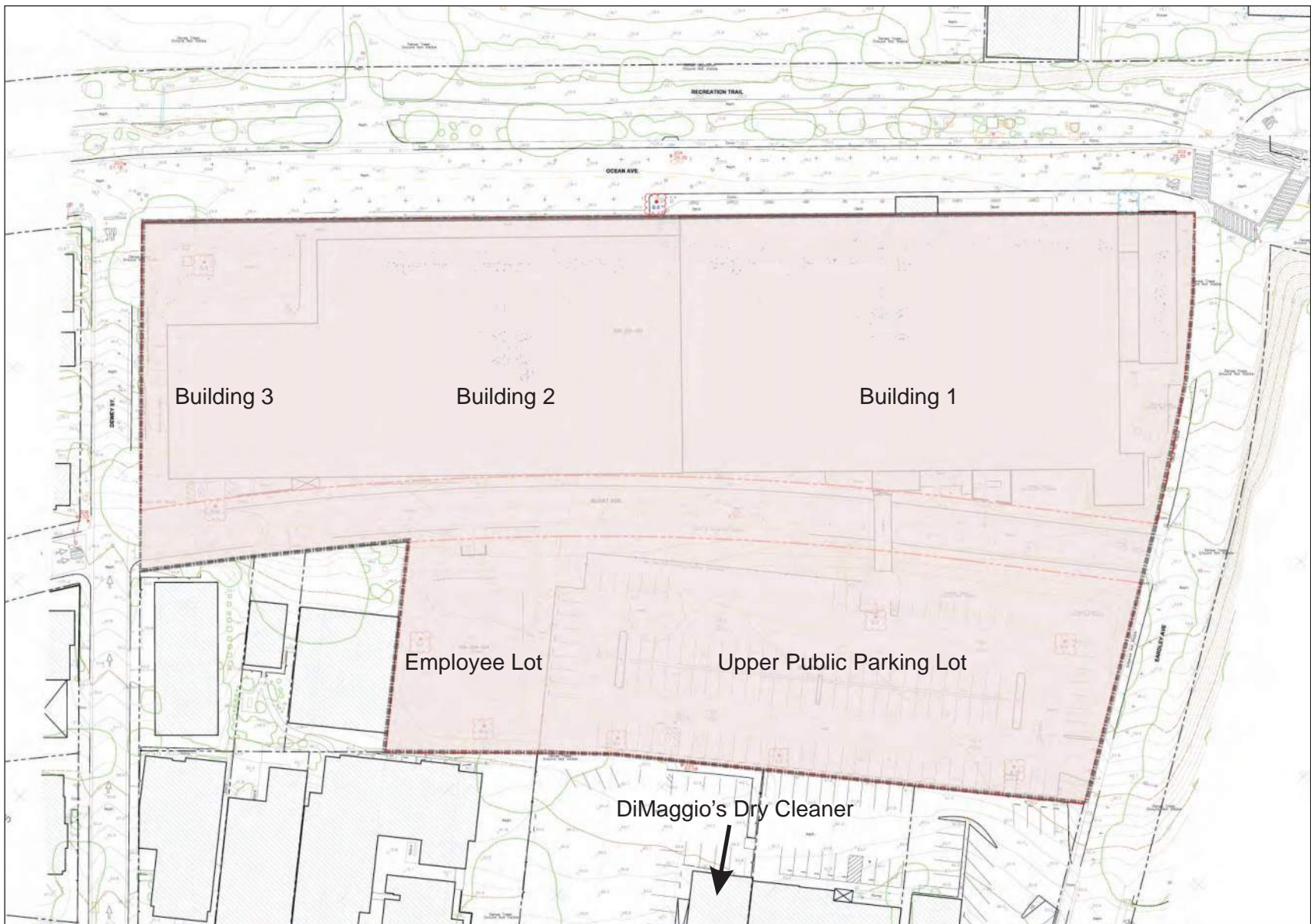


Base map - 2012 USGS Monterey 7.5 Minute Topographic Quadrangle Map

Figure 1 - Project Property Location Map

American Tin Cannery
 125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018



Base map ATC Site Plan with Development Area Highlights from Comstock

Figure 2 - Project Property Boundaries

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 1: Upper entrance to American Tin Cannery (ATC) retail complex from parking lot.



Photo 2: ATC exterior looking south along Ocean View Boulevard.

Photos Sheet 1

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 3: ATC signage at corner of Ocean View Boulevard and Eardley Avenue.

Photos Sheet 2

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 4: View from elevated walkway to Sloat Avenue exterior.



Photo 5: View along Sloat Avenue; elevated walkway in background.

Photos Sheet 3

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 6: Sloat Avenue exterior; view west towards Dewey Street.



Photo 7: ATC restaurant at corner of Eardley and Ocean View.

Photos Sheet 4

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 8: View of Building 2 looking west along Ocean View Boulevard.



Photo 9: View from walkway across Building 1 roofline.

Photos Sheet 5

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 10: View across Building 2 roof towards Building 1 from walkway.



Photo 11: Former loading area adjacent to Buildings 2 and 3.

Photos Sheet 6

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 12: Trash compactors and dumpsters in former loading area adjacent to Building 3.



Photo 13: View south along Building 3 exterior along Dewey Street.

Photos Sheet 7

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

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Photo 14: Retail directory.



Photo 15: Interior of Building 2, view towards Building 1.

Photos Sheet 8

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

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Photo 16: Interior Building 1.



Photo 17: Interior Building 1.

Photos Sheet 9

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

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Photo 18: Cleaning supplies and maintenance materials in non-office storage room.



Photo 19: Supplies and maintenance materials in non-office supply room.

Photos Sheet 10

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 20: Storage and office rooms.



Photo 21: Cleaning supplies in office-area storage room.

Photos Sheet 11

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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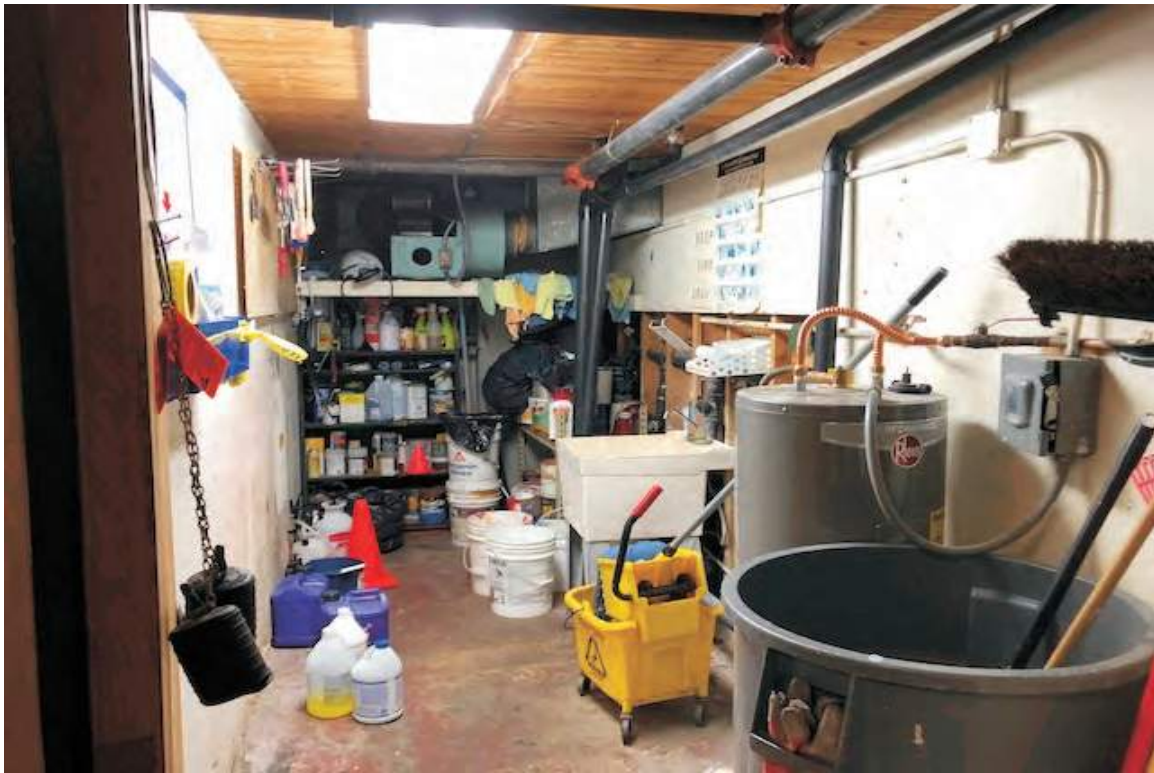


Photo 22: Office area storage room.



Photo 23: Elevator equipment room.

Photos Sheet 12

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 24: Fire safety monitoring equipment room.



Photo 25: View towards Monterey Bay Aquarium from corner of Ocean View and Eardley .

Photos Sheet 13

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 26: Residential properties west of Dewey Street.



Photo 27: Quonset-hut business at corner of Sloat and Dewey .

Photos Sheet 14

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 28: Western private employee parking lot.



Photo 29: Empty dumpster storage in main parking lot .

Photos Sheet 15

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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Photo 30: Public parking lot.



Photo 31: DiMaggio's dry cleaner on Central Avenue adjoining public parking lot.

Photos Sheet 16

American Tin Cannery
125 Ocean View Boulevard, Pacific Grove, CA

September 19, 2018

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APPENDIX A - PTR



PRELIMINARY REPORT

*In response to the application for a policy of title insurance referenced herein, **Chicago Title Company** hereby reports that it is prepared to issue, or cause to be issued, as of the date hereof, a policy or policies of title insurance describing the land and the estate or interest therein hereinafter set forth, insuring against loss which may be sustained by reason of any defect, lien or encumbrance not shown or referred to as an exception herein or not excluded from coverage pursuant to the printed Schedules, Conditions and Stipulations or Conditions of said policy forms.*

The printed Exceptions and Exclusions from the coverage and Limitations on Covered Risks of said policy or policies are set forth in Attachment One. The policy to be issued may contain an arbitration clause. When the Amount of Insurance is less than that set forth in the arbitration clause, all arbitrable matters shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. Limitations on Covered Risks applicable to the CLTA and ALTA Homeowner's Policies of Title Insurance which establish a Deductible Amount and a Maximum Dollar Limit of Liability for certain coverages are also set forth in Attachment One. Copies of the policy forms should be read. They are available from the office which issued this report.

This report (and any supplements or amendments hereto) is issued solely for the purpose of facilitating the issuance of a policy of title insurance and no liability is assumed hereby. If it is desired that liability be assumed prior to the issuance of a policy of title insurance, a Binder or Commitment should be requested.

The policy(ies) of title insurance to be issued hereunder will be policy(ies) of Chicago Title Insurance Company, a Florida corporation.

Please read the exceptions shown or referred to herein and the exceptions and exclusions set forth in Attachment One of this report carefully. The exceptions and exclusions are meant to provide you with notice of matters which are not covered under the terms of the title insurance policy and should be carefully considered.

It is important to note that this preliminary report is not a written representation as to the condition of title and may not list all liens, defects and encumbrances affecting title to the land.

Chicago Title Insurance Company

By:

President

Attest:

Secretary

Countersigned By:

Authorized Officer or Agent



Visit Us on our Website: www.ctic.com



ISSUING OFFICE: 50 Winham Street, Salinas, CA 93901

FOR SETTLEMENT INQUIRIES, CONTACT:

Chicago Title Company
50 Winham Street • Salinas, CA 93901
(831)424-8011 • FAX (831)757-9272

***Another Prompt Delivery From Chicago Title Company Title Department
Where Local Experience And Expertise Make A Difference***

PRELIMINARY REPORT

Title Officer: Maryrose Mancha
Email: mancham@ctt.com
Title No.: FWMN-5211801301-MM

Escrow Officer: Denise Johnson
Email: johnsonden@ctt.com
Escrow No.: FWMN-5211801301 -DJ

TO: Hubbard & Hubbard LLC
400 Camino Aguajito
Monterey, CA 93940
Attn: Alex Hubbard

PROPERTY ADDRESS(ES): 125 Ocean View Boulevard, Pacific Grove, CA

EFFECTIVE DATE: July 20, 2018 at 07:30 AM

The form of policy or policies of title insurance contemplated by this report is:

CLTA Standard Coverage Policy 1990 (04-08-14)

ALTA Loan Policy 2006

1. THE ESTATE OR INTEREST IN THE LAND HEREINAFTER DESCRIBED OR REFERRED TO COVERED BY THIS REPORT IS:

A Fee

2. TITLE TO SAID ESTATE OR INTEREST AT THE DATE HEREOF IS VESTED IN:

Foursome Development Company, a California General Partnership

3. THE LAND REFERRED TO IN THIS REPORT IS DESCRIBED AS FOLLOWS:

SEE EXHIBIT "A" ATTACHED HERETO AND MADE A PART HEREOF

EXHIBIT "A"
Legal Description

For APN/Parcel ID(s): 006-231-001 (PARCEL I), 006-234-004 (PARCEL II) and 006-234-005 (PARCEL II)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF PACIFIC GROVE, COUNTY OF MONTEREY, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL I:

Lots 1 through 28, inclusive, in Block 1, as said Lots and Block are shown on that certain map entitled, "Map of The University Addition to Pacific Grove", filed August 17, 1909 in Volume 2, Maps of "Cities and Towns", at Page 21, in the Office of the County Recorder of the County of Monterey, State of California.

PARCEL II:

Lots 1 through 10, inclusive, in Block 4, as said Lots and Block are shown on that certain map entitled, "Map of The University Addition to Pacific Grove", filed August 17, 1909 in Volume 2, Maps of "Cities and Towns", at Page 21, in the Office of the County Recorder of the County of Monterey, State of California.

AT THE DATE HEREOF, EXCEPTIONS TO COVERAGE IN ADDITION TO THE PRINTED EXCEPTIONS AND EXCLUSIONS IN SAID POLICY FORM WOULD BE AS FOLLOWS:

THE FOLLOWING ITEMS AFFECT PARCEL I:

1. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2018-2019.
2. The lien of supplemental or escaped assessments of property taxes, if any, made pursuant to the provisions of Chapter 3.5 (commencing with Section 75) or Part 2, Chapter 3, Articles 3 and 4, respectively, of the Revenue and Taxation Code of the State of California as a result of the transfer of title to the vestee named in Schedule A or as a result of changes in ownership or new construction occurring prior to Date of Policy.
3. The herein described property lies within the boundaries of a Mello-Roos Community Facilities District (CFD) as follows:

CFD No.: 2016-01
For: Monterey Peninsula Regional Park District
Disclosed by: Notice of Special Tax Lien
Recording Date: April 11, 2017
Recording No.: 2017019116, of Official Records

This property, along with all other parcels in the CFD, is liable for an annual special tax. This special tax is included with and payable with the general property taxes of the County of Monterey. The tax may not be prepaid.

Reference is hereby made to said document for full particulars.

4. Assessments and charges due the Monterey Regional Water Pollution Control Agency.

Further information may be obtained by contacting:
District Billing Manager
P.O. Box 2109
Monterey, CA 93942
(831) 372-2385

5. Matters contained in that certain document

Entitled: Subordination of Lease, Nondisturbance Agreement and Attornment Agreement
Dated: December 19, 1988
Executed by: Cannery Row Associates, a California limited partnership, et al.
Recording Date: January 11, 1989
Recording No.: in Reel 2319, Page 819, of Official Records

Reference is hereby made to said document for full particulars.

EXCEPTIONS
(continued)

6. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company Chapter 3, American Tin Cannery,
a California Limited Partnership
Lessee: Rodney J. Riggs, dba Candy World
Recording Date: March 17, 2009
Recording No.: 2009015436, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

7. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company Chapter 3, American Tin Cannery,
a California Limited Partnership
Lessee: Mukhtar Amir, dba Blue Pacific Tae Kwon Do
Recording Date: April 10, 2009
Recording No.: 2009021569, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

8. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company Chapter 3, American Tin Cannery,
a California Limited Partnership
Lessee: Tom McCrosson, dba Jack's on the Bay
Recording Date: May 22, 2009
Recording No.: 2009031782, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

9. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company Chapter 3, American Tin Cannery,
a California Limited Partnership
Lessee: Yu An, dba China House Restaurant
Recording Date: December 15, 2010
Recording No.: 2010073985, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

EXCEPTIONS
(continued)

10. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: Mitch Adams, dba Kai Lee Creamery
Recording Date: July 2, 2013
Recording No.: 2013042098, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

11. Matters contained in that certain document

Entitled: Landlord's Consent to Assignment
Dated: August 1, 2013
Executed by: Kai Lee Creamery, LLC, et al.
Recording Date: August 19, 2013
Recording No.: 2013052312, of Official Records

Reference is hereby made to said document for full particulars.

12. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: Tenji, Inc., a California Corporation, dba Tenji
Recording Date: August 28, 2013
Recording No.: 2013054311, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

13. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: Brian Carver and Kellee Carver, individuals and husband and wife,
dba Clothing Optional
Recording Date: December 19, 2013
Recording No.: 2013076173, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

EXCEPTIONS
(continued)

14. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: James Ashley and Dana Ashley, dba Sages Salon
Recording Date: April 28, 2014
Recording No.: 2014018945, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

15. A Notice

Entitled: Notice and Deed Restriction
For: Provide Public Access to Water Use Data
Executed by: Monterey Peninsula Water Management District, et al.
Recording Date: May 15, 2014
Recording No.: 2014022362, of Official Records

Reference is hereby made to said document for full particulars.

16. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: Neighborhood 831 LLC, a California Limited Liability Company,
dba Neighborhood 831
Recording Date: March 13, 2015
Recording No.: 2015012475, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

17. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: James Ashley, Dana Ashley and Annalisa Lane England, dba Sages Salon
Recording Date: March 13, 2015
Recording No.: 2015012476, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

EXCEPTIONS
(continued)

18. Any rights, interests, or claims which may exist or arise by reason of the following matters disclosed by survey,

Job No.: (Not Disclosed)
Dated: September 8, 1972
Prepared by: George C. Bestor and Associates, Inc.
Matters shown:

- (A) Building columns, loading decks and loading ramp extending in to Ocean View Avenue.
- (B) Chain link fence on the property lines adjoining Dewey Avenue and Eardley Avenue.
- (C) A concrete dock, vent stacks, retaining walls and a chain link fence extending into Sloat Avenue.

19. Before issuing its policy of title insurance, the Company will require, for recording, a certified copy of the Statement of Partnership Authority (GP-1) filed with the California Secretary of State containing the following elements in accordance with Corporations Code Section 16105:

- a. The name of the partnership: Foursome Development Company, a California General Partnership
- b. The street address of its chief executive office and one office located in the State of California, if any
- c. The names and mailing addresses of all of the partners or of an agent appointed and maintained by the partnership
- d. The names of the partners authorized to execute an instrument transferring real property held in the name of the partnership
- e. The document must be signed by at least two of the partners and accompanied by a declaration under penalty of perjury that the contents are accurate

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

20. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately.

In order to close this pending transaction, we will need the following information:

- (1) Completion of the attached Owner's Declaration
- (2) Completed Escrow Owner Information Sheet
- (3) A statement from escrow providing the complete name of the account that proceeds are going to.

The Company reserves the right to add additional items and/or make further requirements after review of the requested documentation.

EXCEPTIONS
(continued)

21. Any rights of the parties in possession of a portion of, or all of, said Land, which rights are not disclosed by the public records.

The Company will require, for review, a full and complete copy of any unrecorded agreement, contract, license and/or lease, together with all supplements, assignments and amendments thereto, before issuing any policy of title insurance without excepting this item from coverage.

The Company reserves the right to except additional items and/or make additional requirements after reviewing said documents.

EXCEPTIONS
(continued)

THE FOLLOWING ITEMS AFFECT PARCEL II:

- 22. Property taxes, which are a lien not yet due and payable, including any assessments collected with taxes to be levied for the fiscal year 2018-2019.
- 23. The lien of supplemental or escaped assessments of property taxes, if any, made pursuant to the provisions of Chapter 3.5 (commencing with Section 75) or Part 2, Chapter 3, Articles 3 and 4, respectively, of the Revenue and Taxation Code of the State of California as a result of the transfer of title to the vestee named in Schedule A or as a result of changes in ownership or new construction occurring prior to Date of Policy.
- 24. The herein described property lies within the boundaries of a Mello-Roos Community Facilities District (CFD) as follows:

CFD No.: 2016-01
For: Monterey Peninsula Regional Park District
Disclosed by: Notice of Special Tax Lien
Recording Date: April 11, 2017
Recording No.: 2017019116, of Official Records

This property, along with all other parcels in the CFD, is liable for an annual special tax. This special tax is included with and payable with the general property taxes of the County of Monterey. The tax may not be prepaid.

Reference is hereby made to said document for full particulars.

- 25. Assessments and charges due the Monterey Regional Water Pollution Control Agency.

Further information may be obtained by contacting:
District Billing Manager
P.O. Box 2109
Monterey, CA 93942
(831) 372-2385

- 26. Covenants, conditions and restrictions but omitting any covenants or restrictions, if any, including but not limited to those based upon race, color, religion, sex, sexual orientation, familial status, marital status, disability, handicap, national origin, ancestry, source of income, gender, gender identity, gender expression, medical condition or genetic information, as set forth in applicable state or federal laws, except to the extent that said covenant or restriction is permitted by applicable law, as set forth in the document

Recording Date: September 21, 1915
Recording No.: in Book 4, Page 404, of Pacific Grove Retreat Deeds

Affects: Lot 1, in Block 4

and Recording Date: March 31, 1924
and Recording No.: in Book 36, Page 178, of Official Records

Affects: Lots 9 and 10, in Block 4

EXCEPTIONS
(continued)

and Recording Date: February 21, 1925
and Recording No.: in Book 53, Page 311, of Official Records

Affects: Lots 2 thru 8, in Block 4

Said covenants, conditions and restrictions do provide for reversion of title in the event of a breach thereof.

Modification(s) of said covenants, conditions and restrictions

Recording Date: October 1, 1969
Recording No.: in Reel 623, Pages 478, of Official Records

Modification(s) of said covenants, conditions and restrictions

Recording Date: October 1, 1969
Recording No.: in Reel 623, Page 484, of Official Records

A subordination of said reversionary rights set forth in the Deed shown above to the lien of any Deed of Trust or Mortgage or other security instrument made in good faith and for value by a document recorded March 1, 1972 in Reel 756, Page 749, of Official Records.

27. Easement(s) for the purpose(s) shown below and rights incidental thereto, as granted in a document:

Granted to: Pacific Gas and Electric Company, a California Corporation
Purpose: Utilities with the right of ingress and egress
Recording Date: June 15, 1973
Recording No.: in Reel 853, Page 413, of Official Records
Affects: As therein provided

28. Matters contained in that certain document

Entitled: Subordination of Lease, Nondisturbance Agreement and Attornment Agreement
Dated: December 19, 1988
Executed by: Cannery Row Associates, a California limited partnership, et al.
Recording Date: January 11, 1989
Recording No.: in Reel 2319, Page 819, of Official Records

Reference is hereby made to said document for full particulars.

29. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company Chapter 3, American Tin Cannery,
a California Limited Partnership
Lessee: Rodney J. Riggs, dba Candy World
Recording Date: March 17, 2009
Recording No.: 2009015436, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

EXCEPTIONS
(continued)

30. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
 Lessor: Foursome Development Company Chapter 3, American Tin Cannery,
 a California Limited Partnership
 Lessee: Mukhtar Amir, dba Blue Pacific Tae Kwon Do
 Recording Date: April 10, 2009
 Recording No.: 2009021569, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

31. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
 Lessor: Foursome Development Company Chapter 3, American Tin Cannery,
 a California Limited Partnership
 Lessee: Tom McCrosson, dba Jack's on the Bay
 Recording Date: May 22, 2009
 Recording No.: 2009031782, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

32. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
 Lessor: Foursome Development Company Chapter 3, American Tin Cannery,
 a California Limited Partnership
 Lessee: Yu An, dba China House Restaurant
 Recording Date: December 15, 2010
 Recording No.: 2010073985, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

33. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
 Lessor: Foursome Development Company, a California Limited Partnership
 Lessee: Mitch Adams, dba Kai Lee Creamery
 Recording Date: July 2, 2013
 Recording No.: 2013042098, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

EXCEPTIONS
(continued)

34. Matters contained in that certain document

Entitled: Landlord's Consent to Assignment
Dated: August 1, 2013
Executed by: Kai Lee Creamery, LLC, et al.
Recording Date: August 19, 2013
Recording No.: 2013052312, of Official Records

Reference is hereby made to said document for full particulars.

35. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: Tenji, Inc., a California Corporation, dba Tenji
Recording Date: August 28, 2013
Recording No.: 2013054311, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

36. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: Brian Carver and Kellee Carver, individuals and husband and wife,
dba Clothing Optional
Recording Date: December 19, 2013
Recording No.: 2013076173, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

37. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: James Ashley and Dana Ashley, dba Sages Salon
Recording Date: April 28, 2014
Recording No.: 2014018945, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

EXCEPTIONS
(continued)

38. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: Neighborhood 831 LLC, a California Limited Liability Company,
dba Neighborhood 831
Recording Date: March 13, 2015
Recording No.: 2015012475, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

39. An unrecorded lease with certain terms, covenants, conditions and provisions set forth therein as disclosed by the document

Entitled: Notice of Non-Responsibility
Lessor: Foursome Development Company, a California Limited Partnership
Lessee: James Ashley, Dana Ashley and Annalisa Lane England, dba Sages Salon
Recording Date: March 13, 2015
Recording No.: 2015012476, of Official Records

The present ownership of the leasehold created by said lease and other matters affecting the interest of the lessee are not shown herein.

40. Before issuing its policy of title insurance, the Company will require, for recording, a certified copy of the Statement of Partnership Authority (GP-1) filed with the California Secretary of State containing the following elements in accordance with Corporations Code Section 16105:

- a. The name of the partnership: Foursome Development Company, a California General Partnership
- b. The street address of its chief executive office and one office located in the State of California, if any
- c. The names and mailing addresses of all of the partners or of an agent appointed and maintained by the partnership
- d. The names of the partners authorized to execute an instrument transferring real property held in the name of the partnership
- e. The document must be signed by at least two of the partners and accompanied by a declaration under penalty of perjury that the contents are accurate

The Company reserves the right to add additional items or make further requirements after review of the requested documentation.

EXCEPTIONS
(continued)

41. Please be advised that our search did not disclose any open Deeds of Trust of record. If you should have knowledge of any outstanding obligation, please contact the Title Department immediately.

In order to close this pending transaction, we will need the following information:

- (1) Completion of the attached Owner's Declaration
- (2) Completed Escrow Owner Information Sheet
- (3) A statement from escrow providing the complete name of the account that proceeds are going to.

The Company reserves the right to add additional items and/or make further requirements after review of the requested documentation.

42. Any rights of the parties in possession of a portion of, or all of, said Land, which rights are not disclosed by the public records.

The Company will require, for review, a full and complete copy of any unrecorded agreement, contract, license and/or lease, together with all supplements, assignments and amendments thereto, before issuing any policy of title insurance without excepting this item from coverage.

The Company reserves the right to except additional items and/or make additional requirements after reviewing said documents.

END OF EXCEPTIONS

NOTES

Note 1. Note: Property taxes for the fiscal year shown below are PAID. For proration purposes the amounts were:

Tax ID No.:	006-231-001
Fiscal Year:	2017-2018
1st Installment:	\$53,647.65
2nd Installment:	\$53,647.65
Exemption:	\$0.00
Land:	\$938,052.00
Improvements:	\$8,728,966.00
Personal Property:	\$19,220.00
Code Area:	004-000

Affects: PARCEL I

Note 2. Note: Property taxes for the fiscal year shown below are PAID. For proration purposes the amounts were:

Tax ID No.:	006-234-004
Fiscal Year:	2017-2018
1st Installment:	\$433.87
2nd Installment:	\$433.87
Exemption:	\$0.00
Land:	\$78,098.00
Improvements:	\$0.00
Personal Property:	\$0.00
Code Area:	004-000

Affects: PARCEL II

Note 3. Note: Property taxes for the fiscal year shown below are PAID. For proration purposes the amounts were:

Tax ID No.:	006-234-005
Fiscal Year:	2017-2018
1st Installment:	\$2,609.20
2nd Installment:	\$2,609.20
Exemption:	\$0.00
Land:	\$424,312.00
Improvements:	\$40,651.00
Personal Property:	\$0.00
Code Area:	004-000

Affects: PARCEL II

Note 4. Note: The policy of title insurance will include an arbitration provision. The Company or the insured may demand arbitration. Arbitrable matters may include, but are not limited to, any controversy or claim between the Company and the insured arising out of or relating to this policy, any service of the Company in connection with its issuance or the breach of a policy provision or other obligation. Please ask your escrow or title officer for a sample copy of the policy to be issued if you wish to review the arbitration provisions and any other provisions pertaining to your Title Insurance coverage.

NOTES
(continued)

- Note 5.** Note: None of the items shown in this report will cause the Company to decline to attach CLTA Endorsement Form 100 to an Extended Coverage Loan Policy, when issued.
- Note 6.** Note: The Company is not aware of any matters which would cause it to decline to attach CLTA Endorsement Form 116 indicating that there is located on said Land Commercial Properties, known as 125 Ocean View Boulevard, Pacific Grove, CA, to an Extended Coverage Loan Policy.
- Note 7.** Note: The name(s) of the proposed insured(s) furnished with this application for title insurance is/are:

Name(s) furnished: To Be Determined

If these name(s) are incorrect, incomplete or misspelled, please notify the Company.
- Note 8.** Note: There are NO conveyances affecting said Land recorded within 24 months of the date of this report.
- Note 9.** Notice: Please be aware that due to the conflict between federal and state laws concerning the cultivation, distribution, manufacture or sale of marijuana, the Company is not able to close or insure any transaction involving Land that is associated with these activities.
- Note 10.** Your application for title insurance was placed by reference to only a street address or tax identification number. Based on our records, we believe that the legal description in this report covers the parcel(s) of Land that you requested. If the legal description is incorrect, the seller/borrower must notify the Company and/or the settlement company in order to prevent errors and to be certain that the correct parcel(s) of Land will appear on any documents to be recorded in connection with this transaction and on the policy of title insurance.
- Note 11.** Note: If a county recorder, title insurance company, escrow company, real estate broker, real estate agent or association provides a copy of a declaration, governing document or deed to any person, California law requires that the document provided shall include a statement regarding any unlawful restrictions. Said statement is to be in at least 14-point bold face type and may be stamped on the first page of any document provided or included as a cover page attached to the requested document. Should a party to this transaction request a copy of any document reported herein that fits this category, the statement is to be included in the manner described.
- Note 12.** Note: Any documents being executed in conjunction with this transaction must be signed in the presence of an authorized Company employee, an authorized employee of an agent, an authorized employee of the insured lender, or by using Bancserv or other approved third-party service. If the above requirement cannot be met, please call the Company at the number provided in this report.
- Note 13.** Due to the special requirements of SB 50 (California Public Resources Code Section 8560 et seq.), any transaction that includes the conveyance of title by an agency of the United States must be approved in advance by the Company's State Counsel, Regional Counsel, or one of their designees.

END OF NOTES



Inquire before you wire!

WIRE FRAUD ALERT

This Notice is not intended to provide legal or professional advice.
If you have any questions, please consult with a lawyer.

All parties to a real estate transaction are targets for wire fraud and many have lost hundreds of thousands of dollars because they simply relied on the wire instructions received via email, without further verification. **If funds are to be wired in conjunction with this real estate transaction, we strongly recommend verbal verification of wire instructions through a known, trusted phone number prior to sending funds.**

In addition, the following non-exclusive self-protection strategies are recommended to minimize exposure to possible wire fraud.

- **NEVER RELY** on emails purporting to change wire instructions. Parties to a transaction rarely change wire instructions in the course of a transaction.
- **ALWAYS VERIFY** wire instructions, specifically the ABA routing number and account number, by calling the party who sent the instructions to you. **DO NOT** use the phone number provided in the email containing the instructions, use phone numbers you have called before or can otherwise verify. **Obtain the number of relevant parties to the transaction as soon as an escrow account is opened.** **DO NOT** send an email to verify as the email address may be incorrect or the email may be intercepted by the fraudster.
- **USE COMPLEX EMAIL PASSWORDS** that employ a combination of mixed case, numbers, and symbols. Make your passwords greater than eight (8) characters. Also, change your password often and do **NOT** reuse the same password for other online accounts.
- **USE MULTI-FACTOR AUTHENTICATION** for email accounts. Your email provider or IT staff may have specific instructions on how to implement this feature.

For more information on wire-fraud scams or to report an incident, please refer to the following links:

Federal Bureau of Investigation:
<http://www.fbi.gov>

Internet Crime Complain Center:
<http://www.ic3.gov>

**FIDELITY NATIONAL FINANCIAL
PRIVACY NOTICE
Revised May 1, 2018**

Fidelity National Financial, Inc. and its majority-owned subsidiary companies (collectively, "FNF", "our," or "we") respect and are committed to protecting your privacy. This Privacy Notice explains how we collect, use, and protect personal information, when and to whom we disclose such information, and the choices you have about the use and disclosure of that information.

Types of Information Collected

We may collect two types of information from you: Personal Information and Browsing Information.

Personal Information. FNF may collect the following categories of Personal Information:

- contact information (e.g., name, address, phone number, email address);
- demographic information (e.g., date of birth, gender, marital status);
- identity information (e.g. Social Security Number, driver's license, passport, or other government ID number);
- financial account information (e.g. loan or bank account information); and
- other personal information necessary to provide products or services to you.

Browsing Information. FNF may automatically collect the following types of Browsing Information when you access an FNF website, online service, or application (each an "FNF Website") from your Internet browser, computer, and/or mobile device:

- Internet Protocol (IP) address and operating system;
- browser version, language, and type;
- domain name system requests; and
- browsing history on the FNF Website, such as date and time of your visit to the FNF Website and visits to the pages within the FNF Website.

How Personal Information is Collected

We may collect Personal Information about you from:

- information we receive from you on applications or other forms;
- information about your transactions with FNF, our affiliates, or others; and
- information we receive from consumer reporting agencies and/or governmental entities, either directly from these entities or through others.

How Browsing Information is Collected

If you visit or use an FNF Website, Browsing Information may be collected during your visit. Like most websites, our servers automatically log each visitor to the FNF Website and may collect the Browsing Information described above. We use Browsing Information for system administration, troubleshooting, fraud investigation, and to improve our websites. Browsing Information generally does not reveal anything personal about you, though if you have created a user account for an FNF Website and are logged into that account, the FNF Website may be able to link certain browsing activity to your user account.

Other Online Specifics

Cookies. When you visit an FNF Website, a "cookie" may be sent to your computer. A cookie is a small piece of data that is sent to your Internet browser from a web server and stored on your computer's hard drive. Information gathered using cookies helps us improve your user experience. For example, a cookie can help the website load properly or can customize the display page based on your browser type and user preferences. You can choose whether or not to accept cookies by changing your Internet browser settings. Be aware that doing so may impair or limit some functionality of the FNF Website.

Web Beacons. We use web beacons to determine when and how many times a page has been viewed. This information is used to improve our websites.

Do Not Track. Currently our FNF Websites do not respond to "Do Not Track" features enabled through your browser.

Links to Other Sites. FNF Websites may contain links to other websites. FNF is not responsible for the privacy practices or the content of any of those other websites. We advise you to read the privacy policy of every website you visit.

Use of Personal Information

FNF uses Personal Information for three main purposes:

- To provide products and services to you or in connection with a transaction involving you.
- To improve our products and services.
- To communicate with you about our, our affiliates', and third parties' products and services, jointly or independently.

When Information Is Disclosed

We may make disclosures of your Personal Information and Browsing Information in the following circumstances:

- to enable us to detect or prevent criminal activity, fraud, material misrepresentation, or nondisclosure;
- to nonaffiliated service providers who provide or perform services or functions on our behalf and who agree to use the information only to provide such services or functions;
- to nonaffiliated third party service providers with whom we perform joint marketing, pursuant to an agreement with them to jointly market financial products or services to you;
- to law enforcement or authorities in connection with an investigation, or in response to a subpoena or court order; or
- in the good-faith belief that such disclosure is necessary to comply with legal process or applicable laws, or to protect the rights, property, or safety of FNF, its customers, or the public.

The law does not require your prior authorization and does not allow you to restrict the disclosures described above. Additionally, we may disclose your information to third parties for whom you have given us authorization or consent to make such disclosure. We do not otherwise share your Personal Information or Browsing Information with nonaffiliated third parties, except as required or permitted by law.

We reserve the right to transfer your Personal Information, Browsing Information, and any other information, in connection with the sale or other disposition of all or part of the FNF business and/or assets, or in the event of bankruptcy, reorganization, insolvency, receivership, or an assignment for the benefit of creditors. By submitting Personal Information and/or Browsing Information to FNF, you expressly agree and consent to the use and/or transfer of the foregoing information in connection with any of the above described proceedings.

Please see "**Choices With Your Information**" to learn the disclosures you can restrict.

Security of Your Information

We maintain physical, electronic, and procedural safeguards to guard your Personal Information. We limit access to nonpublic personal information about you to employees who need to know that information to do their job. When we provide Personal Information to others as discussed in this Privacy Notice, we expect that they process such information in compliance with our Privacy Notice and in compliance with applicable privacy laws.

Choices With Your Information

If you do not want FNF to share your information with our affiliates to directly market to you, you may send an "opt out" request by email, phone, or physical mail as directed at the end of this Privacy Notice. We do not share your Personal Information with nonaffiliates for their use to direct market to you.

Whether you submit Personal Information or Browsing Information to FNF is entirely up to you. If you decide not to submit Personal Information or Browsing Information, FNF may not be able to provide certain services or products to you.

For California Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties, except as permitted by California law.

For Nevada Residents: You may be placed on our internal Do Not Call List by calling (888) 934-3354 or by contacting us via the information set forth at the end of this Privacy Notice. Nevada law requires that we also provide you with the following contact information: Bureau of Consumer Protection, Office of the Nevada Attorney General, 555 E. Washington St., Suite 3900, Las Vegas, NV 89101; Phone number: (702) 486-3132; email: BCPINFO@ag.state.nv.us.

For Oregon Residents: We will not share your Personal Information or Browsing Information with nonaffiliated third parties for marketing purposes, except after you have been informed by us of such sharing and had an opportunity to indicate that you do not want a disclosure made for marketing purposes.

For Vermont Residents: We will not disclose information about you creditworthiness to our affiliates and will not disclose your personal information, financial information, credit report, or health information to nonaffiliated third parties to market to you, other than as permitted by Vermont law, unless you authorize us to make those disclosures.

Information From Children

The FNF Websites are meant for adults and are not intended or designed to attract persons under the age of eighteen (18). We do not collect Personal Information from any person that we know to be under the age of thirteen (13) without permission from a parent or guardian.

International Users

FNF's headquarters is located within the United States. If you reside outside the United States and choose to provide Personal Information or Browsing Information to us, please note that we may transfer that information outside of your country of residence for any of the purposes described in this Privacy Notice. By providing FNF with your Personal Information and/or Browsing Information, you consent to our collection, transfer, and use of such information in accordance with this Privacy Notice.

FNF Website Services for Mortgage Loans

Certain FNF companies provide services to mortgage loan servicers, including hosting websites that collect customer information on behalf of mortgage loan servicers (the "Service Websites"). The Service Websites may contain links to both this Privacy Notice and the mortgage loan servicer or lender's privacy notice. The sections of this Privacy Notice titled When Information is Disclosed, Choices with Your Information, and Accessing and Correcting Information do not apply to the Service Websites. The mortgage loan servicer or lender's privacy notice governs use, disclosure, and access to your Personal Information. FNF does not share Personal Information collected through the Service Websites, except (1) as required or authorized by contract with the mortgage loan servicer or lender, or (2) as required by law or in the good-faith belief that such disclosure is necessary to comply with a legal process or applicable law, to enforce this Privacy Notice, or to protect the rights, property, or safety of FNF or the public.

Your Consent To This Privacy Notice; Notice Changes

By submitting Personal Information and/or Browsing Information to FNF, you consent to the collection and use of the information in accordance with this Privacy Notice. We may change this Privacy Notice at any time. The revised Privacy Notice, showing the new revision date, will be posted on the FNF Website. Each time you provide information to us following any amendment of this Privacy Notice, your provision of information to us will signify your assent to and acceptance of the terms of the revised Privacy Notice for all previously collected information and information collected from you in the future. We may use comments, information or feedback that you submit to us in any manner that we may choose without notice or compensation to you.

Accessing and Correcting Information; Contact Us

If you have questions, would like to access or correct your Personal Information, or want to opt-out of information sharing for affiliate marketing, send your requests via email to privacy@fnf.com, by phone to (888) 934-3354, or by mail to:

Fidelity National Financial, Inc.
601 Riverside Avenue,
Jacksonville, Florida 32204
Attn: Chief Privacy Officer

ATTACHMENT ONE

CALIFORNIA LAND TITLE ASSOCIATION STANDARD COVERAGE POLICY - 1990

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance or governmental regulation (including but not limited to building or zoning laws, ordinances, or regulations) restricting, regulating, prohibiting or relating (i) the occupancy, use, or enjoyment of the land; (ii) the character, dimensions or location of any improvement now or hereafter erected on the land; (iii) a separation in ownership or a change in the dimensions or area of the land or any parcel of which the land is or was a part; or (iv) environmental protection, or the effect of any violation of these laws, ordinances or governmental regulations, except to the extent that a notice of the enforcement thereof or a notice of a defect, lien, or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
(b) Any governmental police power not excluded by (a) above, except to the extent that a notice of the exercise thereof or notice of a defect, lien or encumbrance resulting from a violation or alleged violation affecting the land has been recorded in the public records at Date of Policy.
2. Rights of eminent domain unless notice of the exercise thereof has been recorded in the public records at Date of Policy, but not excluding from coverage any taking which has occurred prior to Date of Policy which would be binding on the rights of a purchaser for value without knowledge.
3. Defects, liens, encumbrances, adverse claims or other matters:
 - (a) whether or not recorded in the public records at Date of Policy, but created, suffered, assumed or agreed to by the insured claimant;
 - (b) not known to the Company, not recorded in the public records at Date of Policy, but known to the insured claimant and not disclosed in writing to the Company by the insured claimant prior to the date the insured claimant became an insured under this policy;
 - (c) resulting in no loss or damage to the insured claimant;
 - (d) attaching or created subsequent to Date of Policy; or
 - (e) resulting in loss or damage which would not have been sustained if the insured claimant had paid value for the insured mortgage or for the estate or interest insured by this policy.
4. Unenforceability of the lien of the insured mortgage because of the inability or failure of the insured at Date of Policy, or the inability or failure of any subsequent owner of the indebtedness, to comply with the applicable doing business laws of the state in which the land is situated.
5. Invalidity or unenforceability of the lien of the insured mortgage, or claim thereof, which arises out of the transaction evidenced by the insured mortgage and is based upon usury or any consumer credit protection or truth in lending law.
6. Any claim, which arises out of the transaction vesting in the insured the estate or interest insured by this policy or the transaction creating the interest of the insured lender, by reason of the operation of federal bankruptcy, state insolvency or similar creditors' rights laws.

EXCEPTIONS FROM COVERAGE - SCHEDULE B, PART I

This policy does not insure against loss or damage (and the Company will not pay costs, attorneys' fees or expenses) which arise by reason of:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records.
2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession thereof.
3. Easements, liens or encumbrances, or claims thereof, not shown by the public records.
4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
6. Any lien or right to a lien for services, labor or material not shown by the public records.

**ATTACHMENT ONE
(CONTINUED)**

**CLTA HOMEOWNER'S POLICY OF TITLE INSURANCE (12-02-13)
ALTA HOMEOWNER'S POLICY OF TITLE INSURANCE**

EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
 - a. building;
 - b. zoning;
 - c. land use;
 - d. improvements on the Land;
 - e. land division; and
 - f. environmental protection.This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
 - a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
 - b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
 - c. that result in no loss to You; or
 - d. that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
5. Failure to pay value for Your Title.
6. Lack of a right:
 - a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
 - b. in streets, alleys, or waterways that touch the Land.This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.
8. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake or subsidence.
9. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

LIMITATIONS ON COVERED RISKS

Your insurance for the following Covered Risks is limited on the Owner's Coverage Statement as follows:

- For Covered Risk 16, 18, 19 and 21, Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

The deductible amounts and maximum dollar limits shown on Schedule A are as follows:

	<u>Your Deductible Amount</u>	<u>Our Maximum Dollar Limit of Liability</u>
Covered Risk 16:	1.00% of Policy Amount Shown in Schedule A or \$2,500.00 (whichever is less)	\$ 10,000.00
Covered Risk 18:	1.00% of Policy Amount Shown in Schedule A or \$5,000.00 (whichever is less)	\$ 25,000.00
Covered Risk 19:	1.00% of Policy Amount Shown in Schedule A or \$5,000.00 (whichever is less)	\$ 25,000.00
Covered Risk 21:	1.00% of Policy Amount Shown in Schedule A or \$2,500.00 (whichever is less)	\$ 5,000.00

**ATTACHMENT ONE
(CONTINUED)**

2006 ALTA LOAN POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 13, or 14); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury or any consumer credit protection or truth-in-lending law.
6. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 13(b) of this policy.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the Insured Mortgage in the Public Records. This Exclusion does not modify or limit the coverage provided under Covered Risk 11(b).

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

[Except as provided in Schedule B - Part II, [t[or T]his policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees, or expenses that arise by reason of:

[PART I

[The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the Public Records.]

PART II

In addition to the matters set forth in Part I of this Schedule, the Title is subject to the following matters, and the Company insures against loss or damage sustained in the event that they are not subordinate to the lien of the Insured Mortgage:]

ATTACHMENT ONE (CONTINUED)

2006 ALTA OWNER'S POLICY (06-17-06)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy, and the Company will not pay loss or damage, costs, attorneys' fees, or expenses that arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 6.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 9 and 10); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Title.
4. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction vesting the Title as shown in Schedule A, is
 - (a) a fraudulent conveyance or fraudulent transfer; or
 - (b) a preferential transfer for any reason not stated in Covered Risk 9 of this policy.
5. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching between Date of Policy and the date of recording of the deed or other instrument of transfer in the Public Records that vests Title as shown in Schedule A.

The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

EXCEPTIONS FROM COVERAGE

This policy does not insure against loss or damage, and the Company will not pay costs, attorneys' fees, or expenses that arise by reason of:

[The above policy form may be issued to afford either Standard Coverage or Extended Coverage. In addition to the above Exclusions from Coverage, the Exceptions from Coverage in a Standard Coverage policy will also include the following Exceptions from Coverage:

1. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.
2. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.
3. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.
4. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.
6. Any lien or right to a lien for services, labor or material not shown by the Public Records.]
7. [Variable exceptions such as taxes, easements, CC&R's, etc., shown here.]

**ATTACHMENT ONE
(CONTINUED)**

ALTA EXPANDED COVERAGE RESIDENTIAL LOAN POLICY - ASSESSMENTS PRIORITY (04-02-15)

EXCLUSIONS FROM COVERAGE

The following matters are expressly excluded from the coverage of this policy and the Company will not pay loss or damage, costs, attorneys' fees or expenses which arise by reason of:

1. (a) Any law, ordinance, permit, or governmental regulation (including those relating to building and zoning) restricting, regulating, prohibiting, or relating to
 - (i) the occupancy, use, or enjoyment of the Land;
 - (ii) the character, dimensions, or location of any improvement erected on the Land;
 - (iii) the subdivision of land; or
 - (iv) environmental protection;or the effect of any violation of these laws, ordinances, or governmental regulations. This Exclusion 1(a) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
- (b) Any governmental police power. This Exclusion 1(b) does not modify or limit the coverage provided under Covered Risk 5, 6, 13(c), 13(d), 14 or 16.
2. Rights of eminent domain. This Exclusion does not modify or limit the coverage provided under Covered Risk 7 or 8.
3. Defects, liens, encumbrances, adverse claims, or other matters
 - (a) created, suffered, assumed, or agreed to by the Insured Claimant;
 - (b) not Known to the Company, not recorded in the Public Records at Date of Policy, but Known to the Insured Claimant and not disclosed in writing to the Company by the Insured Claimant prior to the date the Insured Claimant became an Insured under this policy;
 - (c) resulting in no loss or damage to the Insured Claimant;
 - (d) attaching or created subsequent to Date of Policy (however, this does not modify or limit the coverage provided under Covered Risk 11, 16, 17, 18, 19, 20, 21, 22, 23, 24, 27 or 28); or
 - (e) resulting in loss or damage that would not have been sustained if the Insured Claimant had paid value for the Insured Mortgage.
4. Unenforceability of the lien of the Insured Mortgage because of the inability or failure of an Insured to comply with applicable doing-business laws of the state where the Land is situated.
5. Invalidity or unenforceability in whole or in part of the lien of the Insured Mortgage that arises out of the transaction evidenced by the Insured Mortgage and is based upon usury, or any consumer credit protection or truth-in-lending law. This Exclusion does not modify or limit the coverage provided in Covered Risk 26.
6. Any claim of invalidity, unenforceability or lack of priority of the lien of the Insured Mortgage as to Advances or modifications made after the Insured has Knowledge that the vestee shown in Schedule A is no longer the owner of the estate or interest covered by this policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11.
7. Any lien on the Title for real estate taxes or assessments imposed by governmental authority and created or attaching subsequent to Date of Policy. This Exclusion does not modify or limit the coverage provided in Covered Risk 11(b) or 25.
8. The failure of the residential structure, or any portion of it, to have been constructed before, on or after Date of Policy in accordance with applicable building codes. This Exclusion does not modify or limit the coverage provided in Covered Risk 5 or 6.
9. Any claim, by reason of the operation of federal bankruptcy, state insolvency, or similar creditors' rights laws, that the transaction creating the lien of the Insured Mortgage, is
 - (a) a fraudulent conveyance or fraudulent transfer, or
 - (b) a preferential transfer for any reason not stated in Covered Risk 27(b) of this policy.
10. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake, or subsidence.
11. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

Notice of Available Discounts

Pursuant to Section 2355.3 in Title 10 of the California Code of Regulations Fidelity National Financial, Inc. and its subsidiaries ("FNF") must deliver a notice of each discount available under our current rate filing along with the delivery of escrow instructions, a preliminary report or commitment. Please be aware that the provision of this notice does not constitute a waiver of the consumer's right to be charged the filed rate. As such, your transaction may not qualify for the below discounts.

You are encouraged to discuss the applicability of one or more of the below discounts with a Company representative. These discounts are generally described below; consult the rate manual for a full description of the terms, conditions and requirements for such discount. These discounts only apply to transactions involving services rendered by the FNF Family of Companies. This notice only applies to transactions involving property improved with a one-to-four family residential dwelling.

Not all discounts are offered by every FNF Company. The discount will only be applicable to the FNF Company as indicated by the named discount.

FNF Underwritten Title Companies

CTC – Chicago Title Company
CLTC – Commonwealth Land Title Company
FNTC – Fidelity National Title Company
FNTCCA – Fidelity National Title Company of California
TICOR – Ticor Title Company of California
LTC – Lawyer's Title Company

Underwritten by FNF Underwriters

CTIC – Chicago Title Insurance Company
CLTIC – Commonwealth Land Title Insurance Company
FNTIC – Fidelity National Title Insurance Company
FNTIC – Fidelity National Title Insurance Company
CTIC – Chicago Title Insurance Company
CLTIC – Commonwealth Land Title Insurance Company

Available Discounts

CREDIT FOR PRELIMINARY TITLE REPORTS AND/OR COMMITMENTS ON SUBSEQUENT POLICIES (CTIC, FNTIC)

Where no major change in the title has occurred since the issuance of the original report or commitment, the order may be reopened within twelve (12) to thirty-six (36) months and all or a portion of the charge previously paid for the report or commitment may be credited on a subsequent policy charge.

DISASTER LOANS (CTIC, CLTIC, FNTIC)

The charge for a Lender's Policy (Standard or Extended coverage) covering the financing or refinancing by an owner of record, within twenty-four (24) months of the date of a declaration of a disaster area by the government of the United States or the State of California on any land located in said area, which was partially or totally destroyed in the disaster, will be fifty percent (50%) of the appropriate title insurance rate.

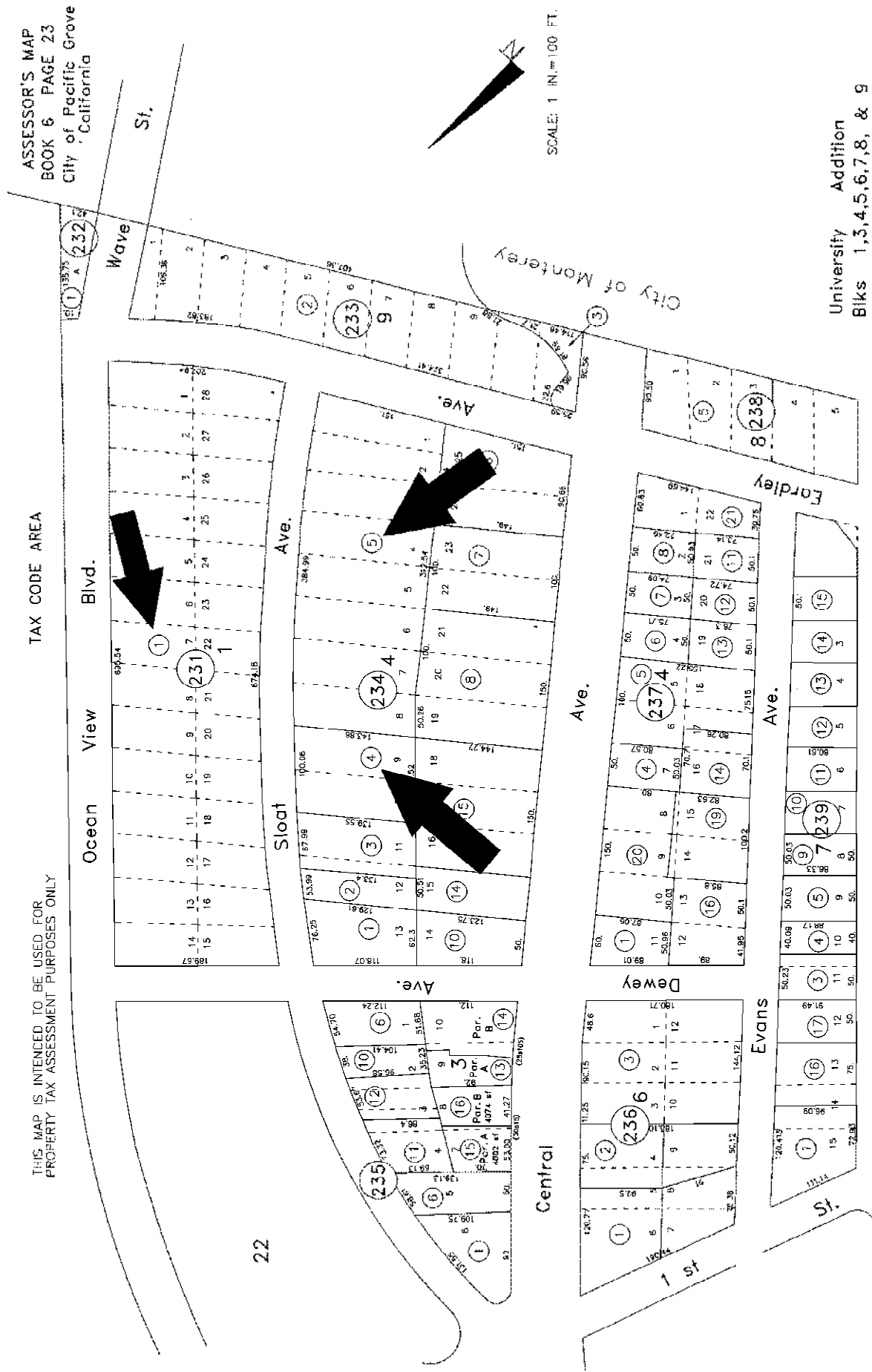
CHURCHES OR CHARITABLE NON-PROFIT ORGANIZATIONS (CTIC, FNTIC)

On properties used as a church or for charitable purposes within the scope of the normal activities of such entities, provided said charge is normally the church's obligation the charge for an owner's policy shall be fifty percent (50%) to seventy percent (70%) of the appropriate title insurance rate, depending on the type of coverage selected. The charge for a lender's policy shall be thirty-two percent (32%) to fifty percent (50%) of the appropriate title insurance rate, depending on the type of coverage selected.

THIS MAP IS INTENDED TO BE USED FOR
PROPERTY TAX ASSESSMENT PURPOSES ONLY

TAX CODE AREA

ASSESSOR'S MAP
BOOK 6 PAGE 23
CITY of Pacific Grove
California



SCALE: 1 IN = 100 FT.

University Addition
Blks 1,3,4,5,6,7,8, & 9

This map/plat is being furnished as an aid in locating the herein described Land in relation to adjoining streets, natural boundaries and other land, and is not a survey of the land depicted. Except to the extent a policy of title insurance is expressly modified by endorsement, if any, the Company does not insure dimensions, distances, location of easements, acreage or other matters shown thereon.

APPENDIX B – RADIUS REPORT, AERIAL PHOTOGRAPHS, TOPOGRAPHIC MAPS

American Tin Cannery

125 Ocean View Blvd
Pacific Grove, CA 93950

Inquiry Number: 5418083.2s
September 10, 2018

The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

125 OCEAN VIEW BLVD
PACIFIC GROVE, CA 93950

COORDINATES

Latitude (North): 36.6188910 - 36° 37' 8.00"
Longitude (West): 121.9045260 - 121° 54' 16.29"
Universal Transverse Mercator: Zone 10
UTM X (Meters): 597959.4
UTM Y (Meters): 4052952.5
Elevation: 31 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 5620294 MONTEREY, CA
Version Date: 2012

North Map: 5619830 MONTEREY OE N, CA
Version Date: 2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20140613, 20140614
Source: USDA

MAPPED SITES SUMMARY

Target Property Address:
125 OCEAN VIEW BLVD
PACIFIC GROVE, CA 93950

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1		125 OCEAN VIEW DRIVE	CHMIRS		TP
A2	1X CHELSEA GROUP	125 OCEANVIEW BLVD	HAZNET		TP
Reg	PRESIDIO OF MONTEREY		DOD	Same	3410, 0.646, South
A3	GREAT ANTIQUES INC	124 OCEANVIEW	RCRA-SQG, FINDS, ECHO	Lower	71, 0.013, NNE
4	OCEAN VIEW & EARDLEY		Notify 65	Higher	77, 0.015, SSE
B5	MONTEREY BAY AQUARIU	160 CENTRAL AVENUE	RCRA-SQG, FINDS, ECHO, HAZNET	Higher	111, 0.021, WSW
B6	DIMAGGIOS CLASSIC CL	124 CENTRAL AVE	RCRA-SQG, FINDS, ECHO, CUPA Listings, DRYCLEANERS,...	Higher	131, 0.025, SW
B7	DI MAGGIO CLASSIC CL	124 CENTRAL AVE	EDR Hist Cleaner	Higher	131, 0.025, SW
C8	SAUCITO LAND CO.	CENTRAL & EARDLEY	LUST	Higher	187, 0.035, SSW
C9	SAUCITO LAND CO.	CENTRAL & EARDLEY	LUST, HIST CORTESE, CERS	Higher	187, 0.035, SSW
C10	GERMAN MOTORWERKS	95 CENTRAL AVE	SWEEPS UST, HIST UST, CUPA Listings, CERS, CERS...	Higher	239, 0.045, SSW
11	HOPKINS MARINE STATI	120 OCEAN VIEW BLVD	AST, CUPA Listings, CERS TANKS, CERS, CERS HAZ...	Lower	302, 0.057, North
C12	FOUNTAIN AVENUE PUMP	OCEANVIEW AND FOUNTA	HIST UST	Higher	358, 0.068, SSW
D13	MONTEREY BAY AQUARIU	886 CANNERY ROW	UST	Lower	425, 0.080, ESE
D14	MONTEREY BAY AQUARIU	886 CANNERY ROW	SWEEPS UST, CA FID UST, CHMIRS, CUPA Listings,...	Lower	425, 0.080, ESE
D15	MONTEREY BAY AQUARIU	886 CANNERY ROW	RCRA-LQG, FINDS, ECHO	Lower	425, 0.080, ESE
E16	TIRE TOWN AUTOMOTIVE	899 LIGHTHOUSE AVE	CUPA Listings	Higher	454, 0.086, South
E17	HYLANDS NORWALK	899 LIGHTHOUSE	EDR Hist Auto	Higher	454, 0.086, South
F18	CIRCLE K STORE #2705	899 HAWTHORNE ST	RCRA-SQG, LUST, SWEEPS UST, FINDS, ECHO, CUPA...	Higher	644, 0.122, SSW
F19	MONTEREY NEPTUNE, LL	899 HAWTHORNE ST	CERS, CERS HAZ WASTE, CERS TANKS	Higher	644, 0.122, SSW
F20	MONTEREY NEPTUNE, LL	899 HAWTHORNE ST	UST	Higher	644, 0.122, SSW
F21	BP OIL FACILITY #015	899 HAWTHORNE ST	CA FID UST	Higher	644, 0.122, SSW
F22	MARKS SELF SERVE	899 HAWTHORNE ST	HIST UST	Higher	644, 0.122, SSW
F23	EMMAS SHELL	899 HAWTHORNE	EDR Hist Auto	Higher	644, 0.122, SSW
F24	MARK'S SELF SERVICE	899 HAWTHORNE	LUST, CHMIRS, HIST CORTESE	Higher	644, 0.122, SSW
G25	TROIA DISTRIBUTORS	800 LIGHTHOUSE AVE	HIST UST, CA FID UST, CUPA Listings	Higher	653, 0.124, SSE
G26	TROIA DISTRIBUTORS	800 LIGHTHOUSE AVE	HIST UST	Higher	653, 0.124, SSE
H27	CANNERY ROW HOTEL DE	799 CANNERY ROW	CUPA Listings	Higher	813, 0.154, SE
I28	BAY PHOTO INC MONTER	763 LIGHTHOUSE AVE	RCRA-SQG, FINDS, ECHO	Higher	935, 0.177, SSE
H29	CLEMENT HOTEL MONTER	750 CANNERY ROW	CUPA Listings, CERS	Lower	953, 0.180, ESE
30	CANNERY ROW RESOURCE	738 FOAM STREET	SWF/LF	Higher	1019, 0.193, SSE
I31	ONE HOUR MARTINIZING	724 LIGHTHOUSE AVE	ENVIROSTOR, CPS-SLIC, CUPA Listings, DRYCLEANERS,...	Higher	1075, 0.204, SSE
I32	7-ELEVEN INC. STORE#	700 LIGHTHOUSE AVENU	CERS, CERS HAZ WASTE, CERS TANKS	Higher	1152, 0.218, SSE
I33	ARCO STORE #3657	700 LIGHTHOUSE AVE	CA FID UST, HAZNET	Higher	1152, 0.218, SSE
I34	BEACON SERVICE STATI	700 LIGHTHOUSE AVE	LUST, CUPA Listings, HIST CORTESE, CERS	Higher	1152, 0.218, SSE
I35	7-ELEVEN INC. STORE#	700 LIGHTHOUSE AVENU	UST	Higher	1152, 0.218, SSE
I36	LIGHTHOUSE SERVICE	700 LIGHTHOUSE	HIST UST	Higher	1152, 0.218, SSE
I37	P & M'S MARKET	701 LIGHTHOUSE	HIST UST, CA FID UST, CUPA Listings	Higher	1202, 0.228, SSE
I38	P & M'S MARKET	701 LIGHTHOUSE AVE	HIST UST	Higher	1202, 0.228, SSE

MAPPED SITES SUMMARY

Target Property Address:
 125 OCEAN VIEW BLVD
 PACIFIC GROVE, CA 93950

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
I39	NAN'S MINI MARKET	701 LIGHTHOUSE AVE	LUST, HIST CORTESE	Higher	1202, 0.228, SSE
40	ROBERT ROUX CONSTRUC	95 PRESCOTT AVE	CUPA Listings	Higher	1229, 0.233, SE
41	CANNARY ROW	653 CANNARY ROW	LUST, CUPA Listings, CERS	Lower	1484, 0.281, SE
42	PUMP STATION NO. 12	9TH & OCEANVIEW	Notify 65	Lower	1593, 0.302, NW
J43	DANA PROPERTY	501 LIGHTHOUSE AVE	LUST, HIST CORTESE, CERS	Higher	2093, 0.396, SSE
J44	DANA PROPERTY	501 LIGHTHOUSE AVE	LUST, CA FID UST, CUPA Listings	Higher	2093, 0.396, SSE
45	GROVE LAUNDRY	164 12TH ST	LUST, CUPA Listings	Higher	2410, 0.456, WNW
K46	SAN CARLOS BEACH	CANNARY ROW	LUST	Lower	2544, 0.482, SE
K47	MARKET PLACE	435,484,50 CANNARY R	LUST, CERS	Lower	2600, 0.492, SE
48		WAVE AND DRAKE STREE	Notify 65	Higher	2616, 0.495, SE
49	GROVE LAUNDRY	472 LIGHTHOUSE AVE.	Notify 65	Higher	2743, 0.520, West
50	PACIFIC GROVE NAVAL	LOCATED IN PACIFIC G	ENVIROSTOR, MCS	Higher	3237, 0.613, West
51	REESIDE PUMP STATION	STREET	Notify 65	Higher	3380, 0.640, SE
52	STATION 13		Notify 65	Lower	3401, 0.644, WNW
53		132 PACIFIC STREET	Notify 65	Higher	4602, 0.872, WNW
54	PRESIDIO OF MONTEREY	LIGHTHOUSE AVE. & KI	ENVIROSTOR	Higher	5053, 0.957, SSW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 8 of the attached EDR Radius Map report:

<u>Site</u>	<u>Database(s)</u>	<u>EPA ID</u>
125 OCEAN VIEW DRIVE 125 OCEAN VIEW DRIVE PACIFIC GROVE, CA 93950	CHMIRS OES Incident Number: 2-4009	N/A
1X CHELSEA GROUP 125 OCEANVIEW BLVD PACIFIC GROVE, CA 93950	HAZNET GEPaid: CAC000040618	N/A

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL..... National Priority List
Proposed NPL..... Proposed National Priority List Sites
NPL LIENS..... Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL..... National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY..... Federal Facility Site Information listing
SEMS..... Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS..... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS..... Land Use Control Information System

US ENG CONTROLS..... Engineering Controls Sites List

US INST CONTROL..... Sites with Institutional Controls

Federal ERNS list

ERNS..... Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE..... State Response Sites

State and tribal leaking storage tank lists

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST..... Underground Storage Tank Listing

INDIAN UST..... Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

VCP..... Voluntary Cleanup Program Properties

INDIAN VCP..... Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS..... Considered Brownfields Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT..... Waste Management Unit Database

SWRCY..... Recycler Database

HAULERS..... Registered Waste Tire Haulers Listing

INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

ODI..... Open Dump Inventory

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations

IHS OPEN DUMPS..... Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL..... Delisted National Clandestine Laboratory Register

EXECUTIVE SUMMARY

HIST Cal-Sites.....	Historical Calsites Database
SCH.....	School Property Evaluation Program
CDL.....	Clandestine Drug Labs
Toxic Pits.....	Toxic Pits Cleanup Act Sites
US CDL.....	National Clandestine Laboratory Register

Local Land Records

LIENS.....	Environmental Liens Listing
LIENS 2.....	CERCLA Lien Information
DEED.....	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS.....	Hazardous Materials Information Reporting System
LDS.....	Land Disposal Sites Listing
MCS.....	Military Cleanup Sites Listing
SPILLS 90.....	SPILLS 90 data from FirstSearch

Other Ascertainable Records

RCRA NonGen / NLR.....	RCRA - Non Generators / No Longer Regulated
FUDS.....	Formerly Used Defense Sites
SCRD DRYCLEANERS.....	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR.....	Financial Assurance Information
EPA WATCH LIST.....	EPA WATCH LIST
2020 COR ACTION.....	2020 Corrective Action Program List
TSCA.....	Toxic Substances Control Act
TRIS.....	Toxic Chemical Release Inventory System
SSTS.....	Section 7 Tracking Systems
ROD.....	Records Of Decision
RMP.....	Risk Management Plans
RAATS.....	RCRA Administrative Action Tracking System
PRP.....	Potentially Responsible Parties
PADS.....	PCB Activity Database System
ICIS.....	Integrated Compliance Information System
FTTS.....	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS.....	Material Licensing Tracking System
COAL ASH DOE.....	Steam-Electric Plant Operation Data
COAL ASH EPA.....	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER.....	PCB Transformer Registration Database
RADINFO.....	Radiation Information Database
HIST FTTS.....	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS.....	Incident and Accident Data
CONSENT.....	Superfund (CERCLA) Consent Decrees
INDIAN RESERV.....	Indian Reservations
FUSRAP.....	Formerly Utilized Sites Remedial Action Program
UMTRA.....	Uranium Mill Tailings Sites
LEAD SMELTERS.....	Lead Smelter Sites
US AIRS.....	Aerometric Information Retrieval System Facility Subsystem
US MINES.....	Mines Master Index File
ABANDONED MINES.....	Abandoned Mines
FINDS.....	Facility Index System/Facility Registry System
ECHO.....	Enforcement & Compliance History Information

EXECUTIVE SUMMARY

DOCKET HWC.....	Hazardous Waste Compliance Docket Listing
UXO.....	Unexploded Ordnance Sites
FUELS PROGRAM.....	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN.....	Bond Expenditure Plan
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
EMI.....	Emissions Inventory Data
ENF.....	Enforcement Action Listing
Financial Assurance.....	Financial Assurance Information Listing
ICE.....	ICE
HWP.....	EnviroStor Permitted Facilities Listing
HWT.....	Registered Hazardous Waste Transporter Database
MINES.....	Mines Site Location Listing
MWMP.....	Medical Waste Management Program Listing
NPDES.....	NPDES Permits Listing
PEST LIC.....	Pesticide Regulation Licenses Listing
PROC.....	Certified Processors Database
UIC.....	UIC Listing
WASTEWATER PITS.....	Oil Wastewater Pits Listing
WDS.....	Waste Discharge System
WIP.....	Well Investigation Program Case List
CIWQS.....	California Integrated Water Quality System
PROJECT.....	PROJECT (GEOTRACKER)
SAMPLING POINT.....	SAMPLING POINT (GEOTRACKER)
MILITARY PRIV SITES.....	MILITARY PRIV SITES (GEOTRACKER)
CERS.....	CERS
UIC GEO.....	UIC GEO (GEOTRACKER)
OTHER OIL GAS.....	OTHER OIL & GAS (GEOTRACKER)
NON-CASE INFO.....	NON-CASE INFO (GEOTRACKER)
WELL STIM PROJ.....	Well Stimulation Project (GEOTRACKER)
PROD WATER PONDS.....	PROD WATER PONDS (GEOTRACKER)

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP..... EDR Proprietary Manufactured Gas Plants

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF..... Recovered Government Archive Solid Waste Facilities List
RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 03/01/2018 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MONTEREY BAY AQUARIU EPA ID:: CAD058663162	886 CANNERY ROW	ESE 0 - 1/8 (0.080 mi.)	D15	77

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 03/01/2018 has revealed that there are 5 RCRA-SQG sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MONTEREY BAY AQUARIU EPA ID:: CAD982467649	160 CENTRAL AVENUE	WSW 0 - 1/8 (0.021 mi.)	B5	12
DIMAGGIOS CLASSIC CL EPA ID:: CAD981570476	124 CENTRAL AVE	SW 0 - 1/8 (0.025 mi.)	B6	15
CIRCLE K STORE #2705 EPA ID:: CA0001038041	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F18	81
BAY PHOTO INC MONTER EPA ID:: CAD983620352	763 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.177 mi.)	I28	118

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
GREAT ANTIQUES INC EPA ID:: CAD981630429	124 OCEANVIEW	NNE 0 - 1/8 (0.013 mi.)	A3	10

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal

EXECUTIVE SUMMARY

Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 07/30/2018 has revealed that there are 3 ENVIROSTOR sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
ONE HOUR MARTINIZING Facility Id: 27720003 Status: Refer: RWQCB	724 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.204 mi.)	131	123
PACIFIC GROVE NAVAL Facility Id: 71000054 Status: No Further Action	LOCATED IN PACIFIC G	W 1/2 - 1 (0.613 mi.)	50	175
PRESIDIO OF MONTEREY Facility Id: 27290004 Status: Refer: RWQCB	LIGHTHOUSE AVE. & KI	SSW 1/2 - 1 (0.957 mi.)	54	178

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, has revealed that there is 1 SWF/LF site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CANNERY ROW RESOURCE Database: SWF/LF (SWIS), Date of Government Version: 08/08/2018 Facility ID: 27-AA-0118 Operational Status: Active Regulation Status: Notification	738 FOAM STREET	SSE 1/8 - 1/4 (0.193 mi.)	30	122

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 12 LUST sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SAUCITO LAND CO. Database: LUST, Date of Government Version: 06/11/2018	CENTRAL & EARDLEY	SSW 0 - 1/8 (0.035 mi.)	C8	24

EXECUTIVE SUMMARY

Status: Completed - Case Closed
Global Id: T0605300034

SAUCITO LAND CO. Database: LUST REG 3, Date of Government Version: 05/19/2003 Global ID: T0605300034 Status: Case Closed	CENTRAL & EARDLEY	SSW 0 - 1/8 (0.035 mi.)	C9	25
CIRCLE K STORE #2705 Database: LUST REG 3, Date of Government Version: 05/19/2003 Global ID: T0605300016 Status: Pollution Characterization	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F18	81
MARK'S SELF SERVICE Database: LUST, Date of Government Version: 06/11/2018 Status: Completed - Case Closed Global Id: T0605300016	899 HAWTHORNE	SSW 0 - 1/8 (0.122 mi.)	F24	104
BEACON SERVICE STATI Database: LUST REG 3, Date of Government Version: 05/19/2003 Database: LUST, Date of Government Version: 06/11/2018 Global ID: T0605300336 Status: Completed - Case Closed Status: Leak being confirmed Global Id: T0605300336	700 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.218 mi.)	I34	145
NAN'S MINI MARKET Database: LUST REG 3, Date of Government Version: 05/19/2003 Database: LUST, Date of Government Version: 06/11/2018 Global ID: T0605300407 Status: Completed - Case Closed Status: Preliminary site assessment workplan submitted Global Id: T0605300407	701 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.228 mi.)	I39	154
DANA PROPERTY Database: LUST REG 3, Date of Government Version: 05/19/2003 Global ID: T0605300317 Status: Case Closed	501 LIGHTHOUSE AVE	SSE 1/4 - 1/2 (0.396 mi.)	J43	161
DANA PROPERTY Database: LUST, Date of Government Version: 06/11/2018 Status: Completed - Case Closed Global Id: T0605300317	501 LIGHTHOUSE AVE	SSE 1/4 - 1/2 (0.396 mi.)	J44	162
GROVE LAUNDRY Database: LUST REG 3, Date of Government Version: 05/19/2003 Global ID: T0605300264 Status: Remediation Plan	164 12TH ST	WNW 1/4 - 1/2 (0.456 mi.)	45	165

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CANNARY ROW Database: LUST REG 3, Date of Government Version: 05/19/2003 Database: LUST, Date of Government Version: 06/11/2018 Global ID: T0605300261 Status: Completed - Case Closed Status: Leak being confirmed Global Id: T0605300261	653 CANNARY ROW	SE 1/4 - 1/2 (0.281 mi.)	41	157
SAN CARLOS BEACH Database: LUST REG 3, Date of Government Version: 05/19/2003	CANNARY ROW	SE 1/4 - 1/2 (0.482 mi.)	K46	166

EXECUTIVE SUMMARY

Global ID: T0605300256
 Status: Post remedial action monitoring

MARKET PLACE **435,484,50 CANNARY R** **SE 1/4 - 1/2 (0.492 mi.)** **K47** **168**
 Database: LUST REG 3, Date of Government Version: 05/19/2003
 Database: LUST, Date of Government Version: 06/11/2018
 Global ID: T0605300221
 Status: Completed - Case Closed
 Status: Preliminary site assessment workplan submitted
 Global Id: T0605300221

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there is 1 CPS-SLIC site within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
ONE HOUR MARTINIZING	724 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.204 mi.)	I31	123
Database: SLIC REG 3, Date of Government Version: 05/18/2006				
Database: CPS-SLIC, Date of Government Version: 06/11/2018				
Facility Status: Open - Remediation				
Facility Status: Remedial Action Plan Underway/Ongoing				
Global Id: SLT3S5631371				

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there are 3 UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MONTEREY NEPTUNE, LL	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F20	101
Database: UST, Date of Government Version: 06/11/2018				
7-ELEVEN INC. STORE#	700 LIGHTHOUSE AVENU	SSE 1/8 - 1/4 (0.218 mi.)	I35	150
Database: UST, Date of Government Version: 06/11/2018				
Facility Id: FA0811428				
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MONTEREY BAY AQUARIU	886 CANNERY ROW	ESE 0 - 1/8 (0.080 mi.)	D13	52
Database: UST, Date of Government Version: 06/11/2018				
Facility Id: FA0812385				

EXECUTIVE SUMMARY

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
HOPKINS MARINE STATI	120 OCEAN VIEW BLVD	N 0 - 1/8 (0.057 mi.)	11	39

Database: AST, Date of Government Version: 07/06/2016

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 07/23/2018 has revealed that there are 7 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
DIMAGGIOS CLASSIC CL	124 CENTRAL AVE	SW 0 - 1/8 (0.025 mi.)	B6	15
GERMAN MOTORWERKS	95 CENTRAL AVE	SSW 0 - 1/8 (0.045 mi.)	C10	27
MONTEREY NEPTUNE, LL	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F19	86
ONE HOUR MARTINIZING	724 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.204 mi.)	I31	123
7-ELEVEN INC. STORE#	700 LIGHTHOUSE AVENU	SSE 1/8 - 1/4 (0.218 mi.)	I32	132

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
HOPKINS MARINE STATI	120 OCEAN VIEW BLVD	N 0 - 1/8 (0.057 mi.)	11	39
MONTEREY BAY AQUARIU	886 CANNERY ROW	ESE 0 - 1/8 (0.080 mi.)	D14	52

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 3 SWEEPS UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
GERMAN MOTORWERKS Comp Number: 59766	95 CENTRAL AVE	SSW 0 - 1/8 (0.045 mi.)	C10	27
CIRCLE K STORE #2705 Status: A Tank Status: A	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F18	81

EXECUTIVE SUMMARY

Comp Number: 5935

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MONTEREY BAY AQUARIU Comp Number: 11243	886 CANNERY ROW	ESE 0 - 1/8 (0.080 mi.)	D14	52

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 8 HIST UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
GERMAN MOTORWERKS Facility Id: 00000059766	95 CENTRAL AVE	SSW 0 - 1/8 (0.045 mi.)	C10	27
FOUNTAIN AVENUE PUMP Facility Id: 00000039035	OCEANVIEW AND FOUNTA	SSW 0 - 1/8 (0.068 mi.)	C12	51
MARKS SELF SERVE Facility Id: 00000015488	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F22	102
TROIA DISTRIBUTORS TROIA DISTRIBUTORS Facility Id: 00000063285	800 LIGHTHOUSE AVE 800 LIGHTHOUSE AVE	SSE 0 - 1/8 (0.124 mi.) SSE 0 - 1/8 (0.124 mi.)	G25 G26	115 117
LIGHTHOUSE SERVICE Facility Id: 00000005833	700 LIGHTHOUSE	SSE 1/8 - 1/4 (0.218 mi.)	I36	150
P & M'S MARKET P & M'S MARKET Facility Id: 00000011218	701 LIGHTHOUSE 701 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.228 mi.) SSE 1/8 - 1/4 (0.228 mi.)	I37 I38	152 153

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 5 CA FID UST sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
BP OIL FACILITY #015 Facility Id: 27000557 Status: A	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F21	102
TROIA DISTRIBUTORS Facility Id: 27002723 Status: A	800 LIGHTHOUSE AVE	SSE 0 - 1/8 (0.124 mi.)	G25	115
ARCO STORE #3657 Facility Id: 27000046 Status: A	700 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.218 mi.)	I33	143
P & M'S MARKET Facility Id: 27000099 Status: A	701 LIGHTHOUSE	SSE 1/8 - 1/4 (0.228 mi.)	I37	152
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MONTEREY BAY AQUARIU	886 CANNERY ROW	ESE 0 - 1/8 (0.080 mi.)	D14	52

EXECUTIVE SUMMARY

Facility Id: 27001163
Status: I

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 07/23/2018 has revealed that there are 4 CERS TANKS sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
MONTEREY NEPTUNE, LL	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F19	86
7-ELEVEN INC. STORE#	700 LIGHTHOUSE AVENU	SSE 1/8 - 1/4 (0.218 mi.)	I32	132
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
HOPKINS MARINE STATI	120 OCEAN VIEW BLVD	N 0 - 1/8 (0.057 mi.)	11	39
MONTEREY BAY AQUARIU	886 CANNERY ROW	ESE 0 - 1/8 (0.080 mi.)	D14	52

Other Ascertainable Records

DOD: Consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

A review of the DOD list, as provided by EDR, and dated 12/31/2005 has revealed that there is 1 DOD site within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PRESIDIO OF MONTEREY		S 1/2 - 1 (0.646 mi.)	0	9

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 13 CUPA Listings sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
DIMAGGIOS CLASSIC CL	124 CENTRAL AVE	SW 0 - 1/8 (0.025 mi.)	B6	15
Database: CUPA MONTEREY, Date of Government Version: 07/30/2018				
GERMAN MOTORWERKS	95 CENTRAL AVE	SSW 0 - 1/8 (0.045 mi.)	C10	27
Database: CUPA MONTEREY, Date of Government Version: 07/30/2018				
TIRE TOWN AUTOMOTIVE	899 LIGHTHOUSE AVE	S 0 - 1/8 (0.086 mi.)	E16	80
Database: CUPA MONTEREY, Date of Government Version: 07/30/2018				
CIRCLE K STORE #2705	899 HAWTHORNE ST	SSW 0 - 1/8 (0.122 mi.)	F18	81
Database: CUPA MONTEREY, Date of Government Version: 07/30/2018				
TROIA DISTRIBUTORS	800 LIGHTHOUSE AVE	SSE 0 - 1/8 (0.124 mi.)	G25	115
Database: CUPA MONTEREY, Date of Government Version: 07/30/2018				

EXECUTIVE SUMMARY

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
CANNERY ROW HOTEL DE Database: CUPA MONTEREY, Date of Government Version: 07/30/2018	799 CANNERY ROW	SE 1/8 - 1/4 (0.154 mi.)	H27	117
ONE HOUR MARTINIZING Database: CUPA MONTEREY, Date of Government Version: 07/30/2018	724 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.204 mi.)	I31	123
BEACON SERVICE STATI Database: CUPA MONTEREY, Date of Government Version: 07/30/2018	700 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.218 mi.)	I34	145
P & M'S MARKET Database: CUPA MONTEREY, Date of Government Version: 07/30/2018	701 LIGHTHOUSE	SSE 1/8 - 1/4 (0.228 mi.)	I37	152
ROBERT ROUX CONSTRUC Database: CUPA MONTEREY, Date of Government Version: 07/30/2018	95 PRESCOTT AVE	SE 1/8 - 1/4 (0.233 mi.)	40	157

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
HOPKINS MARINE STATI Database: CUPA MONTEREY, Date of Government Version: 07/30/2018	120 OCEAN VIEW BLVD	N 0 - 1/8 (0.057 mi.)	11	39
MONTEREY BAY AQUARIU Database: CUPA MONTEREY, Date of Government Version: 07/30/2018	886 CANNERY ROW	ESE 0 - 1/8 (0.080 mi.)	D14	52
CLEMENT HOTEL MONTER Database: CUPA MONTEREY, Date of Government Version: 07/30/2018	750 CANNERY ROW	ESE 1/8 - 1/4 (0.180 mi.)	H29	119

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, has revealed that there are 2 DRYCLEANERS sites within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
DIMAGGIOS CLASSIC CL Database: DRYCLEANERS, Date of Government Version: 05/31/2018 EPA Id: CAD981570476	124 CENTRAL AVE	SW 0 - 1/8 (0.025 mi.)	B6	15
ONE HOUR MARTINIZING Database: DRYCLEANERS, Date of Government Version: 05/31/2018 EPA Id: CAL000013154	724 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.204 mi.)	I31	123

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 5 HIST CORTESE sites within approximately 0.5 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SAUCITO LAND CO. Reg Id: 18	CENTRAL & EARDLEY	SSW 0 - 1/8 (0.035 mi.)	C9	25
MARK'S SELF SERVICE	899 HAWTHORNE	SSW 0 - 1/8 (0.122 mi.)	F24	104

EXECUTIVE SUMMARY

Reg Id: 1052

BEACON SERVICE STATI	700 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.218 mi.)	I34	145
Reg Id: 649				

NAN'S MINI MARKET	701 LIGHTHOUSE AVE	SSE 1/8 - 1/4 (0.228 mi.)	I39	154
Reg Id: 927				

DANA PROPERTY	501 LIGHTHOUSE AVE	SSE 1/4 - 1/2 (0.396 mi.)	J43	161
Reg Id: 512				

Notify 65: Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

A review of the Notify 65 list, as provided by EDR, and dated 06/18/2018 has revealed that there are 7 Notify 65 sites within approximately 1 mile of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
OCEAN VIEW & EARDLEY		SSE 0 - 1/8 (0.015 mi.)	4	11
Not reported	WAVE AND DRAKE STREE	SE 1/4 - 1/2 (0.495 mi.)	48	175
GROVE LAUNDRY	472 LIGHTHOUSE AVE.	W 1/2 - 1 (0.520 mi.)	49	175
REESIDE PUMP STATION	STREET	SE 1/2 - 1 (0.640 mi.)	51	177
Not reported	132 PACIFIC STREET	WNW 1/2 - 1 (0.872 mi.)	53	177

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
PUMP STATION NO. 12	9TH & OCEANVIEW	NW 1/4 - 1/2 (0.302 mi.)	42	160
STATION 13		WNW 1/2 - 1 (0.644 mi.)	52	177

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 2 EDR Hist Auto sites within approximately 0.125 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
HYLANDS NORWALK	899 LIGHTHOUSE	S 0 - 1/8 (0.086 mi.)	E17	81
EMMAS SHELL	899 HAWTHORNE	SSW 0 - 1/8 (0.122 mi.)	F23	104

EXECUTIVE SUMMARY

EDR Hist Cleaner: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

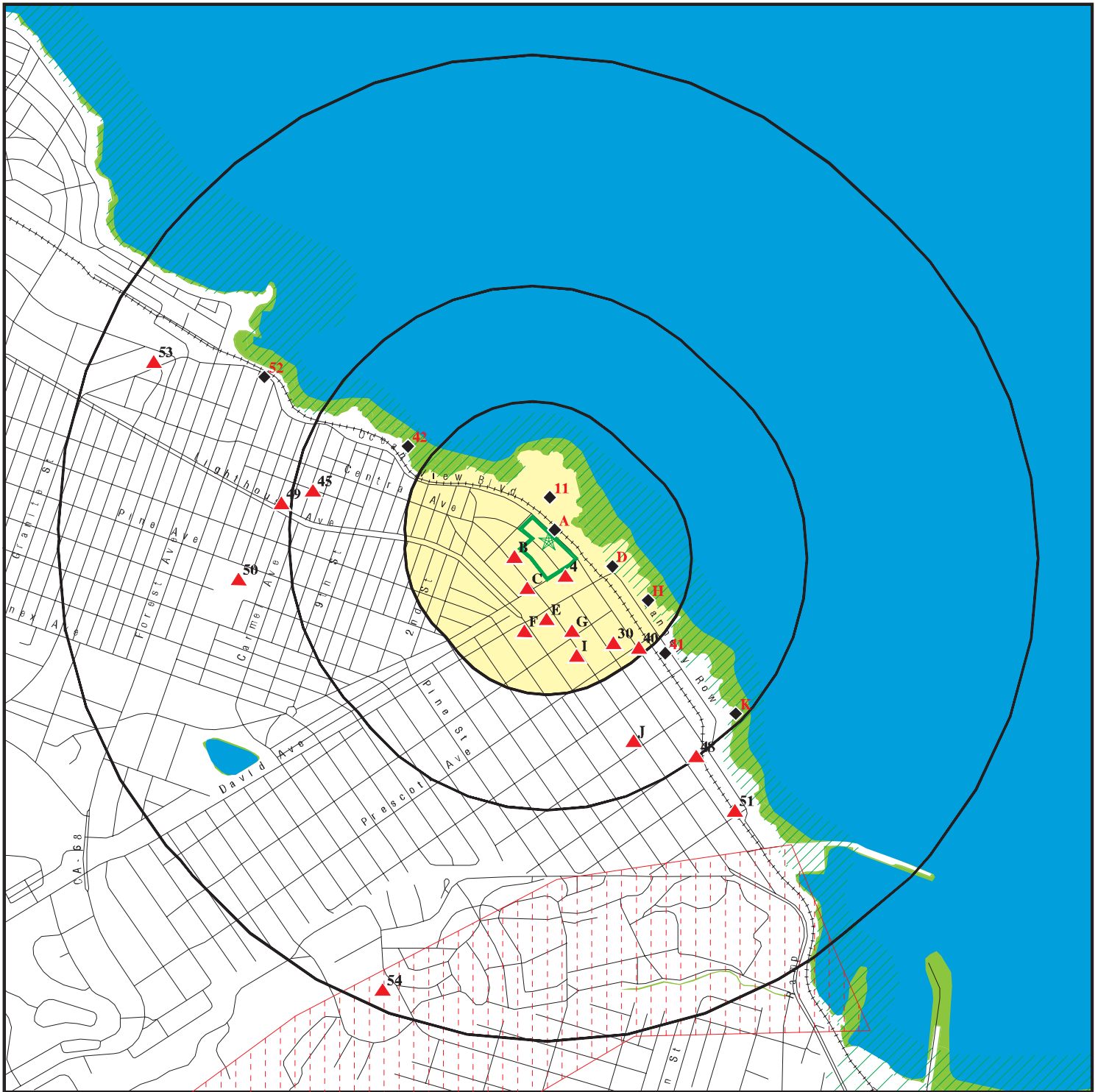
A review of the EDR Hist Cleaner list, as provided by EDR, has revealed that there is 1 EDR Hist Cleaner site within approximately 0.125 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
DI MAGGIO CLASSIC CL	124 CENTRAL AVE	SW 0 - 1/8 (0.025 mi.)	B7	23

EXECUTIVE SUMMARY

There were no unmapped sites in this report.

OVERVIEW MAP - 5418083.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Upgradient Area

Areas of Concern



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove CA 93950
 LAT/LONG: 36.618891 / 121.904526

CLIENT: Amicus
 CONTACT: Markus Niebanck
 INQUIRY #: 5418083.2s
 DATE: September 10, 2018 12:49 pm

DETAIL MAP - 5418083.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

Indian Reservations BIA

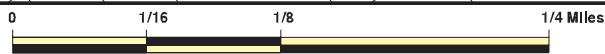
100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Areas of Concern



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove CA 93950
 LAT/LONG: 36.618891 / 121.904526

CLIENT: Amicus
 CONTACT: Markus Niebanck
 INQUIRY #: 5418083.2s
 DATE: September 10, 2018 12:54 pm

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
<i>Federal NPL site list</i>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
<i>Federal Delisted NPL site list</i>								
Delisted NPL	1.000		0	0	0	0	NR	0
<i>Federal CERCLIS list</i>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<i>Federal CERCLIS NFRAP site list</i>								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
<i>Federal RCRA CORRACTS facilities list</i>								
CORRACTS	1.000		0	0	0	0	NR	0
<i>Federal RCRA non-CORRACTS TSD facilities list</i>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<i>Federal RCRA generators list</i>								
RCRA-LQG	0.250		1	0	NR	NR	NR	1
RCRA-SQG	0.250		4	1	NR	NR	NR	5
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
<i>Federal institutional controls / engineering controls registries</i>								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
<i>Federal ERNS list</i>								
ERNS	0.001		0	NR	NR	NR	NR	0
<i>State- and tribal - equivalent NPL RESPONSE</i>								
RESPONSE	1.000		0	0	0	0	NR	0
<i>State- and tribal - equivalent CERCLIS ENVIROSTOR</i>								
ENVIROSTOR	1.000		0	1	0	2	NR	3
<i>State and tribal landfill and/or solid waste disposal site lists</i>								
SWF/LF	0.500		0	1	0	NR	NR	1
<i>State and tribal leaking storage tank lists</i>								
LUST	0.500		4	2	6	NR	NR	12

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	1	0	NR	NR	1
<i>State and tribal registered storage tank lists</i>								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		2	1	NR	NR	NR	3
AST	0.250		1	0	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
<i>State and tribal voluntary cleanup sites</i>								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
<i>State and tribal Brownfields sites</i>								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
<u>ADDITIONAL ENVIRONMENTAL RECORDS</u>								
<i>Local Brownfield lists</i>								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
<i>Local Lists of Landfill / Solid Waste Disposal Sites</i>								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
<i>Local Lists of Hazardous waste / Contaminated Sites</i>								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		5	2	NR	NR	NR	7
<i>Local Lists of Registered Storage Tanks</i>								
SWEEPS UST	0.250		3	0	NR	NR	NR	3
HIST UST	0.250		5	3	NR	NR	NR	8
CA FID UST	0.250		3	2	NR	NR	NR	5
CERS TANKS	0.250		3	1	NR	NR	NR	4
<i>Local Land Records</i>								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001	1	0	NR	NR	NR	NR	1
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	1	NR	1
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		7	6	NR	NR	NR	13
DRYCLEANERS	0.250		1	1	NR	NR	NR	2

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001	1	0	NR	NR	NR	NR	1
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		2	2	1	NR	NR	5
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		1	0	2	4	NR	7
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		2	NR	NR	NR	NR	2
EDR Hist Cleaner	0.125		1	NR	NR	NR	NR	1

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0

- Totals -- 2 45 24 9 7 0 87

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

A1
Target 125 OCEAN VIEW DRIVE
Property PACIFIC GROVE, CA 93950

CHMIRS S105885678
N/A

Site 1 of 3 in cluster A

Actual:
31 ft.

CHMIRS:
OES Incident Number: 2-4009
OES notification: 07/24/2002
OES Date: Not reported
OES Time: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported
Property Management: Not reported
More Than Two Substances Involved?: Not reported
Resp Agency Personel # Of Decontaminated: Not reported
Responding Agency Personel # Of Injuries: Not reported
Responding Agency Personel # Of Fatalities: Not reported
Others Number Of Decontaminated: Not reported
Others Number Of Injuries: Not reported
Others Number Of Fatalities: Not reported
Vehicle Make/year: Not reported
Vehicle License Number: Not reported
Vehicle State: Not reported
Vehicle Id Number: Not reported
CA DOT PUC/ICC Number: Not reported
Company Name: Not reported
Reporting Officer Name/ID: Not reported
Report Date: Not reported
Facility Telephone: Not reported
Waterway Involved: No
Waterway: Not reported
Spill Site: Not reported
Cleanup By: Responsible Party
Containment: Not reported
What Happened: Not reported
Type: Not reported
Measure: Not reported
Other: Not reported
Date/Time: Not reported
Year: 2002
Agency: Pacific Grove FD
Incident Date: 7/24/2002 12:00:00 AM
Admin Agency: Monterey County County Health Department
Amount: Not reported
Contained: Yes
Site Type: Residence
E Date: Not reported
Substance: sewage
Gallons: 10
Unknown: 0
Substance #2: Not reported
Substance #3: Not reported

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

(Continued)

S105885678

Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Blocked lateral sewer line caused the release.

**A2
 Target
 Property**

**1X CHELSEA GROUP
 125 OCEANVIEW BLVD
 PACIFIC GROVE, CA 93950**

**HAZNET S112836870
 N/A**

Site 2 of 3 in cluster A

**Actual:
 31 ft.**

HAZNET:
 envid: S112836870
 Year: 1998
 GEPAID: CAC000040618
 Contact: Not reported
 Telephone: 0000000000
 Mailing Name: Not reported
 Mailing Address: 125 OCEANVIEW BLVD
 Mailing City,St,Zip: PACIFIC GROVE, CA 939500000
 Gen County: Not reported
 TSD EPA ID: NVT330010000
 TSD County: Not reported
 Waste Category: Contaminated soil from site clean-up
 Disposal Method: Disposal, Other
 Tons: 6.7424
 Cat Decode: Not reported
 Method Decode: Not reported
 Facility County: Monterey

**DOD
 Region
 South
 1/2-1
 3410 ft.**

**PRESIDIO OF MONTEREY
 PRESIDIO OF MONTEREY (County), CA**

**DOD CUSA137459
 N/A**

DOD:
 Feature 1: Army DOD
 Feature 2: Not reported
 Feature 3: Not reported
 URL: Not reported
 Name 1: Presidio of Monterey
 Name 2: Not reported
 Name 3: Not reported
 State: CA
 DOD Site: Yes

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRESIDIO OF MONTEREY (Continued)

CUSA137459

Tile name: CAMONTEREY

A3
NNE
< 1/8
0.013 mi.
71 ft.

GREAT ANTIQUES INC
124 OCEANVIEW
PACIFIC GROVE, CA 93950

RCRA-SQG 1000158426
FINDS CAD981630429
ECHO

Site 3 of 3 in cluster A

Relative:
Lower
Actual:
24 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: GREAT ANTIQUES INC
Facility address: 124 OCEANVIEW
PACIFIC GROVE, CA 93950
EPA ID: CAD981630429
Mailing address: PO BOX 5455
CARMEL, CA 93921
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: JOHN KIEWIT
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GREAT ANTIQUES INC (Continued)

1000158426

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 02/09/1987
Site name: GREAT ANTIQUES INC
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002730590

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000158426
Registry ID: 110002730590
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002730590>

4
SSE
< 1/8
0.015 mi.
77 ft.

OCEAN VIEW & EARDLEY AVENUE

**Notify 65 S100178628
N/A**

PACIFIC GROVE, CA 92193

Relative:
Higher
Actual:
40 ft.

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

OCEAN VIEW & EARDLEY AVENUE (Continued)

S100178628

Issue Date: Not reported
Incident Description: Not reported

B5
WSW
< 1/8
0.021 mi.
111 ft.

MONTEREY BAY AQUARIUM RESEARCH
160 CENTRAL AVENUE
PACIFIC GROVE, CA 93950

RCRA-SQG 1000401877
FINDS CAD982467649
ECHO
HAZNET

Site 1 of 3 in cluster B

Relative:
Higher

RCRA-SQG:

Actual:
64 ft.

Date form received by agency: 09/01/1996
Facility name: MONTEREY BAY AQUARIUM RESEARCH
Facility address: 160 CENTRAL AVENUE
PACIFIC GROVE, CA 93950
EPA ID: CAD982467649
Contact: Not reported
Contact address: Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: MONTEREY BAY AQUARIUM
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM RESEARCH (Continued)

1000401877

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 10/17/1988
Site name: MONTEREY BAY AQUARIUM RESEARCH
Classification: Large Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002818693

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000401877
Registry ID: 110002818693
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002818693>

HAZNET:

envid: 1000401877
Year: 2000
GEPaid: CAD982467649
Contact: DEACT PER VQ96-RK
Telephone: 4086473723
Mailing Name: Not reported
Mailing Address: 160 CENTRAL AVE
Mailing City, St, Zip: PACIFIC GROVE, CA 939500000
Gen County: Not reported
TSD EPA ID: CAD008252405

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM RESEARCH (Continued)

1000401877

TSD County: Not reported
Waste Category: Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method: Recycler
Tons: 0.1
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: 1000401877
Year: 2000
GEPaid: CAD982467649
Contact: DEACT PER VQ96-RK
Telephone: 4086473723
Mailing Name: Not reported
Mailing Address: 160 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939500000
Gen County: Not reported
TSD EPA ID: CAD981382732
TSD County: Not reported
Waste Category: Asbestos containing waste
Disposal Method: Disposal, Land Fill
Tons: 8.42
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: 1000401877
Year: 2000
GEPaid: CAD982467649
Contact: DEACT PER VQ96-RK
Telephone: 4086473723
Mailing Name: Not reported
Mailing Address: 160 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939500000
Gen County: Not reported
TSD EPA ID: CAD008364432
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Treatment, Tank
Tons: 0.02
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: 1000401877
Year: 1997
GEPaid: CAD982467649
Contact: CORPORATION
Telephone: 4086473700
Mailing Name: Not reported
Mailing Address: 160 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939500000
Gen County: Not reported
TSD EPA ID: CAD044429835
TSD County: Not reported
Waste Category: Laboratory waste chemicals
Disposal Method: Disposal, Other

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM RESEARCH (Continued)

1000401877

Tons: .0650
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: 1000401877
Year: 1997
GEPaid: CAD982467649
Contact: CORPORATION
Telephone: 4086473700
Mailing Name: Not reported
Mailing Address: 160 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939500000
Gen County: Not reported
TSD EPA ID: CAD982444481
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Recycler
Tons: .0900
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

[Click this hyperlink](#) while viewing on your computer to access 16 additional CA_HAZNET: record(s) in the EDR Site Report.

B6
SW
< 1/8
0.025 mi.
131 ft.
Relative:
Higher
Actual:
64 ft.

DIMAGGIOS CLASSIC CLEANERS
124 CENTRAL AVE
PACIFIC GROVE, CA 93950
Site 2 of 3 in cluster B

RCRA-SQG 1000146133
FINDS CAD981570476
ECHO
CUPA Listings
DRYCLEANERS
HAZNET
CERS HAZ WASTE

RCRA-SQG:
Date form received by agency:09/01/1996
Facility name: DIMAGGIOS CLASSIC CLEANERS
Facility address: 124 CENTRAL AVE
PACIFIC GROVE, CA 93950
EPA ID: CAD981570476
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DIMAGGIOS CLASSIC CLEANERS (Continued)

1000146133

Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: TOM & LESLIE DIMAGGIOS
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: 415-555-1212
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:

Date form received by agency: 09/26/1986
Site name: DIMAGGIOS CLASSIC CLEANERS
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:

Evaluation date: 07/17/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DIMAGGIOS CLASSIC CLEANERS (Continued)

1000146133

Evaluation date: 09/01/1993
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 01/01/1988
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

FINDS:

Registry ID: 110002717784

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

HAZARDOUS AIR POLLUTANT MAJOR

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

STATE MASTER

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000146133
Registry ID: 110002717784
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002717784>

CUPA MONTEREY:

Facility Id: FA0812518
Region: MONTEREY
Program/Element Code: 512A
Program/Element: 512A - WASTE GENERATOR LESS THAN 1 TON
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0812518
Mailing Address: 124 CENTRAL AVE
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: DRY CLEANERS
Owner ID: OW0806266
Last Billing Date: 05/26/2016
Last Payment Date: 07/01/2015
Last Payment Amount: 726.00
Total Fee Amount: 548.00

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DIMAGGIOS CLASSIC CLEANERS (Continued)

1000146133

Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8313756113
E-Mail: Not reported
Last Activity Date: 07/02/2003
Prior Inspection Date: 08/01/2002
Current Inspection Date: 08/01/2003
Record ID: PR0609840

Facility Id: FA0812518
Region: MONTEREY
Program/Element Code: 5150
Program/Element: 5150 - BASE FEE HAZARDOUS WASTE GENERATOR
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0812518
Mailing Address: 124 CENTRAL AVE
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: DRY CLEANERS
Owner ID: OW0806266
Last Billing Date: 05/26/2016
Last Payment Date: 07/01/2015
Last Payment Amount: 726.00
Total Fee Amount: 548.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8313756113
E-Mail: Not reported
Last Activity Date: 05/24/2017
Prior Inspection Date: 09/25/2016
Current Inspection Date: 05/24/2018
Record ID: PR0602430

Facility Id: FA0812518
Region: MONTEREY
Program/Element Code: 512J
Program/Element: 512J - WASTE OIL, NONCHLORINATED SAFETY SOLVENTS
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0812518
Mailing Address: 124 CENTRAL AVE
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: DRY CLEANERS
Owner ID: OW0806266
Last Billing Date: 05/26/2016
Last Payment Date: 07/01/2015
Last Payment Amount: 726.00
Total Fee Amount: 548.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8313756113
E-Mail: Not reported
Last Activity Date: 07/02/2003
Prior Inspection Date: 08/01/2002
Current Inspection Date: 08/01/2003
Record ID: PR0609839

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DIMAGGIOS CLASSIC CLEANERS (Continued)

1000146133

DRYCLEANERS:

EPA Id: CAD981570476
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211
SIC Description: Power Laundries, Family and Commercial
Create Date: 04/10/1987
Facility Active: Yes
Inactive Date: Not reported
Facility Addr2: Not reported
Owner Name: DIMAGGIOS CLEANER CORP.
Owner Address: 124 CENTRAL AVE
Owner Address 2: Not reported
Owner Telephone: 8313756113
Contact Name: SUNG HO BAEK
Contact Address: 124 CENTRAL AVE
Contact Address 2: Not reported
Contact Telephone: 8313756113
Mailing Name: Not reported
Mailing Address 1: 124 CENTRAL AVE
Mailing Address 2: Not reported
Mailing City: PACIFIC GROVE
Mailing State: CA
Mailing Zip: 939503016
Owner Fax: 0000000000
Region Code: 2

HAZNET:

envid: 1000146133
Year: 2002
GEPAID: CAD981570476
Contact: SUNG HO BAEK
Telephone: 4083756113
Mailing Name: Not reported
Mailing Address: 124 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939503016
Gen County: Not reported
TSD EPA ID: CAT080014079
TSD County: Not reported
Waste Category: Off-specification, aged or surplus organics
Disposal Method: Transfer Station
Tons: 0.12
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: 1000146133
Year: 2002
GEPAID: CAD981570476
Contact: SUNG HO BAEK
Telephone: 4083756113
Mailing Name: Not reported
Mailing Address: 124 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939503016
Gen County: Not reported
TSD EPA ID: CAT080014079

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DIMAGGIOS CLASSIC CLEANERS (Continued)

1000146133

TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.15
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: 1000146133
Year: 2001
GEPaid: CAD981570476
Contact: SUNG HO BAEK
Telephone: 4083756113
Mailing Name: Not reported
Mailing Address: 124 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939503016
Gen County: Not reported
TSD EPA ID: CAT080014079
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: 0.33
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: 1000146133
Year: 1999
GEPaid: CAD981570476
Contact: DIMAGGIOS CLASSIC CLEANERS
Telephone: 4083756113
Mailing Name: Not reported
Mailing Address: 124 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939503016
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Not reported
Disposal Method: Recycler
Tons: .0000
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: 1000146133
Year: 1999
GEPaid: CAD981570476
Contact: DIMAGGIOS CLASSIC CLEANERS
Telephone: 4083756113
Mailing Name: Not reported
Mailing Address: 124 CENTRAL AVE
Mailing City,St,Zip: PACIFIC GROVE, CA 939503016
Gen County: Not reported
TSD EPA ID: CAD981397417
TSD County: Not reported
Waste Category: Halogenated solvents (chloroforms, methyl chloride, perchloroethylene, etc)

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DIMAGGIOS CLASSIC CLEANERS (Continued)

1000146133

Disposal Method: Recycler
Tons: .2784
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

[Click this hyperlink](#) while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

CERS HAZ WASTE:

Site ID: 111357
CERS ID: 10433011
CERS Description: Hazardous Waste Generator

Violations:

Site ID: 111357
Site Name: DI MAGGIO CLASSIC CLEANERS
Violation Date: 07-17-2013
Citation: 22 CCR 15 66265.31 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.31
Violation Description: Failure to maintain and operate the facility to minimize the possibility of a fire, explosion, or any unplanned sudden or non-sudden release of hazardous waste or hazardous waste constituents to the air, soil, or surface water which could threaten human health or the environment.
Violation Notes: Returned to compliance on 08/17/2013.
Violation Division: Monterey County Health Department
Violation Program: HWLQG
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-24-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-01-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-17-2013
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: MAINT. & OP OF FACILITY(HSE/SAFETY VIOL)
Eval Division: Monterey County Health Department
Eval Program: HWLQG
Eval Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DIMAGGIOS CLASSIC CLEANERS (Continued)

1000146133

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-25-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:

Site ID: 111357
Facility Name: DI MAGGIO CLASSIC CLEANERS
Env Int Type Code: HWG
Program ID: 10433011
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.618210
Longitude: -121.905400

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: BAEK, SUNG HO
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: BAEK, SUNG HO
Entity Title: Not reported
Affiliation Address: 1141 LIGHTHOUSE AVE #212
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: (831) 373-7831

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 124 CENTRAL AVE
Affiliation City: PACIFIC GROVE
Affiliation State: CA

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

DIMAGGIOS CLASSIC CLEANERS (Continued)

1000146133

Affiliation Country:	Not reported
Affiliation Zip:	93950
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	BAEK, SUNG HO
Entity Title:	OWNER OPERATOR
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	BAEK, SUNG HO
Entity Title:	Not reported
Affiliation Address:	124 CENTRAL AVE
Affiliation City:	PACIFIC GROVE
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	93950
Affiliation Phone:	(831) 224-7831
Affiliation Type Desc:	Operator
Entity Name:	Di maggios cleaner
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(831) 224-7831
Affiliation Type Desc:	Parent Corporation
Entity Name:	DI MAGGIO CLASSIC CLEANERS
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

B7
SW
 < 1/8
 0.025 mi.
 131 ft.
Relative:
Higher
Actual:
64 ft.

DI MAGGIO CLASSIC CLEANERS
124 CENTRAL AVE
PACIFIC GROVE, CA 93950
Site 3 of 3 in cluster B

EDR Hist Cleaner 1018959038
N/A

EDR Hist Cleaner

Year:	Name:	Type:
1979	NORGE LAUNDRY & CLEANING	Coin-Operated Laundries And Cleaning
1980	NORGE LAUNDRY & CLEANING	Coin-Operated Laundries And Cleaning
1982	NORGE LAUNDRY & CLEANING	Coin-Operated Laundries And Cleaning
1983	DI MAGGIO CLASSIC CLEANERS	Coin-Operated Laundries And Cleaning

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

DI MAGGIO CLASSIC CLEANERS (Continued)

1018959038

1985	DI MAGGIO CLASSIC CLEANERS	Coin-Operated Laundries And Cleaning
1986	DI MAGGIO CLASSIC CLEANERS	Coin-Operated Laundries And Cleaning
1987	DI MAGGIO CLASSIC CLEANERS	Coin-Operated Laundries And Cleaning
1988	DI MAGGIO CLASSIC CLEANERS	Coin-Operated Laundries And Cleaning
1989	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1990	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1991	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1992	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1993	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1994	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1995	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1996	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1997	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1998	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
1999	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2000	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2001	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2002	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2003	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2004	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2005	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2006	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2007	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2008	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2009	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2010	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2011	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2012	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2013	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs
2014	DI MAGGIO CLASSIC CLEANERS	Drycleaning Plants, Except Rugs

C8
SSW
 < 1/8
 0.035 mi.
 187 ft.

SAUCITO LAND CO.
CENTRAL & EARDLEY
PACIFIC GROVE, CA 93950

LUST S110654708
N/A

Site 1 of 4 in cluster C

Relative:
Higher
Actual:
68 ft.

LUST:
 Lead Agency: CENTRAL COAST RWQCB (REGION 3)
 Case Type: LUST Cleanup Site
 Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605300034
 Global Id: T0605300034
 Latitude: 36.6173567
 Longitude: -121.9050285
 Status: Completed - Case Closed
 Status Date: 03/25/1992
 Case Worker: JWG
 RB Case Number: 18
 Local Agency: MONTEREY COUNTY
 File Location: Not reported
 Local Case Number: Not reported
 Potential Media Affect: Other Groundwater (uses other than drinking water)
 Potential Contaminants of Concern: Gasoline
 Site History: Not reported

LUST:
 Global Id: T0605300034
 Contact Type: Local Agency Caseworker

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAUCITO LAND CO. (Continued)

S110654708

Contact Name: CORY WELCH
Organization Name: MONTEREY COUNTY
Address: 1270 NATIVIDAD ROAD, RM 301
City: SALINAS
Email: welchc@co.monterey.ca.us
Phone Number: 8317554570

Global Id: T0605300034
Contact Type: Regional Board Caseworker
Contact Name: JOHN GONI
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: jgoni@waterboards.ca.gov
Phone Number: Not reported

LUST:

Global Id: T0605300034
Action Type: Other
Date: 03/15/1988
Action: Leak Discovery

Global Id: T0605300034
Action Type: Other
Date: 06/23/1988
Action: Leak Reported

LUST:

Global Id: T0605300034
Status: Open - Case Begin Date
Status Date: 03/15/1988

Global Id: T0605300034
Status: Open - Remediation
Status Date: 02/27/1989

Global Id: T0605300034
Status: Completed - Case Closed
Status Date: 03/25/1992

C9
SSW
< 1/8
0.035 mi.
187 ft.

**SAUCITO LAND CO.
CENTRAL & EARDLEY
PACIFIC GROVE, CA 93950**

Site 2 of 4 in cluster C

**LUST S105025424
HIST CORTESE N/A
CERS**

**Relative:
Higher**

LUST REG 3:

**Actual:
68 ft.**

Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300034
Status: Case Closed
Case Number: 18
Local Case Num: Not reported
Case Type: O
Substance: Gasoline

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAUCITO LAND CO. (Continued)

S105025424

Quantity: Not reported
Abatement Method: U
Leak Source: Tank
Leak Cause: UNK
How Stopped: Not reported
How Discovered: Nuisance Conditions
Release Date: 06/23/1988
Discovered Date: 3/15/88
Enter Date: 02/28/1989
Stop Date: Not reported
Review Date: 03/25/1992
Enforce Date: Not reported
Close Date: 3/25/92
Enforcement Type: Not reported
Responsible Party: MRS. JULIE WORK BECK
RP Address: P.O. BOX 87
Contact: Not reported
Cross Street: Not reported
Local Agency: 27000
Lead Agency: Regional Board
Staff Initials: JWG
Confirm Leak: Not reported
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: / /
Remedial Plan: 2/27/89
Remedial Action: Not reported
Monitoring: / /
Pilot Program: UST
Interim Action: 0
Funding: Not reported
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NT
Lat/Long: 36.6173567 / -121.9050285
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 1
Org Name: Not reported
Basin Plan: 9.50
Beneficial: Not reported
Priority: 3
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: CYPRESS COMMUNITY CHURCH WS
Well Name: LPA REPORTED PRIMARY SOURCE
Distance From Well: 0
Assigned Name: 2702030-001GEN
Summary: NO USEABLE WATER RESOURCES AFFECTED. CASE DELEGATED TO LOCAL AGENCIES
5/13/92.

HIST CORTESE:

Region: CORTESE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAUCITO LAND CO. (Continued)

S105025424

Facility County Code: 27
Reg By: LTNKA
Reg Id: 18

CERS TANKS:

Site ID: 249546
CERS ID: T0605300034
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Local Agency Caseworker
Entity Name: CORY WELCH - MONTEREY COUNTY
Entity Title: Not reported
Affiliation Address: 1270 NATIVIDAD ROAD, RM 301
Affiliation City: SALINAS
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 8317554570

C10
SSW
< 1/8
0.045 mi.
239 ft.

GERMAN MOTORWERKS
95 CENTRAL AVE
PACIFIC GROVE, CA 93950

Site 3 of 4 in cluster C

SWEEPS UST **U001593724**
HIST UST **N/A**
CUPA Listings
CERS
CERS HAZ WASTE

Relative:
Higher
Actual:
71 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 59766
Number: Not reported
Board Of Equalization: 44-015128
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 27-000-059766-000001
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: 4

Status: Not reported
Comp Number: 59766
Number: Not reported
Board Of Equalization: 44-015128
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 27-000-059766-000002
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: M.V. FUEL

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 59766
Number: Not reported
Board Of Equalization: 44-015128
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 27-000-059766-000003
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 59766
Number: Not reported
Board Of Equalization: 44-015128
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 27-000-059766-000004
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

HIST UST:

File Number: 0002AC2C
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002AC2C.pdf>
Region: STATE
Facility ID: 00000059766
Facility Type: Other
Other Type: AUTO BODY SHOP
Contact Name: FRANK LINARES
Telephone: 4083722995
Owner Name: SAUCITO LAND CO.
Owner Address: 156 BONIFACIO PLACE
Owner City,St,Zip: MONTEREY, CA 93940
Total Tanks: 0004

Tank Num: 001
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 001
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: 10

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: 10

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: None

[Click here for Geo Tracker PDF:](#)

CUPA MONTEREY:

Facility Id: FA0812512
Region: MONTEREY
Program/Element Code: 512J
Program/Element: 512J - WASTE OIL, NONCHLORINATED SAFETY SOLVENTS
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0812512
Mailing Address: 95 CENTRAL AVE
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: Not reported
Owner ID: OW0801744
Last Billing Date: 05/26/2016
Last Payment Date: 07/06/2015
Last Payment Amount: 726.00
Total Fee Amount: 147.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8316469692
E-Mail: Not reported
Last Activity Date: 10/13/2017
Prior Inspection Date: 09/25/2016
Current Inspection Date: 10/13/2018
Record ID: PR0608297

Facility Id: FA0812512
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0812512
Mailing Address: 95 CENTRAL AVE
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: Not reported
Owner ID: OW0801744
Last Billing Date: 05/26/2016
Last Payment Date: 07/06/2015
Last Payment Amount: 726.00
Total Fee Amount: 147.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8316469692
E-Mail: Not reported
Last Activity Date: 05/18/2018
Prior Inspection Date: 10/13/2018

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Current Inspection Date: 05/18/2019
Record ID: PR0602424

Facility Id: FA0812513
Region: MONTEREY
Program/Element Code: 5150
Program/Element: 5150 - BASE FEE HAZARDOUS WASTE GENERATOR
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0812513
Mailing Address: 95 CENTRAL AVE
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: HAZ MAT FACILITY
Owner ID: OW0801745
Last Billing Date: 05/26/2016
Last Payment Date: 06/22/2015
Last Payment Amount: 590.00
Total Fee Amount: 548.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8316490445
E-Mail: JPWERKS@COMCAST.NET
Last Activity Date: 05/18/2018
Prior Inspection Date: 10/13/2018
Current Inspection Date: 05/18/2019
Record ID: PR0602425

CERS TANKS:

Site ID: 49994
CERS ID: 10433005
CERS Description: Chemical Storage Facilities

Evaluation:

Eval General Type: Other/Unknown
Eval Date: 10-15-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-24-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-24-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-24-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 09-25-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 09-25-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-13-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-13-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 49994
Facility Name: MONTEREY IMPORT MOTORS, INC
Env Int Type Code: HWG
Program ID: 10433005
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.617310
Longitude: -121.905040

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: DONOVAN, GREG
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: DONOVAN, GREG
Entity Title: Not reported
Affiliation Address: 95 CENTRAL AVE
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: (831) 646-9692

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 95 CENTRAL AVE
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: SAME
Entity Title: Owner
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Greg Donovan
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 646-9692

Affiliation Type Desc: Parent Corporation
Entity Name: MONTEREY IMPORT MOTORS, INC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

CERS HAZ WASTE:
Site ID: 49994
CERS ID: 10433005
CERS Description: Hazardous Waste Generator

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 10-15-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-24-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-24-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-24-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Eval General Type: Other/Unknown
Eval Date: 09-25-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 09-25-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-13-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-13-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 49994
Facility Name: MONTEREY IMPORT MOTORS, INC
Env Int Type Code: HWG
Program ID: 10433005
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.617310
Longitude: -121.905040

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Affiliation Type Desc: Document Preparer
Entity Name: DONOVAN, GREG
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: DONOVAN, GREG
Entity Title: Not reported
Affiliation Address: 95 CENTRAL AVE
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: (831) 646-9692

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 95 CENTRAL AVE
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: SAME
Entity Title: Owner
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Operator
Entity Name: Greg Donovan
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 646-9692

Affiliation Type Desc: Parent Corporation
Entity Name: MONTEREY IMPORT MOTORS, INC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Affiliation Zip: Not reported
Affiliation Phone: Not reported

Site ID: 33101
CERS ID: 10433008
CERS Description: Hazardous Waste Generator

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-24-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-25-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-13-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-15-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:

Site ID: 33101
Facility Name: GERMAN MOTORWERKS
Env Int Type Code: HWG
Program ID: 10433008
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.617310
Longitude: -121.905040

Affiliation:

Affiliation Type Desc: CUPA District

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: OREHEK, JOHN
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: OREHEK, JOHN
Entity Title: Not reported
Affiliation Address: 95 CENTRAL AVE
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: (831) 649-0445

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 95 CENTRAL AVE
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: SAME
Entity Title: Owner
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: GERMAN MOTORWERKS
Entity Title: Not reported
Affiliation Address: 95 CENTRAL AVE
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93950-0000

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

GERMAN MOTORWERKS (Continued)

U001593724

Affiliation Phone: (831) 372-3836

Affiliation Type Desc: Operator
 Entity Name: OREHEK,JOHN
 Entity Title: Not reported
 Affiliation Address: Not reported
 Affiliation City: Not reported
 Affiliation State: Not reported
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: (831) 372-3836

Affiliation Type Desc: Parent Corporation
 Entity Name: GERMAN MOTORWERKS
 Entity Title: Not reported
 Affiliation Address: Not reported
 Affiliation City: Not reported
 Affiliation State: Not reported
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: Not reported

11
 North
 < 1/8
 0.057 mi.
 302 ft.

**HOPKINS MARINE STATION OF
 120 OCEAN VIEW BLVD
 PACIFIC GROVE, CA 93950**

AST S110739932
CUPA Listings N/A
CERS TANKS
CERS
CERS HAZ WASTE

**Relative:
 Lower
 Actual:
 15 ft.**

AST:
 Certified Unified Program Agencies: Not reported
 Owner: Stanford University
 Total Gallons: Not reported
 CERSID: 10432492
 Facility ID: Not reported
 Business Name: HOPKINS MARINE STATION OF
 Phone: (831) 655-6249
 Fax: (831) 375-0693
 Mailing Address: 120 OCEAN VIEW BLVD
 Mailing Address City: PACIFIC GROVE
 Mailing Address State: CA
 Mailing Address Zip Code: 93950
 Operator Name: Hopkins Marine Station
 Operator Phone: Judy Thompson
 Owner Phone: (831) 655-6249
 Owner Mail Address: 120 OCEAN VIEW BLVD
 Owner State: CA
 Owner Zip Code: 93950
 Owner Country: United States
 Property Owner Name: Not reported
 Property Owner Phone: Not reported
 Property Owner Mailing Address: Not reported
 Property Owner City: Not reported
 Property Owner Stat : Not reported
 Property Owner Zip Code: Not reported
 Property Owner Country: Not reported
 EPAID: CAD981438187

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

CUPA MONTEREY:

Facility Id: FA0814420
Region: MONTEREY
Program/Element Code: 512J
Program/Element: 512J - WASTE OIL, NONCHLORINATED SAFETY SOLVENTS
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0814420
Mailing Address: 120 OCEAN VIEW BLVD
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: RESEARCH CENTER
Owner ID: OW0803652
Last Billing Date: 05/26/2016
Last Payment Date: 06/23/2016
Last Payment Amount: 1,384.32
Total Fee Amount: 147.00
Total Amount Paid: 147.00
Units: 1
Financial Status: Financially compliant
Phone: 8316556249
E-Mail: Not reported
Last Activity Date: 05/22/2018
Prior Inspection Date: 05/30/2018
Current Inspection Date: 05/22/2019
Record ID: PR0607196

Facility Id: FA0814420
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0814420
Mailing Address: 120 OCEAN VIEW BLVD
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: RESEARCH CENTER
Owner ID: OW0803652
Last Billing Date: 05/26/2016
Last Payment Date: 06/23/2016
Last Payment Amount: 1,384.32
Total Fee Amount: 147.00
Total Amount Paid: 147.00
Units: 1
Financial Status: Financially compliant
Phone: 8316556249
E-Mail: Not reported
Last Activity Date: 05/22/2018
Prior Inspection Date: 05/30/2018
Current Inspection Date: 05/22/2019
Record ID: PR0604332

Facility Id: FA0814420
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0814420
Mailing Address: 120 OCEAN VIEW BLVD
Mailing City State Zip: PACIFIC GROVE CA 93950

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Program Identifier: RESEARCH CENTER
Owner ID: OW0803652
Last Billing Date: 05/26/2016
Last Payment Date: 06/23/2016
Last Payment Amount: 1,384.32
Total Fee Amount: 147.00
Total Amount Paid: 147.00
Units: 1
Financial Status: Financially compliant
Phone: 8316556249
E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: 11/01/2017
Current Inspection Date: 05/30/2018
Record ID: PR0635969

Facility Id: FA0814420
Region: MONTEREY
Program/Element Code: 512A
Program/Element: 512A - WASTE GENERATOR LESS THAN 1 TON
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0814420
Mailing Address: 120 OCEAN VIEW BLVD
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: RESEARCH CENTER
Owner ID: OW0803652
Last Billing Date: 05/26/2016
Last Payment Date: 06/23/2016
Last Payment Amount: 1,384.32
Total Fee Amount: 147.00
Total Amount Paid: 147.00
Units: 1
Financial Status: Financially compliant
Phone: 8316556249
E-Mail: Not reported
Last Activity Date: 05/21/2014
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0607197

CERS TANKS:

Site ID: 37001
CERS ID: 10432492
CERS Description: Aboveground Petroleum Storage

Evaluation:

Eval General Type: Other/Unknown
Eval Date: 05-21-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-21-2014

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-30-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-30-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Eval Division: Monterey County Health Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 37001
Facility Name: HOPKINS MARINE STATION OF
Env Int Type Code: HWG
Program ID: 10432492
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.620300
Longitude: -121.904490

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: PATTON, CHRIS
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: PATTON, CHRIS
Entity Title: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: (831) 655-6216

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: THOMPSON, JUDY
Entity Title: ADMINISTRATOR
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: STANFORD UNIVERSITY
Entity Title: Not reported
Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93950
Affiliation Phone: (831) 655-6249

Affiliation Type Desc: Parent Corporation
Entity Name: HOPKINS MARINE STATION OF
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

CERS TANKS:
Site ID: 37001
CERS ID: 10432492
CERS Description: Chemical Storage Facilities

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 05-21-2014
Violations Found: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-21-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-30-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-30-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 37001
Facility Name: HOPKINS MARINE STATION OF
Env Int Type Code: HWG
Program ID: 10432492
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.620300
Longitude: -121.904490

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: PATTON, CHRIS
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: PATTON, CHRIS
Entity Title: Not reported
Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: (831) 655-6216

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: THOMPSON, JUDY
Entity Title: ADMINISTRATOR
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: STANFORD UNIVERSITY
Entity Title: Not reported
Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93950
Affiliation Phone: (831) 655-6249

Affiliation Type Desc: Parent Corporation
Entity Name: HOPKINS MARINE STATION OF
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

CERS HAZ WASTE:

Site ID: 37001
CERS ID: 10432492
CERS Description: Hazardous Waste Generator

Evaluation:

Eval General Type: Other/Unknown
Eval Date: 05-21-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-21-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-30-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-30-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-30-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: APSA
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 11-01-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 37001
Facility Name: HOPKINS MARINE STATION OF
Env Int Type Code: HWG
Program ID: 10432492
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.620300
Longitude: -121.904490

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: PATTON, CHRIS
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: PATTON, CHRIS
Entity Title: Not reported
Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: (831) 655-6216

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93950
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: THOMPSON, JUDY
Entity Title: ADMINISTRATOR
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: STANFORD UNIVERSITY
Entity Title: Not reported
Affiliation Address: 120 OCEAN VIEW BLVD
Affiliation City: PACIFIC GROVE
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93950
Affiliation Phone: (831) 655-6249

Affiliation Type Desc: Parent Corporation
Entity Name: HOPKINS MARINE STATION OF
Entity Title: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

HOPKINS MARINE STATION OF (Continued)

S110739932

Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

C12
SSW
< 1/8
0.068 mi.
358 ft.

FOUNTAIN AVENUE PUMP STATION
OCEANVIEW AND FOUNTAIN AVENUES
PACIFIC GROVE, CA 93950

HIST UST **U001593723**
N/A

Site 4 of 4 in cluster C

Relative:
Higher
Actual:
77 ft.

HIST UST:
File Number: 0002E303
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002E303.pdf>
Region: STATE
Facility ID: 00000039035
Facility Type: Other
Other Type: WASTEWATER TREATMENT
Contact Name: ED HUMAN, MAINT. SUPT.
Telephone: 4083728035
Owner Name: MONTEREY REGIONAL WATER POLLUT
Owner Address: 220 COUNTRY CLUB GATE CENTER,
Owner City,St,Zip: PACIFIC GROVE, CA 93950
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1979
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 001
Container Num: 1
Year Installed: 1979
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, Pressure Test

Click here for Geo Tracker PDF:

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

D13 **MONTEREY BAY AQUARIUM**
ESE **886 CANNERY ROW**
< 1/8 **MONTEREY, CA 93940**
0.080 mi.
425 ft. **Site 1 of 3 in cluster D**

UST **U004264670**
N/A

Relative: **UST:**
Lower Facility ID: FA0812385
 Permitting Agency: Monterey County Health Department
Actual: Latitude: 36.61813
20 ft. Longitude: -121.90205

D14 **MONTEREY BAY AQUARIUM**
ESE **886 CANNERY ROW**
< 1/8 **MONTEREY, CA 93940**
0.080 mi.
425 ft. **Site 2 of 3 in cluster D**

SWEEPS UST **1000401860**
CA FID UST **N/A**
CHMIRS
CUPA Listings
NPDES
CERS HAZ WASTE
CERS TANKS
CIWQS
CERS

Relative:
Lower

Actual:
20 ft.

SWEEPS UST:

Status: Not reported
Comp Number: 11243
Number: Not reported
Board Of Equalization: 44-034720
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 27-043-011243-000001
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: 4

Status: Not reported
Comp Number: 11243
Number: Not reported
Board Of Equalization: 44-034720
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 27-043-011243-000002
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 11243
Number: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Board Of Equalization: 44-034720
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 27-043-011243-000003
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 11243
Number: Not reported
Board Of Equalization: 44-034720
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 27-043-011243-000004
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: UNKNOWN
STG: PRODUCT
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:

Facility ID: 27001163
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4086491802
Mail To: Not reported
Mailing Address: 886 CANNERY ROW
Mailing Address 2: Not reported
Mailing City,St,Zip: MONTEREY 93940
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

CHMIRS:

OES Incident Number: 1-4773
OES notification: 08/11/2011
OES Date: Not reported
OES Time: Not reported
Date Completed: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	Yes
Waterway:	Monterey Bay
Spill Site:	Waterways
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Cup(s)
Other:	Not reported
Date/Time:	1210
Year:	2011
Agency:	NRC
Incident Date:	8/11/2011
Admin Agency:	Monterey County County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Monterey Bay
E Date:	Not reported
Substance:	Gasoline
Quantity Released:	0.25
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Injuries: Not reported
Fatales: Not reported
Comments: Not reported
Description: PER NRC REPORT, CALLER STATED DUE TO A FUEL LEAK ON THEIR 19 FOOT WHALING VESSEL THERE WAS A SPILL OF GASOLINE INTO MONTEREY BAY. REMEDIAL ACTIONS: CALLER STATED THEY ARE USING ABSORBENT ON CONCRETE SURFACE AND IN THE WATER.

CUPA MONTEREY:

Facility Id: FA0812385
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0812385
Mailing Address: 886 CANNERY ROW
Mailing City State Zip: MONTEREY CA 93940-0000
Program Identifier: Not reported
Owner ID: OW0806129
Last Billing Date: 05/26/2016
Last Payment Date: 06/30/2015
Last Payment Amount: 1,385.00
Total Fee Amount: 147.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8316447507
E-Mail: Not reported
Last Activity Date: 05/30/2018
Prior Inspection Date: 05/22/2018
Current Inspection Date: 05/30/2019
Record ID: PR0608281

Facility Id: FA0812385
Region: MONTEREY
Program/Element Code: 512J
Program/Element: 512J - WASTE OIL, NONCHLORINATED SAFETY SOLVENTS
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0812385
Mailing Address: 886 CANNERY ROW
Mailing City State Zip: MONTEREY CA 93940-0000
Program Identifier: Not reported
Owner ID: OW0806129
Last Billing Date: 05/26/2016
Last Payment Date: 06/30/2015
Last Payment Amount: 1,385.00
Total Fee Amount: 147.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8316447507
E-Mail: Not reported
Last Activity Date: 05/30/2018
Prior Inspection Date: 05/22/2018
Current Inspection Date: 05/30/2019
Record ID: PR0608282

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

NPDES:

Facility Status: Active
NPDES Number: CAG993003
Region: 3
Agency Number: 539051
Regulatory Measure ID: 389513
Place ID: 792425
Order Number: R3-2013-0041
WDID: 3 270313501
Regulatory Measure Type: Enrollee
Program Type: NPDNONMUNIPRCS
Adoption Date Of Regulatory Measure: 02/25/2013
Effective Date Of Regulatory Measure: 02/25/2013
Termination Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: 01/31/2019
Discharge Address: 886 Cannery Row
Discharge Name: Monterey Bay Aquarium Foundation
Discharge City: Monterey
Discharge State: CA
Discharge Zip: 93940
Status: Not reported
Status Date: Not reported
Operator Name: Not reported
Operator Address: Not reported
Operator City: Not reported
Operator State: Not reported
Operator Zip: Not reported

NPDES as of 03/2018:

NPDES Number: CAG993003
Status: Active
Agency Number: 539051
Region: 3
Regulatory Measure ID: 389513
Order Number: R3-2013-0041
Regulatory Measure Type: Enrollee
Place ID: 792425
WDID: 3 270313501
Program Type: NPDNONMUNIPRCS
Adoption Date Of Regulatory Measure: 02/25/2013
Effective Date Of Regulatory Measure: 02/25/2013
Expiration Date Of Regulatory Measure: 01/31/2019
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Monterey Bay Aquarium Foundation
Discharge Address: 886 Cannery Row
Discharge City: Monterey
Discharge State: CA
Discharge Zip: 93940
Received Date: Not reported
Processed Date: Not reported
Status: Not reported
Status Date: Not reported
Place Size: Not reported
Place Size Unit: Not reported
Contact: Not reported
Contact Title: Not reported
Contact Phone: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Contact Phone Ext:	Not reported
Contact Email:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported
Operator Contact:	Not reported
Operator Contact Title:	Not reported
Operator Contact Phone:	Not reported
Operator Contact Phone Ext:	Not reported
Operator Contact Email:	Not reported
Operator Type:	Not reported
Developer:	Not reported
Developer Address:	Not reported
Developer City:	Not reported
Developer State:	Not reported
Developer Zip:	Not reported
Developer Contact:	Not reported
Developer Contact Title:	Not reported
Constype Linear Utility Ind:	Not reported
Emergency Phone:	Not reported
Emergency Phone Ext:	Not reported
Constype Above Ground Ind:	Not reported
Constype Below Ground Ind:	Not reported
Constype Cable Line Ind:	Not reported
Constype Comm Line Ind:	Not reported
Constype Commercial Ind:	Not reported
Constype Electrical Line Ind:	Not reported
Constype Gas Line Ind:	Not reported
Constype Industrial Ind:	Not reported
Constype Other Description:	Not reported
Constype Other Ind:	Not reported
Constype Recons Ind:	Not reported
Constype Residential Ind:	Not reported
Constype Transport Ind:	Not reported
Constype Utility Description:	Not reported
Constype Utility Ind:	Not reported
Constype Water Sewer Ind:	Not reported
Dir Discharge Uswater Ind:	Not reported
Receiving Water Name:	Not reported
Certifier:	Not reported
Certifier Title:	Not reported
Certification Date:	Not reported
Primary Sic:	Not reported
Secondary Sic:	Not reported
Tertiary Sic:	Not reported

CERS HAZ WASTE:

Site ID:	49972
CERS ID:	10432837
CERS Description:	Hazardous Waste Generator

Violations:

Site ID:	49972
Site Name:	MONTEREY BAY AQUARIUM

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Violation Date: 05-18-2016
Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(a)
Violation Description: Failure of sensor to be located in the proper position/location.
Violation Notes: Not reported
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-12-2015
Violations Found: No
Eval Type: RWQCB Type B compliance inspection
Eval Notes: Not reported
Eval Division: Water Boards
Eval Program: NPDNONMUNI
Eval Source: CIWQS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Monterey County Health Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-18-2016
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Monterey County Health Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-22-2017
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Monterey County Health Department
Eval Program:	HMRRP
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-22-2017
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Monterey County Health Department
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-22-2017
Violations Found:	No
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	Monterey County Health Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	05-29-2014
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported
Eval Division:	Monterey County Health Department
Eval Program:	UST
Eval Source:	CERS
Eval General Type:	Other/Unknown
Eval Date:	06-28-2013
Violations Found:	No
Eval Type:	Other, not routine, done by local agency
Eval Notes:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Coordinates:

Site ID: 49972
Facility Name: MONTEREY BAY AQUARIUM
Env Int Type Code: HWG
Program ID: 10432837
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.618130
Longitude: -121.902050

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: Jeremiah Smith
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Kasie Regnier
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (831) 647-2356

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940-0000
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Entity Name: Jeremiah Smith
Entity Title: Director of Occupational Safety & Environ Mgmnt
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: MONTEREY BAY FOUNDATION
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-4809

Affiliation Type Desc: Operator
Entity Name: Cynthia Vernon
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 648-4800

Affiliation Type Desc: Owner and Operator
Entity Name: Monterey Bay Aquarium Foundation
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation
Entity Name: MONTEREY BAY AQUARIUM
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner
Entity Name: Monterey Bay Foundation
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Affiliation Phone: (831) 644-7507

Affiliation Type Desc: UST Permit Applicant
Entity Name: Eric Quamen
Entity Title: Facilities Systems Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 648-7976

Affiliation Type Desc: UST Property Owner Name
Entity Name: Monterey Bay Aquarium
Entity Title: Not reported
Affiliation Address: 886 Cannery Row
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-4800

Affiliation Type Desc: UST Tank Operator
Entity Name: Kerry Brenton
Entity Title: Not reported
Affiliation Address: 18440 Vierra Canyon Rd.
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93907
Affiliation Phone: (408) 690-6407

Affiliation Type Desc: UST Tank Owner
Entity Name: Monterey Bay Aquarium attn Eric Quamen
Entity Title: Not reported
Affiliation Address: 886 Cannery Row
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-7976

CERS TANKS:

Site ID: 49972
CERS ID: 10432837
CERS Description: Underground Storage Tank

Violations:

Site ID: 49972
Site Name: MONTEREY BAY AQUARIUM
Violation Date: 05-18-2016
Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(a)
Violation Description: Failure of sensor to be located in the proper position/location.
Violation Notes: Not reported
Violation Division: Monterey County Health Department

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Violation Program: UST
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-12-2015
Violations Found: No
Eval Type: RWQCB Type B compliance inspection
Eval Notes: Not reported
Eval Division: Water Boards
Eval Program: NPDNONMUNI
Eval Source: CIWQS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-29-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-28-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 49972
Facility Name: MONTEREY BAY AQUARIUM

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Env Int Type Code: HWG
Program ID: 10432837
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.618130
Longitude: -121.902050

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: Jeremiah Smith
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Kasie Regnier
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (831) 647-2356

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940-0000
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Jeremiah Smith
Entity Title: Director of Occupational Safety & Environ Mgmt
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Affiliation Type Desc: Legal Owner
Entity Name: MONTEREY BAY FOUNDATION
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-4809

Affiliation Type Desc: Operator
Entity Name: Cynthia Vernon
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 648-4800

Affiliation Type Desc: Owner and Operator
Entity Name: Monterey Bay Aquarium Foundation
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation
Entity Name: MONTEREY BAY AQUARIUM
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner
Entity Name: Monterey Bay Foundation
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 644-7507

Affiliation Type Desc: UST Permit Applicant
Entity Name: Eric Quamen
Entity Title: Facilities Systems Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Affiliation Zip: Not reported
Affiliation Phone: (831) 648-7976

Affiliation Type Desc: UST Property Owner Name
Entity Name: Monterey Bay Aquarium
Entity Title: Not reported
Affiliation Address: 886 Cannery Row
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-4800

Affiliation Type Desc: UST Tank Operator
Entity Name: Kerry Brenton
Entity Title: Not reported
Affiliation Address: 18440 Vierra Canyon Rd.
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93907
Affiliation Phone: (408) 690-6407

Affiliation Type Desc: UST Tank Owner
Entity Name: Monterey Bay Aquarium attn Eric Quamen
Entity Title: Not reported
Affiliation Address: 886 Cannery Row
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-7976

CIWQS:

Agency: Monterey Bay Aquarium Foundation
Agency Address: 886 Cannery Row, Monterey, CA 93940
Place/Project Type: Aquaculture/Hatchery
SIC/NAICS: Not reported
Region: 3
Program: NPDNONMUNIPRCS
Regulatory Measure Status: Active
Regulatory Measure Type: Enrollee
Order Number: R3-2013-0041
WDID: 3 270313501
NPDES Number: CAG993003
Adoption Date: 02/25/2013
Effective Date: 02/25/2013
Termination Date: Not reported
Expiration/Review Date: 01/31/2019
Design Flow: Not reported
Major/Minor: Not reported
Complexity: Not reported
TTWQ: Not reported
Enforcement Actions within 5 years: 0
Violations within 5 years: 0
Latitude: 36.61827

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Longitude: -121.90234

CERS TANKS:

Site ID: 49972
CERS ID: 10432837
CERS Description: Chemical Storage Facilities

Violations:

Site ID: 49972
Site Name: MONTEREY BAY AQUARIUM
Violation Date: 05-18-2016
Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(a)
Violation Description: Failure of sensor to be located in the proper position/location.
Violation Notes: Not reported
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-12-2015
Violations Found: No
Eval Type: RWQCB Type B compliance inspection
Eval Notes: Not reported
Eval Division: Water Boards
Eval Program: NPDNONMUNI
Eval Source: CIWQS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-29-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 06-28-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 49972
Facility Name: MONTEREY BAY AQUARIUM
Env Int Type Code: HWG
Program ID: 10432837
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.618130
Longitude: -121.902050

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: Jeremiah Smith
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Kasie Regnier
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (831) 647-2356

Affiliation Type Desc: Facility Mailing Address

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940-0000
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Jeremiah Smith
Entity Title: Director of Occupational Safety & Environ Mgmt
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: MONTEREY BAY FOUNDATION
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-4809

Affiliation Type Desc: Operator
Entity Name: Cynthia Vernon
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 648-4800

Affiliation Type Desc: Owner and Operator
Entity Name: Monterey Bay Aquarium Foundation
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation
Entity Name: MONTEREY BAY AQUARIUM
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner
Entity Name: Monterey Bay Foundation
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 644-7507

Affiliation Type Desc: UST Permit Applicant
Entity Name: Eric Quamen
Entity Title: Facilities Systems Manager
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 648-7976

Affiliation Type Desc: UST Property Owner Name
Entity Name: Monterey Bay Aquarium
Entity Title: Not reported
Affiliation Address: 886 Cannery Row
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-4800

Affiliation Type Desc: UST Tank Operator
Entity Name: Kerry Brenton
Entity Title: Not reported
Affiliation Address: 18440 Vierra Canyon Rd.
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93907
Affiliation Phone: (408) 690-6407

Affiliation Type Desc: UST Tank Owner
Entity Name: Monterey Bay Aquarium attn Eric Quamen
Entity Title: Not reported
Affiliation Address: 886 Cannery Row
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-7976

Site ID: 49972
CERS ID: 792425
CERS Description: NPDES Wastewater and Stormwater

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Violations:

Site ID: 49972
Site Name: MONTEREY BAY AQUARIUM
Violation Date: 05-18-2016
Citation: 23 CCR 16 2641(a) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2641(a)
Violation Description: Failure of sensor to be located in the proper position/location.
Violation Notes: Not reported
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 02-12-2015
Violations Found: No
Eval Type: RWQCB Type B compliance inspection
Eval Notes: Not reported
Eval Division: Water Boards
Eval Program: NPDNONMUNI
Eval Source: CIWQS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-18-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-18-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 05-22-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 05-29-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Eval Date: 06-28-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Coordinates:

Site ID: 49972
Facility Name: MONTEREY BAY AQUARIUM
Env Int Type Code: HWG
Program ID: 10432837
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.618130
Longitude: -121.902050

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: Jeremiah Smith
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Kasie Regnier
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (831) 647-2356

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Affiliation Zip: 93940-0000
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Jeremiah Smith
Entity Title: Director of Occupational Safety & Environ Mgmt
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: MONTEREY BAY FOUNDATION
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 648-4809

Affiliation Type Desc: Operator
Entity Name: Cynthia Vernon
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 648-4800

Affiliation Type Desc: Owner and Operator
Entity Name: Monterey Bay Aquarium Foundation
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Parent Corporation
Entity Name: MONTEREY BAY AQUARIUM
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner
Entity Name: Monterey Bay Foundation
Entity Title: Not reported
Affiliation Address: 886 CANNERY ROW

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1000401860

Affiliation City: MONTEREY
 Affiliation State: CA
 Affiliation Country: United States
 Affiliation Zip: 93940
 Affiliation Phone: (831) 644-7507

Affiliation Type Desc: UST Permit Applicant
 Entity Name: Eric Quamen
 Entity Title: Facilities Systems Manager
 Affiliation Address: Not reported
 Affiliation City: Not reported
 Affiliation State: Not reported
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: (831) 648-7976

Affiliation Type Desc: UST Property Owner Name
 Entity Name: Monterey Bay Aquarium
 Entity Title: Not reported
 Affiliation Address: 886 Cannery Row
 Affiliation City: Monterey
 Affiliation State: CA
 Affiliation Country: United States
 Affiliation Zip: 93940
 Affiliation Phone: (831) 648-4800

Affiliation Type Desc: UST Tank Operator
 Entity Name: Kerry Brenton
 Entity Title: Not reported
 Affiliation Address: 18440 Vierra Canyon Rd.
 Affiliation City: Salinas
 Affiliation State: CA
 Affiliation Country: United States
 Affiliation Zip: 93907
 Affiliation Phone: (408) 690-6407

Affiliation Type Desc: UST Tank Owner
 Entity Name: Monterey Bay Aquarium attn Eric Quamen
 Entity Title: Not reported
 Affiliation Address: 886 Cannery Row
 Affiliation City: Monterey
 Affiliation State: CA
 Affiliation Country: United States
 Affiliation Zip: 93940
 Affiliation Phone: (831) 648-7976

D15
ESE
< 1/8
0.080 mi.
425 ft.

MONTEREY BAY AQUARIUM
886 CANNERY ROW
MONTEREY, CA 93940
Site 3 of 3 in cluster D

RCRA-LQG 1017785597
FINDS CAD058663162
ECHO

Relative:
Lower
Actual:
20 ft.

RCRA-LQG:
 Date form received by agency: 03/01/2014
 Facility name: MONTEREY BAY AQUARIUM
 Facility address: 886 CANNERY ROW
 MONTEREY, CA 93940

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1017785597

EPA ID: CAD058663162
Mailing address: CANNERY ROW
MONTEREY, CA 93940
Contact: DON MALSBAR Y
Contact address: CANNERY ROW
MONTEREY, CA 93940
Contact country: Not reported
Contact telephone: 831-644-7505
Contact email: DMALSBAR Y@MBAYAQ.ORG
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name: MONTEREY BAY AQUARIUM FOUNDATION
Owner/operator address: Not reported
Not reported
Owner/operator country: Not reported
Owner/operator telephone: Not reported
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 05/24/1985
Owner/Op end date: Not reported

Owner/operator name: MONTEREY BAY AQUARIUM FOUNDATION
Owner/operator address: CANNERY ROW
MONTEREY, CA 93940
Owner/operator country: Not reported
Owner/operator telephone: 800-648-4800
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 05/22/1985
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY BAY AQUARIUM (Continued)

1017785597

Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
Used oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

. Waste code: D009
. Waste name: MERCURY

. Waste code: P042
. Waste name: 1,2-BENZENEDIOL, 4-[1-HYDROXY-2-(METHYLAMINO)ETHYL]-, (R)-

Violation Status: No violations found

FINDS:

Registry ID: 110063996369

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZARDOUS WASTE BIENNIAL REPORTER

STATE MASTER

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1017785597
Registry ID: 110063996369
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110063996369>

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

E16
South
< 1/8
0.086 mi.
454 ft.

TIRE TOWN AUTOMOTIVECLOSED****
899 LIGHTHOUSE AVE
MONTEREY, CA 93940
Site 1 of 2 in cluster E

CUPA Listings **S103675394**
N/A

Relative:
Higher
Actual:
75 ft.

CUPA MONTEREY:
Facility Id: FA0813716
Region: MONTEREY
Program/Element Code: 512J
Program/Element: 512J - WASTE OIL, NONCHLORINATED SAFETY SOLVENTS
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0813716
Mailing Address: 899 LIGHTHOUSE AVE
Mailing City State Zip: MONTEREY CA 93940-0000
Program Identifier: TIRE REPAIR
Owner ID: OW0802948
Last Billing Date: 05/17/2010
Last Payment Date: 07/09/2009
Last Payment Amount: 680.00
Total Fee Amount: 136.00
Total Amount Paid: Not reported
Units: 1
Financial Status: Financially non-compliant
Phone: 8313730496
E-Mail: WGROVES78@YAHOO.COM
Last Activity Date: 12/02/2009
Prior Inspection Date: 12/03/2009
Current Inspection Date: 12/02/2010
Record ID: PR0607042

Facility Id: FA0813716
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0813716
Mailing Address: 899 LIGHTHOUSE AVE
Mailing City State Zip: MONTEREY CA 93940-0000
Program Identifier: TIRE REPAIR
Owner ID: OW0802948
Last Billing Date: 05/17/2010
Last Payment Date: 07/09/2009
Last Payment Amount: 680.00
Total Fee Amount: 136.00
Total Amount Paid: Not reported
Units: 1
Financial Status: Financially non-compliant
Phone: 8313730496
E-Mail: WGROVES78@YAHOO.COM
Last Activity Date: 12/02/2009
Prior Inspection Date: 09/05/2008
Current Inspection Date: Not reported
Record ID: PR0603628

MAP FINDINGS

Map ID
 Direction
 Distance
 Elevation

Site

Database(s)

EDR ID Number
 EPA ID Number

E17
South
< 1/8
0.086 mi.
454 ft.

HYLANDS NORWALK
899 LIGHTHOUSE
MONTEREY, CA 93940
Site 2 of 2 in cluster E

EDR Hist Auto **1020159824**
N/A

Relative:
Higher

EDR Hist Auto

Actual:
75 ft.

Year:	Name:	Type:
1969	HYLANDS NORWALK	Gasoline Service Stations
1969	HYLANDS NORWALK	Gasoline Service Stations
1970	HYLANDS NORWALK	Gasoline Service Stations
1971	HYLANDS NORWALK	Gasoline Service Stations
1972	HYLANDS NORWALK	Gasoline Service Stations
1973	HYLANDS SERVICE	Gasoline Service Stations
1974	HYLANDS SERVICE	Gasoline Service Stations
1975	HYLANDS SERVICE	Gasoline Service Stations
1976	HYLANDS SERVICE	Gasoline Service Stations

F18
SSW
< 1/8
0.122 mi.
644 ft.

CIRCLE K STORE #2705432
899 HAWTHORNE ST
MONTEREY, CA 93940
Site 1 of 7 in cluster F

RCRA-SQG **1000985293**
LUST **CA0001038041**
SWEEPS UST
FINDS
ECHO
CUPA Listings
CERS

Relative:
Higher

RCRA-SQG:

Actual:
94 ft.

Date form received by agency: 02/09/1995
 Facility name: TOSCO NORTHWEST CO NO 01515
 Facility address: 899 HAWTHORNE ST
 MONTEREY, CA 93940
 EPA ID: CA0001038041
 Mailing address: UNION ST STE 2500
 SEATTLE, WA 98101
 Contact: LYNN CHUN
 Contact address: 601 UNION ST STE 2500
 SEATTLE, WA 98101
 Contact country: US
 Contact telephone: 206-442-7193
 Contact email: Not reported
 EPA Region: 09
 Classification: Small Small Quantity Generator
 Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: TOSCO NORTHWEST CO
 Owner/operator address: 601 UNION ST STE 2500
 SEATTLE, WA 98101
 Owner/operator country: Not reported
 Owner/operator telephone: 206-442-7000
 Owner/operator email: Not reported
 Owner/operator fax: Not reported
 Owner/operator extension: Not reported
 Legal status: Private

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CIRCLE K STORE #2705432 (Continued)

1000985293

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

LUST REG 3:

Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300016
Status: Pollution Characterization
Case Number: 1052
Local Case Num: Not reported
Case Type: U
Substance: Gasoline
Quantity: Not reported
Abatement Method: U
Leak Source: UNK
Leak Cause: UNK
How Stopped: Not reported
How Discovered: OM
Release Date: 03/20/1991
Discovered Date: Not reported
Enter Date: 04/05/1991
Stop Date: Not reported
Review Date: 08/02/2002
Enforce Date: Not reported
Close Date: Not reported
Enforcement Type: LET
Responsible Party: ED RALSTON
RP Address: 1380 LEAD HILL RD STE 120
Contact: Not reported
Cross Street: Not reported
Local Agency: 27000
Lead Agency: Local Agency
Staff Initials: WNL
Confirm Leak: 4/5/91
Workplan: Not reported
Prelim Assess: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CIRCLE K STORE #2705432 (Continued)

1000985293

Pollution Char: 05/16/2002
Remedial Plan: Not reported
Remedial Action: Not reported
Monitoring: / /
Pilot Program: UST
Interim Action: 0
Funding: Not reported
MTBE Class: C
Max MTBE Grnd Wtr: 5500
Max MTBE Soil: Not reported
Max MTBE Data: 07/01/2002
MTBE Tested: YES
Lat/Long: 36.6162777 / -121.9055585
Soil Qualifier: Not reported
Grnd Wtr Qualifier: =
Mtbe Concentratn: 5
Mtbe Fuel: 1
Org Name: Not reported
Basin Plan: 9.50
Beneficial: Not reported
Priority: Not reported
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: CYPRESS COMMUNITY CHURCH WS
Well Name: LPA REPORTED PRIMARY SOURCE
Distance From Well: 0
Assigned Name: 2702030-001GEN
Summary: CASE REOPENED WHEN MTBE WAS DETECTED IN 2002.

SWEEPS UST:

Status: Active
Comp Number: 5935
Number: 1
Board Of Equalization: Not reported
Referral Date: 06-02-92
Action Date: 10-30-93
Created Date: 10-30-93
Owner Tank Id: UNKNOWN
SWRCB Tank Id: 27-000-005935-000001
Tank Status: A
Capacity: 10000
Active Date: 06-02-92
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 4

Status: Active
Comp Number: 5935
Number: 1
Board Of Equalization: Not reported
Referral Date: 06-02-92
Action Date: 10-30-93
Created Date: 10-30-93
Owner Tank Id: UNKNOWN
SWRCB Tank Id: 27-000-005935-000002

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CIRCLE K STORE #2705432 (Continued)

1000985293

Tank Status: A
Capacity: 10000
Active Date: 06-02-92
Tank Use: M.V. FUEL
STG: P
Content: PRM UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 5935
Number: 1
Board Of Equalization: Not reported
Referral Date: 06-02-92
Action Date: 10-30-93
Created Date: 10-30-93
Owner Tank Id: UNKNOWN
SWRCB Tank Id: 27-000-005935-000003
Tank Status: A
Capacity: 10000
Active Date: 06-02-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Active
Comp Number: 5935
Number: 1
Board Of Equalization: Not reported
Referral Date: 06-02-92
Action Date: 10-30-93
Created Date: 10-30-93
Owner Tank Id: UNKNOWN
SWRCB Tank Id: 27-000-005935-000004
Tank Status: A
Capacity: 10000
Active Date: 06-02-92
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: Not reported

FINDS:

Registry ID: 110055892235

Environmental Interest/Information System
STATE MASTER

Registry ID: 110002624606

Environmental Interest/Information System
HAZARDOUS AIR POLLUTANT MAJOR

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport,

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CIRCLE K STORE #2705432 (Continued)

1000985293

and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000985293
Registry ID: 110002624606
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110002624606>

CUPA MONTEREY:

Facility Id: FA0811401
Region: MONTEREY
Program/Element Code: 512A
Program/Element: 512A - WASTE GENERATOR LESS THAN 1 TON
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0811401
Mailing Address: 899 HAWTHORN ST
Mailing City State Zip: MONTEREY CA 93940
Program Identifier: Not reported
Owner ID: OW0814277
Last Billing Date: 05/26/2016
Last Payment Date: 06/21/2016
Last Payment Amount: 3,240.00
Total Fee Amount: Not reported
Total Amount Paid: Not reported
Units: 0
Financial Status: (none)
Phone: 8313331400
E-Mail: RABACAN@CircleK.com
Last Activity Date: 07/15/2016
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0634745

Facility Id: FA0811401
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0811401
Mailing Address: 899 HAWTHORN ST
Mailing City State Zip: MONTEREY CA 93940
Program Identifier: Not reported
Owner ID: OW0814277
Last Billing Date: 05/26/2016
Last Payment Date: 06/21/2016
Last Payment Amount: 3,240.00
Total Fee Amount: Not reported
Total Amount Paid: Not reported
Units: 0
Financial Status: (none)
Phone: 8313331400

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CIRCLE K STORE #2705432 (Continued)

1000985293

E-Mail: RABACAN@CircleK.com
 Last Activity Date: 07/10/2018
 Prior Inspection Date: 07/25/2018
 Current Inspection Date: 07/10/2019
 Record ID: PR0601117

CERS TANKS:

Site ID: 199968
 CERS ID: T0605300016
 CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Local Agency Caseworker
 Entity Name: CORY WELCH - MONTEREY COUNTY
 Entity Title: Not reported
 Affiliation Address: 1270 NATIVIDAD ROAD, RM 301
 Affiliation City: SALINAS
 Affiliation State: CA
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: 8317554570

Affiliation Type Desc: Regional Board Caseworker
 Entity Name: WEI LIU - CENTRAL COAST RWQCB (REGION 3)
 Entity Title: Not reported
 Affiliation Address: 895 AEROVISTA PLACE, SUITE 101
 Affiliation City: SAN LUIS OBISPO
 Affiliation State: CA
 Affiliation Country: Not reported
 Affiliation Zip: Not reported
 Affiliation Phone: 8055493147

**F19
 SSW
 < 1/8
 0.122 mi.
 644 ft.**

**MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL
 899 HAWTHORNE ST
 MONTEREY, CA 93940
 Site 2 of 7 in cluster F**

**CERS
 CERS HAZ WASTE
 CERS TANKS**

**S121737899
 N/A**

**Relative:
 Higher
 Actual:
 94 ft.**

CERS TANKS:
 Site ID: 105585
 CERS ID: 10200115
 CERS Description: Chemical Storage Facilities

Violations:

Site ID: 105585
 Site Name: Monterey Neptune, LLC, dba: Neptune Oil
 Violation Date: 06-27-2016
 Citation: 23 CCR 16 2638(a) & (b), 2641(j), 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(a) & (b), 2641(j), 2715(i)

Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).

Violation Notes: Not reported
 Violation Division: Monterey County Health Department
 Violation Program: UST

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Violation Source: CERS

Site ID: 105585
Site Name: Monterey Neptune, LLC, dba: Neptune Oil
Violation Date: 07-25-2017
Citation: 23 CCR 16 2636(f)(5) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(5)

Violation Description: "Failure to meet one or more of the following monitoring requirements in lieu of the requirement to be tightness tested annually: The monitoring system maintains all product piping outside the dispenser to be fail-safe and shut down the pump when a leak is detected. The monitoring system shuts down the pump or stops flow when a leak is detected in the under dispenser containment (UDC)."

Violation Notes: Not reported
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 03-11-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-11-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-13-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-13-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-14-2013

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-14-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: SHOULD BE A PE 512J

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-25-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-25-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 105585
Facility Name: Monterey Neptune, LLC, dba: Neptune Oil
Env Int Type Code: HWG
Program ID: 10200115
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.616090
Longitude: -121.905490

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: Glenn DiOrio
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Michael Kohanoff
Entity Title: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 899 Hawthorne St
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Glenn DiOrio
Entity Title: consultant
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: Monterey Neptune, LLC
Entity Title: Not reported
Affiliation Address: 899 Hawthorne St
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: Operator
Entity Name: Michael Kohanoff
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: Parent Corporation
Entity Name: Monterey Neptune LLC DBA Neptune Oil
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Affiliation Type Desc: UST Permit Applicant
Entity Name: Michael Kohanoff
Entity Title: Managing Member
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Property Owner Name
Entity Name: Monterey Neptune, LLC
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Tank Operator
Entity Name: Michael Kohanoff
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Tank Owner
Entity Name: Monterey Neptune, LLC
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

CERS HAZ WASTE:
Site ID: 105585
CERS ID: 10200115
CERS Description: Hazardous Waste Generator

Violations:
Site ID: 105585
Site Name: Monterey Neptune, LLC, dba: Neptune Oil
Violation Date: 06-27-2016
Citation: 23 CCR 16 2638(a) & (b), 2641(j), 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(a) & (b), 2641(j), 2715(i)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure, hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Violation Notes: Not reported
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Site ID: 105585
Site Name: Monterey Neptune, LLC, dba: Neptune Oil
Violation Date: 07-25-2017
Citation: 23 CCR 16 2636(f)(5) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(5)
Violation Description: "Failure to meet one or more of the following monitoring requirements in lieu of the requirement to be tightness tested annually: The monitoring system maintains all product piping outside the dispenser to be fail-safe and shut down the pump when a leak is detected. The monitoring system shuts down the pump or stops flow when a leak is detected in the under dispenser containment (UDC)."

Violation Notes: Not reported
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 03-11-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-11-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-13-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-13-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Eval General Type: Other/Unknown
Eval Date: 03-14-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-14-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Eval Type: Routine done by local agency
Eval Notes: SHOULD BE A PE 512J
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-25-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-25-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 105585
Facility Name: Monterey Neptune, LLC, dba: Neptune Oil
Env Int Type Code: HWG
Program ID: 10200115
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.616090
Longitude: -121.905490

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: Glenn DiOrio
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Entity Name: Michael Kohanoff
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 899 Hawthorne St
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Glenn DiOrio
Entity Title: consultant
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: Monterey Neptune, LLC
Entity Title: Not reported
Affiliation Address: 899 Hawthorne St
Affiliation City: Monterey
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: Operator
Entity Name: Michael Kohanoff
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: Parent Corporation
Entity Name: Monterey Neptune LLC DBA Neptune Oil
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Affiliation Phone: Not reported

Affiliation Type Desc: UST Permit Applicant
Entity Name: Michael Kohanoff
Entity Title: Managing Member
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Property Owner Name
Entity Name: Monterey Neptune, LLC
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Tank Operator
Entity Name: Michael Kohanoff
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Tank Owner
Entity Name: Monterey Neptune, LLC
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

CERS TANKS:
Site ID: 105585
CERS ID: 10200115
CERS Description: Underground Storage Tank

Violations:
Site ID: 105585
Site Name: Monterey Neptune, LLC, dba: Neptune Oil
Violation Date: 06-27-2016
Citation: 23 CCR 16 2638(a) & (b), 2641(j), 2715(i) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2638(a) & (b), 2641(j), 2715(i)
Violation Description: Failure to have a properly qualified service technician test leak detection equipment as required every 12 months (vapor, pressure,

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Violation Notes: hydrostatic (VPH) system, sensors, line-leak detectors (LLD), automatic tank gauge (ATG), etc.).
Violation Division: Not reported
Violation Program: Monterey County Health Department
Violation Source: UST
CERS

Site ID: 105585
Site Name: Monterey Neptune, LLC, dba: Neptune Oil
Violation Date: 07-25-2017
Citation: 23 CCR 16 2636(f)(5) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(5)
Violation Description: "Failure to meet one or more of the following monitoring requirements in lieu of the requirement to be tightness tested annually: The monitoring system maintains all product piping outside the dispenser to be fail-safe and shut down the pump when a leak is detected. The monitoring system shuts down the pump or stops flow when a leak is detected in the under dispenser containment (UDC)."

Violation Notes: Not reported
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 03-11-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-11-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-13-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-13-2015
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-14-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 03-14-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 06-27-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-15-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: SHOULD BE A PE 512J
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-25-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-25-2017
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Coordinates:
Site ID: 105585
Facility Name: Monterey Neptune, LLC, dba: Neptune Oil
Env Int Type Code: HWG
Program ID: 10200115
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.616090
Longitude: -121.905490

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: Glenn DiOrio
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Affiliation Phone:	Not reported
Affiliation Type Desc:	Environmental Contact
Entity Name:	Michael Kohanoff
Entity Title:	Not reported
Affiliation Address:	3325 W 6th St
Affiliation City:	Los Angeles
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	93940
Affiliation Phone:	(310) 433-7132
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	899 Hawthorne St
Affiliation City:	Monterey
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	93940
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Glenn DiOrio
Entity Title:	consultant
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Monterey Neptune, LLC
Entity Title:	Not reported
Affiliation Address:	899 Hawthorne St
Affiliation City:	Monterey
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	93940
Affiliation Phone:	(310) 433-7132
Affiliation Type Desc:	Operator
Entity Name:	Michael Kohanoff
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(310) 433-7132
Affiliation Type Desc:	Parent Corporation
Entity Name:	Monterey Neptune LLC DBA Neptune Oil
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL (Continued)

S121737899

Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: UST Permit Applicant
Entity Name: Michael Kohanoff
Entity Title: Managing Member
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Property Owner Name
Entity Name: Monterey Neptune, LLC
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Tank Operator
Entity Name: Michael Kohanoff
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

Affiliation Type Desc: UST Tank Owner
Entity Name: Monterey Neptune, LLC
Entity Title: Not reported
Affiliation Address: 3325 W 6th St
Affiliation City: Los Angeles
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 90020
Affiliation Phone: (310) 433-7132

F20
SSW
< 1/8
0.122 mi.
644 ft.

MONTEREY NEPTUNE, LLC, DBA: NEPTUNE OIL
899 HAWTHORNE ST
MONTEREY, CA 93940
Site 3 of 7 in cluster F

UST U004266027
N/A

Relative:
Higher

UST:
Facility ID: Not reported
Permitting Agency: Monterey County Health Department
Latitude: 36.61609
Longitude: -121.90549

Actual:
94 ft.

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

F21
SSW
< 1/8
0.122 mi.
644 ft.

BP OIL FACILITY #01515
899 HAWTHORNE ST
MONTEREY, CA 93940

Site 4 of 7 in cluster F

CA FID UST **S101588719**
N/A

Relative: CA FID UST:
Higher

Actual: Facility ID: 27000557
94 ft. Regulated By: UTNKA
 Regulated ID: 00015488
 Cortese Code: Not reported
 SIC Code: Not reported
 Facility Phone: 4083720911
 Mail To: Not reported
 Mailing Address: 2868 PROSPECT PARK DR
 Mailing Address 2: Not reported
 Mailing City,St,Zip: MONTEREY 93940
 Contact: Not reported
 Contact Phone: Not reported
 DUNS Number: Not reported
 NPDES Number: Not reported
 EPA ID: Not reported
 Comments: Not reported
 Status: Active

F22
SSW
< 1/8
0.122 mi.
644 ft.

MARKS SELF SERVE
899 HAWTHORNE ST
MONTEREY, CA 93940

Site 5 of 7 in cluster F

HIST UST **U001593664**
N/A

Relative: HIST UST:
Higher

Actual: File Number: 0002AA59
94 ft. URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002AA59.pdf>
 Region: STATE
 Facility ID: 00000015488
 Facility Type: Gas Station
 Other Type: Not reported
 Contact Name: SAME
 Telephone: 4083726675
 Owner Name: M. EDWARD AND ROY L. MEADOWS
 Owner Address: 899 HAWTHORNE STREET
 Owner City,St,Zip: MONTEREY, CA 93940
 Total Tanks: 0004

Tank Num: 001
Container Num: 1
Year Installed: 1972
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 001
Container Num: 1
Year Installed: 1972
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARKS SELF SERVE (Continued)

U001593664

Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1972
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: 1972
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1972
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1972
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 004
Container Num: 000000001
Year Installed: 1972
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 004
Container Num: 000000001
Year Installed: 1972
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

MARKS SELF SERVE (Continued)

U001593664

[Click here for Geo Tracker PDF:](#)

F23 SSW < 1/8 0.122 mi. 644 ft.	EMMAS SHELL 899 HAWTHORNE MONTEREY, CA 93940 Site 6 of 7 in cluster F	EDR Hist Auto	1020305500 N/A
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Relative: EDR Hist Auto
Higher

Actual:	94 ft.	Year:	Name:	Type:	
		1982	EMMAS SHELL	Gasoline Service Stations	
		1983	EMMAS SHELL	Gasoline Service Stations	
		1985	EMMAS SHELL	Gasoline Service Stations	
		1986	EMMAS SHELL	Gasoline Service Stations	
		1987	EMMAS SHELL	Gasoline Service Stations	
		1988	EMMAS SHELL	Gasoline Service Stations	
		1989	EMMAS SHELL	Gasoline Service Stations	
		1990	EMMAS SHELL	Gasoline Service Stations	
		1991	EMMAS SHELL	Gasoline Service Stations	
		2005	CIRCLE K STORES INC	Gasoline Service Stations, NEC	
		2006	CIRCLE K STORES INC	Gasoline Service Stations, NEC	
		2007	CIRCLE K STORES INC	Gasoline Service Stations, NEC	
		2008	CIRCLE K STORES INC	Gasoline Service Stations, NEC	
		2009	CIRCLE K STORES INC	Gasoline Service Stations, NEC	
		2010	CIRCLE K STORES INC	Gasoline Service Stations, NEC	
		2011	CIRCLE K STORES INC	Gasoline Service Stations, NEC	
		2012	CIRCLE K STORES INC	Gasoline Service Stations, NEC	
		2013	CIRCLE K STORES INC	Gasoline Service Stations, NEC	

F24 SSW < 1/8 0.122 mi. 644 ft.	MARK'S SELF SERVICE 899 HAWTHORNE MONTEREY, CA 93940 Site 7 of 7 in cluster F	LUST CHMIRS HIST CORTESE	S104161671 N/A
---	--	---	---------------------------------

Relative: LUST:
Higher

Actual:	94 ft.	Lead Agency:	CENTRAL COAST RWQCB (REGION 3)	Case Type:	LUST Cleanup Site
		Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605300016	Global Id:	T0605300016
		Latitude:	36.6162777	Longitude:	-121.9055585
		Status:	Completed - Case Closed	Status Date:	11/09/2012
		Case Worker:	WNL	RB Case Number:	1052
		Local Agency:	MONTEREY COUNTY	File Location:	Not reported
		Local Case Number:	Not reported	Potential Media Affect:	Other Groundwater (uses other than drinking water)
		Potential Contaminants of Concern:	Gasoline	Site History:	Based on the soil investigation, groundwater monitoring, and cleanup results, Central Coast Water Board staff believes there is no significant threat to groundwater resources, human health or the environment from this site. Petroleum hydrocarbon concentration

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

trends are downward, and remaining residual soil and groundwater contamination are well characterized and contracting or declining in size and concentration. The contaminant mass has been removed from the site to the maximum extent practicable, and historical monitoring data indicate contaminant concentrations in groundwater will likely decrease to below cleanup goals in a reasonable time. The Monterey County Health Department (MCHD) agrees with our proposed closure of the case. Residual soil and groundwater contamination still underlies the site that could pose an unacceptable risk under certain site redevelopment activities such as site grading, excavation, or de-watering. The Central Coast Water Board, MCHD and the appropriate local planning and building departments must be notified prior to any changes in land use, grading activities, excavation, or dewatering. This notification should include a statement that residual soil and groundwater contamination underlie the property and may underlie nearby properties, and a description of the mitigation actions necessary (if any) to ensure that any possibly contaminated soil or groundwater brought to the surface by these activities are managed appropriately. Future site disturbance could require worker health and safety protection, and restrictions on the disposal of soil and groundwater. The levels of residual contamination and any associated risks are expected to diminish with time. The MCHD may require additional site assessment if the property is proposed to be redeveloped. Additional actions required by MCHD may include, but not limited to, a case review, further remedial action, soil gas analysis, and a human health risk assessment.

LUST:

Global Id: T0605300016
Contact Type: Local Agency Caseworker
Contact Name: CORY WELCH
Organization Name: MONTEREY COUNTY
Address: 1270 NATIVIDAD ROAD, RM 301
City: SALINAS
Email: welchc@co.monterey.ca.us
Phone Number: 8317554570

Global Id: T0605300016
Contact Type: Regional Board Caseworker
Contact Name: WEI LIU
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PLACE, SUITE 101
City: SAN LUIS OBISPO
Email: wei.liu@waterboards.ca.gov
Phone Number: 8055493147

LUST:

Global Id: T0605300016
Action Type: ENFORCEMENT
Date: 01/11/2010
Action: 13267 Requirement

Global Id: T0605300016
Action Type: ENFORCEMENT
Date: 01/26/2011
Action: 13267 Requirement

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

Global Id:	T0605300016
Action Type:	RESPONSE
Date:	01/20/2005
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	04/20/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	01/20/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	01/20/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	04/20/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	07/20/2006
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	07/20/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	04/19/2010
Action:	Clean Up Fund - 5-Year Review Summary
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	10/20/2004
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	ENFORCEMENT
Date:	03/11/2003
Action:	Staff Letter
Global Id:	T0605300016
Action Type:	ENFORCEMENT
Date:	02/13/2009
Action:	File review
Global Id:	T0605300016
Action Type:	RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

Date: 04/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 10/20/2006
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 06/16/2010
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0605300016
Action Type: RESPONSE
Date: 07/20/2009
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: ENFORCEMENT
Date: 03/10/2009
Action: File review

Global Id: T0605300016
Action Type: ENFORCEMENT
Date: 07/20/2009
Action: 13267 Requirement

Global Id: T0605300016
Action Type: RESPONSE
Date: 01/20/2003
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 01/20/2009
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 04/20/2010
Action: Remedial Progress Report

Global Id: T0605300016
Action Type: REMEDIATION
Date: 08/15/2007
Action: Pump & Treat (P&T) Groundwater

Global Id: T0605300016
Action Type: ENFORCEMENT
Date: 04/10/2002
Action: Staff Letter

Global Id: T0605300016
Action Type: ENFORCEMENT
Date: 06/26/2002
Action: Staff Letter

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

Global Id:	T0605300016
Action Type:	ENFORCEMENT
Date:	02/10/2012
Action:	13267 Requirement
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	04/20/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	06/30/2010
Action:	Remedial Progress Report
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	09/30/2010
Action:	Remedial Progress Report
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	01/14/2005
Action:	Corrective Action Plan / Remedial Action Plan
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	07/20/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	ENFORCEMENT
Date:	01/14/2005
Action:	Staff Letter
Global Id:	T0605300016
Action Type:	ENFORCEMENT
Date:	03/13/2009
Action:	13267 Requirement
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	10/20/2003
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	10/20/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	10/20/2002
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

Date: 06/15/2012
Action: Well Destruction Report

Global Id: T0605300016
Action Type: RESPONSE
Date: 12/30/2010
Action: Monitoring Report - Semi-Annually - Regulator Responded

Global Id: T0605300016
Action Type: ENFORCEMENT
Date: 11/05/2012
Action: Closure/No Further Action Letter

Global Id: T0605300016
Action Type: RESPONSE
Date: 10/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 07/20/2004
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: Other
Date: 03/20/1991
Action: Leak Reported

Global Id: T0605300016
Action Type: RESPONSE
Date: 10/26/2011
Action: Clean Up Fund - 5-Year Review Summary

Global Id: T0605300016
Action Type: RESPONSE
Date: 04/20/2003
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 02/26/2003
Action: Other Workplan

Global Id: T0605300016
Action Type: ENFORCEMENT
Date: 07/22/2011
Action: Notification - Public Notice of Case Closure

Global Id: T0605300016
Action Type: RESPONSE
Date: 07/20/2005
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 03/18/2011
Action: Other Report / Document

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

Global Id:	T0605300016
Action Type:	RESPONSE
Date:	01/20/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	04/20/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	09/20/2004
Action:	Soil and Water Investigation Report
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	09/20/2002
Action:	Preliminary Site Assessment Report
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	03/09/2008
Action:	Interim Remedial Action Report
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	12/30/2009
Action:	Monitoring Report - Semi-Annually
Global Id:	T0605300016
Action Type:	ENFORCEMENT
Date:	10/06/2008
Action:	13267 Monitoring Program
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	06/30/2010
Action:	Monitoring Report - Semi-Annually
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	08/04/2008
Action:	Clean Up Fund - 5-Year Review Summary
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	10/06/2008
Action:	Clean Up Fund - 5-Year Review Summary
Global Id:	T0605300016
Action Type:	RESPONSE
Date:	07/20/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0605300016
Action Type:	RESPONSE

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

Date: 10/20/2007
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 01/20/2008
Action: Monitoring Report - Quarterly

Global Id: T0605300016
Action Type: RESPONSE
Date: 04/20/2008
Action: Monitoring Report - Quarterly

LUST:

Global Id: T0605300016
Status: Open - Case Begin Date
Status Date: 03/20/1991

Global Id: T0605300016
Status: Open - Site Assessment
Status Date: 04/05/1991

Global Id: T0605300016
Status: Open - Site Assessment
Status Date: 05/16/2002

Global Id: T0605300016
Status: Open - Verification Monitoring
Status Date: 06/13/2003

Global Id: T0605300016
Status: Open - Remediation
Status Date: 01/18/2005

Global Id: T0605300016
Status: Open - Verification Monitoring
Status Date: 03/26/2010

Global Id: T0605300016
Status: Completed - Case Closed
Status Date: 11/09/2012

CHMIRS:

OES Incident Number: 10-2415
OES notification: 04/16/2010
OES Date: Not reported
OES Time: Not reported
Date Completed: Not reported
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported
Surrounding Area: Not reported
Estimated Temperature: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Service Station
Cleanup By:	Responsible Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1503
Year:	2010
Agency:	Monterey County Health
Incident Date:	4/16/2010
Admin Agency:	Monterey County County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Gasoline
Quantity Released:	30
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller states that customer spilled gasoline from boat onto the ground.
OES Incident Number:	10-2412

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

OES notification:	04/16/2010
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	Not reported
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agency Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Service Station
Cleanup By:	Fire Dept.
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1100
Year:	2010
Agency:	Circle K
Incident Date:	4/16/2010
Admin Agency:	Monterey County County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Gasoline
Quantity Released:	25
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Caller states a customer was filling the gas-tank on his boat and walked away which resulted in the tank over filling and substance releasing to the ground. Caller states substance covered an area approximately 10 Ft X 10 Ft.
OES Incident Number:	15-2390
OES notification:	04/29/2015
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	Not reported
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Merchant/Business
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Type:	PETROLEUM
Measure:	Gal(s)
Other:	Not reported
Date/Time:	1700
Year:	2015
Agency:	Circle K Environmental Group

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

MARK'S SELF SERVICE (Continued)

S104161671

Incident Date:	04/28/2015
Admin Agency:	Monterey County Health Department
Amount:	Not reported
Contained:	Yes
Site Type:	Not reported
E Date:	Not reported
Substance:	Diesel
Quantity Released:	2-Jan
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	Not reported
Number of Injuries:	Not reported
Number of Fatalities:	Not reported
#1 Pipeline:	No
#2 Pipeline:	No
#3 Pipeline:	No
#1 Vessel >= 300 Tons:	No
#2 Vessel >= 300 Tons:	No
#3 Vessel >= 300 Tons:	No
Evacs:	No
Injuries:	No
Fatals:	No
Comments:	Not reported
Description:	Caller states a customer was pumping diesel into their vehicle and when customer replaced nozzle on the pump handle was leaking diesel.

HIST CORTESE:
 Region: CORTESE
 Facility County Code: 27
 Reg By: LTNKA
 Reg Id: 1052

G25 **TROIA DISTRIBUTORS**
SSE **800 LIGHTHOUSE AVE**
< 1/8 **MONTEREY, CA 93940**
0.124 mi.
653 ft. **Site 1 of 2 in cluster G**

HIST UST **S101622903**
CA FID UST **N/A**
CUPA Listings

Relative:	HIST UST:
Higher	File Number: 0002AD34
Actual:	URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002AD34.pdf
71 ft.	Region: Not reported
	Facility ID: Not reported
	Facility Type: Not reported
	Other Type: Not reported
	Contact Name: Not reported
	Telephone: Not reported
	Owner Name: Not reported
	Owner Address: Not reported
	Owner City,St,Zip: Not reported
	Total Tanks: Not reported
	Tank Num: Not reported
	Container Num: Not reported
	Year Installed: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

TROIA DISTRIBUTORS (Continued)

S101622903

Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

CA FID UST:

Facility ID: 27002723
Regulated By: UTNKA
Regulated ID: 00063285
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4083759181
Mail To: Not reported
Mailing Address: P O BOX
Mailing Address 2: Not reported
Mailing City,St,Zip: MONTEREY 93940
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

CUPA MONTEREY:

Facility Id: FA0825283
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0825283
Mailing Address: Not reported
Mailing City State Zip: SALINAS CA
Program Identifier: Not reported
Owner ID: OW0809981
Last Billing Date: Not reported
Last Payment Date: Not reported
Last Payment Amount: 0.00
Total Fee Amount: 0.00
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: Not reported
E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0631873

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

G26
SSE
< 1/8
0.124 mi.
653 ft.

TROIA DISTRIBUTORS
800 LIGHTHOUSE AVE
MONTEREY, CA 93940

Site 2 of 2 in cluster G

HIST UST **U001593711**
N/A

Relative:
Higher

Actual:
71 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000063285
Facility Type: Gas Station
Other Type: Not reported
Contact Name: JOHN TROIA
Telephone: 4083759181
Owner Name: TROIA DISTRIBUTORS
Owner Address: 800 LIGHTHOUSE AVE
Owner City,St,Zip: MONTEREY, CA 93940
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: None

H27
SE
1/8-1/4
0.154 mi.
813 ft.

CANNERY ROW HOTEL DEVELOPMENT
799 CANNERY ROW
MONTEREY, CA 93120

Site 1 of 2 in cluster H

CUPA Listings **S100867248**
N/A

Relative:
Higher

Actual:
32 ft.

CUPA MONTEREY:
Facility Id: FA0824850
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0824850
Mailing Address: 799 CANNERY ROW
Mailing City State Zip: MONTEREY CA 93120
Program Identifier: Not reported
Owner ID: OW0812870
Last Billing Date: Not reported
Last Payment Date: Not reported
Last Payment Amount: 0.00
Total Fee Amount: 950.00
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: 8316440398
E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0631142

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

I28
SSE
1/8-1/4
0.177 mi.
935 ft.

BAY PHOTO INC MONTEREY STORE
763 LIGHTHOUSE AVE
MONTEREY, CA 93940

RCRA-SQG 1000597998
FINDS CAD983620352
ECHO

Site 1 of 10 in cluster I

Relative:
Higher

RCRA-SQG:

Actual:
70 ft.

Date form received by agency: 02/27/1992
Facility name: BAY PHOTO INC MONTEREY STORE
Facility address: 763 LIGHTHOUSE AVE
MONTEREY, CA 93940
EPA ID: CAD983620352
Contact: GEORGE RENTSCHLER
Contact address: 2853 PARK AVE
SOQUEL, CA 95073
Contact country: US
Contact telephone: 408-475-6686
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name: LARRY ABITBOL AND NANCY EDGERLY
Owner/operator address: 2853 PARK AVE
SOQUEL, CA 95073
Owner/operator country: Not reported
Owner/operator telephone: 408-475-6686
Owner/operator email: Not reported
Owner/operator fax: Not reported
Owner/operator extension: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BAY PHOTO INC MONTEREY STORE (Continued)

1000597998

FINDS:

Registry ID: 110006482984

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

[Click this hyperlink](#) while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid: 1000597998
Registry ID: 110006482984
DFR URL: <http://echo.epa.gov/detailed-facility-report?fid=110006482984>

**H29
ESE
1/8-1/4
0.180 mi.
953 ft.**

**CLEMENT HOTEL MONTEREY
750 CANNERY ROW
MONTEREY, CA 93940
Site 2 of 2 in cluster H**

**CUPA Listings S109438777
CERS N/A**

**Relative:
Lower
Actual:
14 ft.**

CUPA MONTEREY:
Facility Id: FA0821612
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0821612
Mailing Address: 750 CANNERY ROW
Mailing City State Zip: MONTEREY CA 93940
Program Identifier: Not reported
Owner ID: OW0809930
Last Billing Date: 05/26/2016
Last Payment Date: 07/17/2015
Last Payment Amount: 555.00
Total Fee Amount: 548.00
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: 8313754500
E-Mail: Not reported
Last Activity Date: 03/08/2018
Prior Inspection Date: 03/16/2018
Current Inspection Date: 03/08/2019
Record ID: PR0624830

CERS TANKS:

Site ID: 106828
CERS ID: 10430587
CERS Description: Chemical Storage Facilities

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CLEMENT HOTEL MONTEREY (Continued)

S109438777

Violations:

Site ID: 106828
Site Name: CLEMENT HOTEL MONTEREY
Violation Date: 09-25-2015
Citation: HSC 6.95 Multiple Sections - California Health and Safety Code, Chapter 6.95, Section(s) Multiple Sections
Violation Description: Business Plan Program - Administration/Documentation - General
Violation Notes: No CERS submittal
Violation Division: Monterey County Health Department
Violation Program: HMRRP
Violation Source: CERS

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-08-2018
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-16-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 09-02-2014
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-25-2015
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-14-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CLEMENT HOTEL MONTEREY (Continued)

S109438777

Eval Source: CERS

Coordinates:
Site ID: 106828
Facility Name: CLEMENT HOTEL MONTEREY
Env Int Type Code: HMBP
Program ID: 10430587
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.616970
Longitude: -121.900860

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Environmental Contact
Entity Name: TURNER, JOHN
Entity Title: Not reported
Affiliation Address: 750 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (831) 375-4500

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 750 CANNERY ROW
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: CLEMENT CHEN, III
Entity Title: Not reported
Affiliation Address: 400 SOUTH EL CAMINO REAL
Affiliation City: SAN MATEO
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 94402-1731
Affiliation Phone: (650) 347-8260

Affiliation Type Desc: Operator
Entity Name: TURNER, JOHN
Entity Title: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CLEMENT HOTEL MONTEREY (Continued)

S109438777

Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 375-4500

Affiliation Type Desc: Parent Corporation
Entity Name: CLEMENT HOTEL MONTEREY
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

30
SSE
1/8-1/4
0.193 mi.
1019 ft.

CANNERY ROW RESOURCE RECOVERY CENTER
738 FOAM STREET
MONTEREY, CA

SWF/LF S109821552
N/A

Relative:
Higher
Actual:
61 ft.

SWF/LF (SWIS):
Facility ID: 27-AA-0118
Lat/Long: 36.61613 / -121.9013
Owner Name: Baltino's
Owner Telephone: 8316496690
Owner Address: Mike Zimmerman
Owner Address2: 555 Abrego Street
Owner City,St,Zip: Monterey, CA 93940
Operational Status: Active
Operator: Cannery Row Company
Operator Phone: 8316492603
Operator Address: Michael Bekker
Operator Address2: 555 Abrego Street
Operator City,St,Zip: Monterey, CA 93940
Permit Date: 08/12/2009
Permit Status: Notification
Permitted Acreage: 0.1
Activity: Limited Volume Transfer Operation
Regulation Status: Notification
Landuse Name: Residential,Commercial
GIS Source: Map
Category: Transfer/Processing
Unit Number: 01
Inspection Frequency: Quarterly
Accepted Waste: Food Wastes,Mixed municipal
Closure Date: Not reported
Closure Type: Not reported
Disposal Acreage: Not reported
SWIS Num: 27-AA-0118
Waste Discharge Requirement Num: Not reported
Program Type: Not reported
Permitted Throughput with Units: 15
Actual Throughput with Units: Tons/day
Permitted Capacity with Units: 5475

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

CANNERY ROW RESOURCE RECOVERY CENTER (Continued)

S109821552

Remaining Capacity: Not reported
 Remaining Capacity with Units: Tons/day
 Lat/Long: 36.61613 / -121.9013

**I31
 SSE
 1/8-1/4
 0.204 mi.
 1075 ft.**

ONE HOUR MARTINIZING **CLOSED
 724 LIGHTHOUSE AVE
 MONTEREY, CA 93940
 Site 2 of 10 in cluster I**

**ENVIROSTOR
 CPS-SLIC
 CUPA Listings
 DRYCLEANERS
 CIWQS
 CERS HAZ WASTE
 CERS**

**S101481334
 N/A**

**Relative:
 Higher**

**Actual:
 63 ft.**

ENVIROSTOR:

Facility ID: 27720003
 Status: Refer: RWQCB
 Status Date: 06/08/1994
 Site Code: Not reported
 Site Type: Historical
 Site Type Detailed: * Historical
 Acres: Not reported
 NPL: NO
 Regulatory Agencies: NONE SPECIFIED
 Lead Agency: NONE SPECIFIED
 Program Manager: Not reported
 Supervisor: Referred - Not Assigned
 Division Branch: Cleanup Berkeley
 Assembly: 29
 Senate: 17
 Special Program: Not reported
 Restricted Use: NO
 Site Mgmt Req: NONE SPECIFIED
 Funding: Not reported
 Latitude: 36.61525
 Longitude: -121.9026
 APN: NONE SPECIFIED
 Past Use: NONE SPECIFIED
 Potential COC: * HALOGENATED SOLVENTS * HYDROCARBON SOLVENTS
 Confirmed COC: NONE SPECIFIED
 Potential Description: NONE SPECIFIED
 Alias Name: 27720003
 Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
 Completed Sub Area Name: Not reported
 Completed Document Type: Site Screening
 Completed Date: 09/28/1990
 Comments: THE SITE IS A DRY-CLEANING OPERATION. IN JANUARY, 1990, THE CENTRAL COAST RWQCB DISCOVERED VOLATILE ORGANIC COM- POUNDS IN GROUNDWATER BENEATH THE BEACON GAS STATION LOCATED NEXT TO THE SITE (700 LIGHTHOUSE AVENUE). ALTHOUGH MOST OF THE CONTAMINANTS ENCOUNTERED APPEAR TO HAVE ORIGINATED FROM THE GAS STATION, RWQCB SUSPECTS THAT SOME OF THE CONTAMINANTS ARE ORIGINATING FROM THE DRY-CLEANER. RWQCB HAS REQUESTED THAT ONE-HOUR MARTINIZING LIKEWISE CONDUCT A SITE INVESTIGATION TO DETERMINE THE EXTENT & ORIGIN OF THE CONTAMINATION. RWQCB SITE SITE SCREENING DONE REFERRED TO RWQCB(CENTRAL VALLEY) UNDERGROUND TANK LEAK.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ONE HOUR MARTINIZING **CLOSED (Continued)**

S101481334

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CPS-SLIC:

Region: STATE
Facility Status: **Open - Remediation**
Status Date: 05/22/2018
Global Id: SLT3S5631371
Lead Agency: CENTRAL COAST RWQCB (REGION 3)
Lead Agency Case Number: Not reported
Latitude: 36.6152176144517
Longitude: -121.902794837952
Case Type: Cleanup Program Site
Case Worker: DRN
Local Agency: Not reported
RB Case Number: S2844
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply, Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: * Solvents, Tetrachloroethylene (PCE), Trichloroethylene (TCE)
Site History: RP continues to monitor groundwater. VOC concentrations are generally stable.

[Click here to access the California GeoTracker records for this facility:](#)

SLIC REG 3:

Region: 3
Leak Site Cross Street: Not reported
Regional Board Case#: S2844
Entered Into Database: Not reported
Discovered: CMP
RB Case In: ONE HOUR MARTINIZING
Responsible Party: JOSEPH STORM, GEORGE GANDZJUK
RP Contact: Not reported
RP Phone: Not reported
RP Number: Not reported
RP Address: P.O. BOX 3954 (GG AT BUSINESS)
RP City,St,Zip: CARMEL, CA 93921
Date First Reported: Not reported
Lead Agency: Regional Board
Program Type: SLIC
Facility Status: Remedial Action Plan Underway/Ongoing
Case Type: O, W
Case Type Undetermined: No
Case Type Soil Impacted: No
Case Type Surface Water: No
Case Type Drinkin Water Well: Yes
Case Type Drinking Water Aqfr: No
Case Type Other Grnd Wtr: Yes

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ONE HOUR MARTINIZING **CLOSED (Continued)**

S101481334

PCA: Not reported

CUPA MONTEREY:

Facility Id: FA0813709
Region: MONTEREY
Program/Element Code: 512A
Program/Element: 512A - WASTE GENERATOR LESS THAN 1 TON
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0813709
Mailing Address: 724 LIGHTHOUSE AVE
Mailing City State Zip: MONTEREY CA 93940
Program Identifier: CLEANERS
Owner ID: OW0802941
Last Billing Date: 05/26/2016
Last Payment Date: 07/02/2015
Last Payment Amount: 691.00
Total Fee Amount: 548.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8313752380
E-Mail: Not reported
Last Activity Date: 10/14/2013
Prior Inspection Date: 07/02/2003
Current Inspection Date: 07/02/2004
Record ID: PR0611119

Facility Id: FA0813709
Region: MONTEREY
Program/Element Code: 5150
Program/Element: 5150 - BASE FEE HAZARDOUS WASTE GENERATOR
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0813709
Mailing Address: 724 LIGHTHOUSE AVE
Mailing City State Zip: MONTEREY CA 93940
Program Identifier: CLEANERS
Owner ID: OW0802941
Last Billing Date: 05/26/2016
Last Payment Date: 07/02/2015
Last Payment Amount: 691.00
Total Fee Amount: 548.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8313752380
E-Mail: Not reported
Last Activity Date: 03/13/2017
Prior Inspection Date: 09/25/2016
Current Inspection Date: 03/13/2018
Record ID: PR0603621

DRYCLEANERS:

EPA Id: CAL000013154
NAICS Code: 81232
NAICS Description: Drycleaning and Laundry Services (except Coin-Operated)
SIC Code: 7211

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ONE HOUR MARTINIZING **CLOSED (Continued)**

S101481334

SIC Description: Power Laundries, Family and Commercial
Create Date: 11/14/1989
Facility Active: No
Inactive Date: 06/30/2015
Facility Addr2: Not reported
Owner Name: SUSAN STORM
Owner Address: 724 LIGHTHOUSE AVE
Owner Address 2: Not reported
Owner Telephone: 8313752380
Contact Name: MICHAEL/OR SUSAN STORM
Contact Address: 724 LIGHTHOUSE
Contact Address 2: Not reported
Contact Telephone: 8313752380
Mailing Name: Not reported
Mailing Address 1: 724 LIGHTHOUSE AVE
Mailing Address 2: Not reported
Mailing City: MONTEREY
Mailing State: CA
Mailing Zip: 939400000
Owner Fax: 0000000000
Region Code: 2

CIWQS:

Agency: New Monterey Center
Agency Address: 724 Lighthouse Avenue, Monterey, CA 93940
Place/Project Type: Service/Commercial Site, NEC
SIC/NAICS: Not reported
Region: 3
Program: SLIC
Regulatory Measure Status: Active
Regulatory Measure Type: Enrollee - Waiver
Order Number: R3-2014-0041
WDID: 3 270917605
NPDES Number: Not reported
Adoption Date: Not reported
Effective Date: 11/16/2017
Termination Date: Not reported
Expiration/Review Date: 09/24/2019
Design Flow: Not reported
Major/Minor: Not reported
Complexity: C
TTWQ: 3
Enforcement Actions within 5 years: 0
Violations within 5 years: 0
Latitude: Not reported
Longitude: Not reported

CERS HAZ WASTE:

Site ID: 140023
CERS ID: 10431487
CERS Description: Hazardous Waste Generator

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-13-2017
Violations Found: No
Eval Type: Routine done by local agency

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ONE HOUR MARTINIZING **CLOSED (Continued)**

S101481334

Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-25-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-02-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-14-2013
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 140023
Facility Name: ONE HOUR MARTINIZING
Env Int Type Code: HWG
Program ID: 10431487
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.615070
Longitude: -121.902920

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: STORM, SUSAN
Entity Title: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ONE HOUR MARTINIZING **CLOSED (Continued)**

S101481334

Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: STORM, SUSAN
Entity Title: Not reported
Affiliation Address: 724 LIGHTHOUSE AVE
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (831) 375-2380

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 724 LIGHTHOUSE AVE
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: SAME
Entity Title: Owner
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: STORM, SUSAN
Entity Title: Not reported
Affiliation Address: 724 LIGHTHOUSE AVE
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 375-2380

Affiliation Type Desc: Operator
Entity Name: susan storm
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 375-2380

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ONE HOUR MARTINIZING **CLOSED (Continued)**

S101481334

Affiliation Type Desc: Parent Corporation
Entity Name: ONE HOUR MARTINIZING
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: DAN NILES - CENTRAL COAST RWQCB (REGION 3)
Entity Title: Not reported
Affiliation Address: 895 AEROVISTA PLACE SUITE 101
Affiliation City: SAN LUIS OBISPO
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

CERS TANKS:

Site ID: 140023
CERS ID: SLT3S5631371
CERS Description: Cleanup Program Site

Evaluation:

Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-13-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 09-25-2015
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-02-2014
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 10-14-2013
Violations Found: No

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ONE HOUR MARTINIZING **CLOSED (Continued)**

S101481334

Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HW
Eval Source: CERS

Coordinates:
Site ID: 140023
Facility Name: ONE HOUR MARTINIZING
Env Int Type Code: HWG
Program ID: 10431487
Coord Name: Not reported
Ref Point Type Desc: Center of a facility or station.
Latitude: 36.615070
Longitude: -121.902920

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: STORM, SUSAN
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: STORM, SUSAN
Entity Title: Not reported
Affiliation Address: 724 LIGHTHOUSE AVE
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: (831) 375-2380

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: 724 LIGHTHOUSE AVE
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93940
Affiliation Phone: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ONE HOUR MARTINIZING **CLOSED (Continued)**

S101481334

Affiliation Type Desc: Identification Signer
Entity Name: SAME
Entity Title: Owner
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: STORM, SUSAN
Entity Title: Not reported
Affiliation Address: 724 LIGHTHOUSE AVE
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93940
Affiliation Phone: (831) 375-2380

Affiliation Type Desc: Operator
Entity Name: susan storm
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 375-2380

Affiliation Type Desc: Parent Corporation
Entity Name: ONE HOUR MARTINIZING
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Regional Board Caseworker
Entity Name: DAN NILES - CENTRAL COAST RWQCB (REGION 3)
Entity Title: Not reported
Affiliation Address: 895 AEROVISTA PLACE SUITE 101
Affiliation City: SAN LUIS OBISPO
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

MAP FINDINGS

Map ID
Direction
Distance
Elevation

Site

Database(s)

EDR ID Number
EPA ID Number

I32
SSE
1/8-1/4
0.218 mi.
1152 ft.

7-ELEVEN INC. STORE# 37983
700 LIGHTHOUSE AVENUE
MONTEREY, CA 93940

CERS
CERS HAZ WASTE
CERS TANKS

S121748939
N/A

Site 3 of 10 in cluster I

Relative:
Higher
Actual:
61 ft.

CERS TANKS:
Site ID: 165485
CERS ID: 10407943
CERS Description: Chemical Storage Facilities

Violations:
Site ID: 165485
Site Name: 7-ELEVEN INC. STORE# 37983
Violation Date: 10-26-2016
Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(2)
Violation Description: Failure of the line leak detector (LLD) monitoring pressurized piping to meet one or more of the following requirements: Monitor at least hourly. Be capable of detecting a release of 3.0 gallons per hour at 10 p.s.i.g. Restrict or shut off the flow of product through the piping when a leak is detected.
Violation Notes: Returned to compliance on 10/26/2016. Diesel line leak detector failed
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Evaluation:
Eval General Type: Other/Unknown
Eval Date: 05-12-2016
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 07-17-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-31-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-11-2017
Violations Found: No
Eval Type: Routine done by local agency

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-26-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-26-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 11-16-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: BELSHIRE ENVIRONMENTAL SERVICES INC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: ETHAN VALBURG
Entity Title: Not reported
Affiliation Address: P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75221
Affiliation Phone: (714) 253-6491

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75221
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: STEPHEN BOYD
Entity Title: REGIONAL GASOLINE ENVIRONMENTAL COMPLIANCE MANAGER
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75221
Affiliation Phone: (800) 828-0711

Affiliation Type Desc: Operator
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 647-8910

Affiliation Type Desc: Parent Corporation
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Entity Name: Carl Outzen
Entity Title: Not reported
Affiliation Address: P.O. BOX 1915
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93942
Affiliation Phone: (831) 372-8290

Affiliation Type Desc: UST Permit Applicant
Entity Name: STEPHEN BOYD
Entity Title: REGIONAL GASOLINE ENVIRONMENTAL COMPLIANCE MANAGER
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (714) 771-5484

Affiliation Type Desc: UST Property Owner Name
Entity Name: Carl Outzen
Entity Title: Not reported
Affiliation Address: P.O. BOX 1915
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93942
Affiliation Phone: (831) 372-8290

Affiliation Type Desc: UST Tank Operator
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: P.O. BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75221
Affiliation Phone: (800) 828-0711

Affiliation Type Desc: UST Tank Owner
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: P.O. BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75221
Affiliation Phone: (800) 828-0711

CERS HAZ WASTE:
Site ID: 165485
CERS ID: 10407943
CERS Description: Hazardous Waste Generator

Violations:
Site ID: 165485

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Site Name: 7-ELEVEN INC. STORE# 37983
Violation Date: 10-26-2016
Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(2)
Violation Description: Failure of the line leak detector (LLD) monitoring pressurized piping to meet one or more of the following requirements: Monitor at least hourly. Be capable of detecting a release of 3.0 gallons per hour at 10 p.s.i.g. Restrict or shut off the flow of product through the piping when a leak is detected.
Violation Notes: Returned to compliance on 10/26/2016. Diesel line leak detector failed
Violation Division: Monterey County Health Department
Violation Program: UST
Violation Source: CERS

Evaluation:

Eval General Type: Other/Unknown
Eval Date: 05-12-2016
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 07-17-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-31-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-11-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-26-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-26-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 11-16-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: BELSHIRE ENVIRONMENTAL SERVICES INC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: ETHAN VALBURG
Entity Title: Not reported
Affiliation Address: P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75221
Affiliation Phone: (714) 253-6491

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75221
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: STEPHEN BOYD
Entity Title: REGIONAL GASOLINE ENVIRONMENTAL COMPLIANCE MANAGER
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75221
Affiliation Phone: (800) 828-0711

Affiliation Type Desc: Operator
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (831) 647-8910

Affiliation Type Desc: Parent Corporation
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Property Owner
Entity Name: Carl Outzen
Entity Title: Not reported
Affiliation Address: P.O. BOX 1915
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93942
Affiliation Phone: (831) 372-8290

Affiliation Type Desc: UST Permit Applicant
Entity Name: STEPHEN BOYD

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Entity Title: REGIONAL GASOLINE ENVIRONMENTAL COMPLIANCE MANAGER
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (714) 771-5484

Affiliation Type Desc: UST Property Owner Name
Entity Name: Carl Outzen
Entity Title: Not reported
Affiliation Address: P.O. BOX 1915
Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93942
Affiliation Phone: (831) 372-8290

Affiliation Type Desc: UST Tank Operator
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: P.O. BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75221
Affiliation Phone: (800) 828-0711

Affiliation Type Desc: UST Tank Owner
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: P.O. BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75221
Affiliation Phone: (800) 828-0711

CERS TANKS:

Site ID: 165485
CERS ID: 10407943
CERS Description: Underground Storage Tank

Violations:

Site ID: 165485
Site Name: 7-ELEVEN INC. STORE# 37983
Violation Date: 10-26-2016
Citation: 23 CCR 16 2636(f)(2) - California Code of Regulations, Title 23, Chapter 16, Section(s) 2636(f)(2)
Violation Description: Failure of the line leak detector (LLD) monitoring pressurized piping to meet one or more of the following requirements: Monitor at least hourly. Be capable of detecting a release of 3.0 gallons per hour at 10 p.s.i.g. Restrict or shut off the flow of product through the piping when a leak is detected.
Violation Notes: Returned to compliance on 10/26/2016. Diesel line leak detector failed
Violation Division: Monterey County Health Department

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Violation Program: UST
Violation Source: CERS

Evaluation:

Eval General Type: Other/Unknown
Eval Date: 05-12-2016
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Other/Unknown
Eval Date: 07-17-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 07-31-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-11-2017
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-26-2016
Violations Found: No
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: HMRRP
Eval Source: CERS

Eval General Type: Compliance Evaluation Inspection
Eval Date: 10-26-2016
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Eval General Type: Other/Unknown
Eval Date: 11-16-2017
Violations Found: No
Eval Type: Other, not routine, done by local agency
Eval Notes: Not reported
Eval Division: Monterey County Health Department
Eval Program: UST
Eval Source: CERS

Affiliation:

Affiliation Type Desc: CUPA District
Entity Name: Monterey Cnty Health Dept
Entity Title: Not reported
Affiliation Address: 1270 Natividad Road
Affiliation City: Salinas
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 93906
Affiliation Phone: (831) 755-8915

Affiliation Type Desc: Document Preparer
Entity Name: BELSHIRE ENVIRONMENTAL SERVICES INC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: ETHAN VALBURG
Entity Title: Not reported
Affiliation Address: P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75221
Affiliation Phone: (714) 253-6491

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: Not reported
Affiliation Zip: 75221
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: STEPHEN BOYD
Entity Title: REGIONAL GASOLINE ENVIRONMENTAL COMPLIANCE MANAGER
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	P.O.BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City:	DALLAS
Affiliation State:	TX
Affiliation Country:	United States
Affiliation Zip:	75221
Affiliation Phone:	(800) 828-0711
Affiliation Type Desc:	Operator
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(831) 647-8910
Affiliation Type Desc:	Parent Corporation
Entity Name:	7-ELEVEN INC.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Property Owner
Entity Name:	Carl Outzen
Entity Title:	Not reported
Affiliation Address:	P.O. BOX 1915
Affiliation City:	MONTEREY
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	93942
Affiliation Phone:	(831) 372-8290
Affiliation Type Desc:	UST Permit Applicant
Entity Name:	STEPHEN BOYD
Entity Title:	REGIONAL GASOLINE ENVIRONMENTAL COMPLIANCE MANAGER
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(714) 771-5484
Affiliation Type Desc:	UST Property Owner Name
Entity Name:	Carl Outzen
Entity Title:	Not reported
Affiliation Address:	P.O. BOX 1915

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

7-ELEVEN INC. STORE# 37983 (Continued)

S121748939

Affiliation City: MONTEREY
Affiliation State: CA
Affiliation Country: United States
Affiliation Zip: 93942
Affiliation Phone: (831) 372-8290

Affiliation Type Desc: UST Tank Operator
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: P.O. BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75221
Affiliation Phone: (800) 828-0711

Affiliation Type Desc: UST Tank Owner
Entity Name: 7-ELEVEN INC.
Entity Title: Not reported
Affiliation Address: P.O. BOX 7-11 ATTN: ENVIRONMENTAL DEPARTMENT
Affiliation City: DALLAS
Affiliation State: TX
Affiliation Country: United States
Affiliation Zip: 75221
Affiliation Phone: (800) 828-0711

I33
SSE
1/8-1/4
0.218 mi.
1152 ft.

**ARCO STORE #3657
700 LIGHTHOUSE AVE
MONTEREY, CA 93940**

**CA FID UST S101622870
HAZNET N/A**

Site 4 of 10 in cluster I

**Relative:
Higher
Actual:
61 ft.**

CA FID UST:
Facility ID: 27000046
Regulated By: UTNKA
Regulated ID: 00005833
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4086499957
Mail To: Not reported
Mailing Address: 700 LIGHTHOUSE
Mailing Address 2: Not reported
Mailing City,St,Zip: MONTEREY 93940
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HAZNET:
envid: S101622870
Year: 2016
GEPaid: CAL000383967
Contact: SANDY HUFF

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

ARCO STORE #3657 (Continued)

S101622870

Telephone: 5595833298
Mailing Name: Not reported
Mailing Address: 685 W THIRD ST
Mailing City,St,Zip: HANFORD, CA 932300000
Gen County: Monterey
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Other organic solids
Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Tons: 0.0625
Cat Decode: Other organic solids
Method Decode: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
Facility County: Monterey

envid: S101622870
Year: 2016
GEPaid: CAL000383967
Contact: SANDY HUFF
Telephone: 5595833298
Mailing Name: Not reported
Mailing Address: 685 W THIRD ST
Mailing City,St,Zip: HANFORD, CA 932300000
Gen County: Monterey
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.924
Cat Decode: Aqueous solution with total organic residues less than 10 percent
Method Decode: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Facility County: Monterey

envid: S101622870
Year: 2014
GEPaid: CAL000383967
Contact: JULIE JOHNS
Telephone: 5595833333
Mailing Name: Not reported
Mailing Address: 685 W THIRD ST
Mailing City,St,Zip: HANFORD, CA 932300000
Gen County: Monterey
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Other Recovery Of Reclamation For Reuse Including Acid Regeneration, Organics Recovery Ect
Tons: 0.735
Cat Decode: Not reported
Method Decode: Not reported
Facility County: Monterey

envid: S101622870
Year: 2013

Map ID
 Direction
 Distance
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
 EPA ID Number

ARCO STORE #3657 (Continued)

S101622870

GEPaid: CAL000383967
 Contact: THOMAS S SEXTON
 Telephone: 5595833231
 Mailing Name: Not reported
 Mailing Address: 685 W THIRD ST
 Mailing City, St, Zip: HANFORD, CA 932300000
 Gen County: Monterey
 TSD EPA ID: NVT330010000
 TSD County: 99
 Waste Category: Not reported
 Disposal Method: Landfill Or Surface Impoundment That Will Be Closed As Landfill(To Include On-Site Treatment And/Or Stabilization)
 Tons: 0.0375
 Cat Decode: Not reported
 Method Decode: Not reported
 Facility County: Not reported

I34
SSE
1/8-1/4
0.218 mi.
1152 ft.

BEACON SERVICE STATION
700 LIGHTHOUSE AVE
MONTEREY, CA 93940

Site 5 of 10 in cluster I

LUST **S102425086**
CUPA Listings **N/A**
HIST CORTESE
CERS

Relative:
Higher

Actual:
61 ft.

LUST:
 Lead Agency: CENTRAL COAST RWQCB (REGION 3)
 Case Type: LUST Cleanup Site
 Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605300336
 Global Id: T0605300336
 Latitude: 36.6147507
 Longitude: -121.9021804
 Status: Completed - Case Closed
 Status Date: 04/16/2009
 Case Worker: WNL
 RB Case Number: 649
 Local Agency: MONTEREY COUNTY
 File Location: State Records Center
 Local Case Number: Not reported
 Potential Media Affect: Other Groundwater (uses other than drinking water)
 Potential Contaminants of Concern: Gasoline
 Site History: Based on the soil investigation, groundwater monitoring, and cleanup results, Central Coast Water Board staff believes there is no significant threat to groundwater resources, human health or the environment from this site. Petroleum hydrocarbon concentration trends are downward, and remaining residual soil and groundwater contamination are well characterized and contracting or declining in size and concentration. The contaminant mass has been removed from the site to the maximum extent practicable, and historical monitoring data indicate contaminant concentrations in groundwater will likely decrease to below cleanup goals in a reasonable time. The Monterey County Health Department (MCHD) agrees with our proposed closure of the case. Residual soil and groundwater contamination still underlies the site that could pose an unacceptable risk under certain site redevelopment activities such as site grading, excavation, or de-watering. The Central Coast Water Board, MCHD and the appropriate local planning and building departments must be notified prior to any changes in land use, grading activities, excavation, or dewatering. This notification should include a statement that residual soil and groundwater contamination underlie the property and may underlie

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BEACON SERVICE STATION (Continued)

S102425086

nearby properties, and a description of the mitigation actions necessary (if any) to ensure that any possibly contaminated soil or groundwater brought to the surface by these activities are managed appropriately. Future site disturbance could require worker health and safety protection, and restrictions on the disposal of soil and groundwater. The levels of residual contamination and any associated risks are expected to diminish with time. The MCHD may require additional site assessment if the property is proposed to be redeveloped. Additional actions required by MCHD may include, but not limited to, a case review, further remedial action, soil gas analysis, and a human health risk assessment.

LUST:

Global Id: T0605300336
Contact Type: Local Agency Caseworker
Contact Name: CORY WELCH
Organization Name: MONTEREY COUNTY
Address: 1270 NATIVIDAD ROAD, RM 301
City: SALINAS
Email: welchc@co.monterey.ca.us
Phone Number: 8317554570

Global Id: T0605300336
Contact Type: Regional Board Caseworker
Contact Name: WEI LIU
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PLACE, SUITE 101
City: SAN LUIS OBISPO
Email: wei.liu@waterboards.ca.gov
Phone Number: 8055493147

LUST:

Global Id: T0605300336
Action Type: RESPONSE
Date: 01/20/2008
Action: Monitoring Report - Quarterly

Global Id: T0605300336
Action Type: RESPONSE
Date: 01/20/2007
Action: Monitoring Report - Quarterly

Global Id: T0605300336
Action Type: RESPONSE
Date: 10/20/2007
Action: Monitoring Report - Quarterly

Global Id: T0605300336
Action Type: ENFORCEMENT
Date: 04/14/2009
Action: File review

Global Id: T0605300336
Action Type: Other
Date: 10/17/1994
Action: Leak Discovery

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BEACON SERVICE STATION (Continued)

S102425086

Global Id:	T0605300336
Action Type:	RESPONSE
Date:	07/20/2007
Action:	Monitoring Report - Quarterly
Global Id:	T0605300336
Action Type:	ENFORCEMENT
Date:	03/30/2007
Action:	13267 Monitoring Program
Global Id:	T0605300336
Action Type:	Other
Date:	10/24/1994
Action:	Leak Reported
Global Id:	T0605300336
Action Type:	RESPONSE
Date:	04/20/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0605300336
Action Type:	ENFORCEMENT
Date:	09/13/2006
Action:	Staff Letter
Global Id:	T0605300336
Action Type:	ENFORCEMENT
Date:	04/16/2009
Action:	Closure/No Further Action Letter
Global Id:	T0605300336
Action Type:	ENFORCEMENT
Date:	04/14/2009
Action:	File review
Global Id:	T0605300336
Action Type:	ENFORCEMENT
Date:	11/05/2008
Action:	13267 Requirement
LUST:	
Global Id:	T0605300336
Status:	Open - Case Begin Date
Status Date:	10/17/1994
Global Id:	T0605300336
Status:	Open - Site Assessment
Status Date:	01/17/1995
Global Id:	T0605300336
Status:	Open - Verification Monitoring
Status Date:	09/13/2006
Global Id:	T0605300336
Status:	Completed - Case Closed
Status Date:	04/16/2009

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BEACON SERVICE STATION (Continued)

S102425086

LUST REG 3:

Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300336
Status: Leak being confirmed
Case Number: 649
Local Case Num: Not reported
Case Type: O
Substance: Gasoline
Quantity: Not reported
Abatement Method: U
Leak Source: UNK
Leak Cause: UNK
How Stopped: Not reported
How Discovered: Tank Closure
Release Date: 10/24/1994
Discovered Date: 10/17/94
Enter Date: 10/09/1987
Stop Date: Not reported
Review Date: 01/17/1995
Enforce Date: Not reported
Close Date: Not reported
Enforcement Type: Not reported
Responsible Party: ROBERT FISHBURN
RP Address: 685 WEST THIRD STREET
Contact: Not reported
Cross Street: PRESCOTT
Local Agency: 27000
Lead Agency: Regional Board
Staff Initials: WNL
Confirm Leak: 1/17/95
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: / /
Remedial Plan: Not reported
Remedial Action: Not reported
Monitoring: / /
Pilot Program: UST
Interim Action: 0
Funding: Not reported
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NT
Lat/Long: 36.6147507 / -121.9021804
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 1
Org Name: Not reported
Basin Plan: 9.50
Beneficial: Not reported
Priority: 3A3
UST Cleanup Fund ID: Not reported
Suspended: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BEACON SERVICE STATION (Continued)

S102425086

Operator: Not reported
Water System: CYPRESS COMMUNITY CHURCH WS
Well Name: LPA REPORTED PRIMARY SOURCE
Distance From Well: 0
Assigned Name: 2702030-001GEN
Summary: 1/17/95 - CONTAMINATION ENCOUNTERED DURING TANK REMOVAL ON 10/17/94.
GROUNDWATER AT 8 FEET. NEW INVESTIGATION NEEDED.

CUPA MONTEREY:

Facility Id: FA0811428
Region: MONTEREY
Program/Element Code: 512J
Program/Element: 512J - WASTE OIL, NONCHLORINATED SAFETY SOLVENTS
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0811428
Mailing Address: P O BOX 711
Mailing City State Zip: DALLAS TX 75221
Program Identifier: GAS STATION
Owner ID: OW0800859
Last Billing Date: 05/26/2016
Last Payment Date: 07/08/2015
Last Payment Amount: 1,821.00
Total Fee Amount: 548.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8316478910
E-Mail: STEPHEN.BOYD@7-11.COM
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0635489

Facility Id: FA0811428
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 01 - ACTIVE, BILLABLE
EDR Link ID: FA0811428
Mailing Address: P O BOX 711
Mailing City State Zip: DALLAS TX 75221
Program Identifier: GAS STATION
Owner ID: OW0800859
Last Billing Date: 05/26/2016
Last Payment Date: 07/08/2015
Last Payment Amount: 1,821.00
Total Fee Amount: 548.00
Total Amount Paid: Not reported
Units: 1
Financial Status: (none)
Phone: 8316478910
E-Mail: STEPHEN.BOYD@7-11.COM
Last Activity Date: 10/11/2017
Prior Inspection Date: 10/26/2017
Current Inspection Date: 10/11/2018
Record ID: PR0601168

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

BEACON SERVICE STATION (Continued)

S102425086

HIST CORTESE:

Region: CORTESE
Facility County Code: 27
Reg By: LTNKA
Reg Id: 649

CERS TANKS:

Site ID: 257406
CERS ID: T0605300336
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Local Agency Caseworker
Entity Name: CORY WELCH - MONTEREY COUNTY
Entity Title: Not reported
Affiliation Address: 1270 NATIVIDAD ROAD, RM 301
Affiliation City: SALINAS
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 8317554570

Affiliation Type Desc: Regional Board Caseworker
Entity Name: WEI LIU - CENTRAL COAST RWQCB (REGION 3)
Entity Title: Not reported
Affiliation Address: 895 AEROVISTA PLACE, SUITE 101
Affiliation City: SAN LUIS OBISPO
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 8055493147

**I35
SSE
1/8-1/4
0.218 mi.
1152 ft.**

**7-ELEVEN INC. STORE# 37983
700 LIGHTHOUSE AVENUE
MONTEREY, CA 93940**

**UST U004264662
N/A**

Site 6 of 10 in cluster I

**Relative:
Higher
Actual:
61 ft.**

UST:
Facility ID: FA0811428
Permitting Agency: Monterey County Health Department
Latitude: 36.61502
Longitude: -121.90256

**I36
SSE
1/8-1/4
0.218 mi.
1152 ft.**

**LIGHTHOUSE SERVICE
700 LIGHTHOUSE
MONTEREY, CA 93940**

**HIST UST U001593662
N/A**

Site 7 of 10 in cluster I

**Relative:
Higher
Actual:
61 ft.**

HIST UST:
File Number: 0002AA34
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002AA34.pdf>
Region: STATE
Facility ID: 0000005833

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LIGHTHOUSE SERVICE (Continued)

U001593662

Facility Type: Gas Station
Other Type: Not reported
Contact Name: D GONZALES
Telephone: 4086499957
Owner Name: LEO LA BANE
Owner Address: BOX 993
Owner City,St,Zip: SEASIDE, CA 93955
Total Tanks: 0003

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, 10

Tank Num: 003
Container Num: 3
Year Installed: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

LIGHTHOUSE SERVICE (Continued)

U001593662

Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, 10

[Click here for Geo Tracker PDF:](#)

**I37
SSE
1/8-1/4
0.228 mi.
1202 ft.**

**P & M'S MARKET
701 LIGHTHOUSE
MONTEREY, CA 93940**

**HIST UST S101622887
CA FID UST N/A
CUPA Listings**

Site 8 of 10 in cluster I

**Relative:
Higher
Actual:
62 ft.**

HIST UST:
File Number: 0002A87E
URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002A87E.pdf>
Region: Not reported
Facility ID: Not reported
Facility Type: Not reported
Other Type: Not reported
Contact Name: Not reported
Telephone: Not reported
Owner Name: Not reported
Owner Address: Not reported
Owner City,St,Zip: Not reported
Total Tanks: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

Tank Num: Not reported
Container Num: Not reported
Year Installed: Not reported
Tank Capacity: Not reported
Tank Used for: Not reported
Type of Fuel: Not reported
Container Construction Thickness: Not reported
Leak Detection: Not reported

[Click here for Geo Tracker PDF:](#)

CA FID UST:
Facility ID: 27000099
Regulated By: UTNKA
Regulated ID: 00011218
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 9156726481
Mail To: Not reported
Mailing Address: P O BOX

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

P & M'S MARKET (Continued)

S101622887

Mailing Address 2: Not reported
Mailing City,St,Zip: MONTEREY 93940
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

CUPA MONTEREY:

Facility Id: FA0822025
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0822025
Mailing Address: Not reported
Mailing City State Zip: SALINAS
Program Identifier: Not reported
Owner ID: OW0809981
Last Billing Date: Not reported
Last Payment Date: Not reported
Last Payment Amount: 0.00
Total Fee Amount: Not reported
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: Not reported
E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0626904

I38
SSE
1/8-1/4
0.228 mi.
1202 ft.

P & M'S MARKET
701 LIGHTHOUSE AVE
MONTEREY, CA 93940
Site 9 of 10 in cluster I

HIST UST **U001593688**
N/A

Relative:
Higher
Actual:
62 ft.

HIST UST:
File Number: Not reported
URL: Not reported
Region: STATE
Facility ID: 00000011218
Facility Type: Gas Station
Other Type: Not reported
Contact Name: Not reported
Telephone: 9156726481
Owner Name: E-Z SERVE, INC.
Owner Address: 901 SOUTH 1ST.
Owner City,St,Zip: ABILENE, TX 79602
Total Tanks: 0003

Tank Num: 001
Container Num: 141

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

P & M'S MARKET (Continued)

U001593688

Year Installed: 1975
Tank Capacity: 00008101
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 142
Year Installed: 1975
Tank Capacity: 00008101
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 143
Year Installed: 1975
Tank Capacity: 00008101
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor

I39
SSE
1/8-1/4
0.228 mi.
1202 ft.

NAN'S MINI MARKET
701 LIGHTHOUSE AVE
MONTEREY, CA 93940

LUST **S101299056**
HIST CORTESE **N/A**

Site 10 of 10 in cluster I

Relative:
Higher
Actual:
62 ft.

LUST:
Lead Agency: MONTEREY COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605300407
Global Id: T0605300407
Latitude: 36.614675
Longitude: -121.90302
Status: Completed - Case Closed
Status Date: 12/01/1991
Case Worker: CLW
RB Case Number: 927
Local Agency: MONTEREY COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0605300407
Contact Type: Local Agency Caseworker
Contact Name: CORY WELCH
Organization Name: MONTEREY COUNTY
Address: 1270 NATIVIDAD ROAD, RM 301
City: SALINAS
Email: welchc@co.monterey.ca.us
Phone Number: 8317554570

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NAN'S MINI MARKET (Continued)

S101299056

Global Id: T0605300407
Contact Type: Regional Board Caseworker
Contact Name: WEI LIU
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PLACE, SUITE 101
City: SAN LUIS OBISPO
Email: wei.liu@waterboards.ca.gov
Phone Number: 8055493147

LUST:

Global Id: T0605300407
Action Type: Other
Date: 11/24/1990
Action: Leak Discovery

Global Id: T0605300407
Action Type: Other
Date: 09/24/1990
Action: Leak Reported

LUST:

Global Id: T0605300407
Status: Open - Case Begin Date
Status Date: 01/01/1975

Global Id: T0605300407
Status: Open - Site Assessment
Status Date: 01/01/1975

Global Id: T0605300407
Status: Completed - Case Closed
Status Date: 12/01/1991

LUST REG 3:

Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300407
Status: Preliminary site assessment workplan submitted
Case Number: 927
Local Case Num: Not reported
Case Type: S
Substance: Gasoline
Quantity: Not reported
Abatement Method: U
Leak Source: Tank
Leak Cause: Overfill
How Stopped: Not reported
How Discovered: Tank Closure
Release Date: 09/24/1990
Discovered Date: 11/24/90
Enter Date: 01/14/1991
Stop Date: Not reported
Review Date: 01/14/1991
Enforce Date: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

NAN'S MINI MARKET (Continued)

S101299056

Close Date: Not reported
Enforcement Type: Not reported
Responsible Party: Not reported
RP Address: Not reported
Contact: Not reported
Cross Street: Not reported
Local Agency: 27000
Lead Agency: Local Agency
Staff Initials: WNL
Confirm Leak: Not reported
Workplan: 1/1/75
Prelim Assess: Not reported
Pollution Char: / /
Remedial Plan: Not reported
Remedial Action: Not reported
Monitoring: / /
Pilot Program: UST
Interim Action: 0
Funding: Not reported
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NT
Lat/Long: 36.6145437 / -121.9028154
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 1
Org Name: Not reported
Basin Plan: 9.50
Beneficial: Not reported
Priority: 0
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: CYPRESS COMMUNITY CHURCH WS
Well Name: LPA REPORTED PRIMARY SOURCE
Distance From Well: 0
Assigned Name: 2702030-001GEN
Summary: RECEIVED SOIL AND WATER TEST REPORTS. REVIEWED ON NOVEMBER 27 1990.
TANK REMOVAL SHOWED CONTAMINATION IN SOIL AND WATER.

HIST CORTESE:

Region: CORTESE
Facility County Code: 27
Reg By: LTNKA
Reg Id: 927

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

40
SE
1/8-1/4
0.233 mi.
1229 ft.

ROBERT ROUX CONSTRUCTION SITE
95 PRESCOTT AVE
MONTEREY, CA 93940

CUPA Listings S111842146
N/A

Relative:
Higher
Actual:
39 ft.

CUPA MONTEREY:
Facility Id: FA0824848
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0824848
Mailing Address: 95 PRESCOTT AVE
Mailing City State Zip: MONTEREY CA 93940
Program Identifier: Not reported
Owner ID: OW0809981
Last Billing Date: Not reported
Last Payment Date: Not reported
Last Payment Amount: 0.00
Total Fee Amount: 0.00
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: Not reported
E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0631140

41
SE
1/4-1/2
0.281 mi.
1484 ft.

CANNARY ROW
653 CANNARY ROW
MONTEREY, CA 93940

LUST S104285338
CUPA Listings N/A
CERS

Relative:
Lower
Actual:
27 ft.

LUST:
Lead Agency: MONTEREY COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605300261
Global Id: T0605300261
Latitude: 36.6153137
Longitude: -121.8998943
Status: Completed - Case Closed
Status Date: 11/16/2007
Case Worker: CLW
RB Case Number: 3250
Local Agency: MONTEREY COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Under Investigation
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:
Global Id: T0605300261
Contact Type: Local Agency Caseworker
Contact Name: CORY WELCH
Organization Name: MONTEREY COUNTY

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CANNARY ROW (Continued)

S104285338

Address: 1270 NATIVIDAD ROAD, RM 301
City: SALINAS
Email: welchc@co.monterey.ca.us
Phone Number: 8317554570

Global Id: T0605300261
Contact Type: Regional Board Caseworker
Contact Name: JOHN GONI
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: jgoni@waterboards.ca.gov
Phone Number: Not reported

LUST:

Global Id: T0605300261
Action Type: Other
Date: 09/15/1999
Action: Leak Reported

Global Id: T0605300261
Action Type: Other
Date: 10/25/1999
Action: Leak Discovery

LUST:

Global Id: T0605300261
Status: Open - Case Begin Date
Status Date: 09/15/1999

Global Id: T0605300261
Status: Open - Site Assessment
Status Date: 09/15/1999

Global Id: T0605300261
Status: Completed - Case Closed
Status Date: 11/16/2007

LUST REG 3:

Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300261
Status: Leak being confirmed
Case Number: 3250
Local Case Num: Not reported
Case Type: U
Substance: Gasoline
Quantity: Not reported
Abatement Method: Unknown - action taken at site is unknown
Leak Source: UNK
Leak Cause: UNK
How Stopped: Not reported
How Discovered: OM
Release Date: 09/15/1999

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CANNARY ROW (Continued)

S104285338

Discovered Date: 10/25/99
Enter Date: 02/02/2000
Stop Date: Not reported
Review Date: / /
Enforce Date: Not reported
Close Date: Not reported
Enforcement Type: Not reported
Responsible Party: LES TURNBEAUGH
RP Address: 353 CAMINO EL ESTERO
Contact: Not reported
Cross Street: Not reported
Local Agency: 27000
Lead Agency: Local Agency
Staff Initials: JWG
Confirm Leak: 9/15/99
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: / /
Remedial Plan: Not reported
Remedial Action: Not reported
Monitoring: / /
Pilot Program: UST
Interim Action: Not reported
Funding: Not reported
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NT
Lat/Long: 36.6153137 / -121.8998943
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 1
Org Name: Not reported
Basin Plan: Not reported
Beneficial: Not reported
Priority: Not reported
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: CYPRESS COMMUNITY CHURCH WS
Well Name: LPA REPORTED PRIMARY SOURCE
Distance From Well: 0
Assigned Name: 2702030-001GEN
Summary: CITY OF MONTEREY WILL CONDUCT A RISK ASSESSMENT

CUPA MONTEREY:

Facility Id: FA0825403
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0825403
Mailing Address: Not reported
Mailing City State Zip: SALINAS CA
Program Identifier: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

CANNARY ROW (Continued)

S104285338

Owner ID: OW0809981
Last Billing Date: Not reported
Last Payment Date: Not reported
Last Payment Amount: 0.00
Total Fee Amount: 0.00
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: Not reported
E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0631984

CERS TANKS:

Site ID: 218558
CERS ID: T0605300261
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Local Agency Caseworker
Entity Name: CORY WELCH - MONTEREY COUNTY
Entity Title: Not reported
Affiliation Address: 1270 NATIVIDAD ROAD, RM 301
Affiliation City: SALINAS
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 8317554570

42
NW
1/4-1/2
0.302 mi.
1593 ft.

**PUMP STATION NO. 12
9TH & OCEANVIEW
PACIFIC GROVE, CA 92193**

**Notify 65 S100178556
N/A**

**Relative:
Lower
Actual:
0 ft.**

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

J43
SSE
1/4-1/2
0.396 mi.
2093 ft.

DANA PROPERTY
501 LIGHTHOUSE AVE
MONTEREY, CA 93940

Site 1 of 2 in cluster J

LUST **S102428625**
HIST CORTESE **N/A**
CERS

Relative:
Higher

LUST REG 3:

Actual:
71 ft.

Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300317
Status: Case Closed
Case Number: 512
Local Case Num: Not reported
Case Type: S
Substance: Gasoline
Quantity: Not reported
Abatement Method: Excavate and Dispose - remove contaminated soil and dispose in approved site
Leak Source: Tank
Leak Cause: UNK
How Stopped: Not reported
How Discovered: Tank Closure
Release Date: 02/01/1988
Discovered Date: 1/30/88
Enter Date: 02/08/1988
Stop Date: Not reported
Review Date: 05/13/1992
Enforce Date: Not reported
Close Date: 5/13/92
Enforcement Type: Not reported
Responsible Party: Not reported
RP Address: Not reported
Contact: Not reported
Cross Street: Not reported
Local Agency: 27000
Lead Agency: Local Agency
Staff Initials: JWG
Confirm Leak: Not reported
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: 02/03/1988
Remedial Plan: Not reported
Remedial Action: Not reported
Monitoring: 03/23/1992
Pilot Program: UST
Interim Action: -
Funding: Not reported
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NT
Lat/Long: 36.6123278 / -121.9009303
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 1
Org Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DANA PROPERTY (Continued)

S102428625

Basin Plan: 9.50
Beneficial: Not reported
Priority: 2
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: CYPRESS COMMUNITY CHURCH WS
Well Name: LPA REPORTED PRIMARY SOURCE
Distance From Well: 0
Assigned Name: 2702030-001GEN
Summary: NO BENEFICIAL USES OF GROUNDWATER, CASE DELEGATED TO LOCAL AGENCIES
05/13/92.

HIST CORTESE:

Region: CORTESE
Facility County Code: 27
Reg By: LTNKA
Reg Id: 512

CERS TANKS:

Site ID: 253013
CERS ID: T0605300317
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Local Agency Caseworker
Entity Name: CORY WELCH - MONTEREY COUNTY
Entity Title: Not reported
Affiliation Address: 1270 NATIVIDAD ROAD, RM 301
Affiliation City: SALINAS
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 8317554570

J44
SSE
1/4-1/2
0.396 mi.
2093 ft.

DANA PROPERTY
501 LIGHTHOUSE AVE
MONTEREY, CA 93940
Site 2 of 2 in cluster J

LUST **S101629553**
CA FID UST **N/A**
CUPA Listings

Relative:
Higher
Actual:
71 ft.

LUST:
Lead Agency: MONTEREY COUNTY
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605300317
Global Id: T0605300317
Latitude: 36.612616
Longitude: -121.90127
Status: Completed - Case Closed
Status Date: 05/13/1992
Case Worker: CLW
RB Case Number: 512
Local Agency: MONTEREY COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Soil

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DANA PROPERTY (Continued)

S101629553

Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST:

Global Id: T0605300317
Contact Type: Local Agency Caseworker
Contact Name: CORY WELCH
Organization Name: MONTEREY COUNTY
Address: 1270 NATIVIDAD ROAD, RM 301
City: SALINAS
Email: welchc@co.monterey.ca.us
Phone Number: 8317554570

Global Id: T0605300317
Contact Type: Regional Board Caseworker
Contact Name: JOHN GONI
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: jgoni@waterboards.ca.gov
Phone Number: Not reported

LUST:

Global Id: T0605300317
Action Type: Other
Date: 01/30/1988
Action: Leak Discovery

Global Id: T0605300317
Action Type: Other
Date: 02/01/1988
Action: Leak Reported

LUST:

Global Id: T0605300317
Status: Open - Case Begin Date
Status Date: 01/30/1988

Global Id: T0605300317
Status: Open - Site Assessment
Status Date: 02/03/1988

Global Id: T0605300317
Status: Open - Verification Monitoring
Status Date: 03/23/1992

Global Id: T0605300317
Status: Completed - Case Closed
Status Date: 05/13/1992

CA FID UST:

Facility ID: 27000365
Regulated By: UTNKA
Regulated ID: 00034739
Cortese Code: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DANA PROPERTY (Continued)

S101629553

SIC Code: Not reported
Facility Phone: 4083735606
Mail To: Not reported
Mailing Address: 501 LIGHTHOUSE AVE
Mailing Address 2: Not reported
Mailing City, St, Zip: MONTEREY 93940
Contact: Not reported
Contact Phone: Not reported
DUNS Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

CUPA MONTEREY:

Facility Id: FA0824880
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0824880
Mailing Address: Not reported
Mailing City State Zip: SALINAS CA
Program Identifier: Not reported
Owner ID: OW0809981
Last Billing Date: Not reported
Last Payment Date: Not reported
Last Payment Amount: 0.00
Total Fee Amount: 0.00
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: Not reported
E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0631193

Facility Id: FA0821872
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0821872
Mailing Address: Not reported
Mailing City State Zip: (none)
Program Identifier: Not reported
Owner ID: OW0809981
Last Billing Date: Not reported
Last Payment Date: Not reported
Last Payment Amount: 0.00
Total Fee Amount: Not reported
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

DANA PROPERTY (Continued)

S101629553

E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0625488

45
WNW
1/4-1/2
0.456 mi.
2410 ft.

GROVE LAUNDRY
164 12TH ST
PACIFIC GROVE, CA 93950

LUST **S104405619**
CUPA Listings **N/A**

Relative:
Higher

LUST REG 3:

Actual:
76 ft.

Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300264
Status: Remediation Plan
Case Number: 3256
Local Case Num: Not reported
Case Type: O
Substance: Diesel
Quantity: Not reported
Abatement Method: Unknown - action taken at site is unknown
Leak Source: Other Source
Leak Cause: Other Cause
How Stopped: Not reported
How Discovered: OM
Release Date: 08/11/1999
Discovered Date: 7/19/99
Enter Date: 03/08/2000
Stop Date: 2/9/94
Review Date: / /
Enforce Date: Not reported
Close Date: Not reported
Enforcement Type: Not reported
Responsible Party: DOUG GUSTAFSON
RP Address: PO BOX 1318
Contact: Not reported
Cross Street: LIGHTHOUSE
Local Agency: 27000
Lead Agency: Regional Board
Staff Initials: WNL
Confirm Leak: Not reported
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: / /
Remedial Plan: 8/11/99
Remedial Action: Not reported
Monitoring: / /
Pilot Program: UST
Interim Action: Not reported
Funding: Not reported
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NRQ

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

GROVE LAUNDRY (Continued)

S104405619

Lat/Long: 36.6205156 / -121.9144089
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 0
Org Name: Not reported
Basin Plan: Not reported
Beneficial: Not reported
Priority: Not reported
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: CYPRESS COMMUNITY CHURCH WS
Well Name: LPA REPORTED PRIMARY SOURCE
Distance From Well: 0
Assigned Name: 2702030-001GEN
Summary: 94 472 LIGHTHOUSE WAS MITIGATED FROM OLD TANK LEAK BY EXCAUATION. THE ADJOINING PROPERTY (164 12TH ST.) HAS BEEN IMPACTED & CONSTRUCTION ACTIVIES HAVE HAD TO BE HALTED DUE TO CONTAMINATION.

CUPA MONTEREY:

Facility Id: FA0826438
Region: MONTEREY
Program/Element Code: 5040
Program/Element: 5040 - BASE FEE-HAZARDOUS MATERIALS REGISTRATION
Billing Status: 02 - INACTIVE, NON-BILLABLE
EDR Link ID: FA0826438
Mailing Address: 164 12TH ST
Mailing City State Zip: PACIFIC GROVE CA 93950
Program Identifier: Not reported
Owner ID: OW0809981
Last Billing Date: Not reported
Last Payment Date: Not reported
Last Payment Amount: 0.00
Total Fee Amount: 0.00
Total Amount Paid: Not reported
Units: Not reported
Financial Status: (none)
Phone: Not reported
E-Mail: Not reported
Last Activity Date: Not reported
Prior Inspection Date: Not reported
Current Inspection Date: Not reported
Record ID: PR0634450

**K46
SE
1/4-1/2
0.482 mi.
2544 ft.**

**SAN CARLOS BEACH
CANNARY ROW
MONTEREY, CA 93940
Site 1 of 2 in cluster K**

**LUST S104228619
N/A**

**Relative:
Lower
Actual:
1 ft.**

LUST REG 3:
Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300256
Status: Post remedial action monitoring

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN CARLOS BEACH (Continued)

S104228619

Case Number: 3068
Local Case Num: Not reported
Case Type: S
Substance: Bunker Fuel Oil
Quantity: Not reported
Abatement Method: Unknown - action taken at site is unknown
Leak Source: UNK
Leak Cause: Not reported
How Stopped: Not reported
How Discovered: Tank Closure
Release Date: 09/15/1999
Discovered Date: 12/1/95
Enter Date: 09/24/1999
Stop Date: Not reported
Review Date: / /
Enforce Date: Not reported
Close Date: Not reported
Enforcement Type: Not reported
Responsible Party: LES TURNBEAUGH
RP Address: 353 CAMINO EL ESTERO
Contact: Not reported
Cross Street: REESIDE
Local Agency: 27000
Lead Agency: Local Agency
Staff Initials: WNL
Confirm Leak: Not reported
Workplan: Not reported
Prelim Assess: Not reported
Pollution Char: / /
Remedial Plan: Not reported
Remedial Action: Not reported
Monitoring: 01/01/1975
Pilot Program: UST
Interim Action: 0
Funding: 0
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NRQ
Lat/Long: 36.598969 / -121.893646
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 0
Org Name: Not reported
Basin Plan: 9.50
Beneficial: Not reported
Priority: Not reported
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: Not reported
Well Name: Not reported
Distance From Well: 0
Assigned Name: Not reported
Summary: TWO RAIL CARS AND TWO CONCRETE BUNKERS WERE REMOVED AND OVER EXCAVATED

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

SAN CARLOS BEACH (Continued)

S104228619

TO REMOVE CONTAMINATION, ONE AREA WAS ENCAPSULATED WITH A LINER SINCE CONTAMINATION COULD NOT BE REMOVED DUE TO BEDROCK. RISK ASSESSMENT PENDING.

K47
SE
1/4-1/2
0.492 mi.
2600 ft.

MARKET PLACE
435,484,50 CANNARY ROW
MONTEREY, CA 93940
Site 2 of 2 in cluster K

LUST S103285954
CERS N/A

Relative:
Lower
Actual:
13 ft.

LUST:

Lead Agency: CENTRAL COAST RWQCB (REGION 3)
Case Type: LUST Cleanup Site
Geo Track: http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0605300221
Global Id: T0605300221
Latitude: 36.60917
Longitude: -121.8965133
Status: Completed - Case Closed
Status Date: 01/10/2006
Case Worker: JWG
RB Case Number: 2930
Local Agency: MONTEREY COUNTY
File Location: Not reported
Local Case Number: Not reported
Potential Media Affect: Under Investigation
Potential Contaminants of Concern: Heating Oil / Fuel Oil
Site History: Not reported

LUST:

Global Id: T0605300221
Contact Type: Local Agency Caseworker
Contact Name: CORY WELCH
Organization Name: MONTEREY COUNTY
Address: 1270 NATIVIDAD ROAD, RM 301
City: SALINAS
Email: welchc@co.monterey.ca.us
Phone Number: 8317554570

Global Id: T0605300221
Contact Type: Regional Board Caseworker
Contact Name: JOHN GONI
Organization Name: CENTRAL COAST RWQCB (REGION 3)
Address: 895 AEROVISTA PL, SUITE 101
City: SAN LUIS OBISPO
Email: jgoni@waterboards.ca.gov
Phone Number: Not reported

LUST:

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 07/26/1999
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 07/21/1999
Action: Technical Correspondence / Assistance / Other

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARKET PLACE (Continued)

S103285954

Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	09/29/1999
Action:	13267 Requirement
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	06/04/1998
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	12/03/1999
Action:	13267 Requirement
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	09/20/1999
Action:	Letter - Notice
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	07/15/1999
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	09/29/1999
Action:	Letter - Notice
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	09/08/2014
Action:	Staff Letter
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	07/08/1999
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	08/12/1999
Action:	13267 Requirement
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	08/12/1999
Action:	Letter - Notice
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	08/26/1999
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0605300221
Action Type:	ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARKET PLACE (Continued)

S103285954

Date: 08/26/1999
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 08/20/1999
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 01/06/2006
Action: Letter - Notice

Global Id: T0605300221
Action Type: RESPONSE
Date: 08/07/2000
Action: Interim Remedial Action Plan

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 12/07/1999
Action: File review

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 08/05/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 06/28/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 05/25/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 05/25/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 08/01/1995
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 11/18/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 10/22/1999
Action: Technical Correspondence / Assistance / Other

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARKET PLACE (Continued)

S103285954

Global Id:	T0605300221
Action Type:	RESPONSE
Date:	12/27/2005
Action:	Correspondence
Global Id:	T0605300221
Action Type:	Other
Date:	01/07/1998
Action:	Leak Discovery
Global Id:	T0605300221
Action Type:	Other
Date:	01/08/1998
Action:	Leak Reported
Global Id:	T0605300221
Action Type:	RESPONSE
Date:	08/07/2000
Action:	Interim Remedial Action Plan
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	07/06/2005
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	11/06/2002
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	12/09/1999
Action:	Letter - Notice
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	09/08/1999
Action:	Staff Letter
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	09/08/1999
Action:	Staff Letter
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	09/08/1999
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0605300221
Action Type:	ENFORCEMENT
Date:	09/02/1999
Action:	Technical Correspondence / Assistance / Other
Global Id:	T0605300221
Action Type:	ENFORCEMENT

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARKET PLACE (Continued)

S103285954

Date: 08/26/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 08/12/1999
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 08/30/1999
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 05/11/2006
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 07/21/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 09/07/1999
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 09/03/1999
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 05/25/1999
Action: Letter - Notice

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 07/21/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 07/20/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 07/21/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 06/29/1999
Action: Technical Correspondence / Assistance / Other

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARKET PLACE (Continued)

S103285954

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 05/26/1999
Action: Technical Correspondence / Assistance / Other

Global Id: T0605300221
Action Type: ENFORCEMENT
Date: 07/22/1998
Action: Letter - Notice

LUST:

Global Id: T0605300221
Status: Open - Case Begin Date
Status Date: 01/07/1998

Global Id: T0605300221
Status: Open - Site Assessment
Status Date: 10/15/1999

Global Id: T0605300221
Status: Completed - Case Closed
Status Date: 01/10/2006

LUST REG 3:

Region: 3
Regional Board: Central Coast Region
Facility County: Monterey
Global ID: T0605300221
Status: Preliminary site assessment workplan submitted
Case Number: 2930
Local Case Num: Not reported
Case Type: U
Substance: Bunker Fuel Oil
Quantity: Not reported
Abatement Method: Unknown - action taken at site is unknown
Leak Source: UNK
Leak Cause: UNK
How Stopped: Not reported
How Discovered: Subsurface Monitoring
Release Date: 01/08/1998
Discovered Date: 1/7/98
Enter Date: 03/18/1998
Stop Date: Not reported
Review Date: 11/15/1999
Enforce Date: Not reported
Close Date: Not reported
Enforcement Type: Not reported
Responsible Party: ROSANNA GARRISON
RP Address: 525 COWPERS ST
Contact: Not reported
Cross Street: HOFFMAN
Local Agency: 27000
Lead Agency: Local Agency
Staff Initials: JWG
Confirm Leak: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

MARKET PLACE (Continued)

S103285954

Workplan: 10/15/99
Prelim Assess: Not reported
Pollution Char: / /
Remedial Plan: Not reported
Remedial Action: Not reported
Monitoring: / /
Pilot Program: UST
Interim Action: 0
Funding: 0
MTBE Class: *
Max MTBE Grnd Wtr: Not reported
Max MTBE Soil: Not reported
Max MTBE Data: / /
MTBE Tested: NRQ
Lat/Long: 36.6129338 / -121.8982312
Soil Qualifier: Not reported
Grnd Wtr Qualifier: Not reported
Mtbe Concentratn: 0
Mtbe Fuel: 0
Org Name: Not reported
Basin Plan: 9.50
Beneficial: MUN
Priority: 3
UST Cleanup Fund ID: Not reported
Suspended: Not reported
Operator: Not reported
Water System: CYPRESS COMMUNITY CHURCH WS
Well Name: LPA REPORTED PRIMARY SOURCE
Distance From Well: 0
Assigned Name: 2702030-001GEN

Summary: THREE UST'S ARE ON THE ABOVE SITES, ONE BEING A RAILCAR HALF EXPOSED WITH PRODUCT INSIDE, PRELIMINARY CHARACTERATIONS SHOWS SOIL CONTAMINATION BY UST'S AT 435 & 484 CANNARY ROW. OTHER CONTAMINATION FROM ABANDONED ABOVE GROUND TANKS.

CERS TANKS:

Site ID: 218178
CERS ID: T0605300221
CERS Description: Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc: Local Agency Caseworker
Entity Name: CORY WELCH - MONTEREY COUNTY
Entity Title: Not reported
Affiliation Address: 1270 NATIVIDAD ROAD, RM 301
Affiliation City: SALINAS
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: 8317554570

MAP FINDINGS

Map ID			EDR ID Number
Direction			EPA ID Number
Distance			
Elevation	Site	Database(s)	

48 SE 1/4-1/2 0.495 mi. 2616 ft.	WAVE AND DRAKE STREETS MONTEREY, CA 92184	Notify 65	S100179406 N/A
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Relative: Higher Actual: 42 ft.	NOTIFY 65: Date Reported: Not reported Staff Initials: Not reported Board File Number: Not reported Facility Type: Not reported Discharge Date: Not reported Issue Date: Not reported Incident Description: Not reported
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49 West 1/2-1 0.520 mi. 2743 ft.	GROVE LAUNDRY 472 LIGHTHOUSE AVE. PACIFIC GROVE, CA 92193	Notify 65	S100224819 N/A
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Relative: Higher Actual: 88 ft.	NOTIFY 65: Date Reported: Not reported Staff Initials: Not reported Board File Number: Not reported Facility Type: Not reported Discharge Date: Not reported Issue Date: Not reported Incident Description: Not reported
--	---

50 West 1/2-1 0.613 mi. 3237 ft.	PACIFIC GROVE NAVAL RESERVE CENTER LOCATED IN PACIFIC GROVE PACIFIC GROVE, CA 93950	ENVIROSTOR MCS	S106567152 N/A
---	--	---------------------------------	---------------------------------

Relative: Higher Actual: 152 ft.	ENVIROSTOR: Facility ID: 71000054 Status: No Further Action Status Date: 04/06/2005 Site Code: 200591 Site Type: Military Evaluation Site Type Detailed: Closed Base Acres: 4.5 NPL: NO Regulatory Agencies: SMBRP Lead Agency: SMBRP Program Manager: Not reported Supervisor: Not reported Division Branch: Cleanup Berkeley Assembly: 29 Senate: 17 Special Program: Not reported Restricted Use: NO Site Mgmt Req: NONE SPECIFIED Funding: DERA Latitude: 36.63183 Longitude: -121.9346
---	--

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACIFIC GROVE NAVAL RESERVE CENTER (Continued)

S106567152

APN: NONE SPECIFIED
Past Use: FUEL - VEHICLE STORAGE/ REFUELING
Potential COC: NONE SPECIFIED No Contaminants found
Confirmed COC: 31000-NO
Potential Description: SOIL
Alias Name: T0605349361
Alias Type: GeoTracker Global ID
Alias Name: 200591
Alias Type: Project Code (Site Code)
Alias Name: 71000054
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

MCS:

Global Id: T0605349361
Latitude: 36.61773
Longitude: -121.9166
Case Type: Military Cleanup Site
Status: Completed - Case Closed
Status Date: 05/20/2010
Lead Agency: DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Caseworker: Not reported
Local Agency: DEPARTMENT OF TOXIC SUBSTANCES CONTROL
RB Case Number: 3498
LOC Case Number: 71000054
File Location: Not reported
Potential Media Affect: Not reported
EDR Link ID: T0605349361
Potential Contaminants of Concern: Not reported

Site History: The Pacific Grove Naval Reserve Center is a one acre facility located in Pacific Grove, California in Monterey County, approximately 120 miles southeast of San Francisco. The facility was used for Navy operations from 1954 through 1994, when the base was closed. The base remained unoccupied until 1995, at which point use of the land was transferred to the Pacific Fisheries Environmental Group of the National Oceanographic Atmospheric Administration (NOAA) for use as a scientific research facility. Sources of potential contamination identified on the base included an Underground Storage Tank (UST), and a septic tank that was installed in 1954. The UST in question held diesel fuel and was removed in 1990. No evidence of significant contamination from release of diesel fuel was detected from beneath

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PACIFIC GROVE NAVAL RESERVE CENTER (Continued)

S106567152

the tank upon its removal. As for the septic system, its final point of discharge was unable to be located. As such, the Navy removed the septic system and constructed a sewer connection to the Monterey Regional Water Control Agency's sewer collection system. Work on the septic tank removal and construction of the new sewer system took place between September 1995 and September 1996. The Central Coast Regional Water Quality Control Board has since approved of the Base Realignment and Closure Cleanup Plan for the Naval Reserve Center, Pacific Grove, California.

[Click here to access the California GeoTracker records for this facility:](#)

51
SE
1/2-1
0.640 mi.
3380 ft.

REESIDE PUMP STATION NEAR WAVE STREET
MONTEREY, CA 92184

Notify 65 **U000051814**
N/A

Relative:
Higher

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

Actual:
33 ft.

52
WNW
1/2-1
0.644 mi.
3401 ft.

STATION 13
PACIFIC GROVE, CA 92193

Notify 65 **S100178531**
N/A

Relative:
Lower

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported
Incident Description: Not reported

Actual:
29 ft.

53
WNW
1/2-1
0.872 mi.
4602 ft.

132 PACIFIC STREET
PACIFIC GROVE, CA 92193

Notify 65 **S100179464**
N/A

Relative:
Higher

NOTIFY 65:
Date Reported: Not reported
Staff Initials: Not reported
Board File Number: Not reported
Facility Type: Not reported
Discharge Date: Not reported
Issue Date: Not reported

Actual:
76 ft.

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

(Continued)

S100179464

Incident Description: Not reported

54
SSW
1/2-1
0.957 mi.
5053 ft.

PRESIDIO OF MONTEREY
LIGHTHOUSE AVE. & KIT CARSON RD.
MONTEREY, CA 93944

ENVIROSTOR S101716013
N/A

Relative:
Higher
Actual:
394 ft.

ENVIROSTOR:
Facility ID: 27290004
Status: Refer: RWQCB
Status Date: 07/22/1997
Site Code: 200591
Site Type: Military Evaluation
Site Type Detailed: Open Base
Acres: 392
NPL: NO
Regulatory Agencies: RWQCB 3 - Central Coast
Lead Agency: RWQCB 3 - Central Coast
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Sacramento
Assembly: 29
Senate: 17
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 36.60484
Longitude: -121.9110
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: * UNSPECIFIED SOLVENT MIXTURES * Metals - Mercury (Elemental *
Photochemicals/Photoprocessing Waste Asbestos Containing Materials
(ACM * Metals - Lead * CONTAMINATED SOIL

Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: T0605311482
Alias Type: GeoTracker Global ID
Alias Name: 200591
Alias Type: Project Code (Site Code)
Alias Name: 27290004
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Sites With No Operable Unit
Completed Sub Area Name: B141
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 03/11/1996
Comments: The Army completed a Site Inspection of lead contaminated soil at
Building 141 at the Presidio of Monterey. During the Site Inspection,
8 cubic yards of soil were removed and disposed of off-site. The lead
concentration at the base of the investigation was 1.8 mg/kg. No
further action is necessary at Building 141. Site clearance was
approved on March 11, 1996.

Future Area Name: Not reported
Future Sub Area Name: Not reported

Map ID
Direction
Distance
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number
EPA ID Number

PRESIDIO OF MONTEREY (Continued)

S101716013

Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Count: 0 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
NO SITES FOUND					

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/17/2018	Source: EPA
Date Data Arrived at EDR: 08/09/2018	Telephone: N/A
Date Made Active in Reports: 09/07/2018	Last EDR Contact: 08/09/2018
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/15/2018
	Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 07/17/2018	Source: EPA
Date Data Arrived at EDR: 08/09/2018	Telephone: N/A
Date Made Active in Reports: 09/07/2018	Last EDR Contact: 08/09/2018
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/15/2018
	Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/17/2018
Date Data Arrived at EDR: 08/09/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 29

Source: EPA
Telephone: N/A
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/17/2018
Date Data Arrived at EDR: 08/09/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 29

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/17/2018	Source: EPA
Date Data Arrived at EDR: 08/09/2018	Telephone: 800-424-9346
Date Made Active in Reports: 09/07/2018	Last EDR Contact: 08/09/2018
Number of Days to Update: 29	Next Scheduled EDR Contact: 10/29/2018
	Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/01/2018	Source: EPA
Date Data Arrived at EDR: 03/28/2018	Telephone: 800-424-9346
Date Made Active in Reports: 06/22/2018	Last EDR Contact: 06/28/2018
Number of Days to Update: 86	Next Scheduled EDR Contact: 10/08/2018
	Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/01/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/28/2018	Telephone: (415) 495-8895
Date Made Active in Reports: 06/22/2018	Last EDR Contact: 06/28/2018
Number of Days to Update: 86	Next Scheduled EDR Contact: 10/08/2018
	Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/28/2018	Telephone: (415) 495-8895
Date Made Active in Reports: 06/22/2018	Last EDR Contact: 06/28/2018
Number of Days to Update: 86	Next Scheduled EDR Contact: 10/08/2018
	Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/01/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/28/2018	Telephone: (415) 495-8895
Date Made Active in Reports: 06/22/2018	Last EDR Contact: 06/28/2018
Number of Days to Update: 86	Next Scheduled EDR Contact: 10/08/2018
	Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/28/2018	Telephone: (415) 495-8895
Date Made Active in Reports: 06/22/2018	Last EDR Contact: 06/28/2018
Number of Days to Update: 86	Next Scheduled EDR Contact: 10/08/2018
	Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/14/2018	Source: Department of the Navy
Date Data Arrived at EDR: 05/18/2018	Telephone: 843-820-7326
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/16/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/26/2018
	Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 02/13/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/27/2018	Telephone: 703-603-0695
Date Made Active in Reports: 05/11/2018	Last EDR Contact: 08/28/2018
Number of Days to Update: 73	Next Scheduled EDR Contact: 12/10/2018
	Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 02/13/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 02/27/2018	Telephone: 703-603-0695
Date Made Active in Reports: 05/11/2018	Last EDR Contact: 08/28/2018
Number of Days to Update: 73	Next Scheduled EDR Contact: 12/10/2018
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 07/30/2018
Date Data Arrived at EDR: 07/31/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 07/30/2018
Date Data Arrived at EDR: 07/31/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 08/08/2018
Date Data Arrived at EDR: 08/10/2018
Date Made Active in Reports: 08/24/2018
Number of Days to Update: 14

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/10/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004	Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Date Data Arrived at EDR: 02/26/2004	Telephone: 760-776-8943
Date Made Active in Reports: 03/24/2004	Last EDR Contact: 08/01/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: see region list
Date Made Active in Reports: 07/17/2018	Last EDR Contact: 06/13/2018
Number of Days to Update: 34	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001	Source: California Regional Water Quality Control Board San Diego Region (9)
Date Data Arrived at EDR: 04/23/2001	Telephone: 858-637-5595
Date Made Active in Reports: 05/21/2001	Last EDR Contact: 09/26/2011
Number of Days to Update: 28	Next Scheduled EDR Contact: 01/09/2012
	Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005	Source: California Regional Water Quality Control Board Santa Ana Region (8)
Date Data Arrived at EDR: 02/15/2005	Telephone: 909-782-4496
Date Made Active in Reports: 03/28/2005	Last EDR Contact: 08/15/2011
Number of Days to Update: 41	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: Varies

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003	Source: California Regional Water Quality Control Board Lahontan Region (6)
Date Data Arrived at EDR: 09/10/2003	Telephone: 530-542-5572
Date Made Active in Reports: 10/07/2003	Last EDR Contact: 09/12/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/24/2018	Source: EPA Region 7
Date Data Arrived at EDR: 05/18/2018	Telephone: 913-551-7003
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/12/2018	Source: EPA, Region 5
Date Data Arrived at EDR: 05/18/2018	Telephone: 312-886-7439
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/01/2018	Source: EPA Region 6
Date Data Arrived at EDR: 05/18/2018	Telephone: 214-665-6597
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/08/2018	Source: EPA Region 4
Date Data Arrived at EDR: 05/18/2018	Telephone: 404-562-8677
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/13/2018	Source: EPA Region 1
Date Data Arrived at EDR: 05/18/2018	Telephone: 617-918-1313
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/12/2018	Source: EPA Region 10
Date Data Arrived at EDR: 05/18/2018	Telephone: 206-553-2857
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: 866-480-1028
Date Made Active in Reports: 07/17/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 34	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/11/2018	Source: SWRCB
Date Data Arrived at EDR: 06/13/2018	Telephone: 916-341-5851
Date Made Active in Reports: 07/09/2018	Last EDR Contact: 06/13/2018
Number of Days to Update: 26	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 06/11/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: 916-327-7844
Date Made Active in Reports: 07/10/2018	Last EDR Contact: 06/13/2018
Number of Days to Update: 27	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/12/2016	Telephone: 916-327-5092
Date Made Active in Reports: 09/19/2016	Last EDR Contact: 06/21/2018
Number of Days to Update: 69	Next Scheduled EDR Contact: 10/01/2018
	Data Release Frequency: Quarterly

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/10/2018	Source: EPA Region 9
Date Data Arrived at EDR: 05/18/2018	Telephone: 415-972-3368
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/25/2018	Source: EPA Region 8
Date Data Arrived at EDR: 05/18/2018	Telephone: 303-312-6137
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/24/2018	Source: EPA Region 7
Date Data Arrived at EDR: 05/18/2018	Telephone: 913-551-7003
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/01/2018	Source: EPA Region 6
Date Data Arrived at EDR: 05/18/2018	Telephone: 214-665-7591
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/12/2018	Source: EPA Region 10
Date Data Arrived at EDR: 05/18/2018	Telephone: 206-553-2857
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/13/2018	Source: EPA, Region 1
Date Data Arrived at EDR: 05/18/2018	Telephone: 617-918-1313
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/08/2018	Source: EPA Region 4
Date Data Arrived at EDR: 05/18/2018	Telephone: 404-562-9424
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/12/2018	Source: EPA Region 5
Date Data Arrived at EDR: 05/18/2018	Telephone: 312-886-6136
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 63	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/30/2018
Date Data Arrived at EDR: 07/31/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 07/31/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 06/22/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfields Sites Listing

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/27/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 40

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/21/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 05/29/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 48

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Services, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 08/03/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 02/22/2018	Source: Drug Enforcement Administration
Date Data Arrived at EDR: 03/01/2018	Telephone: 202-307-1000
Date Made Active in Reports: 05/11/2018	Last EDR Contact: 05/30/2018
Number of Days to Update: 71	Next Scheduled EDR Contact: 09/10/2018
	Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 08/03/2006	Telephone: 916-323-3400
Date Made Active in Reports: 08/24/2006	Last EDR Contact: 02/23/2009
Number of Days to Update: 21	Next Scheduled EDR Contact: 05/25/2009
	Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 07/30/2018	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 07/31/2018	Telephone: 916-323-3400
Date Made Active in Reports: 09/07/2018	Last EDR Contact: 07/31/2018
Number of Days to Update: 38	Next Scheduled EDR Contact: 11/12/2018
	Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 06/12/2018	Telephone: 916-255-6504
Date Made Active in Reports: 08/06/2018	Last EDR Contact: 08/17/2018
Number of Days to Update: 55	Next Scheduled EDR Contact: 10/22/2018
	Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995	Source: State Water Resources Control Board
Date Data Arrived at EDR: 08/30/1995	Telephone: 916-227-4364
Date Made Active in Reports: 09/26/1995	Last EDR Contact: 01/26/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 04/27/2009
	Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 02/22/2018
Date Data Arrived at EDR: 03/01/2018
Date Made Active in Reports: 05/11/2018
Number of Days to Update: 71

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/28/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: Quarterly

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 07/23/2018
Date Data Arrived at EDR: 07/25/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 42

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 03/28/2018
Date Data Arrived at EDR: 05/25/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 46

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 08/24/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 04/19/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 07/23/2018
Date Data Arrived at EDR: 07/25/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 42

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 07/25/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/05/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 43

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 09/05/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 03/27/2018	Telephone: 202-366-4555
Date Made Active in Reports: 06/08/2018	Last EDR Contact: 03/27/2018
Number of Days to Update: 73	Next Scheduled EDR Contact: 07/09/2018
	Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/06/2018	Source: Office of Emergency Services
Date Data Arrived at EDR: 04/24/2018	Telephone: 916-845-8400
Date Made Active in Reports: 06/14/2018	Last EDR Contact: 07/27/2018
Number of Days to Update: 51	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018	Source: State Water Quality Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: 866-480-1028
Date Made Active in Reports: 07/17/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 34	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/11/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: 866-480-1028
Date Made Active in Reports: 07/17/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 34	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 02/22/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 50	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 06/28/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/24/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 87

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/21/2014	Telephone: 617-520-3000
Date Made Active in Reports: 06/17/2014	Last EDR Contact: 08/03/2018
Number of Days to Update: 88	Next Scheduled EDR Contact: 11/19/2018
	Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/08/2018	Telephone: 703-308-4044
Date Made Active in Reports: 07/20/2018	Last EDR Contact: 08/10/2018
Number of Days to Update: 73	Next Scheduled EDR Contact: 11/19/2018
	Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016	Source: EPA
Date Data Arrived at EDR: 06/21/2017	Telephone: 202-260-5521
Date Made Active in Reports: 01/05/2018	Last EDR Contact: 06/22/2018
Number of Days to Update: 198	Next Scheduled EDR Contact: 10/01/2018
	Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016	Source: EPA
Date Data Arrived at EDR: 01/10/2018	Telephone: 202-566-0250
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 08/24/2018
Number of Days to Update: 2	Next Scheduled EDR Contact: 12/03/2018
	Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009	Source: EPA
Date Data Arrived at EDR: 12/10/2010	Telephone: 202-564-4203
Date Made Active in Reports: 02/25/2011	Last EDR Contact: 07/27/2018
Number of Days to Update: 77	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 05/13/2018	Source: EPA
Date Data Arrived at EDR: 05/30/2018	Telephone: 703-416-0223
Date Made Active in Reports: 06/29/2018	Last EDR Contact: 09/07/2018
Number of Days to Update: 30	Next Scheduled EDR Contact: 12/17/2018
	Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 05/01/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 05/17/2018	Telephone: 202-564-8600
Date Made Active in Reports: 09/07/2018	Last EDR Contact: 07/20/2018
Number of Days to Update: 113	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995	Source: EPA
Date Data Arrived at EDR: 07/03/1995	Telephone: 202-564-4104
Date Made Active in Reports: 08/07/1995	Last EDR Contact: 06/02/2008
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/01/2008
	Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 10/17/2014	Telephone: 202-564-6023
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 08/09/2018
Number of Days to Update: 3	Next Scheduled EDR Contact: 11/19/2018
	Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017	Source: EPA
Date Data Arrived at EDR: 06/09/2017	Telephone: 202-566-0500
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 07/13/2018
Number of Days to Update: 126	Next Scheduled EDR Contact: 10/22/2018
	Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/23/2016	Telephone: 202-564-2501
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 07/09/2018
Number of Days to Update: 79	Next Scheduled EDR Contact: 10/22/2018
	Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 09/08/2016	Telephone: 301-415-7169
Date Made Active in Reports: 10/21/2016	Last EDR Contact: 07/23/2018
Number of Days to Update: 43	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 08/07/2009	Telephone: 202-586-8719
Date Made Active in Reports: 10/22/2009	Last EDR Contact: 09/07/2018
Number of Days to Update: 76	Next Scheduled EDR Contact: 12/17/2018
	Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/10/2014	Telephone: N/A
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 09/04/2018
Number of Days to Update: 40	Next Scheduled EDR Contact: 12/17/2018
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/30/2017	Telephone: 202-566-0517
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 07/27/2018
Number of Days to Update: 15	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 04/03/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 04/05/2018	Telephone: 202-343-9775
Date Made Active in Reports: 06/29/2018	Last EDR Contact: 07/05/2018
Number of Days to Update: 85	Next Scheduled EDR Contact: 10/15/2018
	Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2008
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012	Source: Department of Transportation, Office of Pipeline Safety
Date Data Arrived at EDR: 08/07/2012	Telephone: 202-366-4595
Date Made Active in Reports: 09/18/2012	Last EDR Contact: 08/09/2018
Number of Days to Update: 42	Next Scheduled EDR Contact: 11/12/2018
	Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 03/31/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 74

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 07/09/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 08/24/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016
Date Data Arrived at EDR: 12/27/2016
Date Made Active in Reports: 02/17/2017
Number of Days to Update: 52

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/20/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 05/13/2018
Date Data Arrived at EDR: 05/30/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 30

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 08/09/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/03/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 06/29/2018
Number of Days to Update: 29

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/31/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/31/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 03/08/2018	Source: Department of Interior
Date Data Arrived at EDR: 03/13/2018	Telephone: 202-208-2609
Date Made Active in Reports: 06/08/2018	Last EDR Contact: 06/20/2018
Number of Days to Update: 87	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 02/21/2018	Source: EPA
Date Data Arrived at EDR: 02/23/2018	Telephone: (415) 947-8000
Date Made Active in Reports: 03/23/2018	Last EDR Contact: 09/05/2018
Number of Days to Update: 28	Next Scheduled EDR Contact: 12/17/2018
	Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016	Source: Department of Defense
Date Data Arrived at EDR: 10/31/2017	Telephone: 703-704-1564
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 07/13/2018
Number of Days to Update: 73	Next Scheduled EDR Contact: 10/29/2018
	Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 01/04/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/19/2018	Telephone: 202-564-0527
Date Made Active in Reports: 04/13/2018	Last EDR Contact: 08/31/2018
Number of Days to Update: 84	Next Scheduled EDR Contact: 12/10/2018
	Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 02/25/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/17/2018	Telephone: 202-564-2280
Date Made Active in Reports: 06/08/2018	Last EDR Contact: 09/05/2018
Number of Days to Update: 83	Next Scheduled EDR Contact: 12/17/2018
	Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 107

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/22/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/27/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 40

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

CUPA SAN FRANCISCO CO: CUPA SAN FRANCISCO CO

Cupa facilities

Date of Government Version: 04/20/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 10

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 04/03/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 39

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 08/24/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Annually

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/25/2018
Date Data Arrived at EDR: 06/28/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 39

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: DRYCLEAN SOUTH COAST

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 03/16/2018
Date Data Arrived at EDR: 03/20/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 45

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 08/22/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: Varies

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 06/20/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 08/01/2018
Date Data Arrived at EDR: 08/02/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 36

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/20/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 60

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/15/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 38

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/12/2017
Date Made Active in Reports: 10/17/2017
Number of Days to Update: 97

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 877-786-9427
Last EDR Contact: 08/21/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSTATES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/23/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/21/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/09/2018
Date Data Arrived at EDR: 07/11/2018
Date Made Active in Reports: 08/24/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 42

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 09/05/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 05/16/2018
Date Made Active in Reports: 07/05/2018
Number of Days to Update: 50

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/10/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/19/2018
Number of Days to Update: 43

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 09/05/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 54

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 06/18/2018
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34

Source: Department of Conservation
Telephone: 916-445-2408
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 04/13/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)

Projects sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 06/11/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 06/04/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/06/2018	Telephone: 866-794-4977
Date Made Active in Reports: 07/13/2018	Last EDR Contact: 09/05/2018
Number of Days to Update: 37	Next Scheduled EDR Contact: 12/17/2018
	Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 07/23/2018	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/25/2018	Telephone: 916-323-2514
Date Made Active in Reports: 09/05/2018	Last EDR Contact: 07/25/2018
Number of Days to Update: 42	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)

Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 06/11/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: 866-480-1028
Date Made Active in Reports: 07/18/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 06/11/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: 866-480-1028
Date Made Active in Reports: 07/18/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 06/11/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: 866-480-1028
Date Made Active in Reports: 07/18/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)

Underground control injection sites

Date of Government Version: 06/11/2018	Source: State Water Resource Control Board
Date Data Arrived at EDR: 06/13/2018	Telephone: 866-480-1028
Date Made Active in Reports: 07/18/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 35	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 08/03/2018
Date Data Arrived at EDR: 08/06/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 30

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List

Cupa Facility List

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 07/24/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 27

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing

Cupa facility list.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing Cupa Facility Listing

Date of Government Version: 08/02/2018
Date Data Arrived at EDR: 08/06/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 14

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 06/25/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List Cupa facility list.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 05/21/2018
Date Data Arrived at EDR: 05/25/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 56

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List Cupa Facility list

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 05/02/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 44

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List CUPA facility list.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/12/2018
Date Data Arrived at EDR: 07/12/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 39

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 07/30/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 07/11/2018
Date Data Arrived at EDR: 07/17/2018
Date Made Active in Reports: 08/30/2018
Number of Days to Update: 44

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List

CUPA facility list.

Date of Government Version: 07/11/2018
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/22/2018
Number of Days to Update: 40

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/20/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List

Cupa facility list.

Date of Government Version: 07/17/2018
Date Data Arrived at EDR: 07/24/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 43

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

INYO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA INYO: CUPA Facility List Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 05/02/2018
Date Data Arrived at EDR: 05/07/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 72

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 28

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List Cupa facility list

Date of Government Version: 08/08/2018
Date Data Arrived at EDR: 08/09/2018
Date Made Active in Reports: 08/22/2018
Number of Days to Update: 13

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List Cupa facility list

Date of Government Version: 07/27/2018
Date Data Arrived at EDR: 08/06/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 30

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

LOS ANGELES COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AOCONCERN: San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 06/13/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 04/16/2018
Date Made Active in Reports: 06/15/2018
Number of Days to Update: 60

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 07/05/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/16/2018
Date Data Arrived at EDR: 07/18/2018
Date Made Active in Reports: 08/24/2018
Number of Days to Update: 37

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 07/18/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 04/17/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 63

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 07/20/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 07/11/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Semi-Annually

UST LONG BEACH: City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018	Source: City of Torrance Fire Department
Date Data Arrived at EDR: 01/05/2018	Telephone: 310-618-2973
Date Made Active in Reports: 01/18/2018	Last EDR Contact: 07/23/2018
Number of Days to Update: 13	Next Scheduled EDR Contact: 10/22/2018
	Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 05/22/2018	Source: Madera County Environmental Health
Date Data Arrived at EDR: 05/24/2018	Telephone: 559-675-7823
Date Made Active in Reports: 07/31/2018	Last EDR Contact: 08/17/2018
Number of Days to Update: 68	Next Scheduled EDR Contact: 12/03/2018
	Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 03/30/2018	Source: Public Works Department Waste Management
Date Data Arrived at EDR: 04/06/2018	Telephone: 415-473-6647
Date Made Active in Reports: 05/04/2018	Last EDR Contact: 07/11/2018
Number of Days to Update: 28	Next Scheduled EDR Contact: 10/15/2018
	Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/30/2018	Source: Merced County Environmental Health
Date Data Arrived at EDR: 06/01/2018	Telephone: 209-381-1094
Date Made Active in Reports: 07/13/2018	Last EDR Contact: 08/29/2018
Number of Days to Update: 42	Next Scheduled EDR Contact: 12/03/2018
	Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 05/22/2018	Source: Mono County Health Department
Date Data Arrived at EDR: 05/24/2018	Telephone: 760-932-5580
Date Made Active in Reports: 07/13/2018	Last EDR Contact: 08/24/2018
Number of Days to Update: 50	Next Scheduled EDR Contact: 12/10/2018
	Data Release Frequency: Varies

MONTEREY COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA MONTEREY: CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 07/30/2018
Date Data Arrived at EDR: 08/02/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 34

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 07/02/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/24/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/31/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 41

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/24/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List

CUPA facility list.

Date of Government Version: 07/31/2018
Date Data Arrived at EDR: 08/02/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 34

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 42

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 05/07/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/11/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 45

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/03/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST ORANGE: List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 63

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 08/06/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/05/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 43

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List

Plumas County CUPA Program facilities.

Date of Government Version: 07/19/2018
Date Data Arrived at EDR: 07/25/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 42

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 07/09/2018
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/24/2018
Number of Days to Update: 42

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 04/05/2018
Date Data Arrived at EDR: 04/10/2018
Date Made Active in Reports: 05/04/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 06/18/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/07/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 41

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/03/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 05/14/2018
Date Data Arrived at EDR: 07/03/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 41

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 07/03/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List

Cupa facility list

Date of Government Version: 08/07/2018
Date Data Arrived at EDR: 08/09/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 27

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 04/09/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 69

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 07/24/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 09/06/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/17/2018
Date Data Arrived at EDR: 07/24/2018
Date Made Active in Reports: 08/24/2018
Number of Days to Update: 31

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

SAN DIEGO CO. SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 06/07/2018
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 07/10/2018
Number of Days to Update: 28

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 06/14/2018
Next Scheduled EDR Contact: 10/01/2018
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA SAN LUIS OBISPO: CUPA Facility List Cupa Facility List.

Date of Government Version: 08/20/2018
Date Data Arrived at EDR: 08/21/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 17

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 52

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 06/12/2018
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 08/13/2018
Number of Days to Update: 59

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 06/06/2018
Next Scheduled EDR Contact: 09/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List

Cupa facility list

Date of Government Version: 08/17/2018
Date Data Arrived at EDR: 08/22/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 16

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

LUST SANTA CLARA: LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 08/24/2018
Next Scheduled EDR Contact: 12/10/2018
Data Release Frequency: Annually

SAN JOSE HAZMAT: Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 05/16/2018
Date Data Arrived at EDR: 05/22/2018
Date Made Active in Reports: 07/19/2018
Number of Days to Update: 58

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List

CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/17/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/08/2018
Date Made Active in Reports: 07/18/2018
Number of Days to Update: 40

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 07/12/2018
Number of Days to Update: 30

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Quarterly

SONOMA COUNTY:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CUPA SONOMA: Cupa Facility List Cupa Facility list

Date of Government Version: 06/19/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 21

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 07/03/2018
Date Data Arrived at EDR: 07/10/2018
Date Made Active in Reports: 08/24/2018
Number of Days to Update: 45

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 06/21/2018
Next Scheduled EDR Contact: 10/08/2018
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List Cupa facility list

Date of Government Version: 08/14/2018
Date Data Arrived at EDR: 08/16/2018
Date Made Active in Reports: 08/24/2018
Number of Days to Update: 8

Source: Stanislaus County Department of Environmental Protection
Telephone: 209-525-6751
Last EDR Contact: 07/16/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/08/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 33

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 08/29/2018
Next Scheduled EDR Contact: 12/17/2018
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List Cupa facilities

Date of Government Version: 07/17/2018
Date Data Arrived at EDR: 08/02/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 36

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List Cupa facility list

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/17/2018
Date Data Arrived at EDR: 07/24/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 45

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List Cupa program facilities

Date of Government Version: 03/19/2018
Date Data Arrived at EDR: 03/22/2018
Date Made Active in Reports: 04/17/2018
Number of Days to Update: 26

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 08/24/2018
Next Scheduled EDR Contact: 11/19/2018
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 07/17/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 07/02/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 41

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 07/23/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 06/27/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Annually

LUST VENTURA: Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 11/26/2018
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

MED WASTE VENTURA: Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 07/02/2018	Source: Ventura County Resource Management Agency
Date Data Arrived at EDR: 07/26/2018	Telephone: 805-654-2813
Date Made Active in Reports: 08/24/2018	Last EDR Contact: 07/23/2018
Number of Days to Update: 29	Next Scheduled EDR Contact: 11/05/2018
	Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 04/26/2018	Source: Environmental Health Division
Date Data Arrived at EDR: 06/13/2018	Telephone: 805-654-2813
Date Made Active in Reports: 07/11/2018	Last EDR Contact: 06/13/2018
Number of Days to Update: 28	Next Scheduled EDR Contact: 09/24/2018
	Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 06/20/2018	Source: Yolo County Department of Health
Date Data Arrived at EDR: 07/03/2018	Telephone: 530-666-8646
Date Made Active in Reports: 07/12/2018	Last EDR Contact: 06/27/2018
Number of Days to Update: 9	Next Scheduled EDR Contact: 10/15/2018
	Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 05/10/2018	Source: Yuba County Environmental Health Department
Date Data Arrived at EDR: 05/15/2018	Telephone: 530-749-7523
Date Made Active in Reports: 06/15/2018	Last EDR Contact: 08/07/2018
Number of Days to Update: 31	Next Scheduled EDR Contact: 11/12/2018
	Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 01/03/2018	Source: Department of Energy & Environmental Protection
Date Data Arrived at EDR: 02/14/2018	Telephone: 860-424-3375
Date Made Active in Reports: 03/22/2018	Last EDR Contact: 08/09/2018
Number of Days to Update: 36	Next Scheduled EDR Contact: 11/26/2018
	Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/01/2018
Number of Days to Update: 19

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 07/13/2018
Next Scheduled EDR Contact: 10/22/2018
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 08/01/2018
Date Made Active in Reports: 08/31/2018
Number of Days to Update: 30

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 08/01/2018
Next Scheduled EDR Contact: 11/12/2018
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 07/25/2017
Date Made Active in Reports: 09/25/2017
Number of Days to Update: 62

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 07/12/2018
Next Scheduled EDR Contact: 10/29/2018
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/21/2018
Next Scheduled EDR Contact: 12/03/2018
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 24

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/06/2018
Next Scheduled EDR Contact: 12/24/2018
Data Release Frequency: Annually

Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data

Source: PennWell Corporation

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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Fish and Wildlife

Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK[®] - PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

AMERICAN TIN CANNERY
125 OCEAN VIEW BLVD
PACIFIC GROVE, CA 93950

TARGET PROPERTY COORDINATES

Latitude (North):	36.618891 - 36° 37' 8.01"
Longitude (West):	121.904526 - 121° 54' 16.29"
Universal Transverse Mercator:	Zone 10
UTM X (Meters):	597959.4
UTM Y (Meters):	4052952.5
Elevation:	31 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5620294 MONTEREY, CA
Version Date:	2012

North Map:	5619830 MONTEREY OE N, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

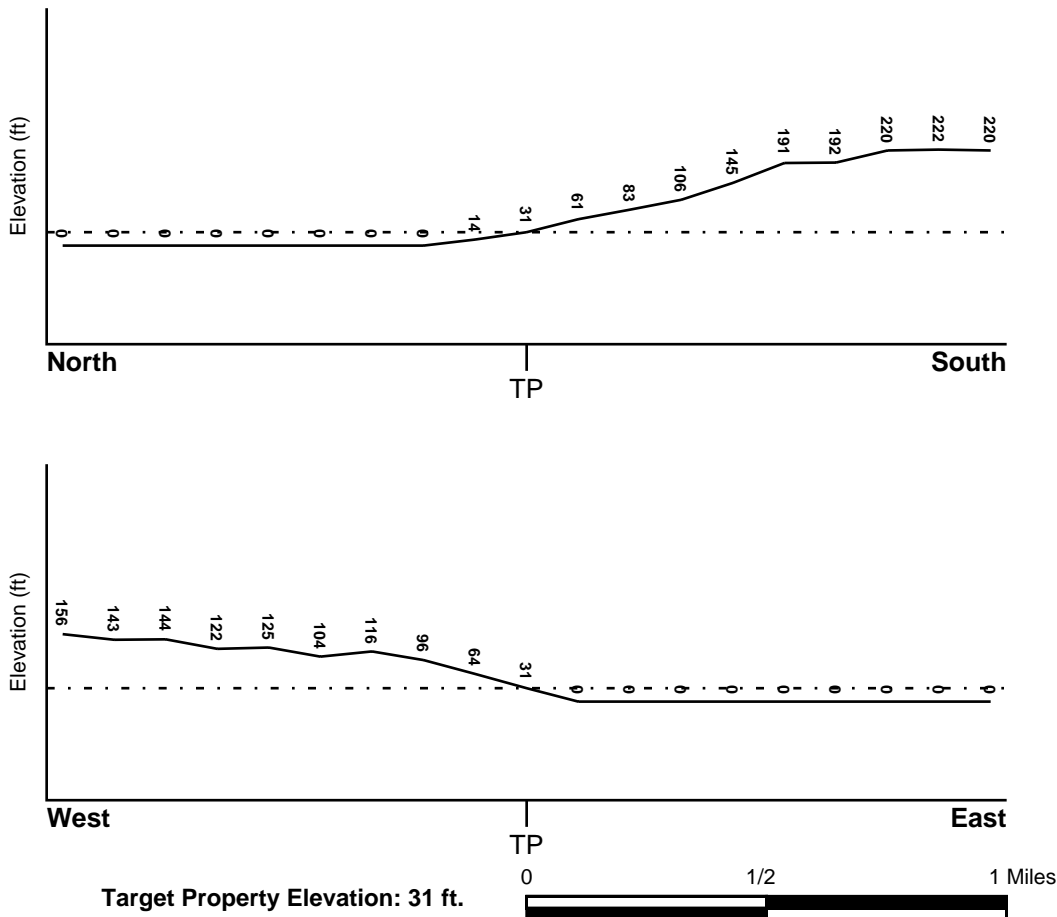
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NE

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

<u>Flood Plain Panel at Target Property</u>	<u>FEMA Source Type</u>
06053C0307G	FEMA FIRM Flood data
<u>Additional Panels in search area:</u>	<u>FEMA Source Type</u>
06053C0170G	FEMA FIRM Flood data
06053C0306G	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

<u>NWI Quad at Target Property</u>	<u>NWI Electronic Data Coverage</u>
MONTEREY	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

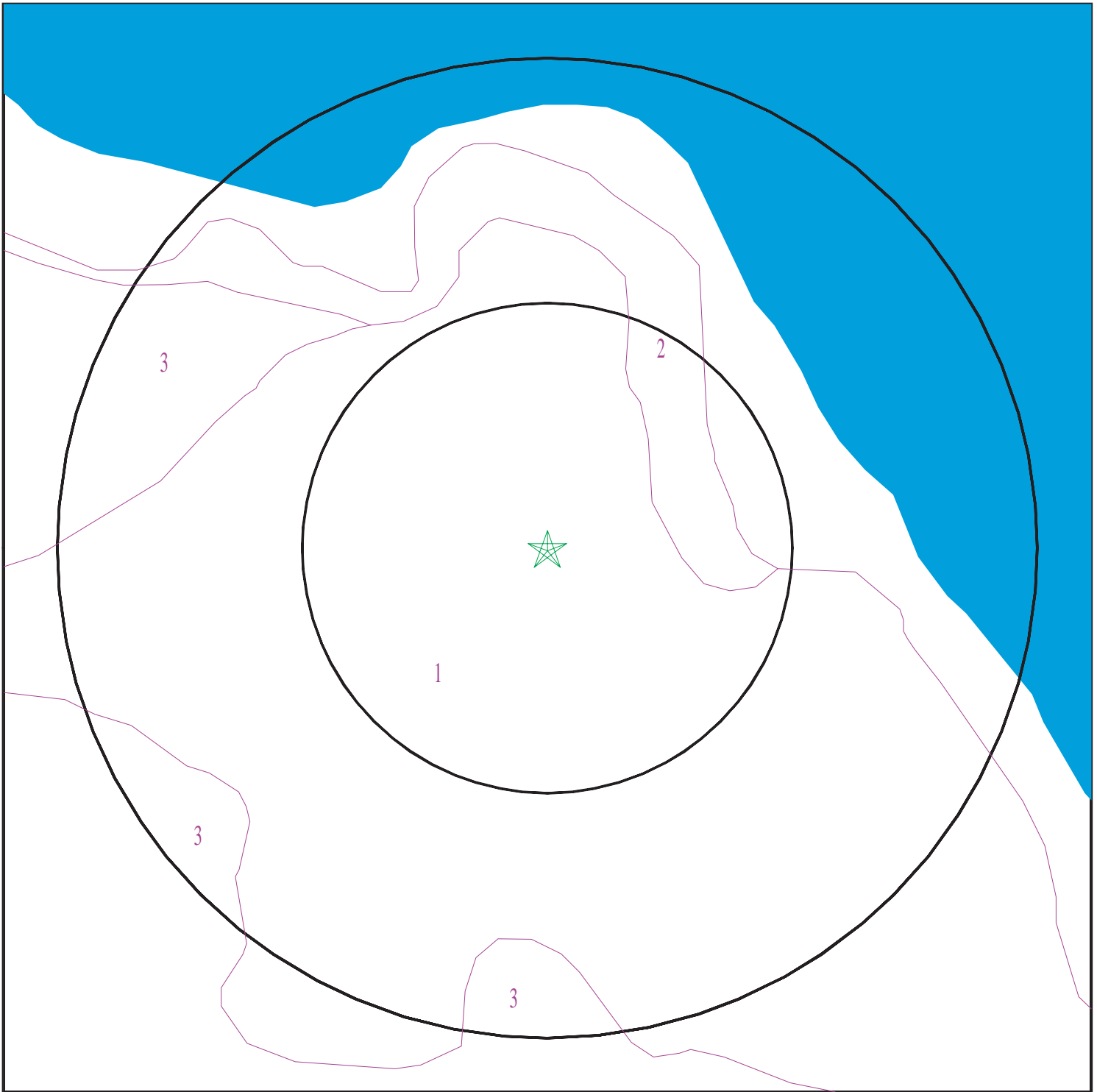
Era: Cenozoic
System: Quaternary
Series: Quaternary
Code: Q (*decoded above as Era, System & Series*)

GEOLOGIC AGE IDENTIFICATION

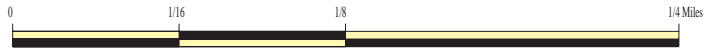
Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 5418083.2s



- ★ Target Property
- ∩ SSURGO Soil
- ∩ Water



SITE NAME: American Tin Cannery
ADDRESS: 125 Ocean View Blvd
Pacific Grove CA 93950
LAT/LONG: 36.618891 / 121.904526

CLIENT: Amicus
CONTACT: Markus Niebanck
INQUIRY #: 5418083.2s
DATE: September 10, 2018 12:55 pm

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: Sheridan

Soil Surface Texture: coarse sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	38 inches	coarse sandy loam	Not reported	Not reported	Max: 0.42 Min: 0	Max: Min:
2	38 inches	42 inches	weathered bedrock	Not reported	Not reported	Max: 0.42 Min: 0	Max: Min:

Soil Map ID: 2

Soil Component Name: Coastal beaches

Soil Surface Texture: sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class:

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	59 inches	sand	Not reported	Not reported	Max: 141 Min: 42	Max: 7.8 Min: 5.1

Soil Map ID: 3

Soil Component Name: Narlon

Soil Surface Texture: loamy fine sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 31 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	12 inches	loamy fine sand	Not reported	Not reported	Max: 4 Min: 1.4	Max: Min:
2	12 inches	53 inches	clay	Not reported	Not reported	Max: 4 Min: 1.4	Max: Min:
3	53 inches	57 inches	weathered bedrock	Not reported	Not reported	Max: 4 Min: 1.4	Max: Min:

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

FEDERAL USGS WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

PHYSICAL SETTING SOURCE MAP - 5418083.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove CA 93950
 LAT/LONG: 36.618891 / 121.904526

CLIENT: Amicus
 CONTACT: Markus Niebanck
 INQUIRY #: 5418083.2s
 DATE: September 10, 2018 12:55 pm

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
93950	189	1

Federal EPA Radon Zone for MONTEREY County: 2

- Note: Zone 1 indoor average level > 4 pCi/L.
 : Zone 2 indoor average level \geq 2 pCi/L and \leq 4 pCi/L.
 : Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for Zip Code: 93950

Number of sites tested: 2

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	-0.200 pCi/L	100%	0%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	Not Reported	Not Reported	Not Reported	Not Reported

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory

Source: Department of Fish and Wildlife

Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^R Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

RADON

State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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American Tin Cannery

125 Ocean View Blvd

Pacific Grove, CA 93950

Inquiry Number: 5418083.8

September 11, 2018

The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

09/11/18

Site Name:

American Tin Cannery
125 Ocean View Blvd
Pacific Grove, CA 93950
EDR Inquiry # 5418083.8

Client Name:

Amicus
580 Second Street
Oakland, CA 94607
Contact: Markus Niebanck



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2016	1"=500'	Flight Year: 2016	USDA/NAIP
2012	1"=500'	Flight Year: 2012	USDA/NAIP
2009	1"=500'	Flight Year: 2009	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
1998	1"=500'	Acquisition Date: September 07, 1998	USGS/DOQQ
1987	1"=500'	Flight Date: June 22, 1987	USGS
1981	1"=500'	Flight Date: September 21, 1981	USDA
1974	1"=500'	Flight Date: October 14, 1974	USGS
1968	1"=500'	Flight Date: June 14, 1968	USGS
1956	1"=500'	Flight Date: May 14, 1956	USDA
1949	1"=500'	Flight Date: August 18, 1949	USDA

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INQUIRY #: 5418083.8

YEAR: 2016

— = 500'





INQUIRY #: 5418083.8

YEAR: 2012

— = 500'





INQUIRY #: 5418083.8

YEAR: 2009

— = 500'





INQUIRY #: 5418083.8

YEAR: 2005

— = 500'





INQUIRY #: 5418083.8

YEAR: 1998

— = 500'





INQUIRY # 5418083.8

YEAR: 1987

— = 500'





INQUIRY #: 5418083.8

YEAR: 1981

— = 500'





INQUIRY #: 5418083.8

YEAR: 1974

— = 500'





INQUIRY # 5418083.8

YEAR: 1968

— = 500'





INQUIRY #: 5418083.8

YEAR: 1956

— = 500'






INQUIRY #: 5418083.8

YEAR: 1949

— = 500'





American Tin Cannery
125 Ocean View Blvd
Pacific Grove, CA 93950

Inquiry Number: 5418083.4
September 10, 2018

EDR Historical Topo Map Report

with QuadMatch™



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

09/10/18

Site Name:

American Tin Cannery
125 Ocean View Blvd
Pacific Grove, CA 93950
EDR Inquiry # 5418083.4

Client Name:

Amicus
580 Second Street
Oakland, CA 94607
Contact: Markus Niebanck



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Amicus were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:**Coordinates:**

P.O.#	NA	Latitude:	36.618891 36° 37' 8" North
Project:	Comstock - American Tin Canr	Longitude:	-121.904526 -121° 54' 16" West
		UTM Zone:	Zone 10 North
		UTM X Meters:	597957.01
		UTM Y Meters:	4053154.69
		Elevation:	32.79' above sea level

Maps Provided:

2012	1913
1997	
1983	
1968	
1950	
1948	
1947	
1941	

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2012 Source Sheets



Monterey OE N
2012
7.5-minute, 24000



Monterey
2012
7.5-minute, 24000

1997 Source Sheets



Monterey
1997
7.5-minute, 24000
Aerial Photo Revised 1981

1983 Source Sheets



Monterey
1983
7.5-minute, 24000
Aerial Photo Revised 1981

1968 Source Sheets



Monterey
1968
7.5-minute, 24000
Aerial Photo Revised 1968

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1950 Source Sheets



MONTEREY
1950
7.5-minute, 25000

1948 Source Sheets



Monterey
1948
7.5-minute, 24000
Aerial Photo Revised 1945

1947 Source Sheets



Monterey
1947
15-minute, 62500
Aerial Photo Revised 1945

1941 Source Sheets



Monterey
1941
15-minute, 62500
Aerial Photo Revised 1939

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

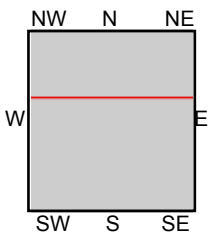
1913 Source Sheets



Monterey
1913
15-minute, 62500



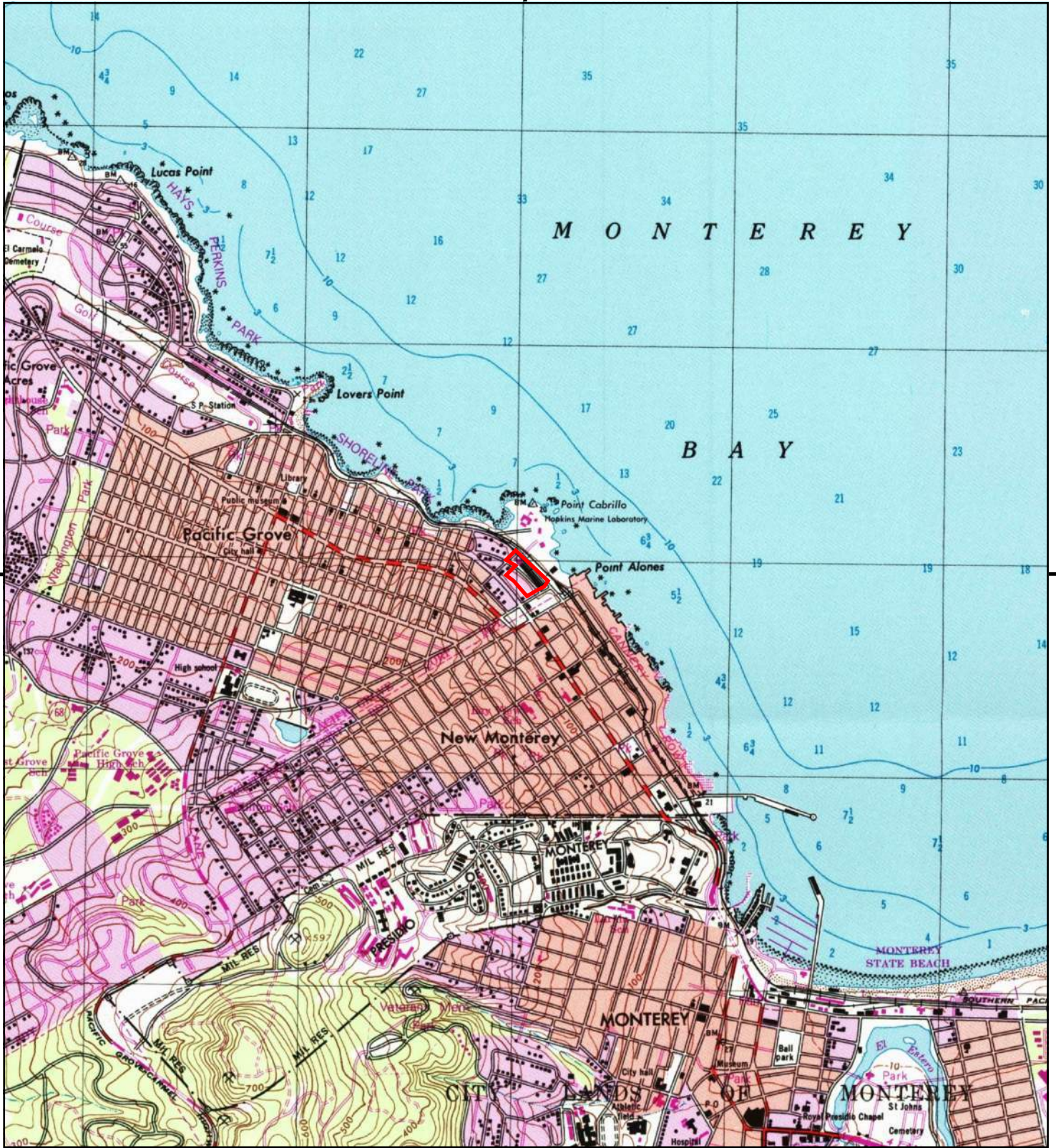
This report includes information from the following map sheet(s).



TP, Monterey, 2012, 7.5-minute
 N, Monterey OE N, 2012, 7.5-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus





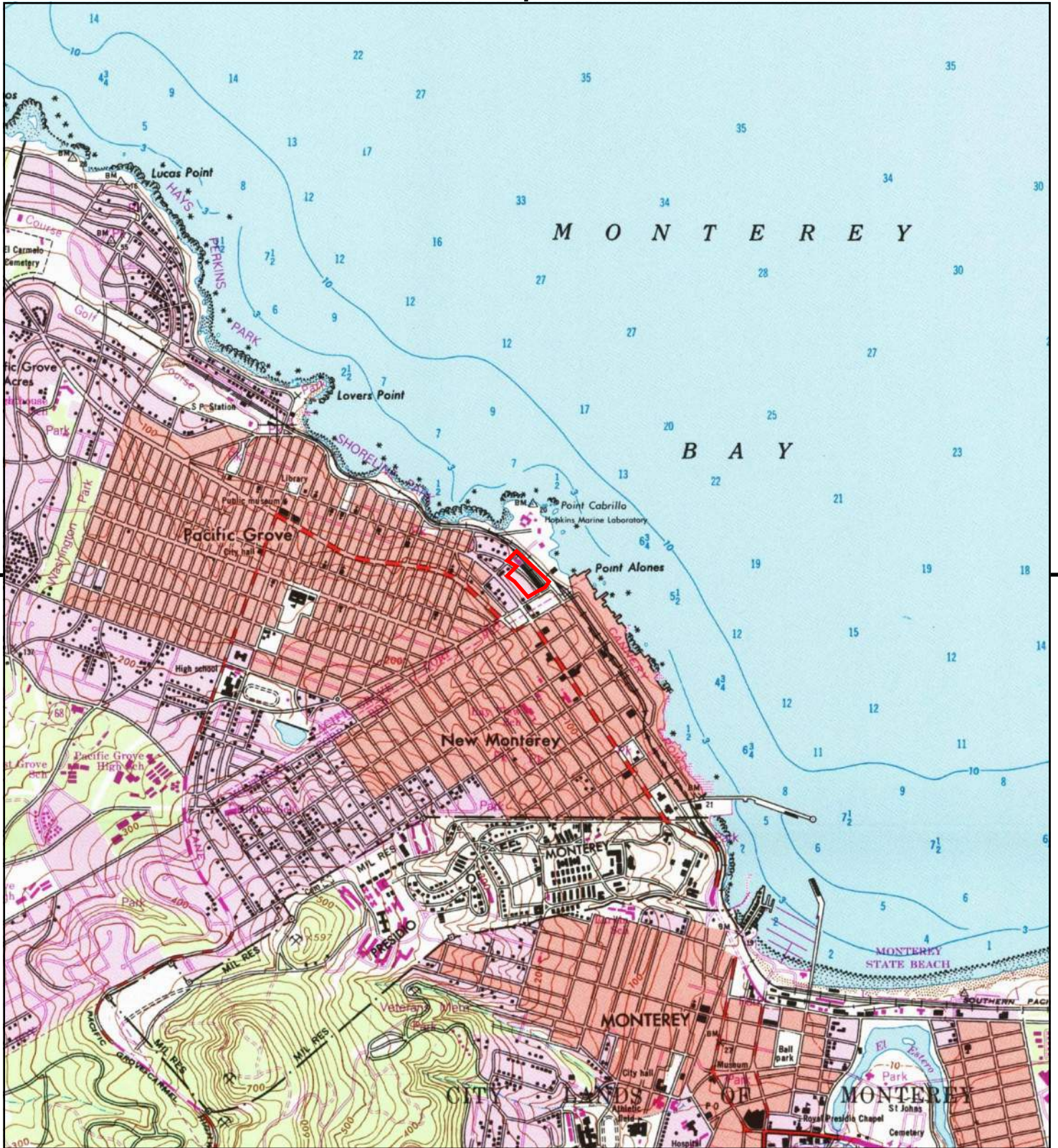
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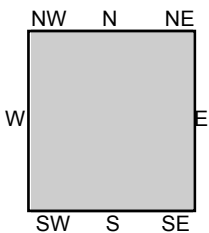
TP, Monterey, 1997, 7.5-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus





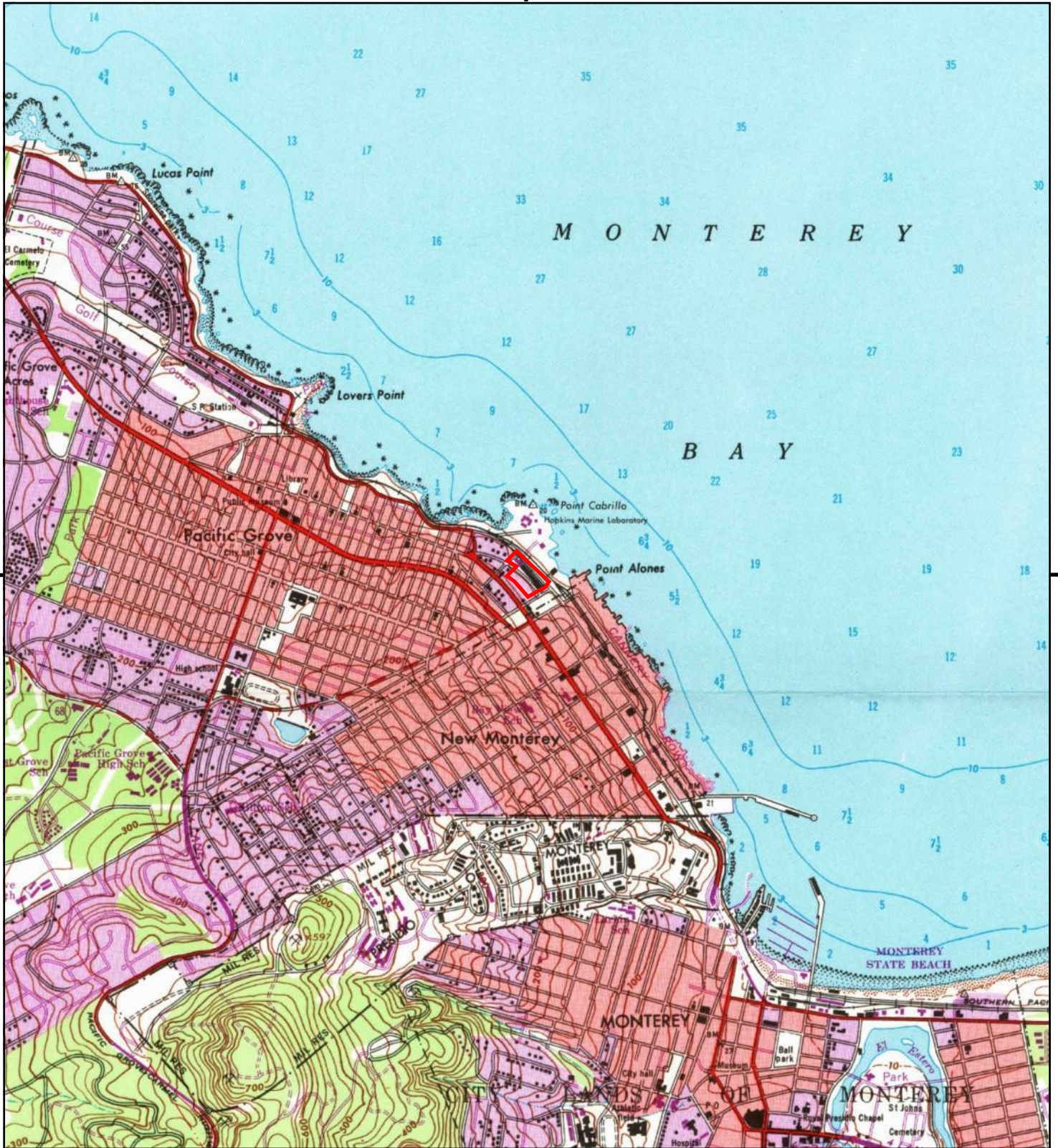
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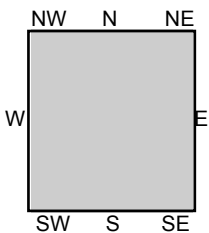
TP, Monterey, 1983, 7.5-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus





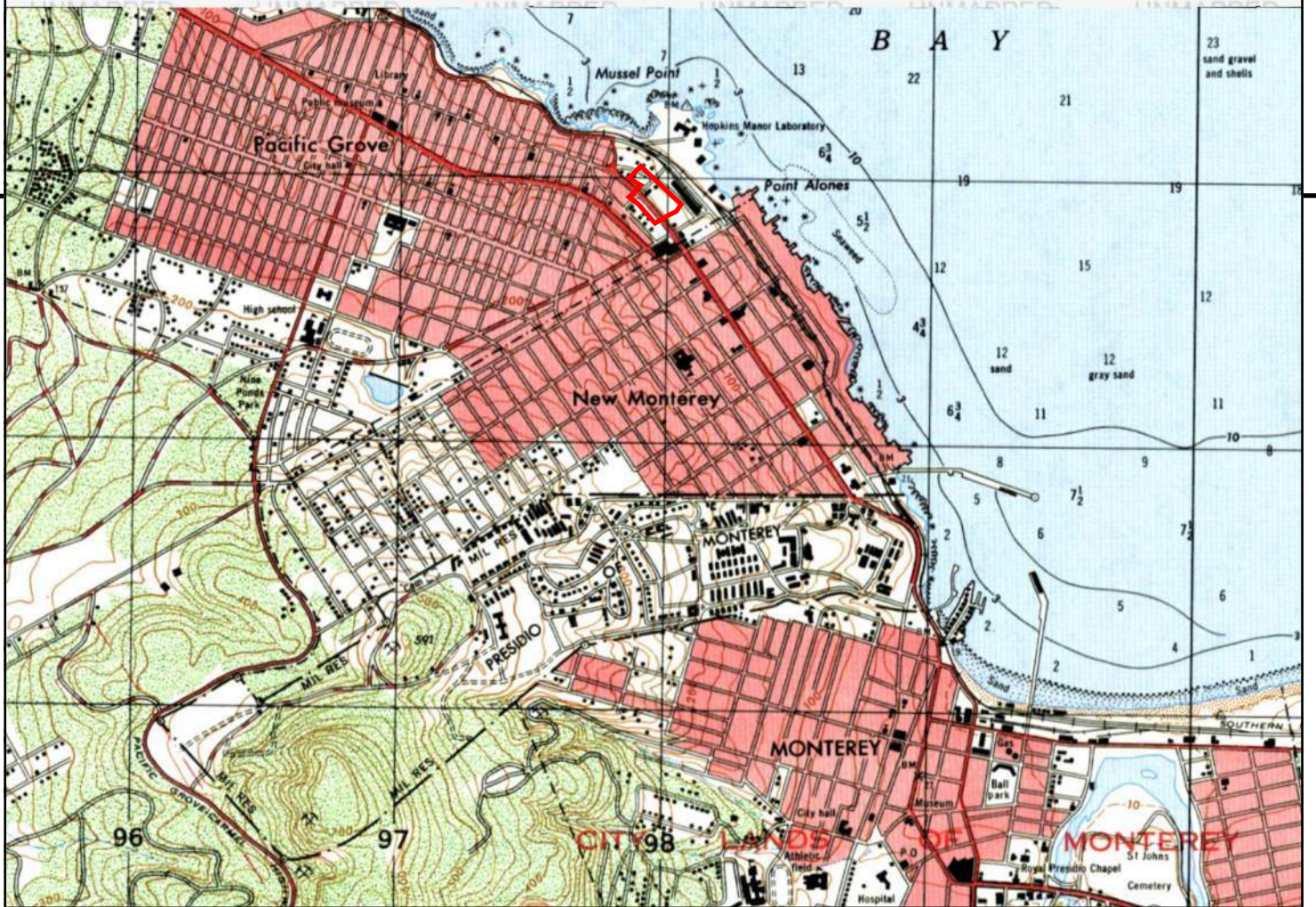
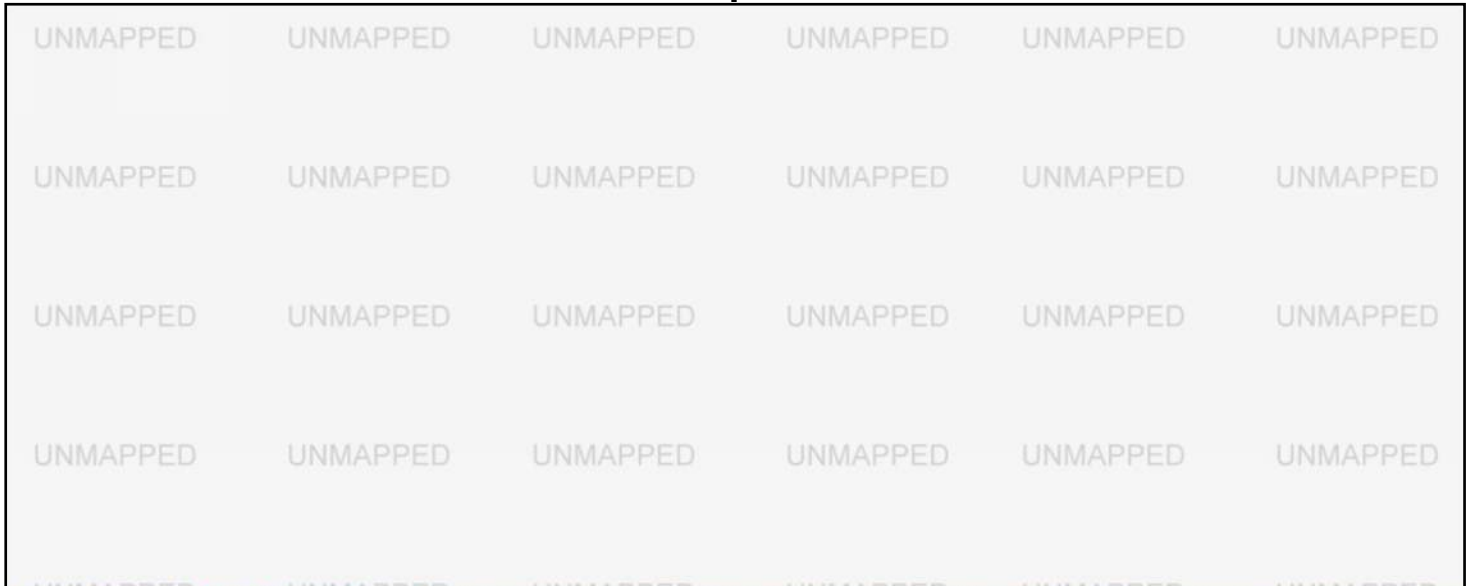
This report includes information from the following map sheet(s).



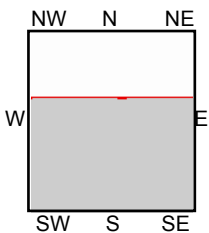
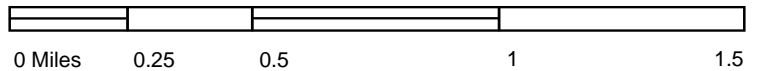
TP, Monterey, 1968, 7.5-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus





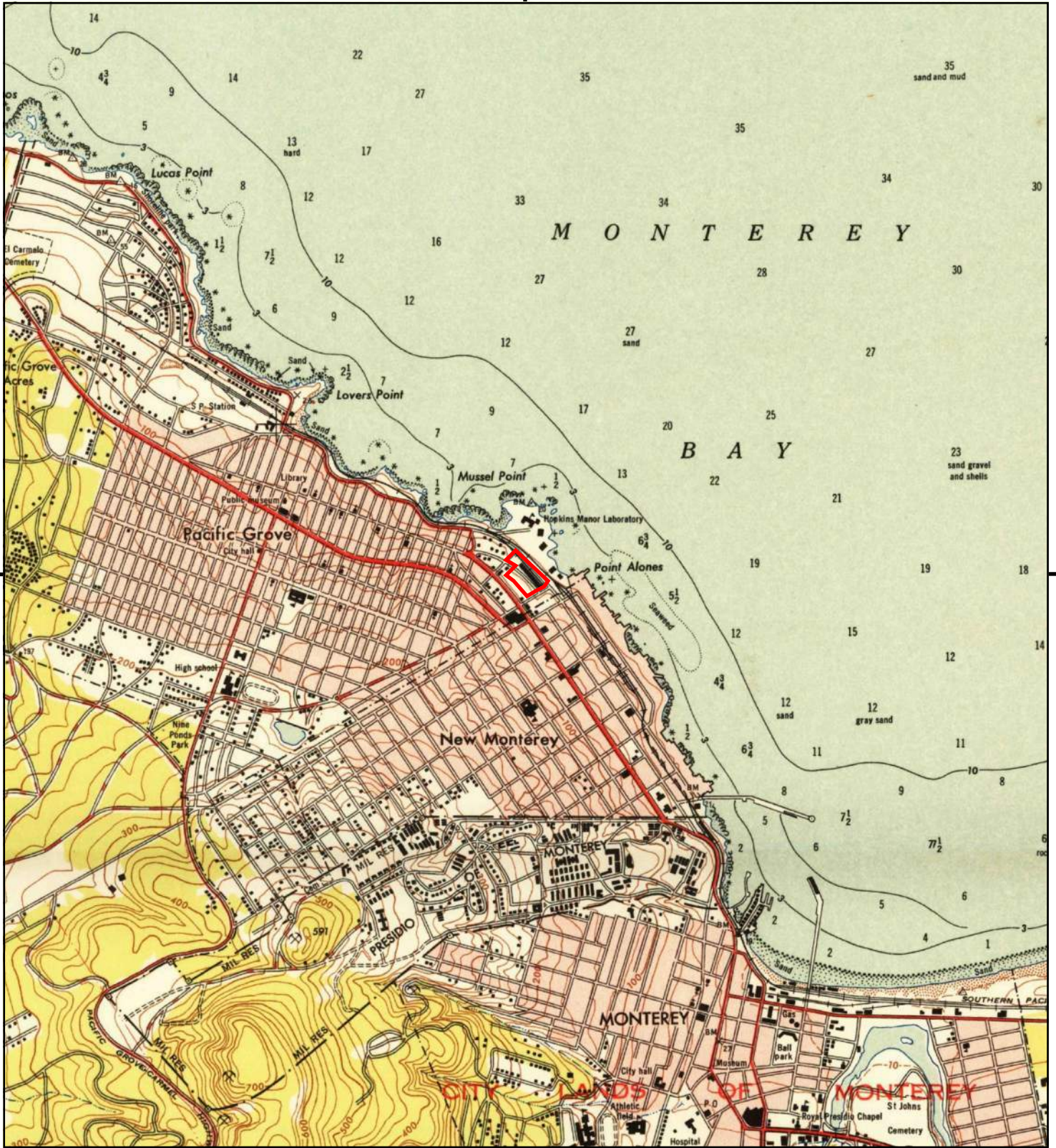
This report includes information from the following map sheet(s).



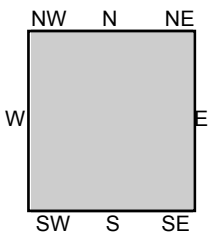
TP, MONTEREY, 1950, 7.5-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus





This report includes information from the following map sheet(s).



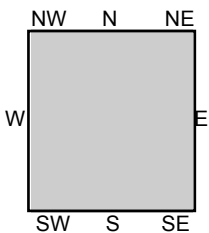
TP, Monterey, 1948, 7.5-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus





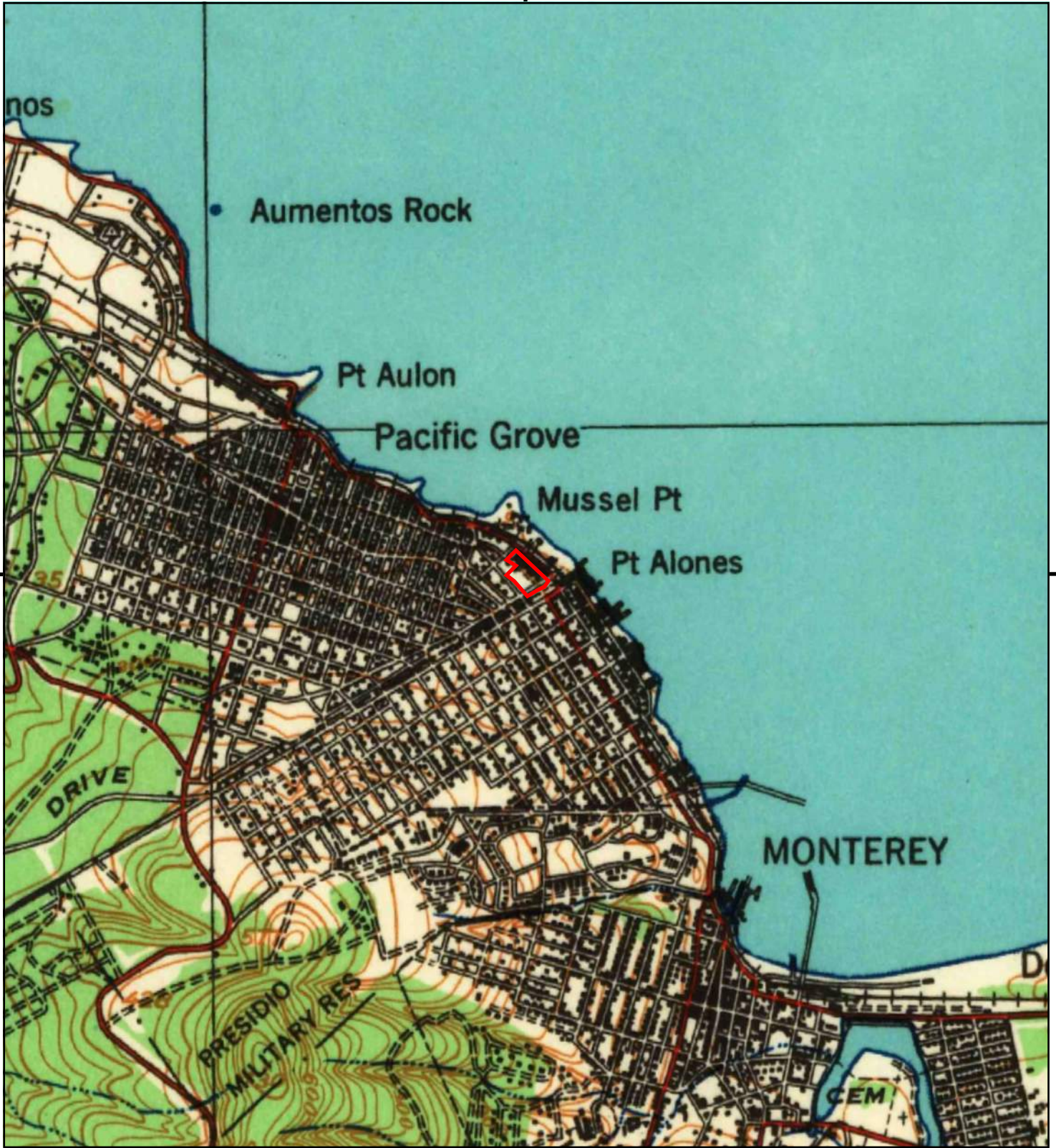
This report includes information from the following map sheet(s).



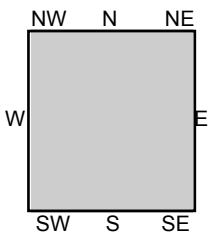
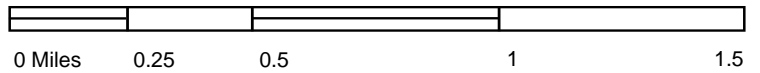
TP, Monterey, 1947, 15-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus





This report includes information from the following map sheet(s).



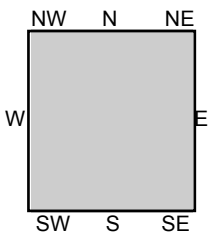
TP, Monterey, 1941, 15-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus





This report includes information from the following map sheet(s).



TP, Monterey, 1913, 15-minute

SITE NAME: American Tin Cannery
 ADDRESS: 125 Ocean View Blvd
 Pacific Grove, CA 93950
 CLIENT: Amicus



American Tin Cannery

125 Ocean View Blvd
Pacific Grove, CA 93950

Inquiry Number: 5418083.5
September 12, 2018

The EDR-City Directory Image Report

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Executive Summary

Findings

City Directory Images

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with any questions or comments.

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Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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Data by

infoUSA[®]

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	<u>Cross Street</u>	<u>Source</u>
2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2000	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1995	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1992	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1987	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1982	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1977	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1972	<input checked="" type="checkbox"/>	<input type="checkbox"/>	POLK DIRECTORY CO
1969	<input checked="" type="checkbox"/>	<input type="checkbox"/>	POLK DIRECTORY CO
1964	<input checked="" type="checkbox"/>	<input type="checkbox"/>	POLK DIRECTORY CO
1959	<input checked="" type="checkbox"/>	<input type="checkbox"/>	POLK DIRECTORY CO

FINDINGS

TARGET PROPERTY STREET

125 Ocean View Blvd
Pacific Grove, CA 93950

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
-------------	-----------------	---------------

OCEAN VIEW BLVD

2014	pg A1	EDR Digital Archive
2010	pg A2	EDR Digital Archive
2005	pg A4	EDR Digital Archive
2000	pg A6	EDR Digital Archive
1995	pg A8	EDR Digital Archive
1992	pg A10	EDR Digital Archive
1987	pg A11	EDR Digital Archive
1982	pg A12	EDR Digital Archive
1977	pg A13	EDR Digital Archive
1972	pg A14	POLK DIRECTORY CO
1972	pg A15	POLK DIRECTORY CO
1969	pg A16	POLK DIRECTORY CO
1964	pg A17	POLK DIRECTORY CO
1959	pg A18	POLK DIRECTORY CO

FINDINGS

CROSS STREETS

No Cross Streets Identified

City Directory Images

OCEAN VIEW BLVD 2014

100	LELAND STANFORD JUNIOR UNIV
120	HOPKINS MARINE STATION
	LELAND STANFORD JUNIOR UNIV
	STEWART JULIA
125	AMBROSIA
	ARCHIES AMERICAN DINER
	BROWN GROUP RETAIL INC
	CHINA GARDEN RESTAURANT
	COTTAGE BY SEA
	DESIGN EVOLUTION
	DOROTAS ALTERATION
	EVOLUTION INTEGRATIVE WELLNESS
	FIRST AWAKENINGS
	FRIENDS OF SEA OTTER
	G H BASS & CO
	JESSE POWELL STUDIO
	KAI LEE CREAMERY LLC
	KITCHEN COLLECTION LLC
	MR ZS LTD
	MS FABULOUS
	NINE WEST HOLDINGS INC
	OCEANS 18
	PENDLETON MONTEREY OUTLET
	PET PALS DOG CAT GROOMING
	PVH CORP
	REEBOK INTERNATIONAL LTD
	SAGES SALON
	SOCKSHOP PACIFIC GROVE
	TENJI INC
	VANS INC
	VINTAGE NOUVEAU
159	OCCUPANT UNKNOWN,
165	OCCUPANT UNKNOWN,
	PRATT, VAUGHAN R
169	OCCUPANT UNKNOWN,
177	BURY, KEIKO
	KRAMER, LISA
	MUNN, RUTH H
181	SHELDON, DOXEY
185	FILIGHERA, JOHN R
187	ELEGANCE PRESENTS LLC
	LAZARONY, DAVID R
191	KELLEHER, JOHN G
193	ALFEEL, ABDULAZIZ
195	ESCOBAR, GARY C
197	STEBBINS, JAMES

OCEAN VIEW BLVD 2010

100	LELAND STANFORD JUNIOR UNIV
120	LELAND STANFORD JUNIOR UNIV STEWART JULIA
125	AMBROSIA ARCHIES AMERICAN DINER BROWN GROUP RETAIL INC CANNERY ROW ASSOCIATES CAPTN BENS CHATEAU LE PAWS ECHO THE EVOLUTION INTEGRATIVE WELLNESS FIRST AWAKENINGS FRIENDS OF SEA OTTER GH BASS & CO JACKS ON BAY KITCHEN COLLECTION INC MAIDENFORM INC MR ZS LTD MS FABULOUS NINE WEST FOOTWEAR CORPORATION OCEANS 18 PENDLETON MONTEREY OUTLET PET PALS DOG CAT GROOMING PHILLIPS-VAN HEUSEN CORP PRIMA HEART A MEDICAL GROUP REEBOK INTERNATIONAL LTD ROCKSTAR DANCE STUDIO SEGWAY BY SEA SOCKSHOP PACIFIC GROVE SOCKSHOP, P SONEY BAE TOTES FACTORY STORE TOTES ISOTONER CORPORATION VANS INC WOODYS BAYVIEW GRILL
127	SPICER, SHANNON R
159	OCCUPANT UNKNOWN,
165	MICHELI, FIORENZA OCCUPANT UNKNOWN,
169	PARRY, JAMES H
177	JUSTICE, JOHN KRAMER, LISA TUCKER, BONNIE L
181	SHELDON, DOXEY
183	SUKON CELIA G
185	OCCUPANT UNKNOWN, U4RIC INVESTMENTS LLC
187	DAVID LAZARONY LAZARONY, DAVID R
191	KELLEHER, JOHN G

OCEAN VIEW BLVD 2010 (Cont'd)

193 HARDER, WILLIAM M
195 BARBIERI, MARK K
197 OCCUPANT UNKNOWN,

OCEAN VIEW BLVD 2005

100 LELAND STANFORD JUNIOR UNIV
 120 STANFORD LELAND JUNIOR UNIV
 125 ADVENTURE COMICS & TOYS
 AMERICAN STATES RESTAURANT
 AQUATIC FITNESS
 ARCHIES AMERICAN DINER
 BASS G H & CO
 BIG DOG HOLDINGS INC
 BON WORTH INC
 BROWN GROUP RETAIL INC
 CHAYA
 COOPER, JULIE
 DANSKIN INC
 DRESS BARN INC
 EVOLUTION INTEGRATIVE WELLNESS
 EYE ZOO SUNGLASS MENAGERIE
 FRIENDS OF SEA OTTER
 INCA RESTAURANT
 JOHN HENRY FRIENDS FOR MEN WOMEN
 KENWOOD SILVER COMPANY INC
 KITCHEN COLLECTION INC
 LONDON FOG FACTORY OUTLET
 MAIDENFORM INC
 MARCH 28 INC
 MR ZS LTD
 NATIONAL BOOK WAREHOUSE INC
 NINE WEST FOOTWEAR CORPORATION
 OSHKOSH BGOSH INC
 P JS DELI
 PACIFIC GROVE UNIFIED SCHL DST
 PAMIR RUG GALLERY
 PHILLIPS-VAN HEUSEN CORP
 REEBOK INTERNATIONAL LTD
 ROCKPORT COMPANY LLC
 SAMSONITE COMPANY STORES INC
 SARA LEE CORPORATION
 SIMON PROPERTY GROUP LP
 SOCKSHOP PACIFIC GROVE
 SONEY BAE
 SWEETZEES
 SYNCHRONICITY STUDIO
 TOTES FACTORY STORE
 TOTES ISOTONER CORPORATION
 VANS INC
 WELCOME HOME LLC
 WIN, KITES
 WINDBORNE KITES EXPRESS
 WOMENS FASHION
 WOOLRICH INC
 WOOLRICH, A

OCEAN VIEW BLVD 2005 (Cont'd)

127 SPICER, SHANNON R
159 OCCUPANT UNKNOWN,
165 OCCUPANT UNKNOWN,
PRATT, VAUGHAN R
169 OCCUPANT UNKNOWN,
177 BAER, MICHAEL
FEKETEKUTY, GEZA
SABO, WILLIAM
SCHLOTTERBECK, EDITH E
181 SHELDON, DOXEY
183 BOXWOOD PRESS
185 OCCUPANT UNKNOWN,
187 OCCUPANT UNKNOWN,
191 OCCUPANT UNKNOWN,
193 HARDER, WILLIAM M
195 ESCABAR, GARY
197 OCCUPANT UNKNOWN,

OCEAN VIEW BLVD 2000

110 REAM, RACHAEL
 125 ADVENTURE COMICS & TOYS
 ALLIANCE STORES INC
 AMERICAN STATES RESTAURANT
 ARCHIES AMERICAN DINER
 BASS APPAREL & AMERICAN T
 BIG DOG HOLDINGS INC
 BROWN GROUP RETAIL INC
 CHELSEA GCA REALTY INC
 COLOURS BY ALXNDR JLN FCTY OTL
 COME FLY A KITE
 CORNING INCORPORATED
 DANSKIN INC
 DRESS BARN INC
 EYE ZOO SUNGLASS MENAGERIE
 FASHIONS OF SEVENTH AVENUE
 GRUEN DESIGNER WATCH FACTORY
 INCA RESTAURANT
 JOAN AND DAVID HELPERN INC
 JOHN HENRY FRIENDS FOR MEN WOMEN
 JONES NEW YORK 350
 KENWOOD SILVER COMPANY INC
 LONDON FOG CORPORATION
 MAIDENFORM INC
 MARCH 28 INC
 MCM LEATHER
 MR ZS LTD
 NATIONAL BOOK WAREHOUSES INC
 OSHKOSH BGOSH INC
 P JS DELI
 PARTY CONCEPTS INC
 PHILLIPS-VAN HEUSEN CORP
 REEBOK INTERNATIONAL LTD
 ROCKPORT COMPANY INC
 ROYAL HOUSE ANTIQUES
 SAMSONITE COMPANY STORES INC
 SARA LEE CORPORATION
 SWEETZEES
 TOTES ISOTONER CORPORATION
 U S SPORTS NETTING
 VANS INC
 VITAMIN WORLD INC VITAMIN
 WELCOME HOME INC
 WOMENS FASHION
 WOOLRICH INC
 159 OCCUPANT UNKNOWN,
 165 PRATT, VAUGHN
 169 OCCUPANT UNKNOWN,
 177 FEKETEKUTY, GEZA
 KNOLL, STEVE

OCEAN VIEW BLVD 2000 (Cont'd)

177 SCHLOTTERBECK, EDITH E
181 BABSON, AUBREY E
185 BRODEHL, EUR R
187 GALLOWAY, GARON
191 OCCUPANT UNKNOWN,
193 OCCUPANT UNKNOWN,
197 HOLMLUND, HELEN D

OCEAN VIEW BLVD 1995

125 ALLIANCE STORES INC
 AMERICA DIRECT OUTLETS INC
 AMERICAN BUNZ
 AMERICAN STATES RESTAURANT
 AMITY LEATHER PRODUCTS CO
 ARCHIES GIANT HAMBURGERS
 ATHLETIC OUTLET
 BANISTER SHOE INC
 BAYLIS BROTHERS INC
 BIG DOG SPORTSWEAR
 BOOK WAREHOUSE
 CALIFORNIA FASHION INDUSTRIES
 CAPE ISLE KNITTERS
 CHELSEA GCA REALTY INC
 COLOURS BY ALXNDR JLN FCTY OTL
 COME FLY A KITE
 CORNING INCORPORATED
 CRAIG & HAMILTON MEAT CO
 DANSKIN FACTORY OUTLET
 DRESS BARN INC
 GOLDEN YEARS AMUSEMENTS INC
 GREETINGS N-MORE
 HANES ACTIVEWEAR
 HELPERN JOAN & DAVID INC
 JOHN HENRY & FRIENDS
 KENWOOD SILVER COMPANY INC
 LEATHER LOFT
 LONDON FOG CORPORATION
 MAIDEN FORM OUTLET
 MARCH 28 INC
 MR ZS LTD
 P JS DELI
 PHILLIPS-VAN HEUSEN CORP
 PRESTIGE FRAGRANCE & COSMETICS
 REEBOK INTERNATIONAL LTD
 RITTER GARY C
 ROCKPORT COMPANY INC
 ROYAL HOUSE ANTIQUES
 SWEETZEES
 TEAM LEADER
 TOTES INCORPORATED
 VAN HEUSEN FACTORY STORES
 WELCOME HOME
 WESTPORT WOMAN
 WOMENS FASHION
 159 KERSHAW, ANNELI
 165 DANDOIS, JOHN
 EMDE, LISA
 TAYLOR, WILLIAM H
 169 OCCUPANT UNKNOWNN

OCEAN VIEW BLVD 1995 (Cont'd)

177	POWERS, DENNIS A
181	BABSON, AUBREY E
183	BOXWOOD PRESS
185	BRODEHL, EWALD R
187	SULLIVAN, MICHAEL T
191	OCCUPANT UNKNOWNN
193	EVANS, KENT
195	GRIEFF, M
197	OCCUPANT UNKNOWNN

OCEAN VIEW BLVD 1992

110	BELL, MIKE
125	ACA, JOE
	ACCENT RESTAURANT
	AMERICAN BUNZ
	AMITY LEATHER PRODUCTS CO
	ARCHIES GIANT HAMBURGERS
	ARCHIES RESTAURANT
	ATHLETIC OUTLET
	BACK CONCEPTS INC
	BASS G H & CO
	BAYLIS BROTHERS INC
	C N D MANAGEMENT CORP
	CALIFORNIA FASHION INDUSTRIES
	CARTER WILLIAM COMPANY THE
	COME FLY A KITE
	CORNING INCORPORATED
	DELI-ICIOUS
	FIRST WATCH INC
	GEOFFREY, BEENE
	GITANO GROUP INC
	GOLDEN YEARS AMUSEMENTS INC
	HARVE BENARD LTD
	INCA RESTAURANT
	KENWOOD SILVER COMPANY INC
	KOCH R N INC
	MATTEL INC
	MR ZS LTD
	PHILLIPS-VAN HEUSEN CORP
	PRESTIGE FRAGRANCE & COSMETICS
	RITTER GARY C
	ROYAL HOUSE ANTIQUES
	ROYAL, DOULTON
	SWEET REMEMBRANCE
	TAVERN ON BAY
	VANITIES UNLIMITED INC
	WOMENS FASHION
	YOGURT PLAZA
165	DANDOIS, JOHN
	TAYLOR, WILLIAM H
169	PARRY, JAMES
177	PROFITKEY INTERNATIONAL INC
181	BABSON, AUBREY E
183	BOXWOOD PRESS
185	BRODEHL, EWALD R
193	EVANS, KENT

OCEAN VIEW BLVD 1987

- 121 DEAN BOBBY RECORDING STUDIO
- OCEANSIDE ANTIQUES
- ZUCCHINI STUDIOS
- 125 BACK SHOP
- CLORESS CROISSANTS
- COME FLY A KITE
- DELI-ICIOUS
- DYNASTY IMPORTS
- FIRST WATCH INC
- FORERUNNERS
- FOREVER YOURS FLORIST
- HONGS BEAUTY SALON
- INCA RESTAURANT
- LA PROVENCE/LA TASTE
- MR ZS LTD*
- ROYAL HOUSE ANTIQUES*
- TAVERN ON THE BAY
- YOGURT PLAZA
- 183 BOXWOOD PRESS THE*

OCEAN VIEW BLVD 1982

- 100 FISHER & FISHER
- 121 LASER CREATIONS
- 125 ADAMS HERB VSE INC
- BODY & SOLE
- FLAGG MORGAN
- FOREVER YOURS FLORIST
- HONGS BEAUTY SALON
- LUM WILLIE INC
- MR ZS LTD
- REGAL BEVERAGES OF MONTEREY
- ROYAL HOUSE ANTQ INC
- SEWERS OF PARIS INC
- 183 BOXWOOD PRESS

OCEAN VIEW BLVD 1977

125	FLAGG MORGAN MONARCH BROADCASTERS INC MONTEREY BAY NEEDLEWORK SOUTHWIND ENTERPRISES* SURF N SEA
183	BOXWOOD PRESS

OCEAN VIEW BLVD 1972

**OCEAN VIEW BLVD —FROM 201
EARDLEY AV WINDING WEST****ZIP CODE 93950****50 Hopkins Marine Station Of Stanford
University 373-0464****55 Monterey Boat Works bldrs 372-3993****100 Monterey Marine Inc 372-7400****Samson Ferro Cement Boats (YD)
373-5444****DEWEY AV INTERSECTS****1ST ST INTERSECTS****2D ST INTERSECTS****159 Mendes Manuel © 375-8217****165a*Monson Ethyll Mrs****165b Taylor Wm H © 372-0312**

OCEAN VIEW BLVD 1972

169 Mitchell Sara E © 373-1153

177 Apartments

1 De Koevend Stenbit

2*Hopkins L

3*Rieger R

4*Craig N

181*Prath Robt

183*Buchsbaum Ralph H

185 No Return

187*Stenback Norman E

191*Croix D

191b Silvers David R © 375-2722

193 Hollister Ted ©

193b Hollister John T 372-1937

197 No Return

3D ST INTERSECTS

OCEAN VIEW BLVD 1969

OCEAN VIEW BLVD -FROM EARDLEY AV
WINDING WEST, 2 NORTH OF CENTRAL
AV

---ZIP CODE 93950

50 HOPKINS MARINE STATION OF
STANFORD UNIVERSITY COLLEGE
373-0464

55 MONTEREY BOAT WORKS BLDRS
372-3993

80 N A F I DIV OF CHRIS CRAFT
INDUSTRIES INC MFRS AUTO
CARPETING FR2-4525

---DEWEY AV INTERSECTS

---1ST ST INTERSECTS

---2D ST INTERSECTS

159 MENDES MANUEL • FR5-8217

165A VAROZZA M FRANCIS 372-6569

165B TAYLOR WM H • FR2-0312

169 MITCHELL SARA E • 373-1153

181 RECORD CHARLES N • 375-2111

183 MAHIN ROBT A BLDG CONTR •

372-5414

185 BRODEHL EWALD R • 375-0791

187 SWIGART MARGT MRS • 375-4050

191 WHITE CHARLES L 372-1749

191B SILVERS DAVID R • 375-2722

193 HOLLISTER JOHN T • FR2-1937

193B TRAN KIM DINH

197 BAPTISTE LUTHER H • 375-2583

---3D ST INTERSECTS

OCEAN VIEW BLVD 1964

**OCEAN VIEW BLVD—From
Eardley av winding west
2 north of Central**

nw cor Monterey Bay Boat Wks
372-3993

ne cor NAFI auto int mfrs
FR2-4525

sw cor Hopkins Marine Sta
FR5-5880

**Dewey av intersects
1st intersects
2d intersects**

159 Mendes Manuel ©
FR5-8217

165a Varozza M Francis 372-
6569

165b Taylor Wm H ©
FR2-0312

169 Mitchell Sara E © 373-
1153

181 Record Chas N © 375-2111

183 Mahin Robt A © bldg
contr 372-5414

185 Thomas Chas A ©

187 Swigart Margt Mrs ©
FR5-4050

191 Silvers David R ©

191b Witcher J Rex 375-3481

193 Hollister John T ©
FR2-1937

193 Stroud Martha

197 Baptiste Luthers H ©
375-2583

3d intersects

OCEAN VIEW BLVD 1959

**OCEAN VIEW BLVD—From
Eardley av winding west,
2 north of Central**

cor Monterey Boat Wks

△FR2-3993

Natl Automotive Fibres

Inc △FR2-4525

Hopkins Marine Sta

△FR5-5880

Walters Jerry A

Dewey av intersects

1st intersects

2d intersects

159 Mendos Manuel ©

△FR5-8217

165a St Mars Verne

△FR2-8740

165b Ward Chas

169 Bayless Thos I

△FR2-6917

181 Balsam Louis G ©

△FR2-9083

183 Mahin Robt A ©

△FR2-5414

185 Thomas Chas A ©

187 Neubauer Margt S Mrs

© △FR5-4050

191 Benson Theo N


△FR2-5733

193 White Frank A ©

△FR2-5278

197 Vacant

3d intersects



American Tin Cannery
125 Ocean View Blvd
Pacific Grove, CA 93950

Inquiry Number: 5418083.3

September 10, 2018

Certified Sanborn® Map Report



6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

09/10/18

Site Name:

American Tin Cannery
125 Ocean View Blvd
Pacific Grove, CA 93950
EDR Inquiry # 5418083.3

Client Name:

Amicus
580 Second Street
Oakland, CA 94607
Contact: Markus Niebanck



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Certified Sanborn Results:

Certification # 0F7F-4430-AB15
PO # NA
Project Comstock - American Tin Canner

Maps Provided:

1962
1956
1949
1943
1926
1912



Sanborn® Library search results

Certification #: 0F7F-4430-AB15

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- University Publications of America
- EDR Private Collection

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Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.



1962 Source Sheets



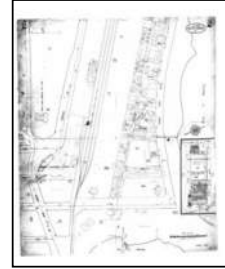
Volume 1, Sheet 21
1962



Volume 1, Sheet 2
1962



Volume 1, Sheet 11
1962



Volume 1, Sheet 2
1962



Volume 1, Sheet 11
1962

1956 Source Sheets



Volume 1, Sheet 21
1956

1949 Source Sheets



Volume 1, Sheet 21
1949

Sanborn Sheet Key

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.



1943 Source Sheets



Volume 1, Sheet 21
1943

1926 Source Sheets



Volume 1, Sheet 21
1926

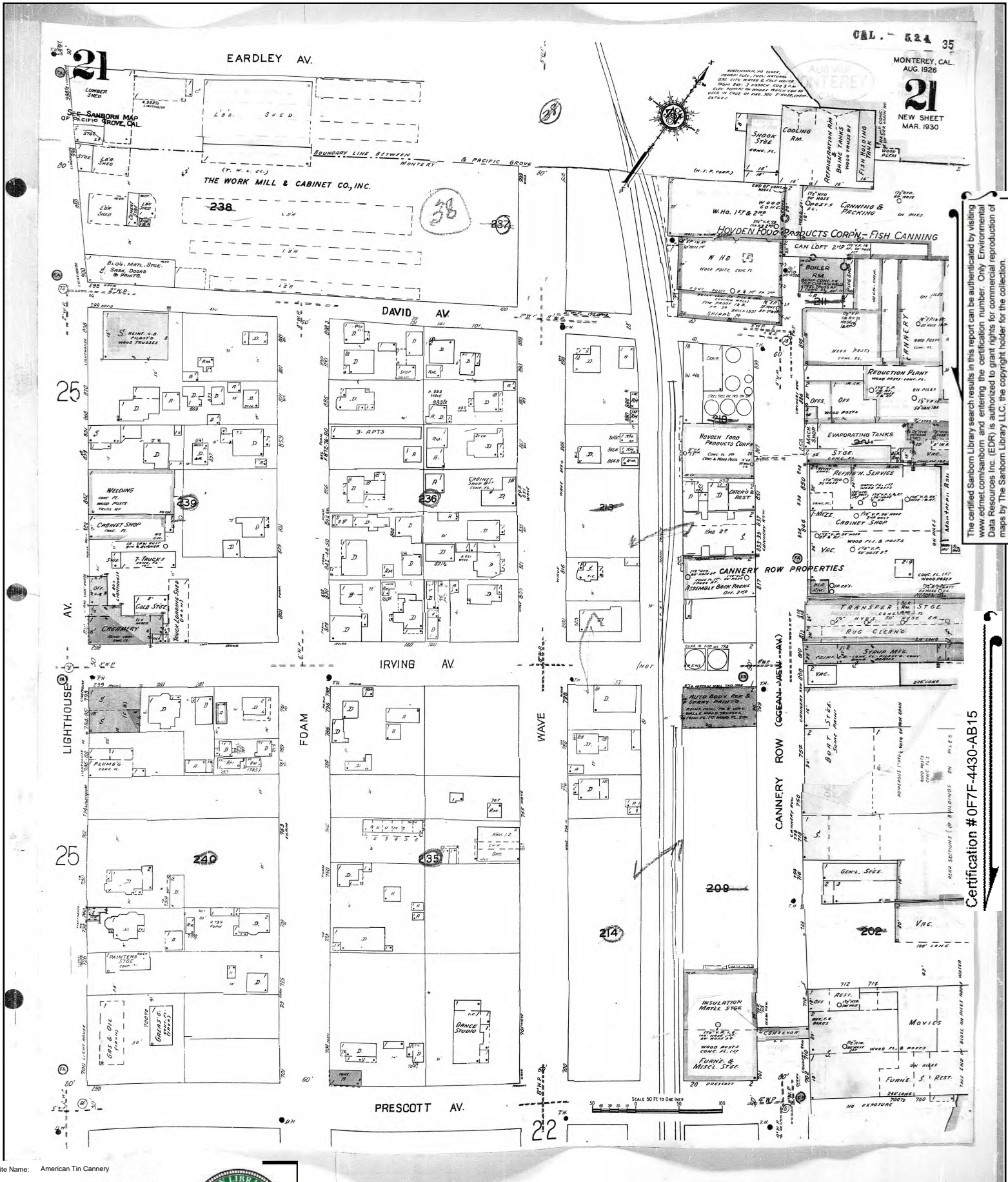


Volume 1, Sheet 11
1926

1912 Source Sheets



Volume 1, Sheet 14
1912

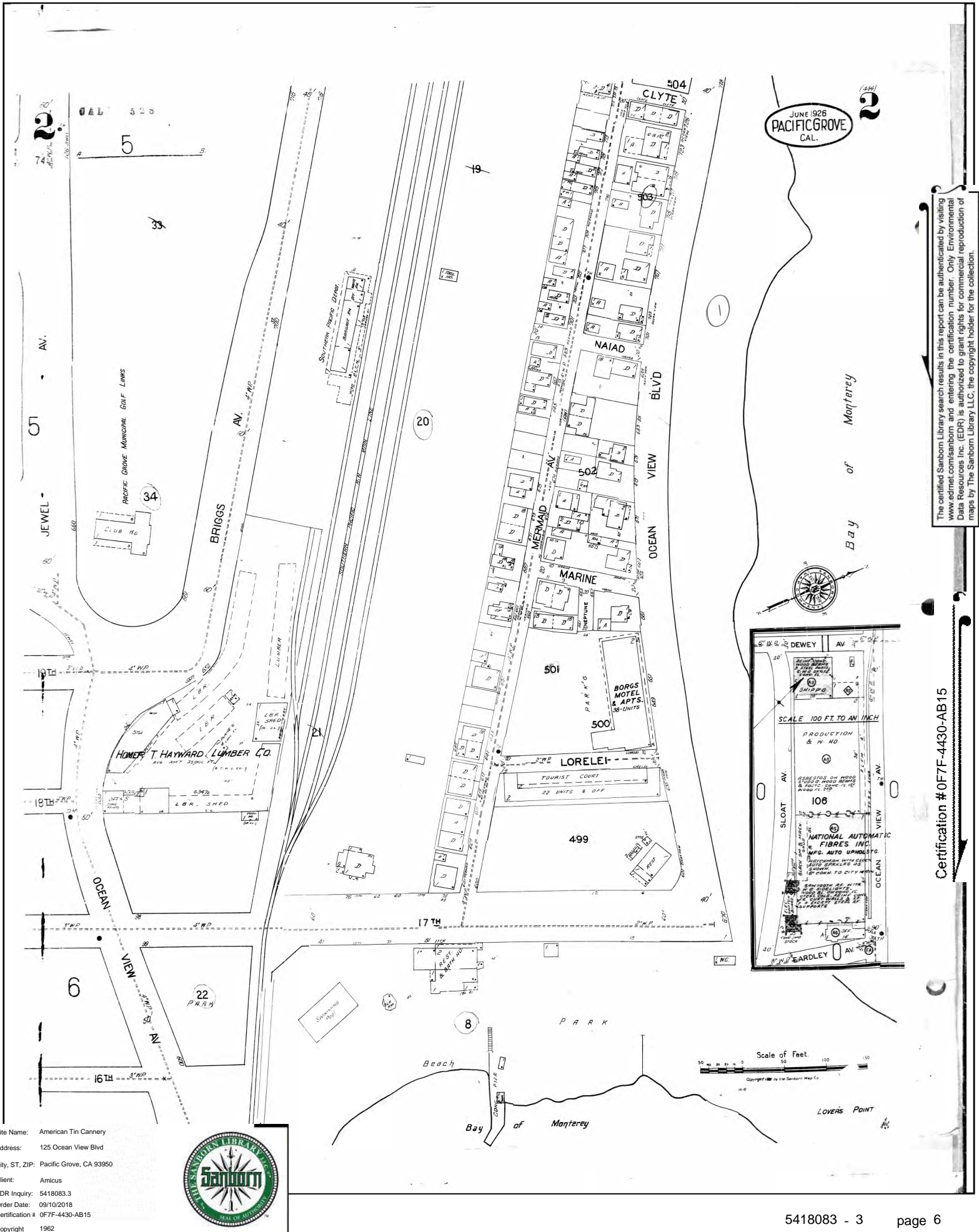


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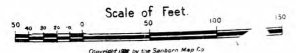
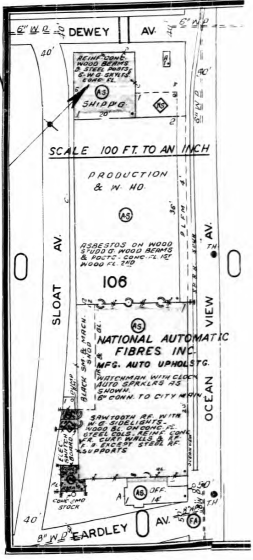
Certification # 0F7F-4430-AB15

Site Name: American Tin Cannery
 Address: 125 Ocean View Blvd
 City, ST, ZIP: Pacific Grove, CA 93950
 Client: Amicus
 EDR Inquiry: 5418083.3
 Order Date: 09/10/2018
 Certification #: 0F7F-4430-AB15
 Copyright: 1962





JUNE 1926
PACIFIC GROVE
CAL.

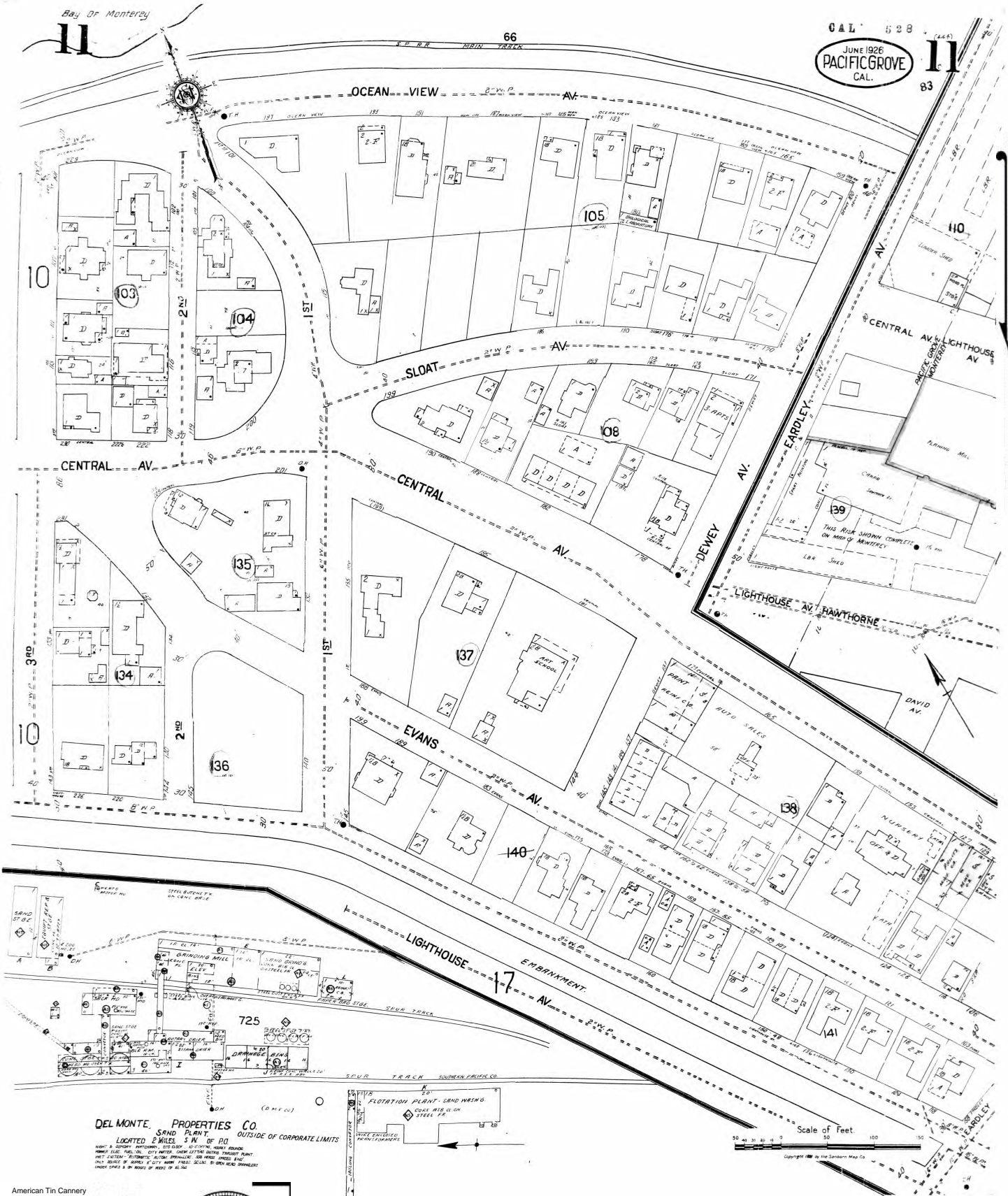


Site Name: American Tin Cannery
 Address: 125 Ocean View Blvd
 City, ST, ZIP: Pacific Grove, CA 93950
 Client: Amicus
 EDR Inquiry: 5418083.3
 Order Date: 09/10/2018
 Certification #: 0F7F-4430-AB15
 Copyright: 1962



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Certification # 0F7F-4430-AB15

DEL MONTE, PROPERTIES CO.
SAND PLANT
LOCATED 2 MILES S.W. OF PG
OUTSIDE OF CORPORATE LIMITS

Site Name: American Tin Cannery
Address: 125 Ocean View Blvd
City, ST, ZIP: Pacific Grove, CA 93950
Client: Amicus
EDR Inquiry: 5418083.3
Order Date: 09/10/2018
Certification # 0F7F-4430-AB15
Copyright 1962

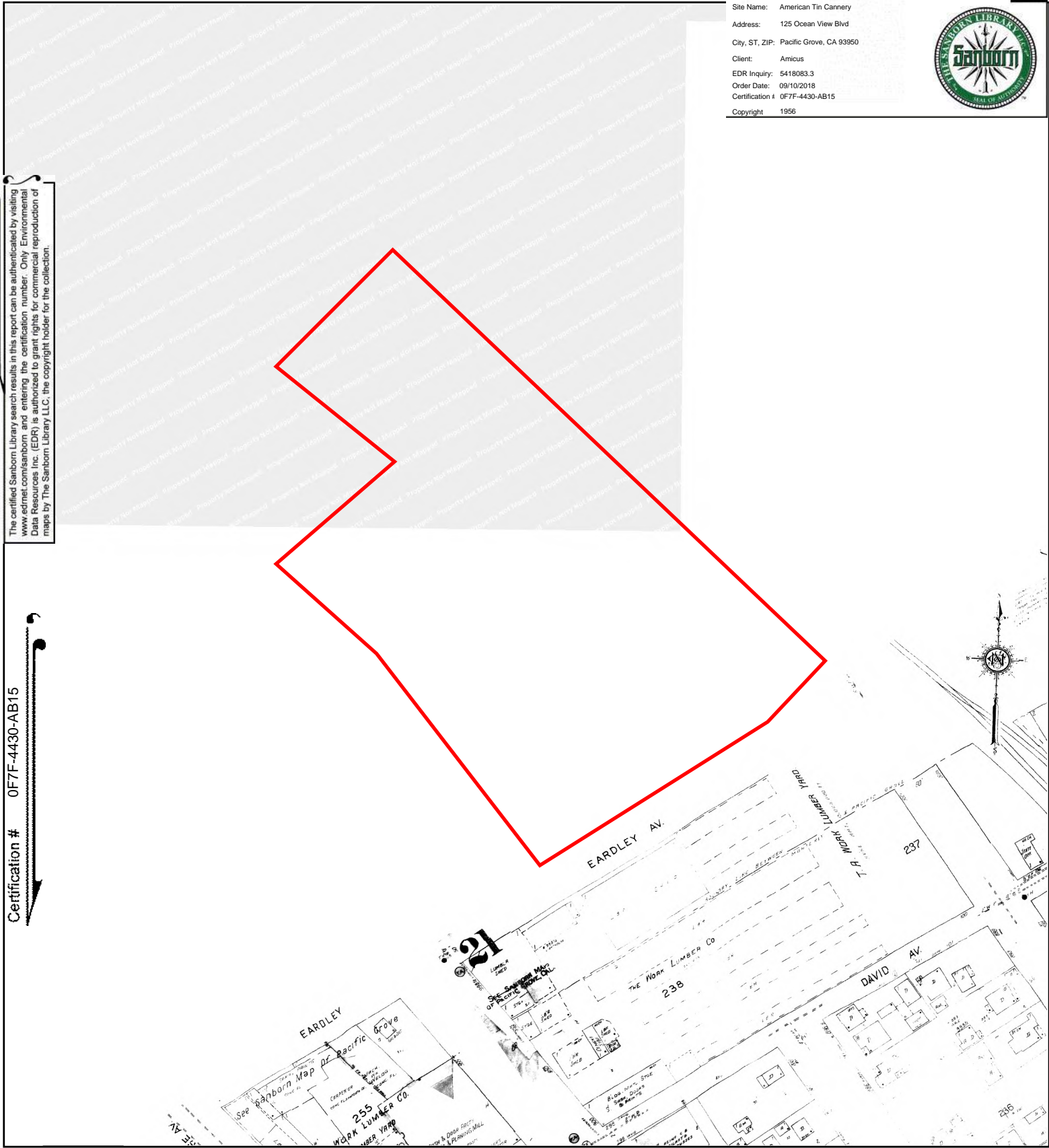


Site Name: American Tin Cannery
 Address: 125 Ocean View Blvd
 City, ST, ZIP: Pacific Grove, CA 93950
 Client: Amicus
 EDR Inquiry: 5418083.3
 Order Date: 09/10/2018
 Certification #: 0F7F-4430-AB15
 Copyright: 1956

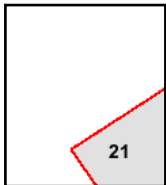
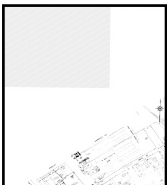


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Certification # 0F7F-4430-AB15



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Volume 1, Sheet 21

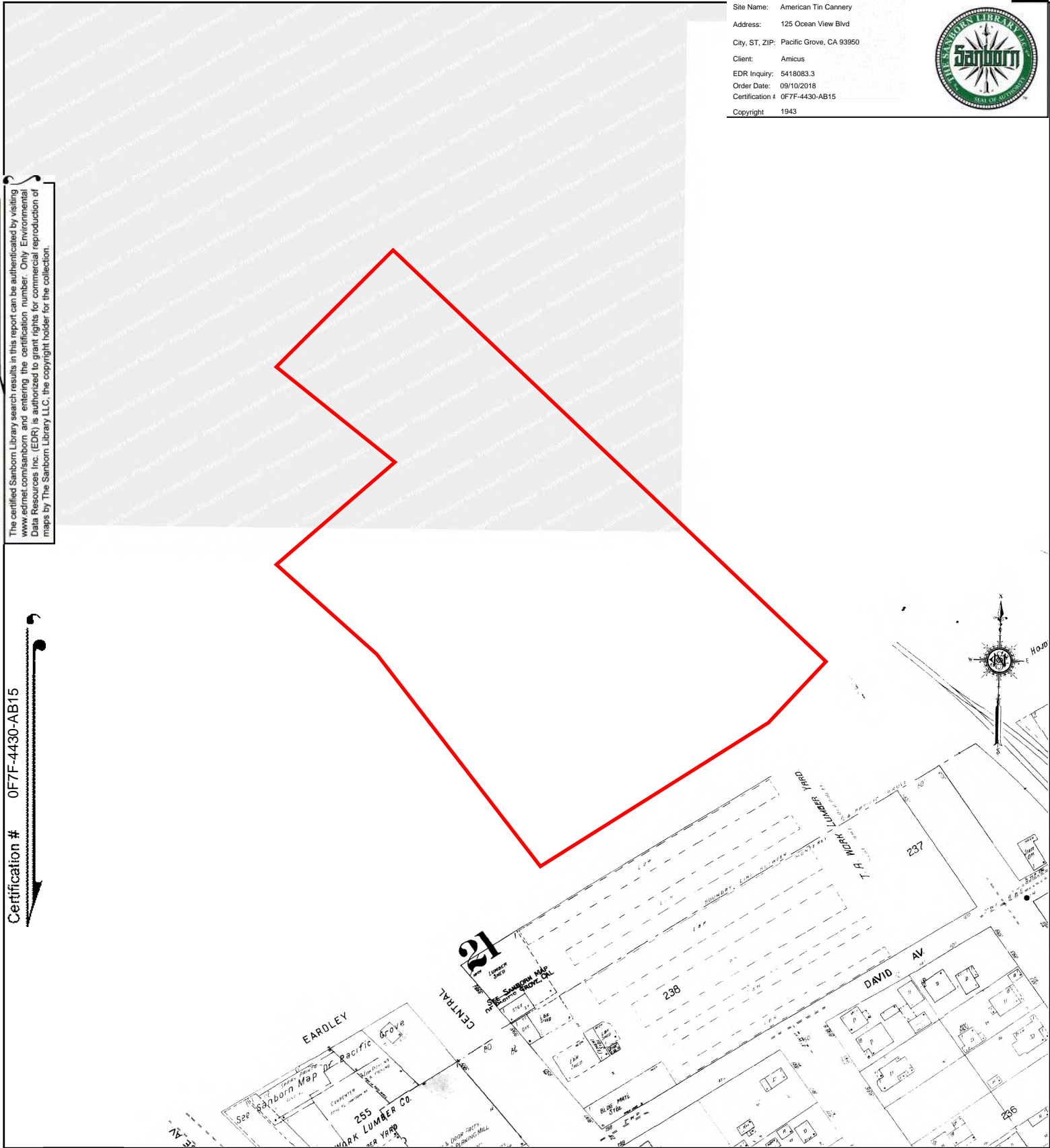


Site Name: American Tin Cannery
 Address: 125 Ocean View Blvd
 City, ST, ZIP: Pacific Grove, CA 93950
 Client: Amicus
 EDR Inquiry: 5418083.3
 Order Date: 09/10/2018
 Certification #: 0F7F-4430-AB15
 Copyright: 1943

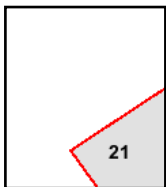
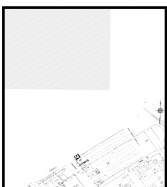
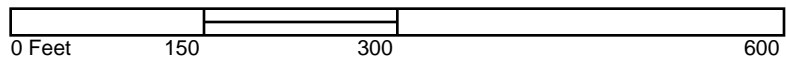


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Certification # 0F7F-4430-AB15

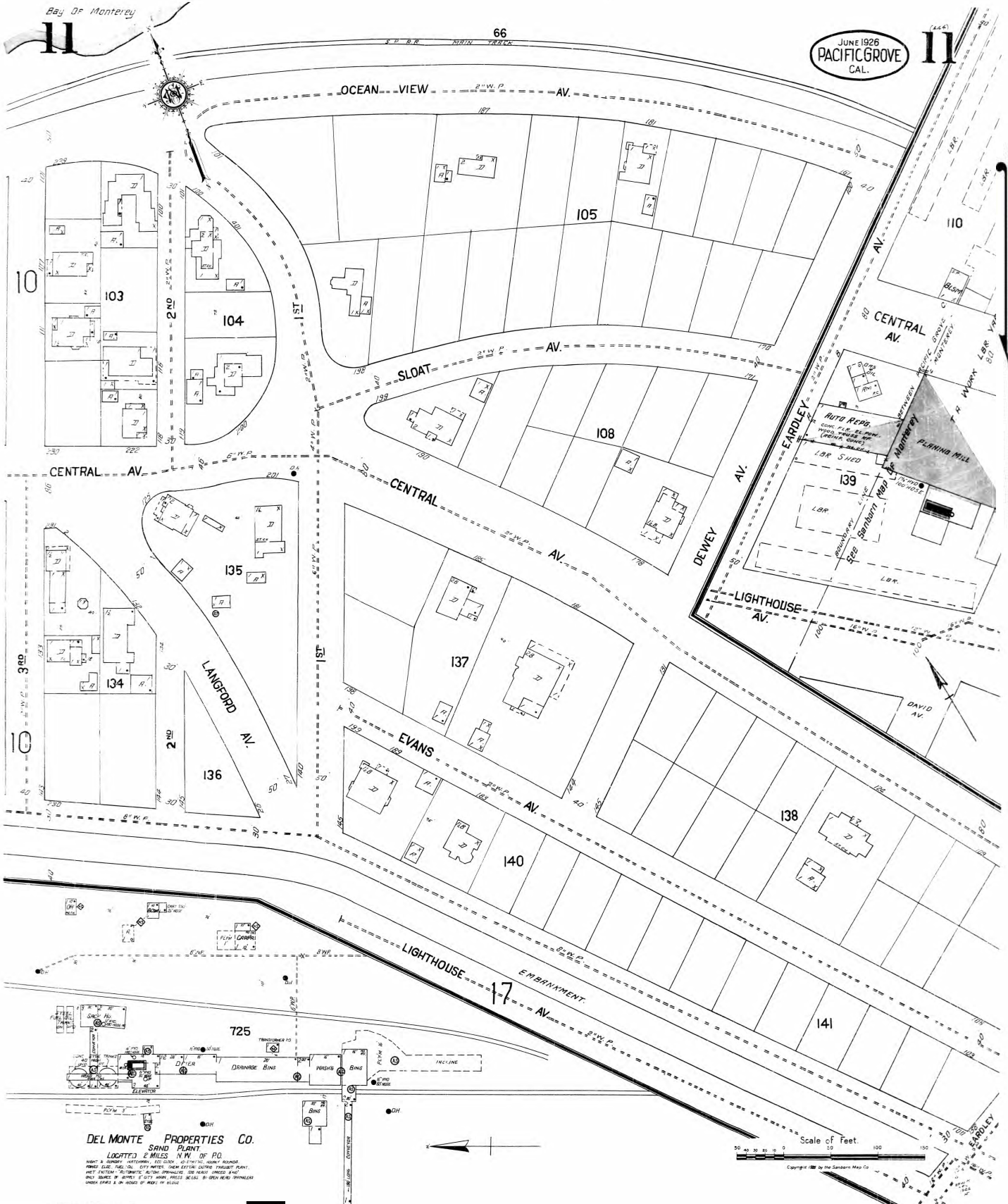


This Certified Sanborn Map combines the following sheets. Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 21





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Certification # 0F7F-4430-AB15

Site Name: American Tin Cannery
 Address: 125 Ocean View Blvd
 City, ST, ZIP: Pacific Grove, CA 93950
 Client: Amicus
 EDR Inquiry: 5418083.3
 Order Date: 09/10/2018
 Certification #: 0F7F-4430-AB15
 Copyright: 1926

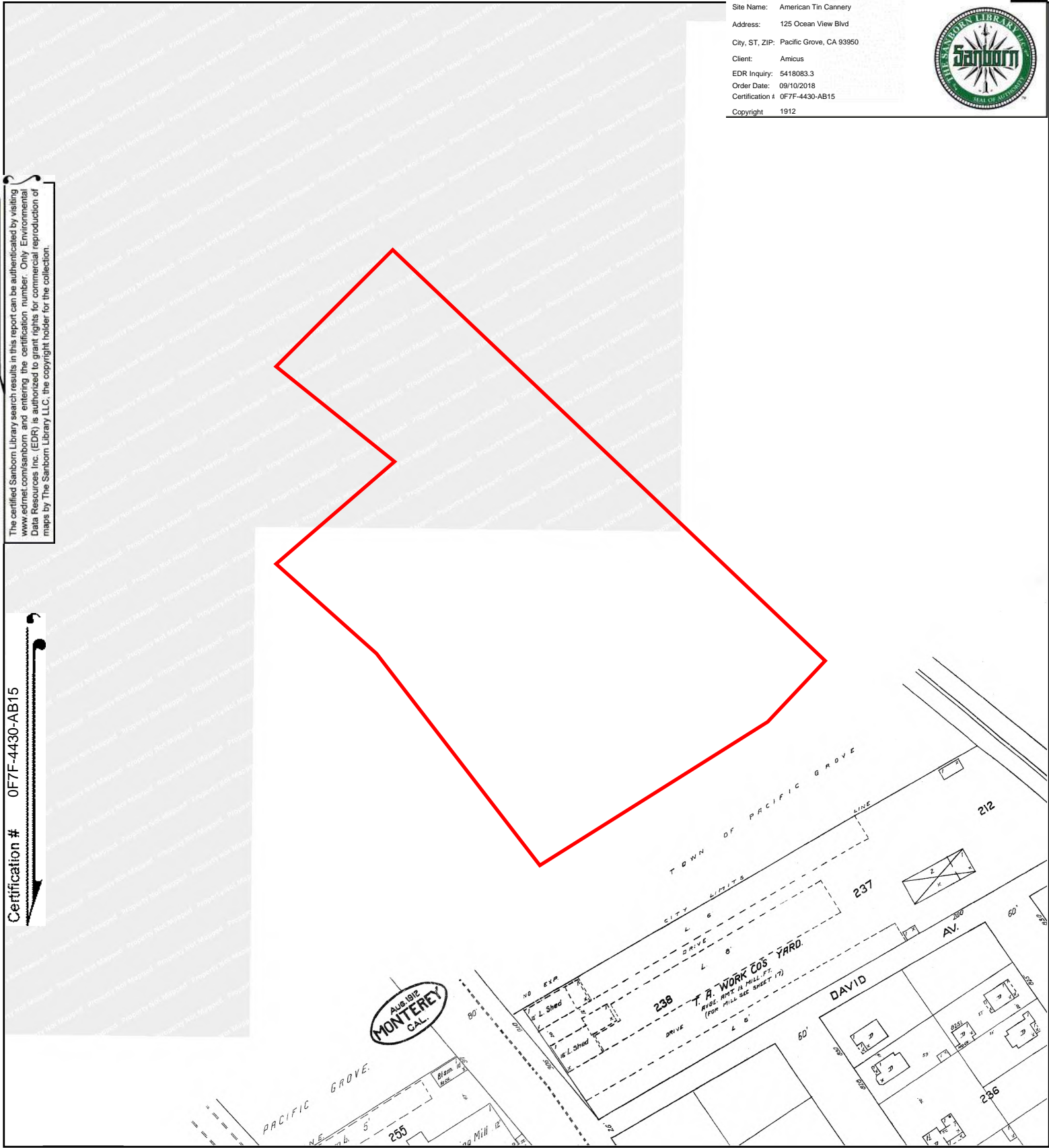


Site Name: American Tin Cannery
 Address: 125 Ocean View Blvd
 City, ST, ZIP: Pacific Grove, CA 93950
 Client: Amicus
 EDR Inquiry: 5418083.3
 Order Date: 09/10/2018
 Certification #: 0F7F-4430-AB15
 Copyright: 1912

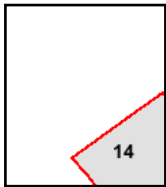
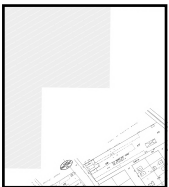


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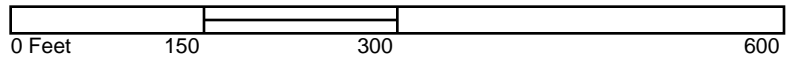
Certification # 0F7F-4430-AB15



This Certified Sanborn Map combines the following sheets. Outlined areas indicate map sheets within the collection.



Volume 1, Sheet 14



APPENDIX C – APEX FOCUSED INVESTIGATION DATA REPORT



3478 BUSKIRK AVENUE, SUITE 100
PLEASANT HILL, CA 94523

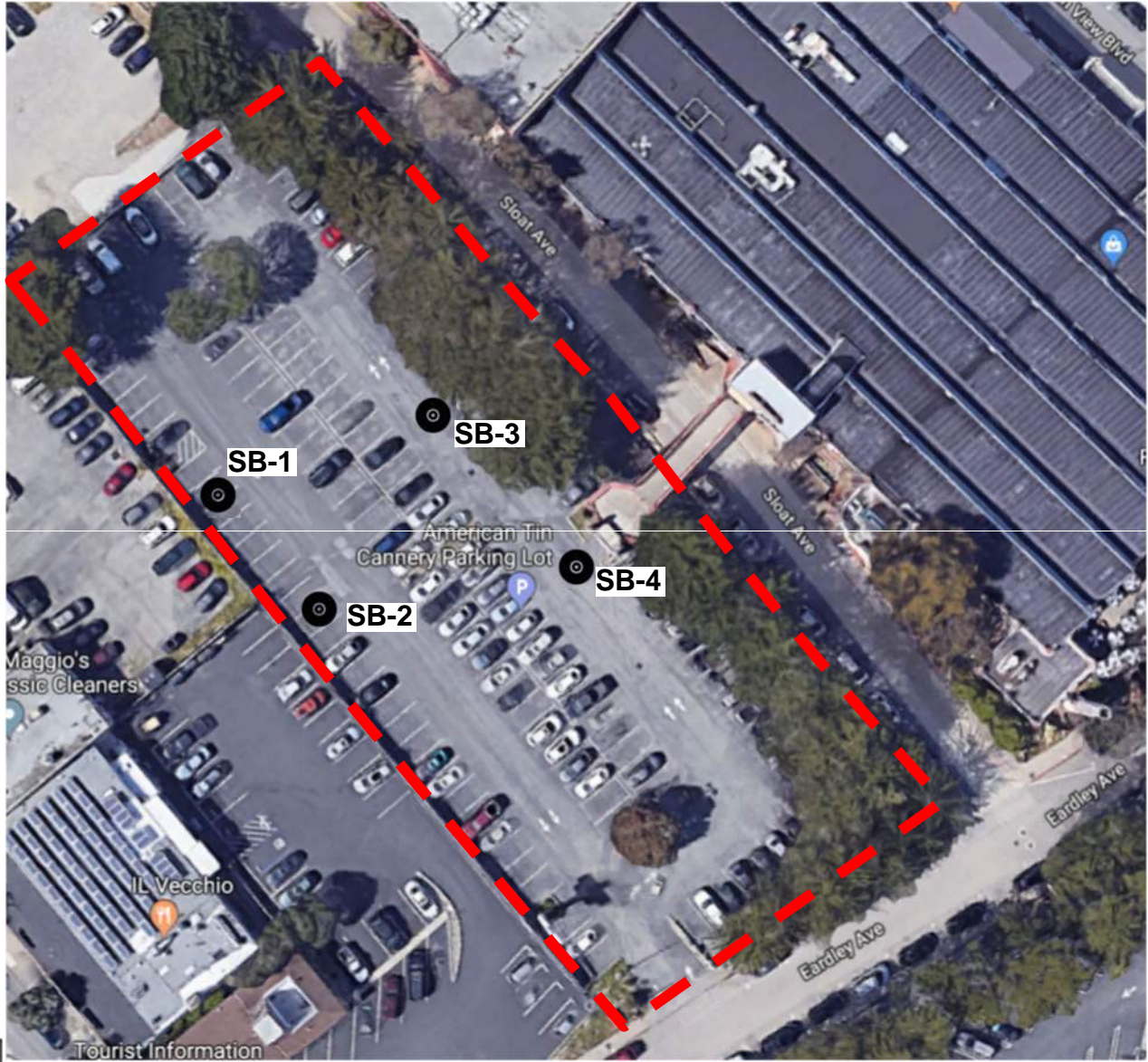
ATC Monterey
Eardley and Sloat Avenue
Pacific Grove, California

SITE LOCATION MAP

FILE NAME	DATE	DR. BY	APP. BY	PROJECT #	FIGURE #
	11/13/18	TV	BR		1

Proposed Boring Location

Property Boundary



Approximate Scale
50 ft



3478 BUSKIRK AVENUE, SUITE 100
PLEASANT HILL, CA 94523

ATC Monterey
Eardley and Sloat Avenue
Pacific Grove, California

BORING LOCATION MAP

FILE NAME

DATE
11/13/18

DR. BY
TC

APP. BY
BR

PROJECT #

FIGURE #
2

MONTEREY COUNTY HEALTH DEPARTMENT
DIVISION OF ENVIRONMENTAL HEALTH
A CERTIFIED UNIFIED PROGRAM AGENCY
 • 1270 Natividad Road, Salinas, CA 93906
 Office: (831) 755-4511 • Fax: (831)796-8698



SOIL BORING PERMIT

PERMIT NO: HZ-19292 SB: 4
(MCEH use only:SR0019292, IN0981690)

SITE LOCATION: 125 Ocean Blvd, Pacific Grove
APN #: 006-234-005

<p>SITE CONTACT PERSON: Bob Robitaille</p> <p>PHONE: (925) 951-6413 E-Mail: bob.robitaille@apexcos.com</p>	<p>OWNER: Foursome Development Company 555 Abrego St. Monterey, CA 93940 PHONE: (831) 649-6690</p>
<p>CONSULTANT: Apex Companies, LLC 3478 Buskirk Ave., Ste 100 Pleasant Hill, CA 94523 PHONE: (925) 951-6413</p>	<p>DRILLER: Environmental Control Associates 3011 Twin Palms Dr. Aptos, CA 95003 LICENSE #: C-57 695970 PHONE: (831) 662-8178</p>

CONDITIONS:

SITE PLAN SHALL BE TO SCALE.

NOTIFY THE HEALTH DEPARTMENT 48 HOURS PRIOR TO THE TIME YOU EXPECT TO START WORK ON CONSTRUCTION OR DESTRUCTION OF ANY TYPE OF WELL.

COMPLETE DESTRUCTION IS REQUIRED FOR ALL WELLS INCLUDING SOIL BORING, SPARGING AND EXTRACTION WELLS (PER CA WATER WELL BULLETIN 74-81 SUPPLEMENT 74-90 AND THE MONTEREY COUNTY HEALTH DEPARTMENT REQUIREMENTS FOR THE DESTRUCTION OF MONITORING WELLS AND EXPLORATORY BORINGS).

DATE ISSUED: 11/16/2018

EXPIRATION DATE: 11/16/2019

ISSUED BY:

Roger Van Horn, REHS
 Supervisor Drinking Water Protection/Well Program



Apex Companies, LLC

BORING/WELL ID:

SB-1

PROJECT NAME AND ADDRESS:	ATC Monterey; Sloat and Eardley Ave	Project No.	093-COM-001
BORING LOCATION (AT SITE):	North West Side of Property; Along Retaining wall	Logged By:	Katelyn Lazar
CONTRACTOR AND EQUIPMENT:	Environmental Control Associates: GeoProbe Direct Push Rig		
SAMPLING METHOD:	Terracores	MONITORING DEVICE:	PID: MiniRAE 2000
START DATE/ (TIME):	11/28/2018 11:30	FINISH DATE/ TIME	11/28/2018 12:00
FIRST WATER (BGS):	--	STABILIZED WATER LEVEL:	--
SURFACE ELEVATION:	--	CASING TOP ELEVATION:	--
TOTAL BORING DEPTH(S):	6 ft bgs	BORING DIAMETER/DEPTH:	2.25"/6 ft bgs

Date/Time	Sample Interval	Recovery (%)	PID (ppm)	Water-level	Depth (feet)	Stratigraphy	LITHOLOGIC DESCRIPTION (classification, color, moisture, density, grain size/plasticity, other) ALL PERCENTAGES ARE APPROXIMATE UNLESS OTHERWISE STATED (gravel, sand, silt, clay)	Lab Sample	Grab Sampling Locations
11:30		100			0	4" Asphalt.			
		100	0.2		1	Well graded sand with gravel and silt (SW) - (20,60,20,0), very dark brown (10YR 2/2), moist, loose, fine to medium grained sand with fine gravel and silt.			
		100			2	Well graded sand (SW) - (5,95,0,0), brown (10YR 5/3), moist, loose, medium to coarse grained, subrounded sand.			
		100	0.1		3				
		100			4	Increasing grain size to coarse, color change to yellowish brown (10YR 5/4), stiff.			
12:00		100	0.1		5	Increasing grain size to very coarse, stiff. Increasing gravel content up to 0.25" diameter.		SB-1-6	X
					6	<p>Refusal on bedrock at 6 ft bgs. No groundwater encountered. Backfilled with neat cement grout.</p>			
					7				
					8				
					9				
					10				
					11				
					12				
					13				
					14				
					15				
					16				
					17				
					18				
					19				
					20				



Apex Companies, LLC

BORING/WELL ID:

SB-2

PROJECT NAME AND ADDRESS:	ATC Monterey; Sloat and Eardley Ave		Project No.	093-COM-001
BORING LOCATION (AT SITE):			Logged By:	Katelyn Lazar
CONTRACTOR AND EQUIPMENT:	Environmental Control Associates: GeoProbe Direct Push Rig			
SAMPLING METHOD:	Terracores	MONITORING DEVICE:	PID: MiniRAE 3000	
START DATE/ (TIME):	11/28/2018 12:00	FINISH DATE/ TIME	11/28/2018 13:00	
FIRST WATER (BGS):	--	STABILIZED WATER LEVEL:	--	
SURFACE ELEVATION:	--	CASING TOP ELEVATION:	--	
TOTAL BORING DEPTH(S):	8 ft bgs	BORING DIAMETER/DEPTH:	2.25"/8 ft bgs	

Date/Time	Sample Interval	Recovery (%)	PID (ppm)	Water-level	Depth (feet)	Stratigraphy	LITHOLOGIC DESCRIPTION (classification, color, moisture, density, grain size/plasticity, other) ALL PERCENTAGES ARE APPROXIMATE UNLESS OTHERWISE STATED (gravel, sand, silt, clay)	Lab Sample	Grab Sampling Locations
12:00					0	4" Asphalt.			
			0.0		1	Well graded sand with gravel (SW) - (20,60,20,0), very dark brown (10YR 2/2), moist, loose, fine to coarse grained sand mixed with fine to coarse gravel up to 0.25" dia.			
					2	Well graded sand - (0,100,0,0), brown (10YR 4/3) moist, loose, fine to medium grained, subrounded sand.			
			0.1		3	Increasing grain size from fine to coarse grained.			
			0.3		4	Increased gravel content to rounded (up to 0.5" dia.) (25,75,0,0).			
		100			5	Decreasing gravel content (10,90,0,0).			
			0.2		6	Stiff, more compact, very coarse sand.			
13:00			5.3		7	Weathered granite, weak, crumbles to the touch into coarse sand.	SB-2-7.5		
					8	<p>Refusal on bedrock at 8 ft bgs. No groundwater encountered. Backfilled with neat cement grout.</p>			
					9				
					10				
					11				
					12				
					13				
					14				
					15				
					16				
					17				
					18				
					19				
					20				



Apex Companies, LLC

BORING/WELL ID:

SB-3

PROJECT NAME AND ADDRESS:	ATC Monterey; Sloat and Eardley Ave	Project No.	093-COM-001
BORING LOCATION (AT SITE):		Logged By:	Katelyn Lazar
CONTRACTOR AND EQUIPMENT:	Environmental Control Associates: GeoProbe Direct Push Rig		
SAMPLING METHOD:	Terracores	MONITORING DEVICE:	PID: MiniRAE 3000
START DATE/ (TIME):	11/28/2018 9:00	FINISH DATE/ TIME	11/28/2018 10:30
FIRST WATER (BGS):	--	STABILIZED WATER LEVEL:	--
SURFACE ELEVATION:	--	CASING TOP ELEVATION:	--
TOTAL BORING DEPTH(S):	10.5 ft bgs	BORING DIAMETER/DEPTH:	2.25" Sleeve/2" Hand Auger

Date/Time	Sample Interval	Recovery (%)	PID (ppm)	Water-level	Depth (feet)	Stratigraphy	LITHOLOGIC DESCRIPTION (classification, color, moisture, density, grain size/plasticity, other) ALL PERCENTAGES ARE APPROXIMATE UNLESS OTHERWISE STATED (gravel, sand, silt, clay)		Lab Sample	Grab Sampling Locations
9:00		100			0	4" Asphalt.				
		100			1	Well graded sand with silt (SW-SM) - (10,80,10,0), black (10YR 2/1), moist, loose, fine to coarse grained, subrounded sand mixed with silt and fine grained gravel.				
		100	1.0		2					
9:15		100	0.4		3	Thin layer of olive green (5GY 3/4) staining mixed with gravel and sand.				
			0.3		4	Well graded gravel with sand (GW) - (80,20,0,0), white (10YR 8/1), moist, coarse grained, subrounded, compact gravel mixed with well graded fine to coarse grained sand. Small layer of dark olive green (5GY 3/4) on top.				
					5	Well graded sand with gravel (SW) - (15,80,5,0), very dark brown (10YR 2/2), moist, loose, fine to coarse grained rounded to subrounded sand mixed with fine gravel. Abundant mica. Graded to very dark brown (10YR 2/2) - (0,90,10,0) at 5.5 ft bgs.				
10:00			0.1		6					
			1.0		7					
10:15					8	Silty sand (SM) - (0,75,25,0), very dark brown (10YR 2/2), moist, loose, fine to coarse grained subrounded to rounded sand mixed with silt. Abundant mica.			SB-3-8.5	X
					9	Bedrock - granite (BZR) - (50,50,0,0), light brownish yellow (10YR 6/4), very compact rock that broke into fine to coarse gravel and sand, abundant quartz.				
					10					
					11	Refusal on bedrock at 10.5 ft bgs. No groundwater encountered. Backfilled with neat cement grout.				
					12					
					13					
					14					
					15					
					16					
					17					
					18					
					19					
					20					



Apex Companies, LLC

BORING/WELL ID:

SB-4

PROJECT NAME AND ADDRESS:	ATC Monterey; Sloat and Eardley Ave		Project No. 093-COM-001
BORING LOCATION (AT SITE):			Logged By: Katelyn Lazar
CONTRACTOR AND EQUIPMENT:	Environmental Control Associates: GeoProbe Direct Push Rig		
SAMPLING METHOD:	Terracores	MONITORING DEVICE:	PID: MiniRAE 3000
START DATE/ (TIME):	11/28/2018 10:30	FINISH DATE/ TIME	11/28/2018 11:30
FIRST WATER (BGS):	--	STABILIZED WATER LEVEL:	--
SURFACE ELEVATION:	--	CASING TOP ELEVATION:	--
TOTAL BORING DEPTH(S):	8.5 ft bgs	BORING DIAMETER/DEPTH:	2.25"/8.5 ft bgs

Date/Time	Sample Interval	Recovery (%)	PID (ppm)	Water-level	Depth (feet)	Stratigraphy	LITHOLOGIC DESCRIPTION (classification, color, moisture, density, grain size/plasticity, other) ALL PERCENTAGES ARE APPROXIMATE UNLESS OTHERWISE STATED (gravel, sand, silt, clay)	Lab Sample	Grab Sampling Locations
10:30		100			0	4" Asphalt.			
		100			1	Well graded sand with gravel (SW) - (45,50,5,0), very dark brown (10YR 2/2), moist, loose, fine to coarse grained, subrounded sand mixed with subrounded gravel up to 0.5" diameter.			
		100	0.0		2	Silty sand (SM) - (5,60,35,0), black (10YR 2/1), moist, soft, fine to medium grained rounded sand with mixed silt.			
		100	0.0		3	Well graded sand (SW) - (15,65,0,0), yellowish brown (10YR 5/6), moist, loose, medium to coarse grained sand mixed wuith subrounded gravel up to 0.25".			
11:00					4	Layer of granite crumbled with (10YR 8/1), soft, easily can break with fingers.			
		75%	0.0		5				
					6	Increasing gravel content (30,60,10,0).			
			0.0		7				
11:30		0.3		8			SB-4-8.5		
					9	Refusal on bedrock at 8.5 ft bgs. No groundwater Enhcountered. Backfilled with neat cement grout.			
				10					
				11					
				12					
				13					
				14					
				15					
				16					
				17					
				18					
				19					
				20					

Table 1
Summary of Soil Sample Analytical Results

American Tin Cannery Parking Lot
Pacific Grove, California

Sample Name	Sample Depth (feet bgs)	Sample Date	2-Butanone (MEK)	Acetone	Benzene	cis--1,2- Dichloroethene	Methylene Chloride	Naphthalene	Tetrachloroethene (PCE)	Toluene	trans-1,2- Dichloroethene	Trichloroethene (TCE)
EPA Method			SW8260B	SW8260B	SW8260B	SW8260B	SW8260B	SW8260B	SW8260B	SW8260B	SW8260B	SW8260B
Units			mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
DTSC Screening Levels¹: Commercial/Industrial			NV	NV	1.4	86	24	NV	2.7	5400	130	NV
CRWQCB Environmental Screening Levels: Construction Worker²			140,000	260,000	24	82	500	350	33	4,100	680	23
CRWQCB Environmental Screening Levels: Tier 1 ESL³			5.1	0.5	0.044	0.019	0.077	0.033	0.42	2.9	0.67	0.46
SB-1-6	6.0	11/28/18	0.0014 J	0.064 J	ND <0.004	ND <0.004	0.00066 J, B	ND <0.004	0.00059 J	ND <0.004	ND <0.004	ND <0.004
SB-2-7.5	7.5	11/28/18	0.00078 J	ND <0.071	ND <0.004	0.0011 J	0.0012 J, B	ND <0.004	1.1	ND <0.004	ND <0.004	0.0029 J
SB-3-8.5	8.5	11/28/18	0.011 J	0.28	0.00017 J	0.0016 J	0.00077 J, B	ND <0.004	1.8	0.00019 J	0.00072 J	0.0024 J
SB-4-8.5	8.5	11/28/18	0.0015 J	ND <0.086	ND <0.004	ND <0.004	0.00077 J, B	0.00024 J	0.00049 J	ND <0.004	ND <0.004	ND <0.004

Notes:

feet BGS = feet below the ground surface

Bold = Indicates concentration detected above the lower of the DTSC and CRWQCB screening levels.

NV = No Value Established

<0.005 = Not detected above the indicated reporting limit.

¹ DTSC - screening level for soil, commercial/industrial setting (DTSC, 2018).

² California Regional Water Quality Control Board Environmental Screening Level (ESL) for soil, Direct Contact, Construction Worker (CRWQCB, 2016)

³ California Regional Water Quality Control Board Environmental Screening Level (ESL), Tier 1 ESL for soil, Leaching to Groundwater (CRWQCB, 2016)

J = Reported value is estimated.

B = Analyte was present in an associated method blank.

References:

DTSC, 2018. Human and Ecological Risk Office Human Health Risk Assessment (HHRA) Note 3, DTSC-modified Screening Levels (DTSC-SLs). February.

CRWQCB, 2016. California Regional Water Quality Control Board, San Francisco Bay Region, Environmental Screening Levels, February.



ENTHALPY

ANALYTICAL



Enthalpy Analytical

2323 Fifth Street, Berkeley, CA 94710, Phone (510) 486-0900

Laboratory Job Number 305505
ANALYTICAL REPORT

Apex Companies, LLC.
3478 Buskirk Ave
Pleasant Hill, CA 94523

Project : 093-COM-001
Location : ATC Monterey
Level : II

<u>Sample ID</u>	<u>Lab ID</u>
SB-3-8.5	305505-001
SB-4-8.5	305505-002
SB-1-6	305505-003
SB-2-7.5	305505-004
SB-3-8-8.5	305505-005
SB-1-5.5-6	305505-006
SB-4-8-8.5	305505-007
SB-2-7.5-8	305505-008
SB-2-7	305505-009

This data package has been reviewed for technical correctness and completeness. Release of this data has been authorized by the Laboratory Manager or the Manager's designee, as verified by the following signature which applies to this PDF file as well as any associated electronic data deliverable files. The results contained in this report meet all requirements of NELAP and pertain only to those samples which were submitted for analysis. This report may be reproduced only in its entirety.

Signature: _____

Tracy Babjar
Project Manager
tracy.babjar@enthalpy.com
(510) 204-2226 Ext 13107

Date: 12/14/2018

CA ELAP# 2896, NELAP# 4044-001

CASE NARRATIVE

Laboratory number: 305505
Client: Apex Companies, LLC.
Project: 093-COM-001
Location: ATC Monterey
Request Date: 11/30/18, 12/01/18
Samples Received: 11/30/18

This data package contains sample and QC results for four soil samples, requested for the above referenced project on 11/30/18 and 12/01/18. The samples were received cold and intact.

Volatile Organics by GC/MS (EPA 8260B):

Enthalpy Analytical (Orange) in Orange, CA performed the analysis (not NELAP certified). Please see the Enthalpy Analytical (Orange) case narrative.

SAMPLE RECEIPT CHECKLIST



Section 1: Login # 305505 Client: Apex
 Date Received: 11/30/18 Project: _____

Section 2: Samples received in a cooler? Yes, how many? _____ No (skip Section 3 below)
 If no cooler Sample Temp (°C): 17.3 using IR Gun # A, or B
 Samples received on ice directly from the field. Cooling process had begun
 If in cooler: Date Opened 11/30/18 By (print) AC (sign) [Signature]
 Shipping info (if applicable) _____
 Are custody seals present? No, or Yes. If yes, where? on cooler, on samples, on package
 Date: _____ How many _____ Signature, Initials, None
 Were custody seals intact upon arrival? Yes No N/A

Section 3: **Important: Notify PM if temperature exceeds 6°C or arrive frozen.**

Packing in cooler: (if other, describe) _____
 Bubble Wrap, Foam blocks, Bags, None, Cloth material, Cardboard, Styrofoam, Paper towels
 Samples received on ice directly from the field. Cooling process had begun
 Type of ice used: Wet, Blue/Gel, None Temperature blank(s) included? Yes, No
 Temperature measured using Thermometer ID: _____, or IR Gun # A B
 Cooler Temp (°C): #1: _____, #2: _____, #3: _____, #4: _____, #5: _____, #6: _____, #7: _____

Section 4:	YES	NO	N/A
Were custody papers dry, filled out properly, and the project identifiable	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Were Method 5035 sampling containers present?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
if YES, what time were they transferred to freezer?			<u>11/30/18 15:00</u>
Did all bottles arrive unbroken/unopened?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are there any missing / extra samples?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are samples in the appropriate containers for indicated tests?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are sample labels present, in good condition and complete?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Does the container count match the COC?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do the sample labels agree with custody papers?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Was sufficient amount of sample sent for tests requested?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Did you change the hold time in LIMS for unpreserved VOAs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Did you change the hold time in LIMS for preserved terracoresh?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Are bubbles > 6mm absent in VOA samples?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Was the client contacted concerning this sample delivery?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
if YES, who was called? _____ By _____ Date: _____			

Section 5:

	YES	NO	N/A
Are the samples appropriately preserved? (If N/A, skip the rest of section 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you check preservatives for all bottles for each sample?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Did you document your preservative check?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

pH strip lot# _____, pH strip lot# _____, pH strip lot# _____
 Preservative added:
 H2SO4 lot# _____ added to samples _____ on/at _____
 HCL lot# _____ added to samples _____ on/at _____
 HNO3 lot# _____ added to samples _____ on/at _____
 NaOH lot# _____ added to samples _____ on/at _____

Section 6:
 Explanations/Comments: _____

Date Logged In 12/1/18 By (print) AC (sign) [Signature]
 Date Labeled 12/1/18 By (print) AC (sign) [Signature]

Detections Summary for 305505

Results for any subcontracted analyses are not included in this summary.

Client : Apex Companies, LLC.
Project : 093-COM-001
Location : ATC Monterey

Client Sample ID : SB-3-8.5 Laboratory Sample ID : 305505-001

No Detections

Client Sample ID : SB-4-8.5 Laboratory Sample ID : 305505-002

No Detections

Client Sample ID : SB-1-6 Laboratory Sample ID : 305505-003

No Detections

Client Sample ID : SB-2-7.5 Laboratory Sample ID : 305505-004

No Detections

Laboratory Job Number 305505

Subcontracted Products

Enthalpy Analytical (Orange)



Enthalpy Analytical, LLC

931 W. Barkley Ave - Orange, CA 92868
Tel: (714)771-6900 Fax: (714)538-1209
www.enthalpy.com
info-sc@enthalpy.com



Client: Enthalpy - Berkeley
Address: 2323 Fifth Street
Berkeley, CA 94710

Lab Request: 409471
Report Date: 12/13/2018
Date Received: 12/06/2018
Client ID: 15279

Attn: John Goyette

Comments: Project Number: 305505
Site: ATC Monterey

This laboratory request covers the following listed samples which were analyzed for the parameters indicated on the attached Analytical Result Report. All analyses were conducted using the appropriate methods. Methods accredited by NELAC are indicated on the report. This cover letter is an integral part of the final report.

Sample # **Client Sample ID**

409471-001 SB-3-8.5
409471-002 SB-4-8.5
409471-003 SB-1-6
409471-004 SB-2-7.5

Thank you for the opportunity to be of service to your company. Please feel free to call if there are any questions regarding this report or if we can be of further service.

Report Review performed by: Lisa Nguyen, PM

NOTE: Unless notified in writing, all samples will be discarded by appropriate disposal protocol 60 days from date received.

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Matrix: Solid	Client: Enthalpy - Berkeley	Collector: Client
Sampled: 11/28/2018 10:00	Site:	
Sample #: 409471-001	Client Sample #: SB-3-8.5	Sample Type:

Analyte	Result	DF	MDL	RDL	Units	Prepared	Analyzed By	Notes	
Method: EPA 8260B NELAC	Prep Method: EPA 5035A						QC Batch ID: QC1198624		
1,1,1,2-Tetrachloroethane	ND	0.81	0.1944	4.05	ug/Kg		12/10/18	ZZ	
1,1,1-Trichloroethane	ND	0.81	0.1215	4.05	ug/Kg		12/10/18	ZZ	
1,1,2,2-Tetrachloroethane	ND	0.81	0.2349	4.05	ug/Kg		12/10/18	ZZ	
1,1,2-Trichloroethane	ND	0.81	0.1782	4.05	ug/Kg		12/10/18	ZZ	
1,1,2-Trichlorotrifluoroethane	ND	0.81	0.5994	4.05	ug/Kg		12/10/18	ZZ	
1,1-Dichloroethane	ND	0.81	0.1863	4.05	ug/Kg		12/10/18	ZZ	
1,1-Dichloroethene	ND	0.81	0.1458	4.05	ug/Kg		12/10/18	ZZ	
1,1-Dichloropropene	ND	0.81	0.1701	4.05	ug/Kg		12/10/18	ZZ	
1,2,3-Trichlorobenzene	ND	0.81	0.1458	4.05	ug/Kg		12/10/18	ZZ	
1,2,3-Trichloropropane	ND	0.81	0.162	4.05	ug/Kg		12/10/18	ZZ	
1,2,4-Trichlorobenzene	ND	0.81	0.2673	4.05	ug/Kg		12/10/18	ZZ	
1,2,4-Trimethylbenzene	ND	0.81	0.2268	4.05	ug/Kg		12/10/18	ZZ	
1,2-Dibromo-3-chloropropane	ND	0.81	0.162	4.05	ug/Kg		12/10/18	ZZ	
1,2-Dibromoethane	ND	0.81	0.0972	4.05	ug/Kg		12/10/18	ZZ	
1,2-Dichlorobenzene	ND	0.81	0.1458	4.05	ug/Kg		12/10/18	ZZ	
1,2-Dichloroethane	ND	0.81	0.1134	4.05	ug/Kg		12/10/18	ZZ	
1,2-Dichloropropane	ND	0.81	0.2754	4.05	ug/Kg		12/10/18	ZZ	
1,3,5-Trimethylbenzene	ND	0.81	0.1863	4.05	ug/Kg		12/10/18	ZZ	
1,3-Dichlorobenzene	ND	0.81	0.1701	4.05	ug/Kg		12/10/18	ZZ	
1,3-Dichloropropane	ND	0.81	0.1539	4.05	ug/Kg		12/10/18	ZZ	
1,4-Dichlorobenzene	ND	0.81	0.1944	4.05	ug/Kg		12/10/18	ZZ	
2,2-Dichloropropane	ND	0.81	0.1539	4.05	ug/Kg		12/10/18	ZZ	
2-Butanone (MEK)	11 J	0.81	0.5832	81	ug/Kg		12/10/18	ZZ J	
2-Chlorotoluene	ND	0.81	0.2025	4.05	ug/Kg		12/10/18	ZZ	
4-Chlorotoluene	ND	0.81	0.1782	4.05	ug/Kg		12/10/18	ZZ	
4-Isopropyltoluene	ND	0.81	0.2187	4.05	ug/Kg		12/10/18	ZZ	
4-Methyl-2-pentanone (MIBK)	ND	0.81	0.1377	4.05	ug/Kg		12/10/18	ZZ	
Acetone	280	0.81	40.5	81	ug/Kg		12/10/18	ZZ	
Allyl Chloride	ND	0.81	0.1134	4.05	ug/Kg		12/10/18	ZZ	
Benzene	0.17 J	0.81	0.1458	4.05	ug/Kg		12/10/18	ZZ J	
Bromobenzene	ND	0.81	0.243	4.05	ug/Kg		12/10/18	ZZ	
Bromochloromethane	ND	0.81	0.1458	4.05	ug/Kg		12/10/18	ZZ	
Bromodichloromethane	ND	0.81	0.162	4.05	ug/Kg		12/10/18	ZZ	
Bromoform	ND	0.81	0.1539	4.05	ug/Kg		12/10/18	ZZ	
Bromomethane	ND	0.81	0.1782	4.05	ug/Kg		12/10/18	ZZ	
Carbon Tetrachloride	ND	0.81	0.1458	4.05	ug/Kg		12/10/18	ZZ	
Chlorobenzene	ND	0.81	0.1458	4.05	ug/Kg		12/10/18	ZZ	
Chlorodibromomethane	ND	0.81	0.1539	4.05	ug/Kg		12/10/18	ZZ	
Chloroethane	ND	0.81	0.162	4.05	ug/Kg		12/10/18	ZZ	
Chloroform	ND	0.81	0.1377	4.05	ug/Kg		12/10/18	ZZ	
Chloromethane	ND	0.81	0.1701	4.05	ug/Kg		12/10/18	ZZ	
cis-1,2-Dichloroethene	1.6 J	0.81	0.162	4.05	ug/Kg		12/10/18	ZZ J	
cis-1,3-dichloropropene	ND	0.81	0.162	4.05	ug/Kg		12/10/18	ZZ	
cis-1,4-dichloro-2-butene	ND	0.81	0.162	4.05	ug/Kg		12/10/18	ZZ	
Dibromomethane	ND	0.81	0.1701	4.05	ug/Kg		12/10/18	ZZ	
Dichlorodifluoromethane	ND	0.81	0.1863	4.05	ug/Kg		12/10/18	ZZ	
Ethylbenzene	ND	0.81	0.1863	4.05	ug/Kg		12/10/18	ZZ	
Hexachlorobutadiene	ND	0.81	0.3402	4.05	ug/Kg		12/10/18	ZZ	
Isopropylbenzene	ND	0.81	0.2025	4.05	ug/Kg		12/10/18	ZZ	
m and p-Xylene	ND	0.81	0.3078	4.05	ug/Kg		12/10/18	ZZ	
Methylene chloride	0.77 J	0.81	0.1701	4.05	ug/Kg		12/10/18	ZZ B,J	
Methyl-t-butyl Ether (MTBE)	ND	0.81	0.1377	4.05	ug/Kg		12/10/18	ZZ	
Naphthalene	ND	0.81	0.1296	4.05	ug/Kg		12/10/18	ZZ	
N-butylbenzene	ND	0.81	0.2025	4.05	ug/Kg		12/10/18	ZZ	

Matrix: Solid	Client: Enthalpy - Berkeley	Collector: Client
Sampled: 11/28/2018 10:00	Site:	
Sample #: <u>409471-001</u>	Client Sample #: SB-3-8.5	Sample Type:

Analyte	Result	DF	MDL	RDL	Units	Prepared	Analyzed By	Notes
N-propylbenzene	ND	0.81	0.1782	4.05	ug/Kg		12/10/18	ZZ
o-Xylene	ND	0.81	0.1539	4.05	ug/Kg		12/10/18	ZZ
Sec-butylbenzene	ND	0.81	0.2268	4.05	ug/Kg		12/10/18	ZZ
Styrene	ND	0.81	0.1053	4.05	ug/Kg		12/10/18	ZZ
Tert-butylbenzene	ND	0.81	0.2754	4.05	ug/Kg		12/10/18	ZZ
Tetrachloroethene	1800	59.52	13.6896	297.6	ug/Kg		12/12/18	ZZ
Toluene	0.19 J	0.81	0.1377	4.05	ug/Kg		12/10/18	ZZ J
trans-1,2-dichloroethene	0.72 J	0.81	0.1539	4.05	ug/Kg		12/10/18	ZZ J
trans-1,3-dichloropropene	ND	0.81	0.1458	4.05	ug/Kg		12/10/18	ZZ
trans-1,4-dichloro-2-butene	ND	0.81	0.162	4.05	ug/Kg		12/10/18	ZZ
Trichloroethene	2.4 J	0.81	0.1863	4.05	ug/Kg		12/10/18	ZZ J
Trichlorofluoromethane	ND	0.81	0.1863	4.05	ug/Kg		12/10/18	ZZ
Vinyl Chloride	ND	0.81	0.1134	4.05	ug/Kg		12/10/18	ZZ
Xylenes (Total)	ND	0.81	0.3078	4.05	ug/Kg		12/10/18	ZZ
<u>Surrogate</u>		<u>% Recovery</u>		<u>Limits</u>		<u>Notes</u>		
1,2-Dichloroethane-d4 (SUR)		108		70-145				
4-Bromofluorobenzene (SUR)		108		70-145				
Dibromofluoromethane (SUR)		104		70-145				
Toluene-d8 (SUR)		94		70-145				

Matrix: Solid	Client: Enthalpy - Berkeley	Collector: Client
Sampled: 11/28/2018 11:30	Site:	
Sample #: 409471-002	Client Sample #: SB-4-8.5	Sample Type:

Analyte	Result	DF	MDL	RDL	Units	Prepared	Analyzed By	Notes
Method: EPA 8260B NELAC	Prep Method: EPA 5035A						QCBatchID: QC1198683	
1,1,1,2-Tetrachloroethane	ND	0.86	0.2064	4.3	ug/Kg		12/12/18	ZZ
1,1,1-Trichloroethane	ND	0.86	0.129	4.3	ug/Kg		12/12/18	ZZ
1,1,2,2-Tetrachloroethane	ND	0.86	0.2494	4.3	ug/Kg		12/12/18	ZZ
1,1,2-Trichloroethane	ND	0.86	0.1892	4.3	ug/Kg		12/12/18	ZZ
1,1,2-Trichlorotrifluoroethane	ND	0.86	0.6364	4.3	ug/Kg		12/12/18	ZZ
1,1-Dichloroethane	ND	0.86	0.1978	4.3	ug/Kg		12/12/18	ZZ
1,1-Dichloroethene	ND	0.86	0.1548	4.3	ug/Kg		12/12/18	ZZ
1,1-Dichloropropene	ND	0.86	0.1806	4.3	ug/Kg		12/12/18	ZZ
1,2,3-Trichlorobenzene	ND	0.86	0.1548	4.3	ug/Kg		12/12/18	ZZ
1,2,3-Trichloropropane	ND	0.86	0.172	4.3	ug/Kg		12/12/18	ZZ
1,2,4-Trichlorobenzene	ND	0.86	0.2838	4.3	ug/Kg		12/12/18	ZZ
1,2,4-Trimethylbenzene	ND	0.86	0.2408	4.3	ug/Kg		12/12/18	ZZ
1,2-Dibromo-3-chloropropane	ND	0.86	0.172	4.3	ug/Kg		12/12/18	ZZ
1,2-Dibromoethane	ND	0.86	0.1032	4.3	ug/Kg		12/12/18	ZZ
1,2-Dichlorobenzene	ND	0.86	0.1548	4.3	ug/Kg		12/12/18	ZZ
1,2-Dichloroethane	ND	0.86	0.1204	4.3	ug/Kg		12/12/18	ZZ
1,2-Dichloropropane	ND	0.86	0.2924	4.3	ug/Kg		12/12/18	ZZ
1,3,5-Trimethylbenzene	ND	0.86	0.1978	4.3	ug/Kg		12/12/18	ZZ
1,3-Dichlorobenzene	ND	0.86	0.1806	4.3	ug/Kg		12/12/18	ZZ
1,3-Dichloropropane	ND	0.86	0.1634	4.3	ug/Kg		12/12/18	ZZ
1,4-Dichlorobenzene	ND	0.86	0.2064	4.3	ug/Kg		12/12/18	ZZ
2,2-Dichloropropane	ND	0.86	0.1634	4.3	ug/Kg		12/12/18	ZZ
2-Butanone (MEK)	1.5 J	0.86	0.6192	86	ug/Kg		12/12/18	ZZ J
2-Chlorotoluene	ND	0.86	0.215	4.3	ug/Kg		12/12/18	ZZ
4-Chlorotoluene	ND	0.86	0.1892	4.3	ug/Kg		12/12/18	ZZ
4-Isopropyltoluene	ND	0.86	0.2322	4.3	ug/Kg		12/12/18	ZZ
4-Methyl-2-pentanone (MIBK)	ND	0.86	0.1462	4.3	ug/Kg		12/12/18	ZZ
Acetone	ND	0.86	43	86	ug/Kg		12/12/18	ZZ
Allyl Chloride	ND	0.86	0.1204	4.3	ug/Kg		12/12/18	ZZ
Benzene	ND	0.86	0.1548	4.3	ug/Kg		12/12/18	ZZ
Bromobenzene	ND	0.86	0.258	4.3	ug/Kg		12/12/18	ZZ
Bromochloromethane	ND	0.86	0.1548	4.3	ug/Kg		12/12/18	ZZ
Bromodichloromethane	ND	0.86	0.172	4.3	ug/Kg		12/12/18	ZZ
Bromoform	ND	0.86	0.1634	4.3	ug/Kg		12/12/18	ZZ
Bromomethane	ND	0.86	0.1892	4.3	ug/Kg		12/12/18	ZZ
Carbon Tetrachloride	ND	0.86	0.1548	4.3	ug/Kg		12/12/18	ZZ
Chlorobenzene	ND	0.86	0.1548	4.3	ug/Kg		12/12/18	ZZ
Chlorodibromomethane	ND	0.86	0.1634	4.3	ug/Kg		12/12/18	ZZ
Chloroethane	ND	0.86	0.172	4.3	ug/Kg		12/12/18	ZZ
Chloroform	ND	0.86	0.1462	4.3	ug/Kg		12/12/18	ZZ
Chloromethane	ND	0.86	0.1806	4.3	ug/Kg		12/12/18	ZZ
cis-1,2-Dichloroethene	ND	0.86	0.172	4.3	ug/Kg		12/12/18	ZZ
cis-1,3-dichloropropene	ND	0.86	0.172	4.3	ug/Kg		12/12/18	ZZ
cis-1,4-dichloro-2-butene	ND	0.86	0.172	4.3	ug/Kg		12/12/18	ZZ
Dibromomethane	ND	0.86	0.1806	4.3	ug/Kg		12/12/18	ZZ
Dichlorodifluoromethane	ND	0.86	0.1978	4.3	ug/Kg		12/12/18	ZZ
Ethylbenzene	ND	0.86	0.1978	4.3	ug/Kg		12/12/18	ZZ
Hexachlorobutadiene	ND	0.86	0.3612	4.3	ug/Kg		12/12/18	ZZ
Isopropylbenzene	ND	0.86	0.215	4.3	ug/Kg		12/12/18	ZZ
m and p-Xylene	ND	0.86	0.3268	4.3	ug/Kg		12/12/18	ZZ
Methylene chloride	0.77 J	0.86	0.1806	4.3	ug/Kg		12/12/18	ZZ B1,J
Methyl-t-butyl Ether (MTBE)	ND	0.86	0.1462	4.3	ug/Kg		12/12/18	ZZ
Naphthalene	0.24 J	0.86	0.1376	4.3	ug/Kg		12/12/18	ZZ J
N-butylbenzene	ND	0.86	0.215	4.3	ug/Kg		12/12/18	ZZ

Matrix: Solid	Client: Enthalpy - Berkeley	Collector: Client
Sampled: 11/28/2018 11:30	Site:	
Sample #: <u>409471-002</u>	Client Sample #: SB-4-8.5	Sample Type:

Analyte	Result	DF	MDL	RDL	Units	Prepared	Analyzed By	Notes
N-propylbenzene	ND	0.86	0.1892	4.3	ug/Kg		12/12/18	ZZ
o-Xylene	ND	0.86	0.1634	4.3	ug/Kg		12/12/18	ZZ
Sec-butylbenzene	ND	0.86	0.2408	4.3	ug/Kg		12/12/18	ZZ
Styrene	ND	0.86	0.1118	4.3	ug/Kg		12/12/18	ZZ
Tert-butylbenzene	ND	0.86	0.2924	4.3	ug/Kg		12/12/18	ZZ
Tetrachloroethene	0.49 J	0.86	0.1978	4.3	ug/Kg		12/12/18	ZZ J
Toluene	ND	0.86	0.1462	4.3	ug/Kg		12/12/18	ZZ
trans-1,2-dichloroethene	ND	0.86	0.1634	4.3	ug/Kg		12/12/18	ZZ
trans-1,3-dichloropropene	ND	0.86	0.1548	4.3	ug/Kg		12/12/18	ZZ
trans-1,4-dichloro-2-butene	ND	0.86	0.172	4.3	ug/Kg		12/12/18	ZZ
Trichloroethene	ND	0.86	0.1978	4.3	ug/Kg		12/12/18	ZZ
Trichlorofluoromethane	ND	0.86	0.1978	4.3	ug/Kg		12/12/18	ZZ
Vinyl Chloride	ND	0.86	0.1204	4.3	ug/Kg		12/12/18	ZZ
Xylenes (Total)	ND	0.86	0.3268	4.3	ug/Kg		12/12/18	ZZ
<u>Surrogate</u>		<u>% Recovery</u>		<u>Limits</u>		<u>Notes</u>		
1,2-Dichloroethane-d4 (SUR)		106		70-145				
4-Bromofluorobenzene (SUR)		109		70-145				
Dibromofluoromethane (SUR)		104		70-145				
Toluene-d8 (SUR)		97		70-145				

Matrix: Solid	Client: Enthalpy - Berkeley	Collector: Client
Sampled: 11/28/2018 12:00	Site:	
Sample #: 409471-003	Client Sample #: SB-1-6	Sample Type:

Analyte	Result	DF	MDL	RDL	Units	Prepared	Analyzed By	Notes
Method: EPA 8260B <i>NELAC</i>	Prep Method: EPA 5035A						QCBatchID: QC1198624	
1,1,1,2-Tetrachloroethane	ND	0.88	0.2112	4.4	ug/Kg		12/10/18	ZZ
1,1,1-Trichloroethane	ND	0.88	0.132	4.4	ug/Kg		12/10/18	ZZ
1,1,2,2-Tetrachloroethane	ND	0.88	0.2552	4.4	ug/Kg		12/10/18	ZZ
1,1,2-Trichloroethane	ND	0.88	0.1936	4.4	ug/Kg		12/10/18	ZZ
1,1,2-Trichlorotrifluoroethane	ND	0.88	0.6512	4.4	ug/Kg		12/10/18	ZZ
1,1-Dichloroethane	ND	0.88	0.2024	4.4	ug/Kg		12/10/18	ZZ
1,1-Dichloroethene	ND	0.88	0.1584	4.4	ug/Kg		12/10/18	ZZ
1,1-Dichloropropene	ND	0.88	0.1848	4.4	ug/Kg		12/10/18	ZZ
1,2,3-Trichlorobenzene	ND	0.88	0.1584	4.4	ug/Kg		12/10/18	ZZ
1,2,3-Trichloropropane	ND	0.88	0.176	4.4	ug/Kg		12/10/18	ZZ
1,2,4-Trichlorobenzene	ND	0.88	0.2904	4.4	ug/Kg		12/10/18	ZZ
1,2,4-Trimethylbenzene	ND	0.88	0.2464	4.4	ug/Kg		12/10/18	ZZ
1,2-Dibromo-3-chloropropane	ND	0.88	0.176	4.4	ug/Kg		12/10/18	ZZ
1,2-Dibromoethane	ND	0.88	0.1056	4.4	ug/Kg		12/10/18	ZZ
1,2-Dichlorobenzene	ND	0.88	0.1584	4.4	ug/Kg		12/10/18	ZZ
1,2-Dichloroethane	ND	0.88	0.1232	4.4	ug/Kg		12/10/18	ZZ
1,2-Dichloropropane	ND	0.88	0.2992	4.4	ug/Kg		12/10/18	ZZ
1,3,5-Trimethylbenzene	ND	0.88	0.2024	4.4	ug/Kg		12/10/18	ZZ
1,3-Dichlorobenzene	ND	0.88	0.1848	4.4	ug/Kg		12/10/18	ZZ
1,3-Dichloropropane	ND	0.88	0.1672	4.4	ug/Kg		12/10/18	ZZ
1,4-Dichlorobenzene	ND	0.88	0.2112	4.4	ug/Kg		12/10/18	ZZ
2,2-Dichloropropane	ND	0.88	0.1672	4.4	ug/Kg		12/10/18	ZZ
2-Butanone (MEK)	1.4 J	0.88	0.6336	88	ug/Kg		12/10/18	ZZ J
2-Chlorotoluene	ND	0.88	0.22	4.4	ug/Kg		12/10/18	ZZ
4-Chlorotoluene	ND	0.88	0.1936	4.4	ug/Kg		12/10/18	ZZ
4-Isopropyltoluene	ND	0.88	0.2376	4.4	ug/Kg		12/10/18	ZZ
4-Methyl-2-pentanone (MIBK)	ND	0.88	0.1496	4.4	ug/Kg		12/10/18	ZZ
Acetone	64 J	0.88	44	88	ug/Kg		12/10/18	ZZ J
Allyl Chloride	ND	0.88	0.1232	4.4	ug/Kg		12/10/18	ZZ
Benzene	ND	0.88	0.1584	4.4	ug/Kg		12/10/18	ZZ
Bromobenzene	ND	0.88	0.264	4.4	ug/Kg		12/10/18	ZZ
Bromochloromethane	ND	0.88	0.1584	4.4	ug/Kg		12/10/18	ZZ
Bromodichloromethane	ND	0.88	0.176	4.4	ug/Kg		12/10/18	ZZ
Bromoform	ND	0.88	0.1672	4.4	ug/Kg		12/10/18	ZZ
Bromomethane	ND	0.88	0.1936	4.4	ug/Kg		12/10/18	ZZ
Carbon Tetrachloride	ND	0.88	0.1584	4.4	ug/Kg		12/10/18	ZZ
Chlorobenzene	ND	0.88	0.1584	4.4	ug/Kg		12/10/18	ZZ
Chlorodibromomethane	ND	0.88	0.1672	4.4	ug/Kg		12/10/18	ZZ
Chloroethane	ND	0.88	0.176	4.4	ug/Kg		12/10/18	ZZ
Chloroform	ND	0.88	0.1496	4.4	ug/Kg		12/10/18	ZZ
Chloromethane	ND	0.88	0.1848	4.4	ug/Kg		12/10/18	ZZ
cis-1,2-Dichloroethene	ND	0.88	0.176	4.4	ug/Kg		12/10/18	ZZ
cis-1,3-dichloropropene	ND	0.88	0.176	4.4	ug/Kg		12/10/18	ZZ
cis-1,4-dichloro-2-butene	ND	0.88	0.176	4.4	ug/Kg		12/10/18	ZZ
Dibromomethane	ND	0.88	0.1848	4.4	ug/Kg		12/10/18	ZZ
Dichlorodifluoromethane	ND	0.88	0.2024	4.4	ug/Kg		12/10/18	ZZ
Ethylbenzene	ND	0.88	0.2024	4.4	ug/Kg		12/10/18	ZZ
Hexachlorobutadiene	ND	0.88	0.3696	4.4	ug/Kg		12/10/18	ZZ
Isopropylbenzene	ND	0.88	0.22	4.4	ug/Kg		12/10/18	ZZ
m and p-Xylene	ND	0.88	0.3344	4.4	ug/Kg		12/10/18	ZZ
Methylene chloride	0.66 J	0.88	0.1848	4.4	ug/Kg		12/10/18	ZZ B,J
Methyl-t-butyl Ether (MTBE)	ND	0.88	0.1496	4.4	ug/Kg		12/10/18	ZZ
Naphthalene	ND	0.88	0.1408	4.4	ug/Kg		12/10/18	ZZ
N-butylbenzene	ND	0.88	0.22	4.4	ug/Kg		12/10/18	ZZ

Matrix: Solid	Client: Enthalpy - Berkeley	Collector: Client
Sampled: 11/28/2018 12:00	Site:	
Sample #: <u>409471-003</u>	Client Sample #: SB-1-6	Sample Type:

Analyte	Result	DF	MDL	RDL	Units	Prepared	Analyzed By	Notes
N-propylbenzene	ND	0.88	0.1936	4.4	ug/Kg		12/10/18	ZZ
o-Xylene	ND	0.88	0.1672	4.4	ug/Kg		12/10/18	ZZ
Sec-butylbenzene	ND	0.88	0.2464	4.4	ug/Kg		12/10/18	ZZ
Styrene	ND	0.88	0.1144	4.4	ug/Kg		12/10/18	ZZ
Tert-butylbenzene	ND	0.88	0.2992	4.4	ug/Kg		12/10/18	ZZ
Tetrachloroethene	0.59 J	0.88	0.2024	4.4	ug/Kg		12/10/18	ZZ J
Toluene	ND	0.88	0.1496	4.4	ug/Kg		12/10/18	ZZ
trans-1,2-dichloroethene	ND	0.88	0.1672	4.4	ug/Kg		12/10/18	ZZ
trans-1,3-dichloropropene	ND	0.88	0.1584	4.4	ug/Kg		12/10/18	ZZ
trans-1,4-dichloro-2-butene	ND	0.88	0.176	4.4	ug/Kg		12/10/18	ZZ
Trichloroethene	ND	0.88	0.2024	4.4	ug/Kg		12/10/18	ZZ
Trichlorofluoromethane	ND	0.88	0.2024	4.4	ug/Kg		12/10/18	ZZ
Vinyl Chloride	ND	0.88	0.1232	4.4	ug/Kg		12/10/18	ZZ
Xylenes (Total)	ND	0.88	0.3344	4.4	ug/Kg		12/10/18	ZZ
<u>Surrogate</u>		<u>% Recovery</u>		<u>Limits</u>		<u>Notes</u>		
1,2-Dichloroethane-d4 (SUR)		104		70-145				
4-Bromofluorobenzene (SUR)		106		70-145				
Dibromofluoromethane (SUR)		101		70-145				
Toluene-d8 (SUR)		98		70-145				

Matrix: Solid	Client: Enthalpy - Berkeley	Collector: Client
Sampled: 11/28/2018 13:00	Site:	
Sample #: 409471-004	Client Sample #: SB-2-7.5	Sample Type:

Analyte	Result	DF	MDL	RDL	Units	Prepared	Analyzed By	Notes
Method: EPA 8260B NELAC	Prep Method: EPA 5035A						QCBatchID: QC1198624	
1,1,1,2-Tetrachloroethane	ND	0.71	0.1704	3.55	ug/Kg		12/10/18	ZZ
1,1,1-Trichloroethane	ND	0.71	0.1065	3.55	ug/Kg		12/10/18	ZZ
1,1,2,2-Tetrachloroethane	ND	0.71	0.2059	3.55	ug/Kg		12/10/18	ZZ
1,1,2-Trichloroethane	ND	0.71	0.1562	3.55	ug/Kg		12/10/18	ZZ
1,1,2-Trichlorotrifluoroethane	ND	0.71	0.5254	3.55	ug/Kg		12/10/18	ZZ
1,1-Dichloroethane	ND	0.71	0.1633	3.55	ug/Kg		12/10/18	ZZ
1,1-Dichloroethene	ND	0.71	0.1278	3.55	ug/Kg		12/10/18	ZZ
1,1-Dichloropropene	ND	0.71	0.1491	3.55	ug/Kg		12/10/18	ZZ
1,2,3-Trichlorobenzene	ND	0.71	0.1278	3.55	ug/Kg		12/10/18	ZZ
1,2,3-Trichloropropane	ND	0.71	0.142	3.55	ug/Kg		12/10/18	ZZ
1,2,4-Trichlorobenzene	ND	0.71	0.2343	3.55	ug/Kg		12/10/18	ZZ
1,2,4-Trimethylbenzene	ND	0.71	0.1988	3.55	ug/Kg		12/10/18	ZZ
1,2-Dibromo-3-chloropropane	ND	0.71	0.142	3.55	ug/Kg		12/10/18	ZZ
1,2-Dibromoethane	ND	0.71	0.0852	3.55	ug/Kg		12/10/18	ZZ
1,2-Dichlorobenzene	ND	0.71	0.1278	3.55	ug/Kg		12/10/18	ZZ
1,2-Dichloroethane	ND	0.71	0.0994	3.55	ug/Kg		12/10/18	ZZ
1,2-Dichloropropane	ND	0.71	0.2414	3.55	ug/Kg		12/10/18	ZZ
1,3,5-Trimethylbenzene	ND	0.71	0.1633	3.55	ug/Kg		12/10/18	ZZ
1,3-Dichlorobenzene	ND	0.71	0.1491	3.55	ug/Kg		12/10/18	ZZ
1,3-Dichloropropane	ND	0.71	0.1349	3.55	ug/Kg		12/10/18	ZZ
1,4-Dichlorobenzene	ND	0.71	0.1704	3.55	ug/Kg		12/10/18	ZZ
2,2-Dichloropropane	ND	0.71	0.1349	3.55	ug/Kg		12/10/18	ZZ
2-Butanone (MEK)	0.78 J	0.71	0.5112	71	ug/Kg		12/10/18	ZZ J
2-Chlorotoluene	ND	0.71	0.1775	3.55	ug/Kg		12/10/18	ZZ
4-Chlorotoluene	ND	0.71	0.1562	3.55	ug/Kg		12/10/18	ZZ
4-Isopropyltoluene	ND	0.71	0.1917	3.55	ug/Kg		12/10/18	ZZ
4-Methyl-2-pentanone (MIBK)	ND	0.71	0.1207	3.55	ug/Kg		12/10/18	ZZ
Acetone	ND	0.71	35.5	71	ug/Kg		12/10/18	ZZ
Allyl Chloride	ND	0.71	0.0994	3.55	ug/Kg		12/10/18	ZZ
Benzene	ND	0.71	0.1278	3.55	ug/Kg		12/10/18	ZZ
Bromobenzene	ND	0.71	0.213	3.55	ug/Kg		12/10/18	ZZ
Bromochloromethane	ND	0.71	0.1278	3.55	ug/Kg		12/10/18	ZZ
Bromodichloromethane	ND	0.71	0.142	3.55	ug/Kg		12/10/18	ZZ
Bromoform	ND	0.71	0.1349	3.55	ug/Kg		12/10/18	ZZ
Bromomethane	ND	0.71	0.1562	3.55	ug/Kg		12/10/18	ZZ
Carbon Tetrachloride	ND	0.71	0.1278	3.55	ug/Kg		12/10/18	ZZ
Chlorobenzene	ND	0.71	0.1278	3.55	ug/Kg		12/10/18	ZZ
Chlorodibromomethane	ND	0.71	0.1349	3.55	ug/Kg		12/10/18	ZZ
Chloroethane	ND	0.71	0.142	3.55	ug/Kg		12/10/18	ZZ
Chloroform	ND	0.71	0.1207	3.55	ug/Kg		12/10/18	ZZ
Chloromethane	ND	0.71	0.1491	3.55	ug/Kg		12/10/18	ZZ
cis-1,2-Dichloroethene	1.1 J	0.71	0.142	3.55	ug/Kg		12/10/18	ZZ J
cis-1,3-dichloropropene	ND	0.71	0.142	3.55	ug/Kg		12/10/18	ZZ
cis-1,4-dichloro-2-butene	ND	0.71	0.142	3.55	ug/Kg		12/10/18	ZZ
Dibromomethane	ND	0.71	0.1491	3.55	ug/Kg		12/10/18	ZZ
Dichlorodifluoromethane	ND	0.71	0.1633	3.55	ug/Kg		12/10/18	ZZ
Ethylbenzene	ND	0.71	0.1633	3.55	ug/Kg		12/10/18	ZZ
Hexachlorobutadiene	ND	0.71	0.2982	3.55	ug/Kg		12/10/18	ZZ
Isopropylbenzene	ND	0.71	0.1775	3.55	ug/Kg		12/10/18	ZZ
m and p-Xylene	ND	0.71	0.2698	3.55	ug/Kg		12/10/18	ZZ
Methylene chloride	1.2 J	0.71	0.1491	3.55	ug/Kg		12/10/18	ZZ B,J
Methyl-t-butyl Ether (MTBE)	ND	0.71	0.1207	3.55	ug/Kg		12/10/18	ZZ
Naphthalene	ND	0.71	0.1136	3.55	ug/Kg		12/10/18	ZZ
N-butylbenzene	ND	0.71	0.1775	3.55	ug/Kg		12/10/18	ZZ

Matrix: Solid	Client: Enthalpy - Berkeley	Collector: Client
Sampled: 11/28/2018 13:00	Site:	
Sample #: <u>409471-004</u>	Client Sample #: SB-2-7.5	Sample Type:

Analyte	Result	DF	MDL	RDL	Units	Prepared	Analyzed By	Notes
N-propylbenzene	ND	0.71	0.1562	3.55	ug/Kg		12/10/18	ZZ
o-Xylene	ND	0.71	0.1349	3.55	ug/Kg		12/10/18	ZZ
Sec-butylbenzene	ND	0.71	0.1988	3.55	ug/Kg		12/10/18	ZZ
Styrene	ND	0.71	0.0923	3.55	ug/Kg		12/10/18	ZZ
Tert-butylbenzene	ND	0.71	0.2414	3.55	ug/Kg		12/10/18	ZZ
Tetrachloroethene	1100	37.88	8.7124	189.4	ug/Kg		12/12/18	ZZ
Toluene	ND	0.71	0.1207	3.55	ug/Kg		12/10/18	ZZ
trans-1,2-dichloroethene	ND	0.71	0.1349	3.55	ug/Kg		12/10/18	ZZ
trans-1,3-dichloropropene	ND	0.71	0.1278	3.55	ug/Kg		12/10/18	ZZ
trans-1,4-dichloro-2-butene	ND	0.71	0.142	3.55	ug/Kg		12/10/18	ZZ
Trichloroethene	2.9 J	0.71	0.1633	3.55	ug/Kg		12/10/18	ZZ J
Trichlorofluoromethane	ND	0.71	0.1633	3.55	ug/Kg		12/10/18	ZZ
Vinyl Chloride	ND	0.71	0.0994	3.55	ug/Kg		12/10/18	ZZ
Xylenes (Total)	ND	0.71	0.2698	3.55	ug/Kg		12/10/18	ZZ
<u>Surrogate</u>		<u>% Recovery</u>		<u>Limits</u>		<u>Notes</u>		
1,2-Dichloroethane-d4 (SUR)		107		70-145				
4-Bromofluorobenzene (SUR)		103		70-145				
Dibromofluoromethane (SUR)		101		70-145				
Toluene-d8 (SUR)		96		70-145				

QCBatchID: **QC1198624**

Analyst: lucy

Method: EPA 8260B

Matrix: Solid

Analyzed: 12/10/2018

Instrument: VOA-MS (group)

Blank Summary

Analyte	Blank Result	Units	MDL	RDL	Notes
QC1198624MB1					
1,1,1,2-Tetrachloroethane	ND	ug/Kg	0.24	5	
1,1,1-Trichloroethane	ND	ug/Kg	0.15	5	
1,1,2-Tetrachloroethane	ND	ug/Kg	0.29	5	
1,1,2-Trichloroethane	ND	ug/Kg	0.22	5	
1,1,2-Trichlorotrifluoroethane	ND	ug/Kg	0.74	5	
1,1-Dichloroethane	ND	ug/Kg	0.23	5	
1,1-Dichloroethene	ND	ug/Kg	0.18	5	
1,1-Dichloropropene	ND	ug/Kg	0.21	5	
1,2,3-Trichlorobenzene	ND	ug/Kg	0.18	5	
1,2,3-Trichloropropane	ND	ug/Kg	0.2	5	
1,2,4-Trichlorobenzene	ND	ug/Kg	0.33	5	
1,2,4-Trimethylbenzene	ND	ug/Kg	0.28	5	
1,2-Dibromo-3-chloropropane	ND	ug/Kg	0.2	5	
1,2-Dibromoethane	ND	ug/Kg	0.12	5	
1,2-Dichlorobenzene	ND	ug/Kg	0.18	5	
1,2-Dichloroethane	ND	ug/Kg	0.14	5	
1,2-Dichloropropane	ND	ug/Kg	0.34	5	
1,3,5-Trimethylbenzene	ND	ug/Kg	0.23	5	
1,3-Dichlorobenzene	ND	ug/Kg	0.21	5	
1,3-Dichloropropane	ND	ug/Kg	0.19	5	
1,4-Dichlorobenzene	ND	ug/Kg	0.24	5	
2,2-Dichloropropane	ND	ug/Kg	0.19	5	
2-Butanone (MEK)	ND	ug/Kg	0.72	100	
2-Chloroethyl Vinyl Ether	ND	ug/Kg	0.3	5	
2-Chlorotoluene	ND	ug/Kg	0.25	5	
4-Chlorotoluene	ND	ug/Kg	0.22	5	
4-Isopropyltoluene	ND	ug/Kg	0.27	5	
4-Methyl-2-pentanone (MIBK)	ND	ug/Kg	0.17	5	
Acetone	ND	ug/Kg	50	100	
Allyl Chloride	ND	ug/Kg	0.14	5	
Benzene	ND	ug/Kg	0.18	5	
Bromobenzene	ND	ug/Kg	0.3	5	
Bromochloromethane	ND	ug/Kg	0.18	5	
Bromodichloromethane	ND	ug/Kg	0.2	5	
Bromoform	ND	ug/Kg	0.19	5	
Bromomethane	ND	ug/Kg	0.22	5	
Carbon Tetrachloride	ND	ug/Kg	0.18	5	
Chlorobenzene	ND	ug/Kg	0.18	5	
Chlorodibromomethane	ND	ug/Kg	0.19	5	
Chloroethane	ND	ug/Kg	0.2	5	
Chloroform	ND	ug/Kg	0.17	5	
Chloromethane	ND	ug/Kg	0.21	5	
cis-1,2-Dichloroethene	ND	ug/Kg	0.2	5	
cis-1,3-dichloropropene	ND	ug/Kg	0.2	5	
cis-1,4-dichloro-2-butene	ND	ug/Kg	0.2	5	
Dibromomethane	ND	ug/Kg	0.23	5	
Dichlorodifluoromethane	ND	ug/Kg	0.23	5	
Di-isopropyl ether (DIPE)	ND	ug/Kg	0.21	5	
Ethylbenzene	ND	ug/Kg	0.25	5	
Ethyl-tertbutylether (ETBE)	ND	ug/Kg	0.42	5	
Hexachlorobutadiene	ND	ug/Kg	0.38	5	
Isopropylbenzene	ND	ug/Kg	0.17	5	

QCBatchID: QC1198624	Analyst: lucy	Method: EPA 8260B
Matrix: Solid	Analyzed: 12/10/2018	Instrument: VOA-MS (group)

Analyte	Blank Result	Units	MDL	RDL	Notes
QC1198624MB1					
m and p-Xylene	ND	ug/Kg	0.21	5	
Methylene chloride	8.7	ug/Kg	0.22	5	B
Methyl-t-butyl Ether (MTBE)	ND	ug/Kg	0.25	5	
Naphthalene	ND	ug/Kg	0.28	5	
N-butylbenzene	ND	ug/Kg	0.16	5	
N-propylbenzene	ND	ug/Kg	0.19	5	
o-Xylene	ND	ug/Kg	0.13	5	
Sec-butylbenzene	ND	ug/Kg	0.34	5	
Styrene	ND	ug/Kg	0.23	5	
t-Butyl alcohol (TBA)	ND	ug/Kg	8.8	10	
Tert-amylmethylether (TAME)	ND	ug/Kg	0.19	5	
Tert-butylbenzene	ND	ug/Kg	0.18	5	
Tetrachloroethene	ND	ug/Kg	0.2	5	
Toluene	ND	ug/Kg	0.23	5	
trans-1,2-dichloroethene	ND	ug/Kg	0.23	5	
trans-1,3-dichloropropene	ND	ug/Kg	0.14	5	
trans-1,4-dichloro-2-butene	ND	ug/Kg	0.38	5	
Trichloroethene	ND	ug/Kg	0.39	5	
Trichlorofluoromethane	ND	ug/Kg	0.25	5	
Vinyl Chloride	ND	ug/Kg	0.18	5	
Xylenes (Total)	ND	ug/Kg	0.45	5	

Lab Control Spike/ Lab Control Spike Duplicate Summary

Analyte	Spike Amount		Spike Result		Units	Recoveries			Limits		Notes
	LCS	LCSD	LCS	LCSD		LCS	LCSD	RPD	%Rec	RPD	
QC1198624LCS1											
1,1-Dichloroethene	50		56		ug/Kg	112			59-172		
Benzene	50		54		ug/Kg	108			62-137		
Chlorobenzene	50		47		ug/Kg	94			60-133		
Methyl-t-butyl Ether (MTBE)	50		44		ug/Kg	88			62-137		
Toluene	50		51		ug/Kg	102			59-139		
Trichloroethene	50		49		ug/Kg	98			66-142		

Matrix Spike/Matrix Spike Duplicate Summary

Analyte	Sample Amount	Spike Amount		Spike Result		Units	Recoveries			Limits		Notes
		MS	MSD	MS	MSD		MS	MSD	RPD	%Rec	RPD	
QC1198624MS1, QC1198624MSD1												
Source: 409552-004												
1,1-Dichloroethene	ND	50	50	52	50	ug/Kg	104	100	3.9	59-172	22	
Benzene	ND	50	50	54	53	ug/Kg	108	106	1.9	62-137	24	
Chlorobenzene	ND	50	50	48	46	ug/Kg	96	92	4.3	60-133	24	
Methyl-t-butyl Ether (MTBE)	ND	50	50	47	45	ug/Kg	94	90	4.3	62-137	21	
Toluene	ND	50	50	50	48	ug/Kg	100	96	4.1	59-139	21	
Trichloroethene	ND	50	50	50	46	ug/Kg	100	92	8.3	66-142	21	

QCBatchID: **QC1198683**

Analyst: nicollez

Method: EPA 8260B

Matrix: Solid

Analyzed: 12/11/2018

Instrument: VOA-MS (group)

Blank Summary

Analyte	Blank Result	Units	MDL	RDL	Notes
QC1198683MB1					
1,1,1,2-Tetrachloroethane	ND	ug/Kg	0.24	5	
1,1,1-Trichloroethane	ND	ug/Kg	0.15	5	
1,1,2-Tetrachloroethane	ND	ug/Kg	0.29	5	
1,1,2-Trichloroethane	ND	ug/Kg	0.22	5	
1,1,2-Trichlorotrifluoroethane	ND	ug/Kg	0.74	5	
1,1-Dichloroethane	ND	ug/Kg	0.23	5	
1,1-Dichloroethene	ND	ug/Kg	0.18	5	
1,1-Dichloropropene	ND	ug/Kg	0.21	5	
1,2,3-Trichlorobenzene	ND	ug/Kg	0.18	5	
1,2,3-Trichloropropane	ND	ug/Kg	0.2	5	
1,2,4-Trichlorobenzene	ND	ug/Kg	0.33	5	
1,2,4-Trimethylbenzene	ND	ug/Kg	0.28	5	
1,2-Dibromo-3-chloropropane	ND	ug/Kg	0.2	5	
1,2-Dibromoethane	ND	ug/Kg	0.12	5	
1,2-Dichlorobenzene	ND	ug/Kg	0.18	5	
1,2-Dichloroethane	ND	ug/Kg	0.14	5	
1,2-Dichloropropane	ND	ug/Kg	0.34	5	
1,3,5-Trimethylbenzene	ND	ug/Kg	0.23	5	
1,3-Dichlorobenzene	ND	ug/Kg	0.21	5	
1,3-Dichloropropane	ND	ug/Kg	0.19	5	
1,4-Dichlorobenzene	ND	ug/Kg	0.24	5	
2,2-Dichloropropane	ND	ug/Kg	0.19	5	
2-Butanone (MEK)	ND	ug/Kg	0.72	100	
2-Chloroethyl Vinyl Ether	ND	ug/Kg	0.3	5	
2-Chlorotoluene	ND	ug/Kg	0.25	5	
4-Chlorotoluene	ND	ug/Kg	0.22	5	
4-Isopropyltoluene	ND	ug/Kg	0.27	5	
4-Methyl-2-pentanone (MIBK)	ND	ug/Kg	0.17	5	
Acetone	ND	ug/Kg	50	100	
Allyl Chloride	ND	ug/Kg	0.14	5	
Benzene	ND	ug/Kg	0.18	5	
Bromobenzene	ND	ug/Kg	0.3	5	
Bromochloromethane	ND	ug/Kg	0.18	5	
Bromodichloromethane	ND	ug/Kg	0.2	5	
Bromoform	ND	ug/Kg	0.19	5	
Bromomethane	ND	ug/Kg	0.22	5	
Carbon Tetrachloride	ND	ug/Kg	0.18	5	
Chlorobenzene	ND	ug/Kg	0.18	5	
Chlorodibromomethane	ND	ug/Kg	0.19	5	
Chloroethane	ND	ug/Kg	0.2	5	
Chloroform	ND	ug/Kg	0.17	5	
Chloromethane	ND	ug/Kg	0.21	5	
cis-1,2-Dichloroethene	ND	ug/Kg	0.2	5	
cis-1,3-dichloropropene	ND	ug/Kg	0.2	5	
cis-1,4-dichloro-2-butene	ND	ug/Kg	0.2	5	
Dibromomethane	ND	ug/Kg	0.23	5	
Dichlorodifluoromethane	ND	ug/Kg	0.23	5	
Di-isopropyl ether (DIPE)	ND	ug/Kg	0.21	5	
Ethylbenzene	ND	ug/Kg	0.25	5	
Ethyl-tertbutylether (ETBE)	ND	ug/Kg	0.42	5	
Hexachlorobutadiene	ND	ug/Kg	0.38	5	
Isopropylbenzene	ND	ug/Kg	0.17	5	

QCBatchID: QC1198683	Analyst: nicollez	Method: EPA 8260B
Matrix: Solid	Analyzed: 12/11/2018	Instrument: VOA-MS (group)

Analyte	Blank Result	Units	MDL	RDL	Notes
QC1198683MB1					
m and p-Xylene	ND	ug/Kg	0.21	5	
Methylene chloride	3.6 J	ug/Kg	0.22	5	
Methyl-t-butyl Ether (MTBE)	ND	ug/Kg	0.25	5	
Naphthalene	ND	ug/Kg	0.28	5	
N-butylbenzene	ND	ug/Kg	0.16	5	
N-propylbenzene	ND	ug/Kg	0.19	5	
o-Xylene	ND	ug/Kg	0.13	5	
Sec-butylbenzene	ND	ug/Kg	0.34	5	
Styrene	ND	ug/Kg	0.23	5	
t-Butyl alcohol (TBA)	ND	ug/Kg	8.8	10	
Tert-amylmethylether (TAME)	ND	ug/Kg	0.19	5	
Tert-butylbenzene	ND	ug/Kg	0.18	5	
Tetrachloroethene	ND	ug/Kg	0.2	5	
Toluene	ND	ug/Kg	0.23	5	
trans-1,2-dichloroethene	ND	ug/Kg	0.23	5	
trans-1,3-dichloropropene	ND	ug/Kg	0.14	5	
trans-1,4-dichloro-2-butene	ND	ug/Kg	0.38	5	
Trichloroethene	ND	ug/Kg	0.39	5	
Trichlorofluoromethane	ND	ug/Kg	0.25	5	
Vinyl Chloride	ND	ug/Kg	0.18	5	
Xylenes (Total)	ND	ug/Kg	0.45	5	

Lab Control Spike/ Lab Control Spike Duplicate Summary

Analyte	Spike Amount		Spike Result		Units	Recoveries			Limits		Notes
	LCS	LCSD	LCS	LCSD		LCS	LCSD	RPD	%Rec	RPD	
QC1198683LCS1											
1,1-Dichloroethene	50		57		ug/Kg	114			59-172		
Benzene	50		55		ug/Kg	110			62-137		
Chlorobenzene	50		49		ug/Kg	98			60-133		
Methyl-t-butyl Ether (MTBE)	50		46		ug/Kg	92			62-137		
Toluene	50		52		ug/Kg	104			59-139		
Trichloroethene	50		50		ug/Kg	100			66-142		

Matrix Spike/Matrix Spike Duplicate Summary

Analyte	Sample Amount	Spike Amount		Spike Result		Units	Recoveries			Limits		Notes
		MS	MSD	MS	MSD		MS	MSD	RPD	%Rec	RPD	
QC1198683MS1, QC1198683MSD1												
Source: 409620-003												
1,1-Dichloroethene	ND	50	50	49	49	ug/Kg	98	98	0.0	59-172	22	
Benzene	ND	50	50	50	49	ug/Kg	100	98	2.0	62-137	24	
Chlorobenzene	ND	50	50	44	44	ug/Kg	88	88	0.0	60-133	24	
Methyl-t-butyl Ether (MTBE)	ND	50	50	44	43	ug/Kg	88	86	2.3	62-137	21	
Toluene	ND	50	50	46	46	ug/Kg	92	92	0.0	59-139	21	
Trichloroethene	ND	50	50	44	44	ug/Kg	88	88	0.0	66-142	21	

Data Qualifiers and Definitions

Qualifiers

A	See Report Comments.
B	Analyte was present in an associated method blank.
B1	Analyte was present in a sample and associated method blank greater than MDL but less than RDL.
BQ1	No valid test replicates. Sample Toxicity is possible. Best result was reported.
BQ2	No valid test replicates.
BQ3	No valid test replicates. Final DO is less than 1.0 mg/L. Result may be greater.
BQ4	Minor Dissolved Oxygen loss was observed in the blank water check, however, the LCS was within criteria, validating the batch.
BQ5	Minor Dissolved Oxygen loss was observed in the blank water check.
C	Possible laboratory contamination.
D	RPD was not within control limits. The sample data was reported without further clarification.
D1	Lesser amount of sample was used due to insufficient amount of sample supplied.
D2	Reporting limit is elevated due to sample matrix. Target analyte was not detected above the elevated reporting limit.
D3	Insufficient sample was supplied for TCLP. Client was notified. TCLP was performed per the Client's instructions.
DW	Sample result is calculated on a dry weigh basis.
E	Concentration is estimated because it exceeds the quantification limits of the method.
I	The sample was read outside of the method required incubation period.
IR	Inconclusive Result. Legionella is present, however, there is possible non-specific agglutination preventing specific identification.
J	Reported value is estimated
L	The laboratory control sample (LCS) or laboratory control sample duplicate (LCSD) was out of control limits. Associated sample data was reported with qualifier.
L2	LCS did not meet recovery criteria, however, the MS and/or MSD met LCS recovery criteria, validating the batch.
M	The matrix spike (MS) or matrix spike duplicate (MSD) was not within control limits due to matrix interference. The associated LCS and/or LCSD was within control limits and the sample data was reported without further clarification.
M1	The matrix spike (MS) or matrix spike duplicate (MSD) is not within control limits due to matrix interference.
M2	The matrix spike (MS) or matrix spike duplicate (MSD) was not within control limits. The associated LCS and/or LCSD was not within control limits. Sample result is estimated.
N1	Sample chromatography does not match the specified TPH standard pattern.
NC	The analyte concentration in the sample exceeded the spike level by a factor of four or greater, spike recovery and limits do not apply.
P	Sample was received without proper preservation according to EPA guidelines.
P1	Temperature of sample storage refrigerator was out of acceptance limits.
P2	The sample was preserved within 24 hours of collection in accordance with EPA 218.6.
P3	Per Client request, sample was composited for volatile analysis. Sample compositing for volatile analysis is not recommended due to potential loss of target analytes. Results may be biased low.
Q1	Analyte Calibration Verification exceeds criteria. The result is estimated.
Q2	Analyte calibration was not verified and the result was estimated.
Q3	Analyte initial calibration was not available or exceeds criteria. The result was estimated.
S	The surrogate recovery was out of control limits due to matrix interference. The associated method blank surrogate recovery was within control limits and the sample data was reported without further clarification.
S1	The associated surrogate recovery was out of control limits; result is estimated.
S2	The surrogate was diluted out due to the presence of high concentrations of target and/or non-target compounds. Surrogate recoveries in the associated batch QC met recovery criteria.
S3	Internal Standard did not meet recovery limits. Analyte concentration is estimated.
T	Sample was extracted/analyzed past the holding time.
T1	Reanalysis was reported past hold time due to failing replicates in the original analysis (BOD only).
T2	Sample was analyzed ASAP but received and analyzed past the 15 minute holding time.
T3	Sample received and analyzed out of hold time per client's request.
T4	Sample was analyzed out of hold time per client's request.
T5	Reanalysis was reported past hold time. The original analysis was within hold time, but not reportable.
T6	Hold time is indeterminable due to unspecified sampling time.
T7	Sample was analyzed past hold time due to insufficient time remaining at time of receipt.

Definitions

DF	Dilution Factor
MDL	Method Detection Limit. Result is reported ND when it is less than or equal to MDL.
ND	Analyte was not detected or was less than the detection limit.
NR	Not Reported. See Report Comments.
RDL	Reporting Detection Limit
TIC	Tentatively Identified Compounds

Enthalpy Berkeley
 2323 Fifth Street
 Berkeley, CA 94710
 (510) 486-0900
 (510) 486-0532

409471

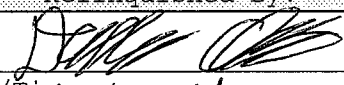
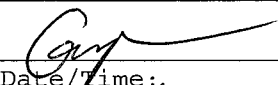
Project Number: 305505
 Site: ATC Monterey

Subcontract Laboratory:
 Enthalpy Analytical (Orange)
 931 W Barkley Avenue
 Orange, CA 92868
 (714) 771-9923
 ATTN: Lisa Nguyen

Results due: Report Level: II

Please send report to: Project Mgmt Team (ClientServices.berkeley@enthalpy.
 *** Please report using Sample ID rather than Enthalpy (Berkeley) Lab #.

Sample ID	Sampled	Matrix	Analysis	Lab #	Comments
SB-3-8.5	11/28 10:00	Soil	E8260	305505-001	
SB-4-8.5	11/28 11:30	Soil	E8260	305505-002	
SB-1-6	11/28 12:00	Soil	E8260	305505-003	
SB-2-7.5	11/28 13:00	Soil	E8260	305505-004	

Notes:	Relinquished By:	Received By:
		
	Date/Time: 12/15/18 14:10	Date/Time: 12/16/18 1130
	Date/Time:	Date/Time:

Signature on this form constitutes a firm Purchase Order for the services requested above.

G8F



ENTHALPY ANALYTICAL

SAMPLE ACCEPTANCE CHECKLIST

Section 1

Client: Enthalpy Berkeley Project: 305503
 Date Received: 12/6/18 Sampler's Name Present: Yes No

Section 2

Sample(s) received in a cooler? Yes, How many? 1 No (skip section 2) Sample Temp (°C) (No Cooler): _____
 Sample Temp (°C), One from each cooler: #1: 4.6 #2: _____ #3: _____ #4: _____
(Acceptance range is < 6°C but not frozen (for Microbiology samples, acceptance range is < 10°C but not frozen). It is acceptable for samples collected the same day as sample receipt to have a higher temperature as long as there is evidence that cooling has begun.)
 Shipping Information: _____

Section 3

Was the cooler packed with: Ice Ice Packs Bubble Wrap Styrofoam
 Paper None Other _____
 Cooler Temp (°C): #1: 0.6 #2: _____ #3: _____ #4: _____

Section 4	YES	NO	N/A
Was a COC received?	<input checked="" type="checkbox"/>		
Are sample IDs present?	<input checked="" type="checkbox"/>		
Are sampling dates & times present?	<input checked="" type="checkbox"/>		
Is a relinquished signature present?	<input checked="" type="checkbox"/>		
Are the tests required clearly indicated on the COC?	<input checked="" type="checkbox"/>		
Are custody seals present?		<input checked="" type="checkbox"/>	
If custody seals are present, were they intact?			<input checked="" type="checkbox"/>
Are all samples sealed in plastic bags? (Recommended for Microbiology samples)			<input checked="" type="checkbox"/>
Did all samples arrive intact? If no, indicate in Section 4 below.	<input checked="" type="checkbox"/>		
Did all bottle labels agree with COC? (ID, dates and times)	<input checked="" type="checkbox"/>		
Were the samples collected in the correct containers for the required tests?	<input checked="" type="checkbox"/>		
Are the containers labeled with the correct preservatives?	<input checked="" type="checkbox"/>		
Is there headspace in the VOA vials greater than 5-6 mm in diameter? <u>2 12/6/18</u>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Was a sufficient amount of sample submitted for the requested tests?	<input checked="" type="checkbox"/>		

Section 5 Explanations/Comments

Section 6
 For discrepancies, how was the Project Manager notified? Verbal PM Initials: _____ Date/Time _____
 Email (email sent to/on): _____ / _____
 Project Manager's response:

Completed By: [Signature] Date: 12/6/18



a G.S. company
GIS

800-322-5555
www.gso.com

Ship From

ENTHALPY ANALYTICAL, LLC
PROJECT MANAGEMENT
2323 FIFTH STREET
BERKELEY, CA 94710

Tracking #: 543010801

PDS



Ship To

ENTHALPY ANALYTICAL
METALS DEPARTMENT
931 W. BARKLEY
ORANGE, CA 92868

ORC

C

ORANGE

COD: \$0.00

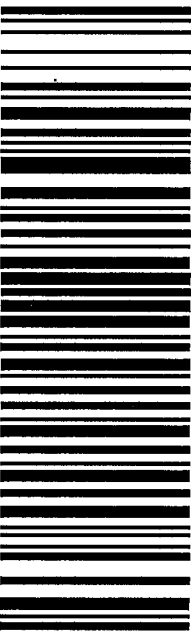
Weight: 0 lb(s)

Reference:

S92868A

Delivery Instructions:

Signature Type: STANDARD



94798332

Print Date: 12/5/2018 2:22 PM

LABEL INSTRUCTIONS:

Do not copy or reprint this label for additional shipments - each package must have a unique barcode.

Step 1: Use the "Print Label" button on this page to print the shipping label on a laser or inkjet printer.

Step 2: Fold this page in half.

Step 3: Securely attach this label to your package and do not cover the barcode.

TERMS AND CONDITIONS:

By giving us your shipment to deliver, you agree to all of the GSO service terms & conditions including, but not limited to; limits of liability, declared value conditions, and claim procedures which are available on our website at www.gso.com.

Appendix I

Coastal Engineering/Coastal Hazards Analysis

Project No. M11578
17 January 2019

Comstock, Crosser & Assoc. Development, Inc.
P. O. Box 61355
Irvine, California 92602

Attention: Mr. Scott Stone

Subject: Coastal Engineering Analysis and Evaluation of Potential Coastal Hazards

Reference: American Tin Cannery Hotel
125 Ocean View Boulevard
Pacific Grove, California

Dear Mr. Stone:

Haro, Kasunich, & Associates Inc. (HKA) is pleased to present a Coastal Engineering evaluation of Coastal Hazards for the referenced site. The purpose of this letter and the attached document is to address California Coastal Commission (CCC) project review comments as outlined in the CCC Preliminary Project Review Letter dated 12 July 2019. Specifically, this letter addresses paragraph three on page 2 of the review letter under the header "Coastal Hazards". The CCC requested that impacts to the Hotel Site from erosion, flooding, inundation, storm waves, high seas, tidal scour, tsunamis, and sea level rise be identified and evaluated for potential risk to the site. Working in conjunction with Coastal Geologist, Gary Griggs, potential coastal hazards have been identified and evaluated by HKA from a coastal engineering standpoint to determine if any mitigation was necessary to abate the identified hazards.

In preparing this letter and the attached Technical Summary HKA has reviewed the following documents:

- American Tin Cannery Hotel Site Preliminary Project Review Letter, dated 12 July 2019, prepared by California Coastal Commission
- City of Monterey AB 691 Sea Level Rise Assessment Presentation, dated 16 October 2018, prepared by Moffatt & Nichol
- American Tin Cannery Hotel Project Coastal Hazard Evaluation, dated 17 January 2020, prepared by Gary Griggs Consulting Coastal Geologist
- FEMA Flood Map Panel 06053C0307H, with latest revision date of 21 June 2017, prepared by FEMA National Flood Insurance Program

- Sea Floor Mapping Data for the Hopkins Marine Beach Site, updated in 2012, prepared by Department of Natural Sciences, Cal State University Monterey Bay, Professor Rikk Kvitek

HKA has also had conversations and site meetings with long-time Hopkins Marine Station Professor Mark Denny, who provided insight and observations on the history of the Hopkins Marine Station site in response to past large storm and wave events.

In addition, HKA and coastal geologist Gary Griggs have utilized the results of field work and surface and subsurface surveys to characterize the conditions between the shoreline and the proposed hotel site in order to evaluate the potential for future wave runup and bluff erosion at the site using accepted methods and tools.

Based on our evaluation and coastal engineering analysis we offer the following conclusions.

1. The planned improvements including the subterranean parking garage at the hotel site are shown to be above the current and estimated sea level elevation for the year 2100.
2. Under present worst-case conditions, wave run-up could extend approximately 12 feet landward beyond the top of the coastal bluff, leaving a buffer of approximately 250 feet to the planned hotel site.
3. With consideration of future bluff retreat, sea-level rise, and severe storm conditions, our analysis predicts wave run-up in the year 2100 could extend 158 feet landward towards the hotel site from the current position of the coastal bluff edge.
4. The estimated adjusted wave run-up in the year 2100 would terminate at elevation 25 feet NAVD88 (North American Vertical Datum 1988) at the seaward edge of the recreational trail.
5. The estimated maximum wave run-up in the year 2100 is based on many conservative assumptions, including but not limited to: future sea-level rise, worst-case storm waves, extreme high tide, and future shoreline scour that are combined in this analysis. We are not estimating that adjusted wave run-up will reach elevation 25 feet in the year 2100, but rather that there is very low probability that wave run-up will exceed elevation 25 feet by the year 2100.
6. The planned hotel site is situated above elevation 25 feet and setback at least 100 feet from the year 2100 extreme projected run-up inundation line graphically shown on Plate 1 (bright blue line).
7. Following an extreme storm event or drop in tide level, the water from extreme wave run-up in 2100 would subside and any remaining standing water would percolate through the coastal bluff terrace deposits between Ocean View Boulevard and the bluff, infiltrate to the granite bedrock that slopes towards the shoreline, and then flow seep seaward until it daylight at the open bluff face. In other words, there is very little to no chance that the extreme wave run-up for 2100 would change the static or seasonal groundwater regime around the below grade parking garage along Ocean View Boulevard.
8. Because the very conservative wave run-up calculated for the year 2100 does not come

Mr. Scott Stone
Project No. M11578
American Tin Cannery Hotel
17 January 2019
Page 3

within 100 feet of the planned hotel site, the improvements do not need to be designed to tolerate wave impact forces or prevent coastal flood waters from entering the below grade parking garage.

9. Hopkins Marine Station is the oldest marine science station on the west coast and was established on its present site in 1917, over a century ago. It is anticipated that over time, as coastal hazards threaten the facility, they will take appropriate remediation to protect this historic and valuable facility, further reducing the potential for wave run-up related threats to the areas landward of the station, including the planned hotel site. We have estimated wave forces along the coastal bluff at Cross Section A from the present through the year 2100 and have determined that these forces are and will be considered ordinary for design of coastal armoring in that location for the foreseeable future. In other words, it is and will be feasible to design armoring to protect the Hopkins Marine Station if deemed necessary in the future.

10. In closing, based on the results of our analysis and careful considerations of the changing environment, there is very little to no chance that the proposed hotel site would become threatened by coastal hazards, such as shoreline retreat, temporary flooding and/or wave attack over at least the next 80 years or its useful design life.

We appreciate the opportunity to be of service to you. If you have any questions concerning this letter, please contact our office.

Respectfully Submitted,

HARO, KASUNICH & ASSOCIATES, INC.

Andrew Kasunich, E.I.T.
Staff Engineer

Moses Cuprill
C.E. 78904

AK/MC/mc
Attachments: Plate 1
2016 Test Borings
Wave Run-Up Summary Of Results
Inland Extent Of Overtopping (French 1982)

Copies: 3 to Addressee
PDF Scott Stone sstone@comstock-homes.com

Coastal Engineering Analysis and Evaluation of Potential Coastal Hazards at American Tin Cannery Hotel site 125 Ocean View Boulevard Pacific Grove, California

This brief report addresses paragraph three on page 2 of the California Coastal Commission (CCC) review letter dated 12 July 2019 under the header "Coastal Hazards". The CCC requested that impacts to the proposed hotel site from erosion, flooding, inundation, storm waves, high seas, tidal scour, tsunamis, and sea level rise be identified and evaluated for potential risk to the site. Working in conjunction with Coastal Geologist, Gary Griggs, potential coastal hazards have been identified and evaluated by HKA from a coastal engineering standpoint to determine if any mitigation was necessary to abate the identified hazards.

Field Exploration

In conjunction with the surveyor (Walls Land + Water) we mapped the exposed bedrock platform and the winter scour platform that is usually buried by beach sediments by surveying bedrock exposures at low tide as well as digging pits within the beach deposits to determine the top of the bedrock platform. HKA worked with coastal geologist Gary Griggs to utilize the subsurface soil profile determined from our 2016 exploratory borings along Ocean View Boulevard and the surveyed bedrock beach platform configuration to construct geologic cross section A depicted on Plate 1 dated 17 January 2020 prepared by HKA.

Included in this report are results of borings B-8 and B-11 from Haro, Kasunich & Associates, Inc. November 2018 Geotechnical Investigation for the hotel site (Project No. M11578). The borings were mechanically drilled on 12 July 2016 along Ocean View Boulevard to depths ranging from 14.5 to 18 feet. The locations of these borings and recent exploratory pits excavated on the beach can be found on Plate 1 dated 17 January 2020.

The purpose of the test pits was to determine the elevation of the bedrock beach platform seaward of the existing bluff toe and below the beach sand deposits. The geologic profile, Cross Section A, with bedrock contacts illustrated with elevations in the NAVD88 datum are shown on Plate 1. The shallow exploratory pits were excavated through the beach sand deposits with hand shovels followed by advancing a steel probe until bedrock was encountered. The bedrock elevations were determined using handheld compass, clinometer and tape measure from known surveyed elevations.

Erosion and Instability Hazards

The bluff top terrace deposits presently stand near vertically. The marine terrace deposits and overlying soils consist of gravels, sands, silts and clays with varying amount of cohesion and natural cementation. These materials are subject to erosion from extreme rainfall as well as shallow slumping due to weathering and saturation of the exposed bluff face from wave attack. Although long-term historical bluff erosion rates are slow due to the presence of the underlying hard granite bedrock, the potential for large storm events to cause localized erosion in the unconsolidated terrace deposits is considered high. Using the historic erosion rates published in

Table 4 of the Coastal Hazard Evaluation Report dated 17 January 2020 prepared by Gary Griggs, a total of 24.0 ft. to 56.0 ft. of coastal bluff recession is estimated by year 2100 along the coastal bluff fronting the flat terrace between Hopkins Marine Station and Ocean View Boulevard. The year 2100 bluff recession line is graphically depicted on Plate 1. The bluff recession line is only depicted on the flat terrace between Hopkins Marine Station Beach and Ocean View Boulevard. The line was not extended upcoast or downcoast into Hopkins Marine Station property as this area is presently armored. It is anticipated that Hopkins will not let erosion proceed and destroy its historic research buildings. At the present time, the edge of the American Tin Cannery building is 264 ft. landward of the bluff edge depicted on cross section A on Plate 1. In the year 2100, this distance could be decreased by as much as 56 feet using the highest erosion rate of 0.7 ft./yr. from Table 4 in the Coastal Hazard Evaluation Report.

Wave Runup Methodology

Ocean View Boulevard fronts the American Tin Cannery Hotel Site. Directly seaward of Ocean View Boulevard is the Hopkins Marine Station research facility, which is on a granitic promontory that extends 200 to 900 feet seaward from the roadway. The Hopkins Marine Station and adjacent beach area are exposed to the Pacific Ocean, which borders the site to the north and northeast. During severe coastal storms, surf will run up the bedrock beach platform and reach the low bluff. The elevation reached by wave runup will impact bluff erosion and is dependent upon several different factors. Long period waves generated by distant storms can produce relatively high elevation wave runup at the site. Wave overtopping of the bluff is a relatively infrequent event, however, based on the scientists at Hopkins and local residents.

The more probable and immensely more destructive wave run-up scenario at the project site would be an event similar to the strong El Niño of 1982-83. This storm season was more damaging along the California coast than any others in the previous decades because of the repeated arrival of large waves, which frequently coincided with high tides as well as an El Niño elevated sea level. The first three months of 1983 saw back-to-back winter storm waves impacting the local coastline, which: scoured away the accreted beach deposits from the bedrock beach platform; eroded and abraded the bedrock platform both downward and landward; and produced wave setup that overtopped the low bluff. With the scouring of the beach deposits, downwearing of the nearshore beach platform, and wave setup, deeper water was present at the toe of the bluff allowing larger waves to reach the backshore and break at the bluff toe causing increased erosion of the bluff toe and significant wave run-up.

At the Hopkins Marine Station, typical coastal bluff failure mechanisms are abrasion of the granitic bedrock and erosion of the overlying weathered bedrock, terrace deposits and topsoil from wave runup. Wind-driven spray from breaking waves and runup saturates the terrace deposits causing shallow failures of the bluff face.

We utilized methodologies outlined in both the 1984 Army Corps of Engineers Shore Protection Manual (SPM), the computer program developed by Noble Coastal Engineers WRUP™, and the FEMA Coastal Construction Manual (CCM), Edition 4, August 2011, to complete our wave run-up analysis. Due to the vast range of physical parameters affecting wave run-up, both static and dynamic, we recognize that although wave run-up analysis gives very precise results, they often may not be accurate, because of the variation in physical parameters as well as the limitations inherent in the available wave run-up analytical procedures. Site-specific observations are a necessary component in corroborating the computer model output and determining design wave

run-up elevations.

To calculate wave run-up at the referenced site, several factors and conditions must be defined. These include:

1. Extreme stillwater Level;
2. Beach and bluff face configuration and slope;
3. Beach and coastal bluff face roughness;
4. Design incident or breaking wave height; and
5. Design wave period.

To evaluate the potential for wave run-up to impact the project site, we first developed winter scour, beach bedrock platform profiles or sections at the project site. Using Cross Section A, as a basis, included on Plate 1 dated 17 January 2020 (which is based upon the surface profile measured by Wall Land + Water with topographic elevations plotted relative to the North American Vertical Datum of 1988 (NAVD88)); we developed a worst-case cross section for wave run-up analysis calculations, which are shown in the attachments to this report. The project design cross section incorporates the bedrock contacts below the blufftop observed in our field exploration and measured within our 2016 exploratory borings, and also the bedrock beach platform surface determined in our exploratory pits.

The most severe wave condition to plan for in any coastal area is the combination of: the predicted extreme water depth or stillwater Level; the scour of the beach deposits, which can expose the bedrock platform allowing greater water depth at the toe of the structure that will allow larger waves to break closer to shore; and also the wave period.

Stillwater Level, Storm Surge and Wave Setup

Stillwater Level is the elevation the surface of the ocean would assume if all wave action were absent. This super elevation of the assumed static water surface is due to high tide (a short-term increase), storm surge (a short-term increase from barometric factors), wave set-up (essentially a short-term increase from wave pileup) and a long-term increase from sea-level rise.

Storm surge is defined as that portion of the local, instantaneous sea level elevation that exceeds the predicted tide and which is attributable to the effects of low barometric pressure and high winds associated with storms. Storm surge can reach elevations of one to two feet in central California.

Wave set-up is defined as the increase in the stillwater surface near the shoreline due to the run-up of breaking waves. On the central California coast we estimate that wave setup (wave pileup) can increase the stillwater elevation by up to 1.5 feet.

Table 1 below summarizes the amount by which various short and long-term factors can influence stillwater level (SWL). It includes estimates of the stillwater level today that results when extreme high tide conditions, large barometric increases and increases from wave pileup simultaneously occur. It is rare that these conditions occur simultaneously, but it does happen. Most recently these factors occurred simultaneously during the 1983 and 1998 El Niño winters along the California coastline.

Table 1 Stillwater Level Factors and Summary		
SEA LEVEL FACTOR	CONTRIBUTING AMOUNT (Estimated)	SWL Elevation (NAVD88/MSL)
Highest Tide (Short Term)	7.2 MLLW	7.34
Highest Observed Tidal Level (1/27/83) at Monterey Tide Gauge	7.74 MLLW	7.88
Predicted 1/27/83 Tidal Level	6.7 MLLW	6.84
Difference between Predicted and Observed Tidal Level	1.04 feet	
Barometric Increase (Short Term) For Design	1.04 feet	
Wave Pileup Increase (Short Term) For Design	1.5 feet	
Sea Level Rise (2020)*	0.0 feet	9.9
Sea Level Rise (2080)*	4.4 feet	14.3
Sea Level Rise (2100)*	6.9 feet	16.8

*** Medium – High Risk Aversion High Emissions Scenario from 2018 OPC Sea Level Rise Guidance Update Document for Monterey using Data from Griggs et al. 2017**

For the wave runup analyses for the coastal bluff condition depicted on Cross Section A from Plate 1, we utilized stillwater levels (SWL) of:

- A) 9.9 feet NAVD88 representing all of the short-term factors, but no future sea-level rise.
- B) 14.3 feet NAVD88 representing all of the short-term factors, plus a moderate amount (4.4 feet) of future sea-level rise by 2080, sixty years from now.
- C) 16.8 feet NAVD88 representing all of the short-term factors plus an extreme amount (6.9 feet) of future sea-level rise by 2100, 80 years from now.

Beach and Bluff Face Configuration and Slope

Beach platform and long-term bluff configuration are important conditions controlling wave run-up at the reference site. We used the profiles from our field surveys and bathymetric map information from Cal State University Monterey Bay (CSUMB) to develop our design wave run-up slope configuration. Our field surveys included near shore profiling of the submerged bedrock platforms to fine tune published seafloor mapping data for the site, updated in 2012, prepared by Professor Rikk Kvitek of the CSUMB. We used the Composite Slope method to

transform our multi-slope design beach platform/bluff face profile configurations to a single slope for input into the wave runup analysis software.

Beach, Coastal Bluff Face and Armor Roughness

Our wave runup analysis included: scouring of beach deposits from the bedrock platform; the existing surface roughness of the current bluff toe armor materials; as well as the roughness of the existing bluff and landward terrace. For our composite slope models, we used roughness coefficients varying between 0.80 and 1.0.

Design Wave Period

We modeled three different wave periods of 12, 16, and 20 seconds to develop projected wave run-up. Local winds and storms produce relatively short-wave periods in the range of 3 to 10 seconds. Long period waves of 10 to 25 seconds are typical of distant storm waves arriving over relatively undisturbed or storm free local waters. For most design purposes we used a 16 second period, which represents the upper limit of the averaged dominant wave periods recorded at the NOAA Half Moon Bay buoy (Station 46012) during the winter storm season months of December, January and February from November 1980 to December 2001.

Incident or Breaking Design Wave Height in Wave Run-up Analysis

The breaking height of shallow water waves (H_b) is dependent primarily upon water depth. The practice of using water depth at or near the area or structure of concern to determine incident or breaking wave parameters is termed Depth Limited Methodology. We utilized the computer program WRUP (which incorporates methodology from the 1984 Shore Protection Manual) to calculate the Breaking Wave Height (H_b Max) for each profile and stillwater level to project present and future run-up elevations. The maximum breaking wave height (H_b Max) impacting a shoreline protection structure or coastal bluff breaks a distance of $4H_b$ Max to $5H_b$ Max seaward of the toe of the coastal structure and typically produces greater run-up elevations, but not necessarily greater wave pressures against the face of coastal bluffs and coastal bluff protection structures.

Table 2 presents the maximum breaking wave heights and associated water depth at which these waves break for the composite slope condition at Cross Section A determined by the WRUP™ software given wave periods of 12, 16, and 20 seconds:

TABLE 2: Maximum Breaking Wave Heights From WRUP™			
Sea Level Rise Scenario	2020	2080	2100
Still Water Level Elevation Ft. NAVD88	9.9	14.3	16.8
Breaking Wave Height (ft.)	6.6	12.8	16.1
Breaking Wave Depth (ft.)	6.1	11.6	14.6
Projected Scour Elevation Ft.	1 to 5	1 to 5	1 to 5

NAVD88			
NOTE: Wave height is defined as the maximum braking wave height given period and beach profile/bathometry geometry as determined by WRUP™ software Elevations are given in feet NAVD88.			

Results of Wave Runup Analysis and Discussion

Table 3 reports the highest calculated wave run-up elevations using the composite slope method for WRUP™ at Cross Section A in a projected worst-case scour condition. For a full summary of our wave run-up analysis and results refer to the attachments to this report.

TABLE 3: Wave Runup Elevations and Extents – Cross Section A			
Sea Level Rise Scenario	2020 (WRUP)	2080 (WRUP)	2100 (WRUP)
Still Water Level Elevation <small>Note 1</small>	9.9	14.3	16.8
Wave Period (sec)	12	20	20
Wave Height (ft.) <small>Note 2</small>	6.6	12.8	16.1
Runup Height (ft.)	10.3	10.0	9.4
Runup Elevation <small>Note 1</small>	20.2	24.3	26.2
Top of Bluff Elevation <small>Note 1</small>	19.35	19.35	19.35
Runup Height Above Bluff Top (ft.)	1.2	5.3	7.2
Extent of Runup (Distance Inland from bluff in feet)	12	70	102
NOTES: 1) Elevations are given in feet NAVD88. 2) Wave height as defined by WRUP™ is the software-generated maximum breaking wave height given user determined wave period.			

WRUP™ analyses utilize the 1984 Shore Protection Manual and evaluate both deep water wave heights and depth dependent maximum breaking waves utilizing the complete beach profile from backshore to deep water offshore. Typically waves breaking close to or directly on

the bluff are smaller waves in shallower water.

Site-specific observations over long periods of time are often more dependable and accurate than wave run-up models. Long-time Hopkins Marine Station scientist observations of wave runup and bluff top overtopping at the coastal bluff fronting the flat terrace upcoast of the boat yard (i.e. cross section A of Plate 1) indicate the present beach, bluff, and wave processes affecting this area, for the most part, have been less drastic than Table 3 presents; 1983, 1998, and 2001 coastal storms being the exception. Qualified professionals representing the American Tin Cannery Hotel and Hopkins Marine Station should continue to monitor run-up during future storm conditions. At this time HKA is confident that our analysis is conservative and actual observed wave run-up in the future will be lower than our estimates.

Coastal Bluff Wave Impact Pressures

The American Tin Cannery Hotel Site is well beyond the inland extent of wave run-up, both at present and in year 2100, and will not be subjected to wave impact forces over the lifetime of the proposed structure. Nevertheless, we have reported impact pressures acting on the coastal bluff face of the Hopkins Marine Station Beach at cross-section A through the year 2100. These were calculated using chapter 8.5.8.2 of the FEMA Coastal Construction Manual (Volume II, 2011).

TABLE 4 Coastal Bluff Wave Impact Pressures from Equation 8.6a FEMA CCM VII, 2011			
Year	2020	2080	2100
Breaking Wave Pressure Acting on Near Vertical Bluff Face (psf)	N/A Stillwater Not Present At Bluff Toe	650	1480
NOTES: 1) FEMA method does not consider wave height or period. Reported values assume dynamic pressure coefficient of 1.6 “buildings and other structures that represent a low hazard to human life in event of failure, probability of exceedance of 0.5”.			

The reported wave pressures are considered ordinary for coastal engineering and the design of armoring is and will be considered feasible into the foreseeable future. The As the wave run-up extends landward of the bluff top the energy of the flow and debris impact pressure would decrease linearly as it reaches the furthest theoretically predicated inland extent of wave run-up, at which point it would decrease to zero.

Wave Runup Discussion

As shown on cross section A of Plate 1, the top of bluff elevation is at 19.35 feet. Our wave run-up analysis results indicate that at present, under current bluff configuration, that wave run-up can occur to just above the top of the coastal bluff at elevation 20.2 feet and extend approximately 12

feet landward of the bluff top. As outlined in the Coastal Hazard Evaluation Report, highest water levels recorded at Hopkins Marine Station in the 36-year experience of Professor Mark Denny (January 11-12, 2001), just topped the low coastal bluff. It should be noted that our wave run-up analysis was modeled under the worst possible conditions assuming still water elevation increases due to atmospheric storm surge and short-term wave pile up.

As sea level rises, the water depth will gradually increase near the bluff toe allowing larger waves to break closer to the bluff. This will result in increased wave run-up elevations, and short-term flooding further inland, along with increased coastal bluff erosion. Using the historic erosion rates reported in the Coastal Hazard Evaluation Report, we estimate a total 56 feet of coastal bluff retreat by year 2100.

Our wave run-up analysis for present and estimated future conditions modeled the most severe storm conditions and future sea-level rise. The most severe condition is the combination of: the predicted extreme water depth (predicted sea-level rise + atmospheric storm surge + wave pile up) and the scouring of the beach deposits exposing the bedrock beach platform and allowing the maximum water depth at the toe of the structure or bluff to provide for a maximum incident or breaking wave height. As shown in Table 3, using severe storm conditions and medium – high risk aversion sea-level rise estimate of 6.9 feet, wave run-up can overtop the bluff as much as 7 feet and extend 102 feet inland of the bluff top. Bluff erosion and sea-level rise will occur in unison into the future. Shifting the bluff profile of Cross Section A landward 56 feet to account for estimated coastal bluff retreat through the year 2100, flooding from wave run-up will extend approximately 158 feet beyond the present day coastal bluff and terminate at elevation 25 feet along the seaward edge of the recreational trail (see Plate 1).

The hotel site will be sited above elevation 25 feet and setback at least 100 feet from the seaward edge of the recreational trail where estimated wave run-up terminates in the year 2100.

The above evaluation is based on empirical results under specific conditions and is very conservative. For example, the analysis assumes a uniform backslope gradient landward of the bluff edge. In reality, the grade landward of the bluff undulates and has numerous obstructions (trees, paths, curbs, fences etc.) that will impede flow landward of the bluff. Site-specific observations over long periods of time are often more dependable and accurate than small-scale models. Use of engineering judgement, site observations, and results from the wave run-up analysis should be considered together when selecting a design wave run-up elevation.

Conclusions

Based on our evaluation and coastal engineering analysis we offer the following conclusions.

1. The planned improvements including the subterranean parking garage at the hotel site are shown to be above the current and estimated sea level elevation for the year 2100.
2. Under present worst-case conditions, wave run-up could extend approximately 12 feet landward beyond the top of the coastal bluff, leaving a buffer of approximately 250 feet to the planned hotel site.
3. With consideration of future bluff retreat, sea-level rise, and severe storm conditions, our analysis predicts wave run-up in the year 2100 could extend 158 feet landward towards the

hotel site from the current position of the coastal bluff edge.

4. The estimated adjusted wave run-up in the year 2100 would terminate at elevation 25 feet NAVD88 (North American Vertical Datum 1988) at the seaward edge of the recreational trail.

5. The estimated maximum wave run-up in the year 2100 is based on many conservative assumptions, including but not limited to: future sea-level rise, worst-case storm waves, extreme high tide, and future shoreline scour that are combined in this analysis. We are not estimating that adjusted wave run-up will reach elevation 25 feet in the year 2100, but rather that there is very low probability that wave run-up will exceed elevation 25 feet by the year 2100.

6. The planned hotel site is situated above elevation 25 feet and setback at least 100 feet from the year 2100 extreme projected run-up inundation line graphically shown on Plate 1 (bright blue line).

7. Following an extreme storm event or drop in tide level, the water from extreme wave run-up in 2100 would subside and any remaining standing water would percolate through the coastal bluff terrace deposits between Ocean View Boulevard and the bluff, infiltrate to the granite bedrock that slopes towards the shoreline, and then flow seep seaward until it daylight at the open bluff face. In other words, there is very little to no chance that the extreme wave run-up for 2100 would change the static or seasonal groundwater regime around the below grade parking garage along Ocean View Boulevard.

8. Because the very conservative wave run-up calculated for the year 2100 does not come within 100 feet of the planned hotel site, the improvements do not need to be designed to tolerate wave impact forces or prevent coastal flood waters from entering the below grade parking garage.

9. Hopkins Marine Station is the oldest marine science station on the west coast and was established on its present site in 1917, over a century ago. It is anticipated that over time, as coastal hazards threaten the facility, they will take appropriate remediation to protect this historic and valuable facility, further reducing the potential for wave run-up related threats to the areas landward of the station, including the planned hotel site. We have estimated wave forces along the coastal bluff at Cross Section A from the present through the year 2100 and have determined that these forces are and will be considered ordinary for design of coastal armoring in that location for the foreseeable future. In other words, it is and will be feasible to design armoring to protect the Hopkins Marine Station if deemed necessary in the future.

10. In closing, based on the results of our analysis and careful considerations of the changing environment, there is very little to no chance that the proposed hotel site would become threatened by coastal hazards, such as shoreline retreat, temporary flooding and/or wave attack over at least the next 80 years or its useful design life.

We appreciate the opportunity to be of service to you. If you have any questions concerning this letter, please contact our office.

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American Tin Cannery Hotel
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ATTACHMENTS

Plate 1

2016 HKA Borings

Wave Runup Summary of Results (WRUP™)

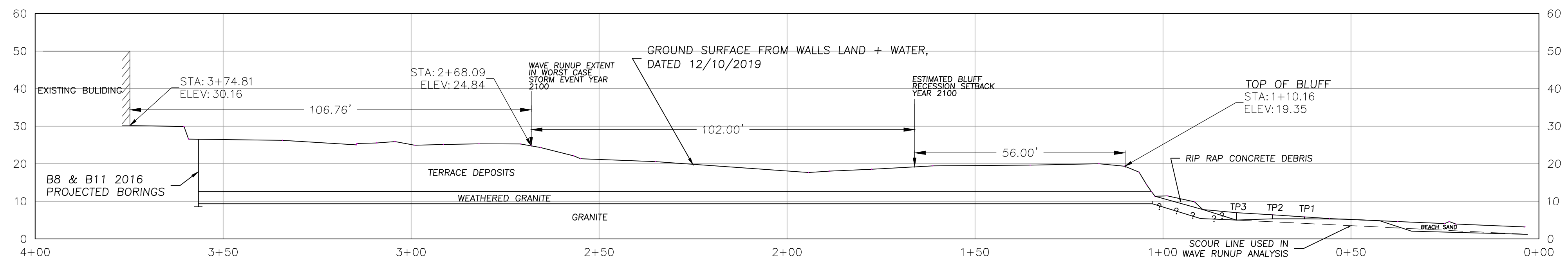
Inland Extent of Wave Overtopping (French, 1982)

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PLATE 1



SITE PLAN
SCALE: 1" = 30'



CROSS SECTION A
SCALE: 1" = 20'

DATE	REVISION	BY

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 GEOTECHNICAL AND COASTAL ENGINEERS
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SITE PLAN AND SECTIONS
 AMERICAN TIN CANNERY
 125 OCEAN VIEW BLVD
 PACIFIC GROVE, CA 93950

PROJECT: M11578
 DATE: 1/17/20
 DESIGN: MC
 DRAWN: BRS/AK
 SCALE: AS SHOWN

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2016 HKA BORINGS

PRIMARY DIVISIONS			GROUP SYMBOL	SECONDARY DIVISIONS
COARSE GRAINED SOILS MORE THAN HALF OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE	GRAVELS MORE THAN HALF OF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE	CLEAN GRAVELS (LESS THAN 5% FINES)	GW	Well graded gravels, gravel-sand mixtures, little or no fines.
			GP	Poorly graded gravels or gravel-sand mixtures, little or no fines.
		GRAVEL WITH FINES	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines.
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines.
	SANDS MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE	CLEAN SANDS (LESS THAN 5% FINES)	SW	Well graded sands, gravelly sands, little or no fines
			SP	Poorly graded sands or gravelly sands, little or no fines
		SANDS WITH FINES	SM	Silty sands, sand-silt mixtures, non-plastic fines.
			SC	Clayey sands, sand-clay mixtures, plastic fines.
FINE GRAINED SOILS MORE THAN HALF OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS LIQUID LIMIT IS LESS THAN 50%		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS LIQUID LIMIT IS GREATER THAN 50%		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.
			CH	Inorganic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils.

GRAIN SIZES

U.S. STANDARD SERIES SIEVE CLEAR SQUARE SIEVE OPENINGS
 200 40 10 4 3/4" 3" 12"

SILTS AND CLAYS	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		

RELATIVE DENSITY		CONSISTENCY			SAMPLING METHOD			H ₂ O	
SANDS AND GRAVELS	BLOWS PER FOOT*	SILTS AND CLAYS	STRENGTH (TSF)**	BLOWS PER FOOT*	TEST	SYMBOL	SYMBOL	Final	Initial
VERY LOOSE	0 - 4	VERY SOFT	0 - 1/4	0 - 2	STANDARD PENETRATION TEST	T			
LOOSE	4 - 10	SOFT	1/4 - 1/2	2 - 4	MODIFIED CALIFORNIA	L or M			
MEDIUM DENSE	10 - 30	FIRM	1/2 - 1	4 - 8	PITCHER BARREL	P		Water level designation	
DENSE	30 - 50	STIFF	1 - 2	8 - 16	SHELBY TUBE	S			
VERY DENSE	OVER 50	VERY STIFF	2 - 4	16 - 32	BULK	B			
		HARD	OVER 4	OVER 32					

*Number of blows of 140 lb hammer falling 30 inches to drive a 2" O.D. (1 1/2" I.D.) split spoon sampler (ASTM D-1586)
 **Unconfined compressive strength in tons/ft² as determined by laboratory testing or approximated by the Standard Penetration Test (ASTM D-1586), pocket penetrometer, torvane, or visual observation.

Haro Kasunich & Associates

**KEY TO LOGS
 ATC MIXED USE PROJECT
 PACIFIC GROVE
 CALIFORNIA**

**Project No.
 M11578**

LOGGED BY MC DATE DRILLED 7-12-16 BORING DIAMETER 8" BORING NO. B-8

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 11/14/2018

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete						
			Tan SAND, fine to medium grain, moist, FILL	SW					
			Brown SAND, gravel, fine to coarse grain, moist, rough drilling, 3/4" to 1" gravel, FILL (aggregate baserock)	GW					
8-1-1 (L)			Black Sandy CLAY, fine to medium grain, moist, very stiff, NATIVE	CL	9		118	25.0	Direct Shear $\phi = 12$ degrees C = 678 psf
8-2 (T)					26				
			Brown tan SAND, fine to medium grain, saturated, dense	SW				22.0	
8-3 (T)			Hard drilling at 12'	SW-ML					
			Black white grey SAND with SILT, damp, very dense weathered granite					13.3	
8-4 (T)			Same as above						
8-5 (T)			Boring terminated at 18 feet						
					50/1"				
					50/1"				

HARO, KASUNICH AND ASSOCIATES, INC.

BY: sr

FIGURE NO. 14

LOGGED BY BRS DATE DRILLED 8-4-16 BORING DIAMETER 4" BORING NO. B-11

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 11/14/2018

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Light tan SAND with gravel loose, damp, medium grain (FILL)	SW					
			Orange, tan, brown Silty SAND with gravel medium grain, loose, damp (FILL)	SM	6				
11-1-1 (L)									
11-2 (T)			Dark brown, black Clayey SAND, fine medium grain, loose, damp (TOPSOIL)	SW-CL	3				
11-3-1 (L)			Same as above, more grey, medium dense		15		19.3	LL = 24.1% PL = 14	
11-4 (T)					17				
			Tan SAND, medium grain, very dense, very damp	SP					
11-5-1 (L)			Same as above, more grey		6.5				
11-6 (T)			Weathered GRANITE		50/2"				
11-7 (T)			No sample, refusal at Sample 11-7		50/0"				
15			Boring terminated at 14.5 feet						

HARO, KASUNICH AND ASSOCIATES, INC.

BY: sr

FIGURE NO. 17

Mr. Scott Stone
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WAVE RUNUP SUMMARY OF RESULTS (WRUP™)

American Tin Cannery

11578
1-3-2020

Summary of Cross-Section Data
(Variable Slope Profiles)

Profile Name	Slope #	Slope (1 on _)	Roughness Coefficient	Elevation at Bottom of Slope (ft NAVD88)
X-Sec A	1	29.00	1.00	19.00
	2	2.00	1.00	18.00
	3	1.50	1.00	13.00
	4	3.00	.80	8.00
	5	3.00	1.00	5.00
	6	20.00	1.00	

American Tin Cannery

11578
1-3-2020

Input Conditions:

Variable Slope Cross-Section, 1 profile(s).
Stillwater Level, 3 condition(s).
Wave Conditions (T), 3 Hbmax wave combination(s).

Case 28

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	3.5	12.0	7.5	5.1	1.5	.00075	3.0	5.6	3.02	1.09	.97	11.0	20.9	3,5

Case 29

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	2.9	16.0	7.9	5.3	1.8	.00036	3.0	5.9	3.69	1.08	.97	11.4	21.3	3,5

Case 30

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	3.0	20.0	8.1	5.4	1.8	.00023	3.0	6.2	3.72	1.08	.97	11.5	21.4	1,3,5

Case 31

Profile X-Sec A

For SWL = 14.3 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 4)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	2.1	12.0	5.3	3.6	1.7	.00046	3.0	7.0	2.94	1.07	.98	6.5	20.8	3,5

Case 32

Profile X-Sec A

For SWL = 14.3 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 4)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	2.0	16.0	5.5	3.7	1.8	.00024	3.0	7.4	3.18	1.06	.98	6.7	21.0	1,3,5

Case 33

Profile X-Sec A

For SWL = 14.3 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 4)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	2.1	20.0	5.6	3.7	1.8	.00016	3.0	7.4	3.15	1.06	.98	6.7	21.0	1,3,5

Case 34

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 4)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	7.9	12.0	13.5	9.6	1.2	.00171	3.0	10.5	.93	1.03	.98	7.4	24.2	3,5

Case 35

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 4)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	7.1	16.0	14.7	10.1	1.4	.00087	3.0	11.3	1.18	1.02	.98	8.5	25.3	3,5

Case 36

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 4)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	6.3	20.0	15.4	10.4	1.7	.00049	3.0	12.0	1.49	1.02	.98	9.3	26.1	3,5

* = Predominant wave period.

Note 1 = Runup slope &/or wave steepness is outside of runup curves, outer bound used.

Note 3 = Profile slope &/or wave steepness is outside of breaker height index curves, outer bound used.

Note 5 = Composite slope method used.

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1-3-2020

Input Conditions:

Variable Slope Cross-Section, 1 profile(s).
Stillwater Level, 3 condition(s).
Wave Conditions (T), 3 Hbmax wave combination(s).

Case 1

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	3.5	12.0	7.5	5.1	1.5	.00075	3.0	5.6	3.02	1.09	.97	11.0	20.9	3,5

Case 2

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	2.9	16.0	7.9	5.3	1.8	.00036	3.0	5.9	3.69	1.08	.97	11.4	21.3	3,5

Case 3

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	3.0	20.0	8.1	5.4	1.8	.00023	3.0	6.2	3.72	1.08	.97	11.5	21.4	1,3,5

Case 4

Profile X-Sec A

For SWL = 11.7 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	7.7	12.0	13.2	9.4	1.2	.00166	3.0	7.8	1.43	1.06	.98	11.4	23.1	3,5

Case 5

Profile X-Sec A

For SWL = 11.7 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	6.9	16.0	14.4	9.9	1.4	.00084	3.0	8.6	1.73	1.05	.98	12.4	24.1	3,5

Case 6

Profile X-Sec A

For SWL = 11.7 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	6.0	20.0	15.0	10.2	1.7	.00047	3.0	9.2	2.13	1.04	.99	13.2	24.9	3,5

Case 7

Profile X-Sec A

For SWL = 13.9 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	12.7	12.0	19.1	14.1	1.1	.00273	3.0	9.0	.86	1.05	.99	11.2	25.1	3,5

Case 8

Profile X-Sec A

For SWL = 13.9 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	12.1	16.0	21.4	15.1	1.2	.00147	3.0	10.1	1.06	1.04	.99	13.1	27.0	3,5

Case 9

Profile X-Sec A

For SWL = 13.9 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	11.1	20.0	22.9	15.7	1.4	.00086	3.0	10.7	1.26	1.03	.99	14.3	28.2	3,5

* = Predominant wave period.

Note 1 = Runup slope &/or wave steepness is outside of runup curves, outer bound used.

Note 3 = Profile slope &/or wave steepness is outside of breaker height index curves, outer bound used.

Note 5 = Composite slope method used.

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1-3-2020

Input Conditions:

Variable Slope Cross-Section, 1 profile(s).
Stillwater Level, 3 condition(s).
Wave Conditions (T), 3 Hbmax wave combination(s).

Case 10

Profile X-Sec A

For SWL = 9.9 ft NAVD88
For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	3.5	12.0	7.5	5.1	1.5	.00075	3.0	5.6	3.02	1.09	.97	11.0	20.9	3,5

Case 11

Profile X-Sec A

For SWL = 9.9 ft NAVD88
For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	2.9	16.0	7.9	5.3	1.8	.00036	3.0	5.9	3.69	1.08	.97	11.4	21.3	3,5

Case 12

Profile X-Sec A

For SWL = 9.9 ft NAVD88
For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	3.0	20.0	8.1	5.4	1.8	.00023	3.0	6.2	3.72	1.08	.97	11.5	21.4	1,3,5

Case 13

Profile X-Sec A

For SWL = 14.3 ft NAVD88
For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	13.5	12.0	20.1	14.9	1.1	.00291	3.0	9.2	.81	1.04	.99	11.2	25.5	3,5

Case 14

Profile X-Sec A

For SWL = 14.3 ft NAVD88
For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	13.0	16.0	22.6	16.0	1.2	.00158	3.0	10.3	.99	1.03	.99	13.2	27.5	3,5

Case 15

Profile X-Sec A

For SWL = 14.3 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	12.0	20.0	24.2	16.7	1.4	.00094	3.0	10.9	1.18	1.03	.99	14.5	28.8	3,5

Case 16

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	18.6	12.0	25.6	19.8	1.1	.00401	3.0	10.4	.60	1.03	.99	11.4	28.2	3,5

Case 17

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	18.8	16.0	29.6	21.5	1.1	.00228	3.0	11.3	.72	1.02	.99	13.7	30.5	3,5

Case 18

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 5)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	18.0	20.0	32.2	22.6	1.3	.00140	3.0	12.0	.88	1.02	.99	15.9	32.7	3,5

* = Predominant wave period.

Note 1 = Runup slope &/or wave steepness is outside of runup curves, outer bound used.

Note 3 = Profile slope &/or wave steepness is outside of breaker height index curves, outer bound used.

Note 5 = Composite slope method used.

American Tin Cannery

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1-3-2020

Input Conditions:

Variable Slope Cross-Section, 1 profile(s).
Stillwater Level, 3 condition(s).
Wave Conditions (T), 3 Hbmax wave combination(s).

Case 19

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	3.2	12.0	6.6	6.1	1.9	.00069	20.0	5.6	3.04	1.09	.97	10.3	20.2	5

Case 20

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	2.6	16.0	6.8	6.1	2.4	.00031	20.0	5.7	3.76	1.09	.97	10.2	20.1	3,5

Case 21

Profile X-Sec A

For SWL = 9.9 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	2.6	20.0	6.8	6.1	2.4	.00020	20.0	5.7	3.80	1.08	.97	10.3	20.2	1,3,5

Case 22

Profile X-Sec A

For SWL = 14.3 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	7.4	12.0	12.2	11.5	1.5	.00161	20.0	9.4	1.13	1.04	.98	8.6	22.9	5

Case 23

Profile X-Sec A

For SWL = 14.3 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	6.3	16.0	12.6	11.5	1.8	.00076	20.0	10.1	1.43	1.04	.99	9.2	23.5	5

Case 24

Profile X-Sec A

For SWL = 14.3 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	5.3	20.0	12.8	11.6	2.2	.00041	20.0	10.8	1.85	1.03	.99	10.0	24.3	5

Case 25

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 12.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	9.9	12.0	15.1	14.5	1.5	.00214	20.0	11.2	.77	1.03	.99	7.7	24.5	5

Case 26

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 16.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	8.6	16.0	15.8	14.6	1.7	.00104	20.0	12.0	1.01	1.02	.99	8.7	25.5	5

Case 27

Profile X-Sec A

For SWL = 16.8 ft NAVD88

For Hbmax w/ T = 20.0 sec (Wave breaks on slope No. 6)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
*	7.3	20.0	16.1	14.6	2.0	.00057	20.0	12.4	1.29	1.01	.99	9.4	26.2	5

* = Predominant wave period.

Note 1 = Runup slope &/or wave steepness is outside of runup curves, outer bound used.

Note 3 = Profile slope &/or wave steepness is outside of breaker height index curves, outer bound used.

Note 5 = Composite slope method used.

Column Labels for Wave Runup Level 3 Output

- Label 1 = Unrefracted deepwater wave height, $H'0$ in ft.
- Label 2 = Wave period, T in sec.
- Label 3 = Breaking wave height, H_b in ft.
- Label 4 = Breaking water depth, db in ft.
- Label 5 = $ds/H'0$ ($db/H'0$ when composite) for use in runup curves.
- Label 6 = Wave steepness, $H'0/gT^2$.
- Label 7 = Slope that wave breaks on, 1 on ___.
- Label 8 = Runup slope calculations made on, 1 on ___.
- Label 9 = Relative runup factor, $R/H'0$, from SPM runup curves.
- Label 10 = Scale correction factor, K , from SPM.
- Label 11 = Slope roughness factor (composite factor if computed).
- Label 12 = Runup relative to SWL, in ft.
- Label 13 = Runup elevation, in ft NAVD88 .
- Label 14 = Notes on calculations.

Mr. Scott Stone
Project No. M11578
American Tin Cannery Hotel
17 January 2019
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INLAND EXTENT OF OVERTOPPING (FRENCH, 1982)

A distinct type of overflow situation can occur at low bluffs or banks backed by a nearly level plateau, where calculated wave runup may appreciably exceed the top elevation of the steep barrier. A memorandum entitled *Special Computation Procedure Developed for Wave Runup Analysis for Casco Bay, FIS - Maine, 9700-153* provides a simple procedure to determine realistic runup elevations for such situations, as illustrated in Figure D.2.8-10 (French, 1982). An extension to the bluff face slope permits the computation of a hypothetical runup elevation for the barrier, with the imaginary portion given by the excess height $R' = (R - C)$ between the calculated runup and the bluff crest. Using that height (R') and the plateau slope (m), Figure D.2.8-11 defines the inland limit to a wave runup (X) corresponding to the runup above the bluff crest (mX) or an adjusted runup elevation of $R_a = (C + mX)$. This procedure is based on a Manning's "n" value of 0.04, with some simplifications in the energy grade line, and is meant for application only with positive slopes landward of the bluff crest. A different treatment of wave overflow onto a level plateau, for possible Flood Map Project use, is provided in *Overland Bore Propagation Due to an Overtopping Wave* (Cox and Machemehl, 1986).

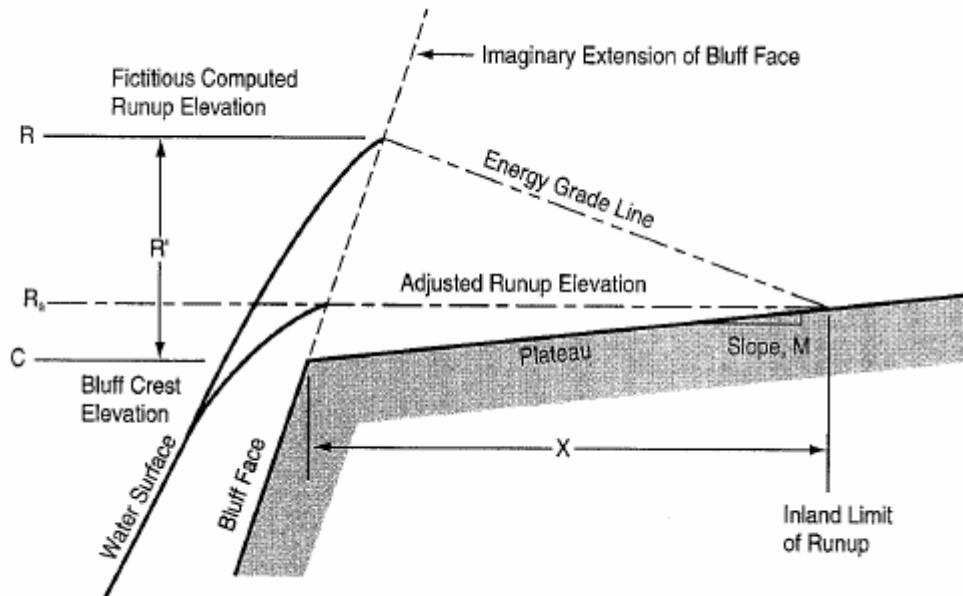


Figure D.2.8-10. Treatment of Runup onto Plateau above Low Bluff

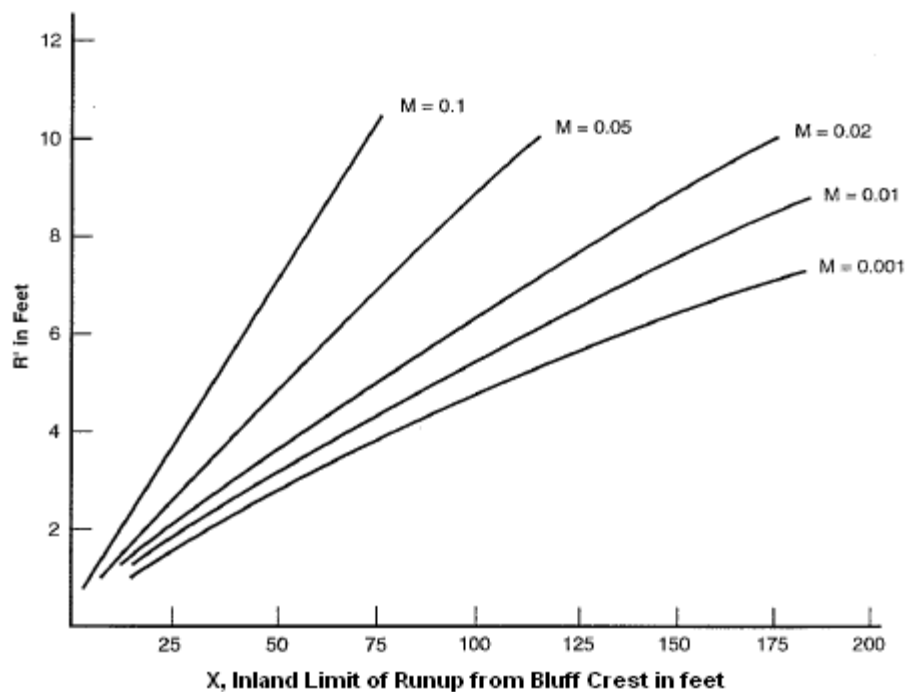


Figure D.2.8-11. Curves for Computation of Runup Inland of Low Bluffs

These runup assessment procedures are given for general guidance, but they may not be entirely applicable in certain situations. For example, runup elevations need to be fully consistent with the wave setup and wave overtopping assessments described in the subsections that follow. In problematic cases, the Mapping Partner shall use good judgment and rely on the historical data to reach a solution for the realistic flood hazards associated with a shore barrier. Subsection D.2.11 considers the integration of separately calculated wave effects into coherent hazard zones for the base flood. When a unique situation is encountered, the Mapping Partner shall prepare a Special Problem Report and discuss it with the FEMA Project Representative.

D.2.8.1.8 Advanced Wave Models

Wave models are becoming more sophisticated and able to account for the complexities of water waves. A rapidly developing class of these models is the Boussinesq group, which is both commercially and publicly available. The commercial models are generally more user friendly. In addition to wave setup, Boussinesq models can calculate wave runup. In conjunction with the development of these Guidelines and Specifications, 1-D Boussinesq models have been applied to calculate total wave runup, and the average and oscillating components were calculated separately. The comments below are based on an assessment of these Boussinesq results.

Compared to other methods, Boussinesq models yield generally realistic results. The main concern with Boussinesq modeling is the “learning curve” required to carry out these types of computations with confidence. Additionally, it was difficult to carry out calculations for deepwater waves with a small directional dependency. The reason for this difficulty lies in the associated substantial longshore wave lengths and the need for them to be represented by a 2-D

Appendix J

Preliminary Storm Water Control Plan

Preliminary Storm Water Control Plan

for

American Tin Cannery Hotel and Commercial Project

COMSTOCK HOMES

September 4, 2019
Revised May 27, 2020

Pacific Grove, CA
APN: 006-231-001, 006-234-005, 006-234-004, 006234-008

Prepared By:



6 Harris Court • Monterey, CA 93940
831 649-5225 • Fax 831 373-5065

File No.: 3400.00

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It is intended that this Preliminary Stormwater Control Plan establish the expected stormwater permit requirements for the project and provide an outline as to how these requirements will be met. The detailed information required in Sections IV through VII, along with identified tables and attachments pursuant to the Post-Construction Stormwater Management Requirements (CCR WQCB Resolution No. R3-2013-0032, Attachment C) and the current edition of the Monterey Regional Stormwater Management Program's Stormwater Technical Guide will be provided during the design phase of this project.

Tables

Table 1. Project Data Summary

Table 2. DMA Summary

Table 3. Sizing Calculations

Table 4. Potential Pollutant Sources and Source Controls

Table 5. Construction Plan Checklist

TABLES IN GREY SHALL BE PROVIDED IN
FUTURE SUBMITTALS; SEE NOTE ABOVE

Attachments

Attachment A: WMZ and Groundwater Basin Map

Attachment B: 85th and 95th Percentile Maps

Attachment C: Limited Geotechnical Investigation – Phase II Exploration, Haro Kasunich and Associates, Inc., April 10, 2019

Attachment D. Storm Water Control Plan Exhibit

Attachment F: Detailed Drainage Area Break-Down

ATTACHMENTS IN GREY SHALL BE PROVIDED
IN FUTURE SUBMITTALS; SEE NOTE ABOVE

I. Project Data

Table 1. Project Data Summary

Project Name/Number	American Tin Cannery Hotel and Commercial Project
Application Submittal Date	May 30, 2019
Project Location	109, 125, 101 Ocean View Blvd 124 Central Ave Pacific Grove, CA 93930 APNs 006-231-001, 006-234-005, 006-234-004, 006-234-008
Project Phase No.	Not a phased project
Project Type and Description	Construction of 2 hotels, commercial space, underground parking and associated site work.
Project Area ⁴	4.09± ac (does not include building to be renovated)
Project Site ¹	5.59± ac (includes Sloat Avenue right-of-way from Dewey Street to Eardley Avenue)
New Impervious Surface Area	0.35± ac
Replaced Impervious Surface Area	2.48± ac
Removed Impervious Surface Area	0.77± ac
Total Pre-Project Impervious Surface Area ³	3.6± ac
Total Post-Project Impervious Surface Area ³	2.83± ac
Total New + Replaced Impervious Area ³	2.83± ac
Net Impervious Area ²	2.83± ac - (3.6± ac - 2.83± ac) = 2.06± ac
Watershed Management Zone(s)	4 (no underlying groundwater basin)
LID Design Storm Frequency and Depth	Retention Design Storm = 85 th percentile 85 th percentile flow rate = 0.2 in/hr 85 th percentile 24-hour depth = 0.8 in 95 th percentile 24-hour depth = 1.2 in

Urban Sustainability Area	No
Approved Watershed or Regional Plan	No

¹ Project Site: The area defined by the legal boundaries of a parcel or parcels of land within which the new development or redevelopment takes place and is subject to the Post-Construction Stormwater Management Requirements. (CCRWQCB Resolution No. R3-2013-0032, Attachment C.)

² Net Impervious Area: The total (including new and replaced) post-project impervious areas, minus any reduction in total imperviousness from the pre-project to post-project condition: Net Impervious Area = (New and Replaced Impervious Area) - (Reduced Impervious Area Credit), where Reduced Impervious Area Credit is the total pre-project to post-project reduction in impervious area, if any.

³ The total pre- and post-project impervious areas listed are for the Project Area.

⁴ Project Area: Actual project area. Project area is bounded by the limits of grading, sawcut lines, and match lines. The Project Area includes both on- and off-site work areas, but does not include areas on-site where work is not proposed. Note that the building to be renovated is not included within this area.

II. Setting

II.A. Project Location and Description

The project site is located across 4 parcels (APN 006-231-001, 006-234-005, 006-234-004, 006234-008) and the portion of Sloat Avenue adjacent to parcel 006-234-004 and -005 and consists of two new hotels and redevelopment of commercial space. Each hotel is proposed to have subterranean parking garages. The site is located in the City of Pacific Grove and is within Water Management Zone 4 and does not overlie a groundwater basin.

II.B. Existing Site Features and Conditions

The existing site is developed and consists of parking lots and buildings that currently house retail and commercial space. The site generally slopes from the southwest, inland side of the site, to the northeast, coastal side of the site. Retaining walls and graded slopes exist within the project area to make up the grade differential across the development. Sloat Avenue divides the project site and there are existing utilities within the public right of way.

Per the geotechnical investigation completed in 2016 and supplemented with additional borings in 2019 (Attachment C),

The subsurface profile consists of a mantle of clayey sand topsoil over granite bedrock. The thickness of the overburden soil ranges from 2.8 to 12 feet. The native overburden soil is part of a coastal terrace deposit. In some areas of the site, portions of the overburden soil consist of fill. The overburden soil is underlain by a layer of weathered granitic bedrock. Across the site, the layer of weathered granite ranges from 1 to 13 feet thick above very dense granite. The depth of very dense granite was determined by auger refusal, where the auger did not advance more than one inch after 10 consecutive minutes of drilling with full mechanical down pressure exerted on the auger.

The overburden soils within our test borings at the project site have some clay content with a low potential for expansion based on the measured Atterberg Limits (P.I. > 15). It is not uncommon to encounter localized areas of fat clay overlying granite bedrock formations. These formations may exist

at the project site in other locations where borings have not been advanced. Based on our experience in the region, localized deposits of expansive soils are usually not vast and can be removed easily from improvement areas using conventional construction equipment. The weathered granite layer is generally in a dense state, however the ability to advance the auger through the weathered bedrock indicate it should be possible to remove or rip using conventional construction equipment. Removal of the intact, very dense granite below the weathered layer will probably not be possible with conventional construction equipment. Alternative methods will likely be required to remove the very dense bedrock. The estimated elevation of the interface of the very hard granite ranges from 5 feet to 45 feet throughout the site. These elevations have been estimated based on the site plan prepared by Whitson Engineers and the results of the test borings. The hard bedrock generally appears to dip down towards the northeast, in the area of the existing loading dock and Ocean View Boulevard. The elevation of the bedrock generally appears to increase towards the southeast, and it greatest in the area of the existing parking lots.

Groundwater was encountered in the 2016 borings B-8 and B-12 at a depth of 10 feet. Very moist conditions were noted in other 2016 borings as well, typically just above the contact with weathered granite. It is common for groundwater to perch above the contact between soil and weathered rock in this area. In the 2019 borings, the overburden soil was generally moist, however no groundwater was encountered in the borings.

It should be noted groundwater levels may fluctuate due to variations in rainfall or other factors not evident during our investigation. Contrasts in permeability between soil and bedrock strata could allow perched groundwater conditions to develop. Subsurface conditions and water levels at other locations may differ from conditions at the locations where sampling was conducted. The passage of time may also result in changes to the conditions observed or inferred from our investigation.

The site geology is mapped as undivided coastal terrace deposits underlain by porphyritic granodiorite (a type of granitic bedrock).

II.C. Opportunities and Constraints for Stormwater Control

The existing project area presents various opportunities and constraints for implementation of stormwater controls. The primary features are:

1. Grades within the project area are fairly steep. Eardley Avenue and Dewey Street that border the project to the southeast and northwest slope are steeper than 8%.
2. There is an existing storm drain infrastructure in Eardley Avenue that is fairly deep, making connection to the storm drain system feasible.
3. The existing storm drain system in Ocean View Blvd is fairly shallow near the Dewey Street intersection, but gets deeper as it continues southeast.
4. There is no existing storm drain infrastructure in Dewey Street.
5. The underlying granite makes infiltration and retention of stormwater ineffective. The site does not overlie a groundwater basin and any uncontrolled runoff would likely be intercepted by wall drains and collected in the storm drain system.
6. The project site is tributary to the public storm drain system that was upgraded as a part of the Urban Runoff Diversion Project to include CDS hydrodynamic separator units to trap trash, debris, sediment, and hydrocarbons.

III. Low Impact Development Design Strategies

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

The Project Area (footprint) is limited to the existing developed footprint; this is a redevelopment project. Rather than demolishing the entire site, a large portion of an existing building will be renovated.

III.A.2. Preservation of natural drainage features

No natural drainage features are present within the project area.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

Creeks, wetlands, and riparian habitats are not present within the project area, nor in close proximity (within 100').

III.A.4. Minimization of imperviousness

Pervious planting areas and green roofs are being considered at the levels above the subterranean parking garage and approximate areas are included in the Project Data Summary. As design development occurs, these stormwater control measures will be evaluated further.

Parking is provided underground eliminating the potential for pollutants associated with these vehicular areas to be washed into the storm drain system during rain events. These areas will only be cleaned for maintenance purposes which will occur far less frequently than rain events and these areas will be plumbed to the City's sanitary system, for treatment at the Monterey One Water Treatment Plant in Marina, CA.

III.B. Use of Permeable Pavements

Permeable pavements are not proposed for this project.

III.C. Dispersal of Runoff to Pervious Areas

Impervious pavement areas will be directed to pervious areas where feasible.

III.D. Stormwater Control Measures

The project is subject to Performance Requirements 1 and 2 of the Post Construction Requirements (PCRs). Performance Requirements 3 and 4 are not applicable to the project because while the project replaces more than 22,500 square feet, the site is in WMZ 4 and does not overlie a groundwater basin.

The project will meet Performance Requirement 1 by limiting the development envelope, dispersal of runoff to pervious areas, and by minimizing imperviousness as discussed in section III.A above.

Per the PCRs, Low Impact Development (LID) Treatment Systems (retention of the 85th percentile 24-hour storm event) must be considered as the first way to meet Performance Requirement 2. This treatment option was considered but due to the underlying granite and because the site does not overlie a groundwater basin, retention was deemed to be infeasible, ineffective, and unnecessary. Per the Technical Support Document for the Post Construction Requirements in the Central Coast Region:

WMZ 4: Characteristics: Drains to lake, large river, or marine nearshore. Underlain by all geologic types, 0-10%, and Quaternary and Late Tertiary deposits, 10-40%. Attributes and Management

Approach: This WMZ covers those areas geologically equivalent to WMZ's 1 and 3, but draining to one of the receiving water types that are not sensitive to changes in flow rates. **The dominant watershed processes in this low-gradient terrain are those providing chemical and biological remediation of runoff, but a specific focus on infiltration management strategies is only necessary for those parts of this WMZ that overlie a groundwater basin.** This WMZ covers 13.6% of Central Coast Region's urban areas (Table 5); almost 11% of the region's urban areas are in this WMZ and overlie a groundwater basin.

Biofiltration must be considered as the second alternative to LID Treatment Systems per the PCRs. This treatment system will be considered to treat runoff from the site. Due to the depth required for biofiltration areas, and because the site is primarily underlain by subterranean parking, there may be limited opportunity to employ this treatment system. It is likely that Non-Retention Based Treatment Systems including high-flowrate tree box filters and vault based high flowrate media filters will be implemented to meet Performance Requirement 2 for the majority of the site. These facilities will be designed per Appendix C Technical Criteria for Non-LID Treatment Facilities.

IV. Documentation of Drainage Design

- IV.A. Description of Drainage Management Areas
- IV.B. Self-Treating and Self-Retaining Areas
- IV.C. Stormwater Treatment (Performance Requirement #2) Calculations
- IV.D. Site Activities and Potential Sources of Pollutants

V. Stormwater Facility Maintenance

- V.A. Ownership and Responsibility for Maintenance in Perpetuity
- V.B. Operation and Maintenance Plan

VI. Construction Checklist

VII. Certifications

It is intended that this Preliminary Stormwater Control Plan establish the expected stormwater permit requirements for the project and provide an outline as to how these requirements will be met. The detailed information required in Sections IV through VII, along with identified tables and attachments pursuant to the Post-Construction Stormwater Management Requirements (CCR WQCB Resolution No. R3-2013-0032, Attachment C) and the current edition of the Monterey Regional Stormwater Management Program's Stormwater Technical Guide will be provided during the design phase of this project.

Attachment A

WMZ & Groundwater Basin Map

Attachment A



WMZ Map



Groundwater Basin Map

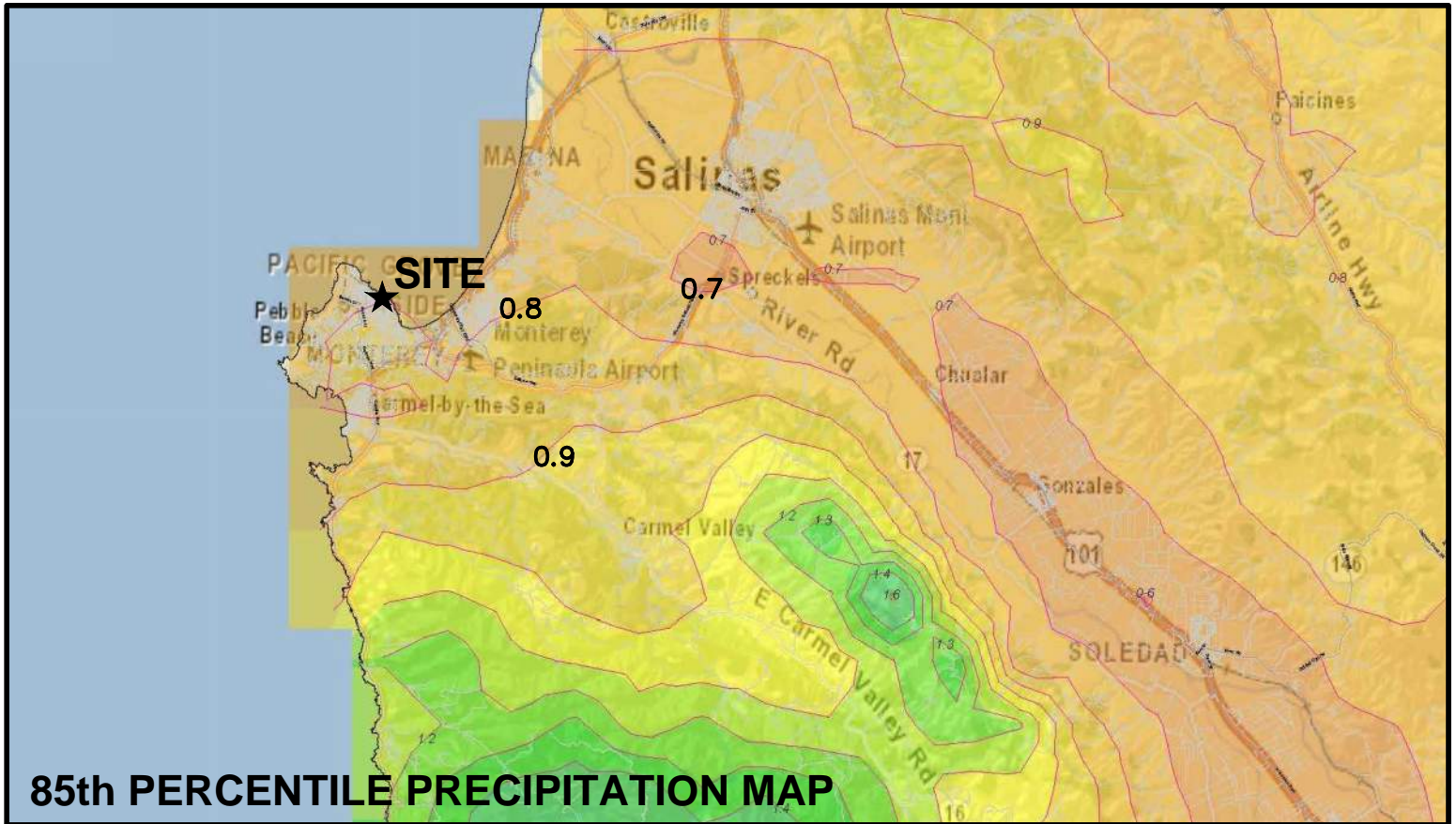
Watershed Management Zone (WMZ) = 4
Site is not underlain by a groundwater basin
Source: Monterey County GIS

http://gis.co.monterey.ca.us/Html5Viewer/Index.html?configBase=http://gis.co.monterey.ca.us/Geocortex/Essentials/external/REST/sites/Base_Map_Out/viewers/BaseMapView/virtualdirectory/Resources/Config/Default

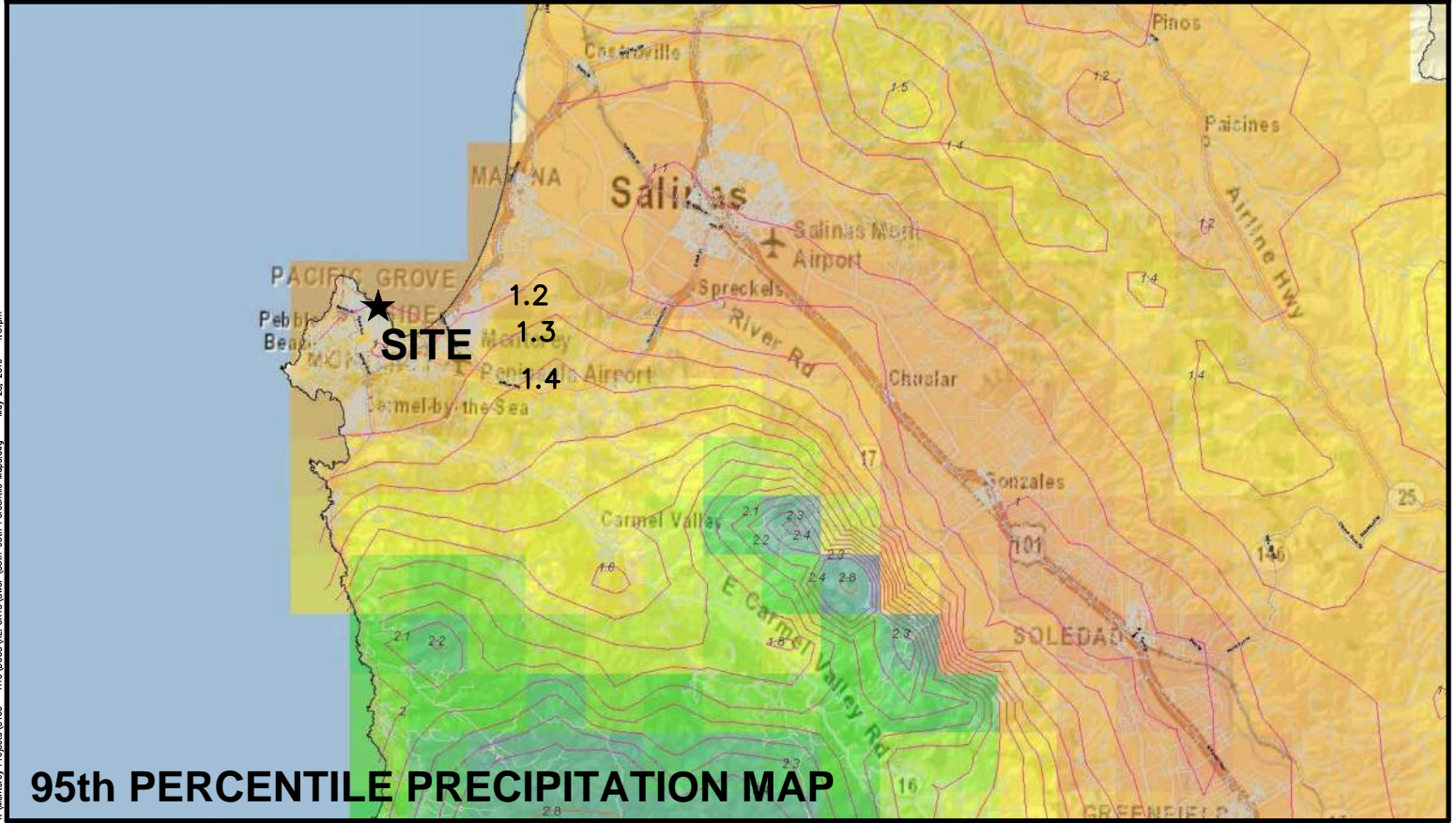
Accessed: 3/15/19

Attachment B

85th and 95th Percentile Map



85th PERCENTILE PRECIPITATION MAP



95th PERCENTILE PRECIPITATION MAP

SOURCE: CENTRAL COAST REGIONAL WATER QUALITY CONTROL BOARD

ATTACHMENT B - 85TH & 95TH PERCENTILE MAPS
AMERICAN TIN CANNERY
 PACIFIC GROVE, CALIFORNIA

5 / 28 / 19
 Project No.:3400.00



F:\Monterey Projects\3400 - ATC\DOCS\REPORTS\SWQP\85th_95th_Percentile_Maps.dwg May 28, 2019 - 4:31pm

Attachment C

Geotechnical Investigation

Project No. M11578
10 April 2019

Comstock, Crosser & Assoc. Development, Inc.
P. O. Box 61355
Irvine, California 92602

Attention: Mr. Scott Stone

Subject: Limited Geotechnical Investigation – Phase II Exploration

Reference: American Tin Cannery Hotel
125 Ocean View Boulevard
Pacific Grove, California

Dear Mr. Stone:

At your request Haro Kasunich and Associates, Inc. (HKA) has prepared the following summary of the results to date of our limited Geotechnical Investigation for the property located at 125 Ocean View Boulevard in Pacific Grove, California.

In 2016, a total of fourteen (14) exploratory borings were performed at the site with a machine powered drill rig, capable of collecting soil samples with Standard Penetration Testing (SPT). Laboratory tests were performed on selected soil samples. An additional ten (10) exploratory borings were performed as a part of this investigation to develop a better understanding of the depth to hard rock from the ground surface in the location of the proposed subterranean parking structures.

Information collected in the test borings has been used to develop a subsurface profile of the soil and bedrock conditions at the site. A site plan of the subject site, prepared by Whitson Engineers and dated 16 June 2016, was utilized in preparation of this report. To better understand proposed improvements as well as aid in geotechnical work plan development and cost estimates, HKA had discussions with Scott Stone of Comstock Homes and reviewed the American Tin Cannery Hotel and Mixed Use Progress Package, dated 12 November 2018, prepared by John C. Hill, A.I.A.

Additional geotechnical investigation required to develop design-level geotechnical recommendations would include, but is not limited to, shear wave and refraction testing and rock coring with a diamond-tip drilling auger. The information gathered in these tests will further develop an understanding of the subsurface conditions at the site.

HKA also recommends having a geological investigation report for the project site prepared by a registered Engineering Geologist in conjunction with our geotechnical investigation report. The geological report would provide valuable insight into the orientation of hard bedrock, bedrock lithology, and identification of coastal hazards including, but not limited to, long term shoreline recession, coastal flooding, and impact from sea level rise. The geological investigation report would not only be beneficial to the value engineering of the project, but may also become a requirement by certain agencies reviewing the project such as the California Coastal

Commission (CCC). HKA can coordinate geological services for this project with a registered engineering geologist with experience in coastal processes.

Purpose and Scope

The purpose of this report is to present data collected as a part of the additional test borings performed at the project site in the area of the proposed subterranean parking structures, specifically depth to hard bedrock, and to make recommendations for further work to develop a design-level geotechnical investigation report for the planned improvements. The specific scope of our services to date was as follows:

- A. Review of data collected as a part of the 2016 investigation. The data was used to identify locations for additional soil borings, and in the development of the subsurface profile of the soil and bedrock at the site;
- B. Performed ten (10) additional soil test borings in the locations of the proposed subterranean parking garage. Eight (8) test borings were performed around the building along Ocean View Boulevard, Dewey Street, and Sloat Avenue and in the area of the loading dock and existing parking lots using a truck mounted drill rig. Two (2) test borings were performed inside the existing building using a portable drill rig. Standard Penetration Testing was performed as a part of the exploratory borings. The difficulty encountered in advancing the auger and the results of the Standard Penetration Tests were used to estimate the surface of the weathered and hard granite bedrock in vertical elevation;
- C. Prior to performing the test borings, the area was cleared for conflict with underground utilities using Ground Penetrating Radar (GPR). HKA also contacted USA for location of group member utilities.
- D. The concrete slab in the loading dock area and the floor slab inside the existing building were cored by a licensed and bonded contractor prior to drilling. Item (C) was completed prior to coring of concrete slabs;
- E. Required boring permits and encroachment permits were obtained by required agencies prior to start of field exploration work. The City of Pacific Grove was also notified prior to start of items (B) and (D) as a proactive measure in the event noise complaints were reported;
- F. HKA coordinated traffic safety with a licensed and bonded contractor that specializes traffic control services. Parking meters were leased and bagged during work by the Pacific Grove Police Department;
- G. This memorandum summarizing the findings of the field exploration phase was prepared and submitted to client as an update.

Project Description

Based on review of the American Tin Cannery Hotel and Mixed Use Progress Package, dated 12 November 2018, prepared by John C. Hill, A.I.A. and discussions with Mr. Scott Stone HKA understands the project as follows:

- The northeast side of the existing building is shown to be demolished along with the parking lots above Sloat Avenue and the pedestrian bridge connecting the two;
- A new 4.5 star, four (4) story, Four Seasons Hotel is shown to be constructed over the upper parking lot;
- A group hotel will be constructed over the demolished portion of the existing building. The group hotel is shown to be three (3) stories tall;
- Each hotel is shown to have a pool and their own arrival court. The luxury hotel is also shown to have a large spa and first class restaurant;
- The portion of the existing building to remain is shown to be converted into retail, restaurants, meeting rooms and a ball room space on the street level compatible with the hotel. The second floor is shown to be converted into walking area with some meeting rooms and retail;
- Each hotel is shown to have their own **subterranean parking garage** totaling 335 parking spaces. The elevations of the subterranean levels are shown to be between 9 and 44 feet on the plans.

Field Exploration to Date

Subsurface conditions were explored by drilling a total of ten (10) exploratory borings to depths ranging between 3.2 and 16.0 feet below the ground surface (bgs). The borings were advanced with either an 8-inch diameter continuous flight auger hollow-stem drilling equipment or 4-inch diameter continuous flight limited access drilling equipment. Concrete slabs were cored through where borings were located inside the building and on the loading dock. The boreholes were backfilled with soil cuttings and capped with a concrete plug up to the surface. Borings performed indoors were backfilled with soil cuttings after which the concrete core was replaced.

Representative soil samples were obtained from the exploratory borings at selected depths, or at major strata changes. These samples were recovered using a 3.0 inch O.D. Modified California Sampler (L), or by a Standard Terzaghi Sampler (T). The soils encountered in the borings were continuously logged in the field and described in accordance with the Unified Soil Classification System (ASTM D2488, Visual-Manual Proceeding). The Test Boring Logs are included in the Appendix of this report. The logs depict subsurface conditions at the approximate locations shown on the Boring Site Plan. Subsurface conditions at other locations may differ from those encountered at the explored locations. Stratification lines shown on the logs represent the approximate boundaries between soil types. The actual soil layer transitions may be gradual.

The penetration blow counts noted on the boring logs were obtained by driving a sampler into the soil with a 140-pound hammer dropping through a 30-inch fall. The sampler was driven up to 18 inches into the soil and the number of blows counted for each 6-inch penetration interval. The numbers indicated on the logs are the total number of blows that were recorded for the second and third 6-inch intervals, or the blows that were required to drive the penetration depth shown if high resistance was encountered.

Subsurface Conditions

The subsurface profile of the site generally consists of a mantle of clayey sand topsoil over granite bedrock. The thickness of the overburden soil ranges from 2.8 to 12 feet. The native overburden soil is part of a coastal terrace deposit. In some areas of the site, portions of the overburden soil consist of fill. The overburden soil is underlain by a layer of weathered granitic bedrock. Across the site, the layer of weathered granite ranges from 1 to 13 feet thick above very dense granite. The depth of very dense granite was determined by auger refusal, where the auger did not advance more than one inch after 10 consecutive minutes of drilling with full mechanical down pressure exerted on the auger.

The overburden soils within our test borings at the project site have some clay content with a low potential for expansion based on the measured Atterberg Limits (P.I. > 15). It is not uncommon to encounter localized areas of fat clay overlying granite bedrock formations. These formations may exist at the project site in other locations where borings have not been advanced. Based on our experience in the region, localized deposits of expansive soils are usually not vast and can be removed easily from improvement areas using conventional construction equipment.

The weathered granite layer is generally in a dense state, however the ability to advance the auger through the weathered bedrock indicate it should be possible to remove or rip using conventional construction equipment.

Removal of the intact, very dense granite below the weathered layer will probably not be possible with conventional construction equipment. Alternative methods will likely be required to remove the very dense bedrock.

The estimated elevation of the interface of the very hard granite ranges from 5 feet to 45 feet throughout the site. These elevations have been estimated based on the site plan prepared by Whitson Engineers and the results of the test borings. The hard bedrock generally appears to dip down towards the northeast, in the area of the existing loading dock and Ocean View Boulevard. The elevation of the bedrock generally appears to increase towards the southeast, and it greatest in the area of the existing parking lots.

The depth below ground surface to weathered and hard bedrock is shown in Table 1.

Boring	Depth of Boring (ft)	Elevation of Existing Ground Surface (ft)	Depth to Weathered Granite (ft)	Elevation of Weathered Granite (ft)	Depth to Hard Granite (ft)	Elevation of Hard Granite (ft)
B-1-16	18.5	57.5	5	52.5	18	39.5
B-2-16	16.1	57.5	6	51.5	16	41.5
B-3-16	12	55	5	50	12	43
B-4-16	11	52.8	5	47.8	11	41.8
B-5-16	23	26.5	5	21.5	15	11.5
B-6-16	12.1	54	2	52	11	43
B-7-16	13	52	4	48	13	39
B-8-16	18	26.6	12	14.6	18	8.6
B-9-16	11	45.9	5	40.9	11	34.9
B-10-16	9	54.2	3	51.2	9	45.2
B-11-16	14.5	26.6	12	14.6	13	13.6
B-12-16	21	26.3	11	15.3	21	5.3
B-13-16*	5.5	-	4	-	5.5	-
B-14-16*	6.3	-	4.5	-	6	-
B-1-19	10	26.5	6.5	20	10	16.5
B-2-19	7.5	26.7	5	21.7	7.5	19.2
B-3-19	7	26.3	4	22.3	7	19.3
B-4-19*	4.3	-	4	-	4.3	24.6
B-5-19*	3.2	-	2.8	-	3.2	26.1
B-6-19	6	44	5.5	38.5	6	38
B-7-19	5.5	36.5	3.5	33	5.5	31
B-8-19	6	43	3	40	6	37
B-9-19	16	55	12	43	16	39
B-10-19	9	48.9	4	44.9	9	39.9

*Borings B-13-16, B-14-16, B-4-19, and B-5-19 were performed inside the existing building, and no elevation data is available.

The test boring logs are included in the Appendix, Figures 9 to 33. Stratification lines shown on the logs represent the approximate boundaries between soil types; the actual transitions may be gradual. Boring locations are shown on the Test Boring Site Plans, Figures 3 to 5 in the Appendix. The boring locations are overlaid on an existing satellite image and preliminary site plans.

The cross section profiles prepared by HKA in a report dated 15 November 2018 were revised based on the results of the ten (10) test borings performed as a part of this investigation. A total of three (3) cross sections have been revised in this report. One cross section was cut across the project site from north to south from the upper parking lot through the building down to Ocean View Boulevard. The second cross section was cut through the building north to east from Eardley Avenue to Dewey Street. The third cross section was cut west to south through the upper and lower parking lots. The cross sections provide a graphical presentation of our interpretation of the test borings to show the location, depth, and thickness of the overburden soil, weathered granite, and un-weathered bedrock throughout the site. The approximate extents of the subterranean parking structures have also been included on the cross sections. The cross sections are shown in Figures 6 and 7 in the Appendix.

Groundwater was encountered in the 2016 borings B-8 and B-12 at a depth of 10 feet. Very moist conditions were noted in other 2016 borings as well, typically just above the contact with weathered granite. It is common for groundwater to perch above the contact between soil and weathered rock in this area. In the 2019 borings, the overburden soil was generally moist, however no groundwater was encountered in the borings.

It should be noted groundwater levels may fluctuate due to variations in rainfall or other factors not evident during our investigation. Contrasts in permeability between soil and bedrock strata could allow perched groundwater conditions to develop. Subsurface conditions and water levels at other locations may differ from conditions at the locations where sampling was conducted. The passage of time may also result in changes to the conditions observed or inferred from our investigation.

The site geology is mapped as undivided coastal terrace deposits underlain by porphyritic granodiorite (a type of granitic bedrock). The regional geology is shown on Figure 2.

Geologic and Coastal Hazards

Geologic hazards considered for this site include strong seismic shaking, liquefaction potential and related ground effects, slope instability, coastal flooding from storm surge and wave run-up, future beach and bluff recession, and long term sea level rise.

We anticipate strong seismic shaking to occur during the design life of the proposed development and therefore it should be incorporated into the planning and construction of improvements.

Liquefaction is a phenomenon where granular soils below the groundwater table experience a loss of shear strength during seismic shaking. Ground effects related to liquefaction include vertical settlement, ground subsidence or voids below structures, soil bearing failure, and sand boils to name a few. Based on the data collected as a part of this investigation, the potential for liquefaction to occur at the project site is low.

Slope instability or land sliding occurs when the shear strength of the soil within the slope is over powered by the driving forces within the slope (i.e. ground water, soil weight, seismic shaking). The project site has gentle to moderate slope gradients. The potential for deep seated land sliding to occur in the bedrock is low to nil. The overburden soils could be subject to general slope failure particularly within the cut/fill slopes ascending from Sloat Avenue to the parking lots. These slopes should be screened using a limit equilibrium slope stability analysis. It appears these slopes are likely to be retained as part of the planned development. That would likely resolve any slope instability concerns.

Coastal hazards such as flooding, future shoreline recession, and impacts from long-term sea level rise should be evaluated by a Licensed Engineering Geologist with experience in coastal processes working in conjunction with the Geotechnical Engineer. The geologist can also provide beneficial insight in to the bedrock orientation and lithology that can be used for value engineering. HKA can coordinate these geological services for the client upon request.

Discussions and Conclusions

The data collected in this and the 2016 investigation provides a preliminary understanding of the subsurface conditions present at the site. The results of the exploratory borings indicate the general profile of the layers of overburden soil, weathered bedrock, and intact bedrock which underlie the site. Our understanding of the project site from a geotechnical standpoint is still limited to the amount and type of work completed to date. Further investigation will be required to develop design-level geotechnical recommendations and criteria for planning, design, and construction.

Geotechnical considerations for the project site thus far are loose compressible near surface overburden soils, the need for temporary shoring in areas of deep excavation and embedment of shoring into hard granite, excavations near property lines that could impact nearby improvements (i.e. City streets or neighboring buildings), perched groundwater, construction sequencing to minimize potential for damages to neighboring improvements, and very hard granite bedrock that will require un-conventional construction methods to drill into and/or remove.

Based on the data collected thus far the proposed project is feasible from a geotechnical engineering standpoint. The granite and firm native overburden soils are suitable for foundation support. To better understand the economics related to the geotechnical aspects of construction geophysical soundings and diamond tip rock coring exploration is recommended. HKA can arrange for these services at the client's request.

Excavations

It is anticipated that the finished floor for much of the lower level of the development will be concrete slab-on-grade and located below the top of the hard granite formation. This will require removing the hard granite bedrock formation over vast areas to make room for slab section, water proofing, and under-slab drain systems. Based on the preliminary site plans prepared by John C. Hill, A.I.A., the elevation of the subterranean parking garages will range from 44 feet to 9 feet. Construction of subterranean levels will require excavations on the order of 10 to 15 feet or more.

The greatest depth of excavation will be required for the lower parking garage, where the proposed elevation of the structure is 9 feet. The test borings performed in the area of the lower parking garage indicate the depth to intact bedrock below the existing ground surface ranges from to 23 feet in the northern corner of the proposed parking area to 3.2 feet near the southern corner of the lower parking garage. Based on these depths, it is anticipated that up to 15 vertical feet of the intact bedrock would have to be removed to reach the proposed elevation of the lower parking structure in areas where the bedrock is most shallow.

In the area of the upper parking garage, the test borings indicate the depth to intact bedrock ranges from 9 to 16 feet. In excavations for the upper parking garage, bedrock may not be encountered in all areas. Where bedrock is encountered, up to 3 feet may have to be removed to reach the proposed elevation of the parking deck.

The topsoil and majority of the weathered granitic bedrock should be relatively easy to excavate with conventional equipment. Below the weathered granite is where excavation challenges will begin; this material is very competent un-weathered granite bedrock. As mentioned above, the vertical cuts next to adjacent buildings and property lines will need to have shoring components with their foundations embedded into the un-weathered bedrock. We anticipate coring will be needed to excavate the foundation elements of the shoring in many locations around the project site.

The results of our test borings indicate deeper excavations into the granitic bedrock may be very difficult if not impossible with conventional grading equipment like excavators and backhoes. It was very difficult to advance the auger through the bedrock more than a couple of inches over a period of ten (10) minutes when drilling, and the Standard Penetration Test (SPT) drove the sampler less than one inch for 50 blows of the hammer into the material. Continued sampling and drilling would have eventually damaged the drilling rig and tooling. Both the lack of auger advancement and minimal sampler penetration into competent bedrock material indicates it will be hard to remove with conventional construction equipment.

Although the results of the soil borings and Standard Penetration Tests (SPTs) give some indication as to the ease of excavation in the soil and bedrock at the site, the rippability of the un-weathered bedrock can be better determined with additional investigation, including shear wave and refraction testing with a diamond-tip drilling auger. These determinations will aid in construction planning and underground floor level layouts. The information will also be used to determine the appropriate seismic design site class based on guidelines presented in Chapter 16 of the California Building Code (CBC 2016). Shear wave and refraction testing was included in the geotechnical work plan outlined in our report dated 15 November 2018.

In summary very dense granite is expected to be encountered while excavating to the finished floor of the subterranean parking. The soil overburden will need to be shored. The shoring foundation will be embedded into hard granite bedrock requiring coring. The data collected to date profiles the depth and location of the granite bedrock. To understand how difficult removal of this material will be requires geophysical soundings and exploratory diamond tip coring. HKA can arrange for this work to be completed at your request.

Temporary Shoring

The overburden soils are subject to cut slope failures if they are not either laid back at a safe gradient on the order of 45 degrees (1H:1V) or secured using shoring. Given the proximity of the property lines in most locations of the planned excavation, laying back the overburden soils will not be a viable option. Top-down shoring needs to be implemented to minimize the potential for lateral movement of the overburden soils during grading that may result in vertical settlement of neighboring buildings, streets, and utilities. The exception being the south side of the excavation for the subterranean parking garage. Since property line constraints do not exist along this side of the excavation, tied back or soil nail type shoring systems could also be implemented.

We anticipate shoring to consist of a cantilever structural system that would require cast in drilled hole (CIDH) piers embedded into the granite bedrock a significant depth below bottom of the excavation. Given the difficulty encountered in advancing the auger through the hard bedrock, drilling piers for shoring in the material will be very difficult if not impossible.

Mr. Scott Stone
Project No. M11578
American Tin Cannery Hotel
10 April 2019
Page 9

Where deep excavations are to occur, the ability to construct CIDH piers can be better understood by advancing diamond tip coring equipment to a depth of at least 10 feet below bottom of lowest CIDH pier. The effect of site improvements on neighboring properties should be measured by having licensed surveyors place temporary targets on building foundations and street surfaces. The targets should be surveyed and vertical elevation referenced to a nearby benchmark or monument. The surveyor should take reading before, during, and after the excavation has been secured with a permanent retaining wall.

Limitations and Uniformity of Conditions

This report is issued with the understanding it is the responsibility of the owner, or his representative, to ensure the information and recommendations contained herein are called to the attention of the Architects and Engineers for the project and incorporated into the plans, and the necessary steps are taken to ensure the Contractors and Subcontractors carry out such recommendations in the field. The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. No other warranty expressed or implied is made.

The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they be due to natural processes or to the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards occur whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or partially, by changes outside our control. Therefore, this report should not be relied upon after a period of three (3) years without being reviewed by a geotechnical engineer.

We appreciate the opportunity to be of service to you. If you have any questions concerning this letter, please contact our office. If you would wish to move forward with the recommended additional investigation, including shear wave and refraction testing and rock coring with a diamond-tip drilling auger, please contact our office.

Respectfully Submitted,

HARO, KASUNICH & ASSOCIATES, INC.

Katerina Schulz, E.I.T.
Staff Engineer

Moses Cuprill
C.E. 78904

KS/MC/mc
Copies:

2 to Addressee
PDF Scott Stone sstone@comstock-homes.c
PDF John Hill johnhillaia@gmail.com



APPENDIX A

Site Vicinity Map (Figure 1)
Regional Geologic Map (Figure 2)
Test Boring Site Plans (Figures 3 – 5)
Geotechnical Cross Sections (Figures 6 – 8)
Key to Logs (Figure 9)
Test Boring Logs (2019) (Figures 10 - 19)
Test Boring Logs (2016) (Figures 20 – 33)
Direct Shear Test Results (Figures 34 – 39)
Atterberg Limits Test Results (Figure 40)



SITE LOCATION

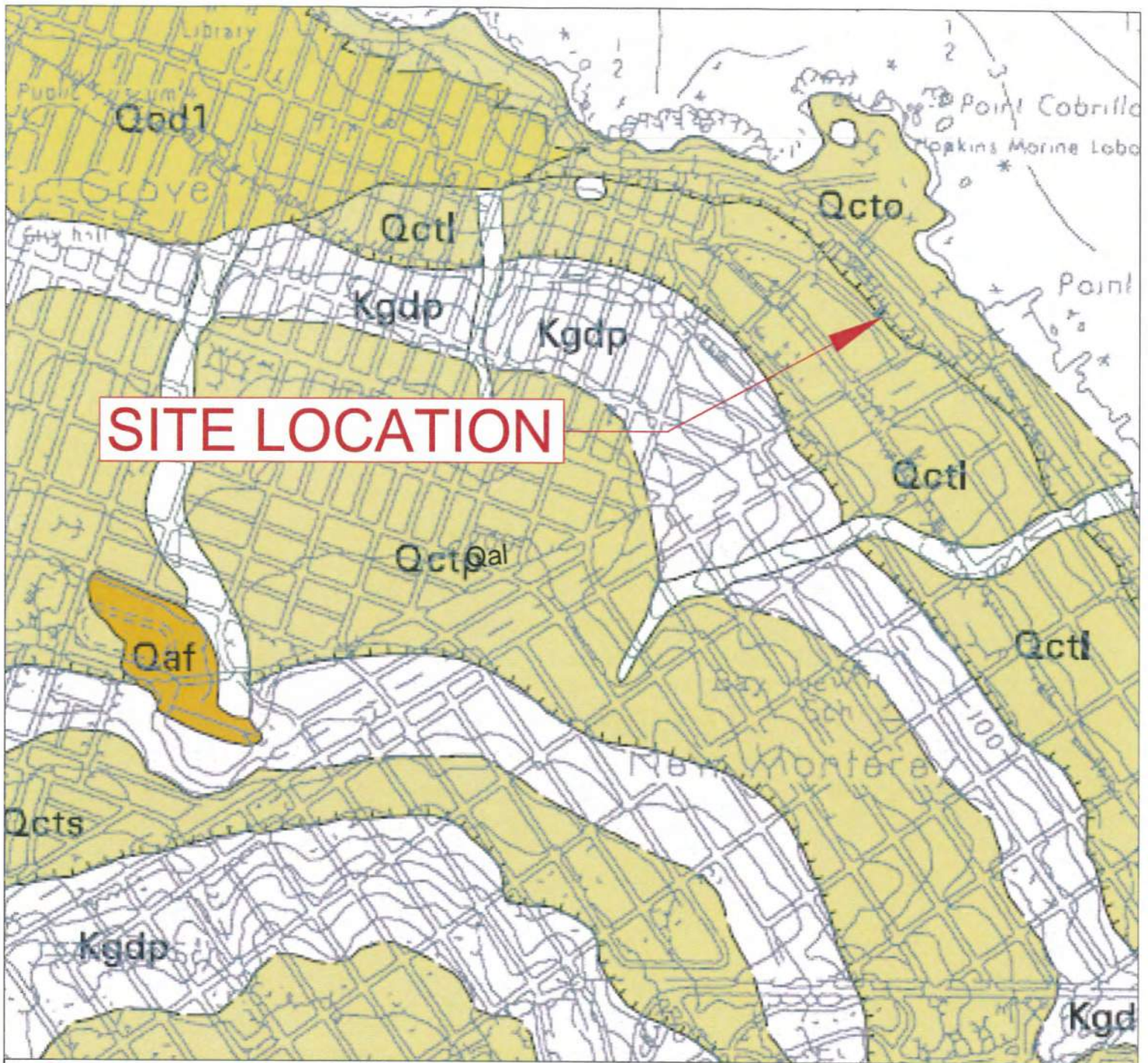
SITE VICINITY MAP
 Future Bella Hotel, Pacific Grove
 Monterey County, California

SCALE:	no scale
DRAWN BY:	JD
DATE:	August 2016
REVISED:	
JOB NO.:	M11053

HARO, KASUNICH & ASSOCIATES, INC.
 GEOTECHNICAL AND COASTAL ENGINEERS
 116 E. LAKE AVENUE, WATSONVILLE, CA 95076
 (831) 722-4175

FIGURE NO. 1

SHEET NO.



SITE LOCATION



FROM:

GEOLOGIC MAP OF THE MONTEREY AND SEASIDE 7.5-MINUTE QUADRANGLES, MONTEREY COUNTY, CALIFORNIA: A DIGITAL DATABASE

By

Joseph C. Clark, William R. Dupré, and Lewis I. Rosenberg

1997

LEGEND:

- Qad** Alluvial deposits, undivided (Holocene)—Unconsolidated, heterogeneous, moderately sorted silt and sand with discontinuous lenses of clay and silty clay
- Qaf** Artificial fill (Holocene)—Heterogeneous mixture of artificially deposited material ranging from well-compacted sand and silt to poorly compacted sediment high in organic content; only locally delineated
- Kgdp** Porphyritic granodiorite of Monterey of Ross (1976) (Cretaceous)
- Qct** Coastal terrace deposits, undivided (Pleistocene)—Semiconsolidated, moderately well-sorted marine sand containing thin, discontinuous gravel-rich layers. Locally divided into:
 - Qcto** Ocean View coastal terrace (Pleistocene)
 - Qcti** Lighthouse coastal terrace (Pleistocene)
 - Qctp** Peninsula College coastal terrace (Pleistocene)
 - Qcts** Sylvan coastal terrace (Pleistocene)

SITE GEOLOGIC MAP
Future Bella Hotel, Pacific Grove
Monterey County, California

SCALE: no scale

DRAWN BY: JD

DATE: August 2016

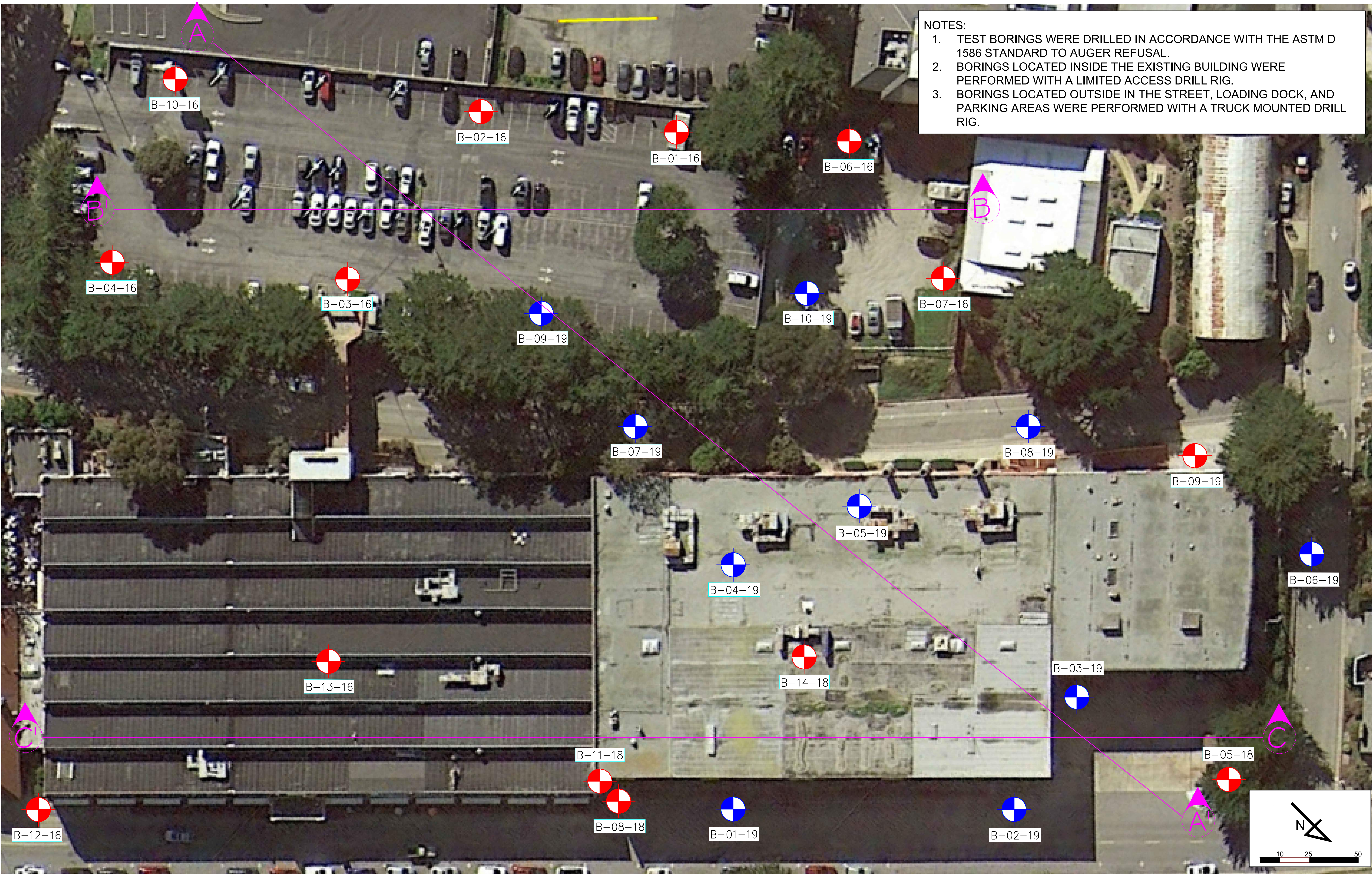
REVISED:

JOB NO. M11053

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GEOTECHNICAL AND COASTAL ENGINEERS
116 E. LAKE AVENUE, WATSONVILLE, CA 95076
(831) 722-4175

FIGURE NO. 2

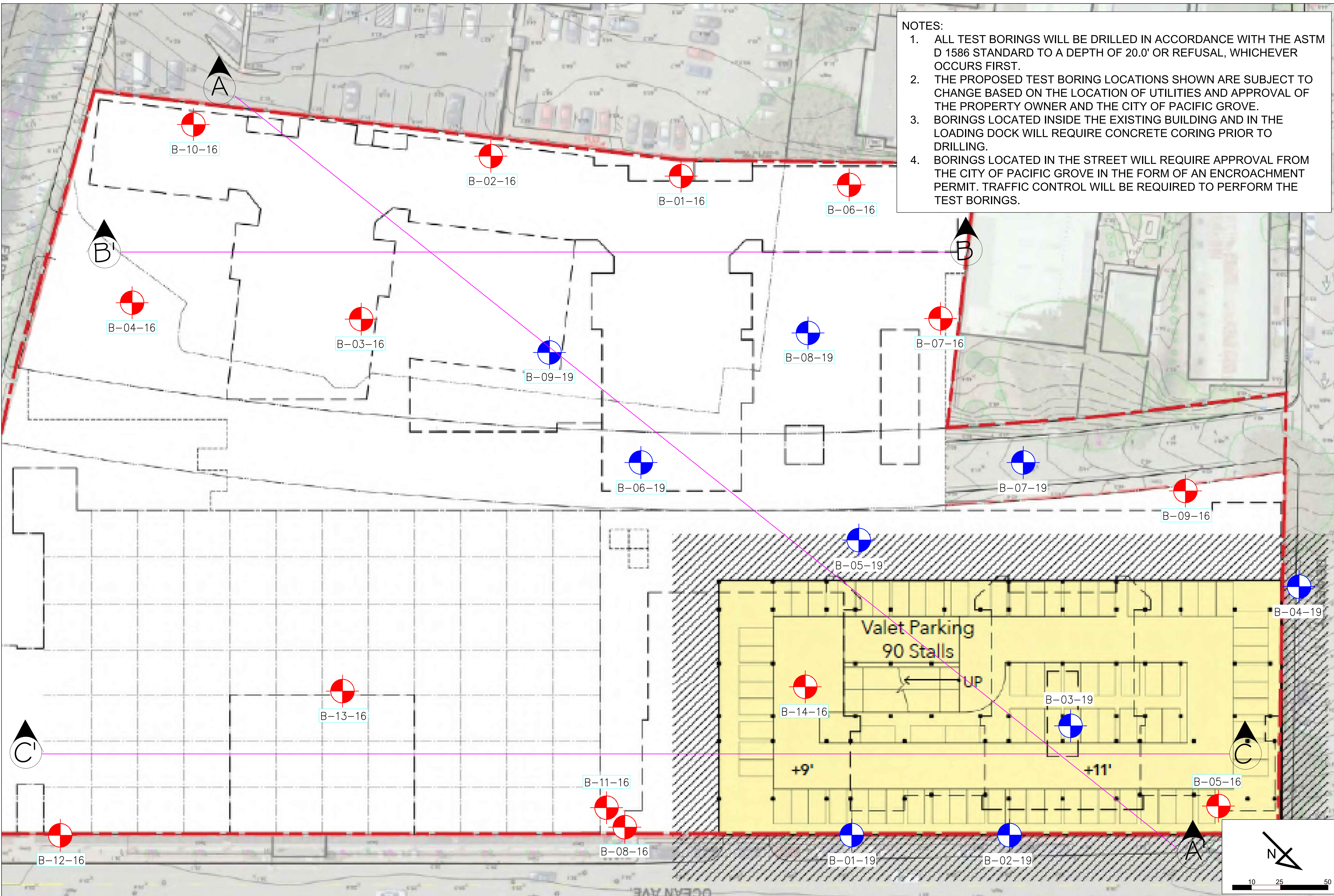
SHEET NO.



NOTES:

1. TEST BORINGS WERE DRILLED IN ACCORDANCE WITH THE ASTM D 1586 STANDARD TO AUGER REFUSAL.
2. BORINGS LOCATED INSIDE THE EXISTING BUILDING WERE PERFORMED WITH A LIMITED ACCESS DRILL RIG.
3. BORINGS LOCATED OUTSIDE IN THE STREET, LOADING DOCK, AND PARKING AREAS WERE PERFORMED WITH A TRUCK MOUNTED DRILL RIG.

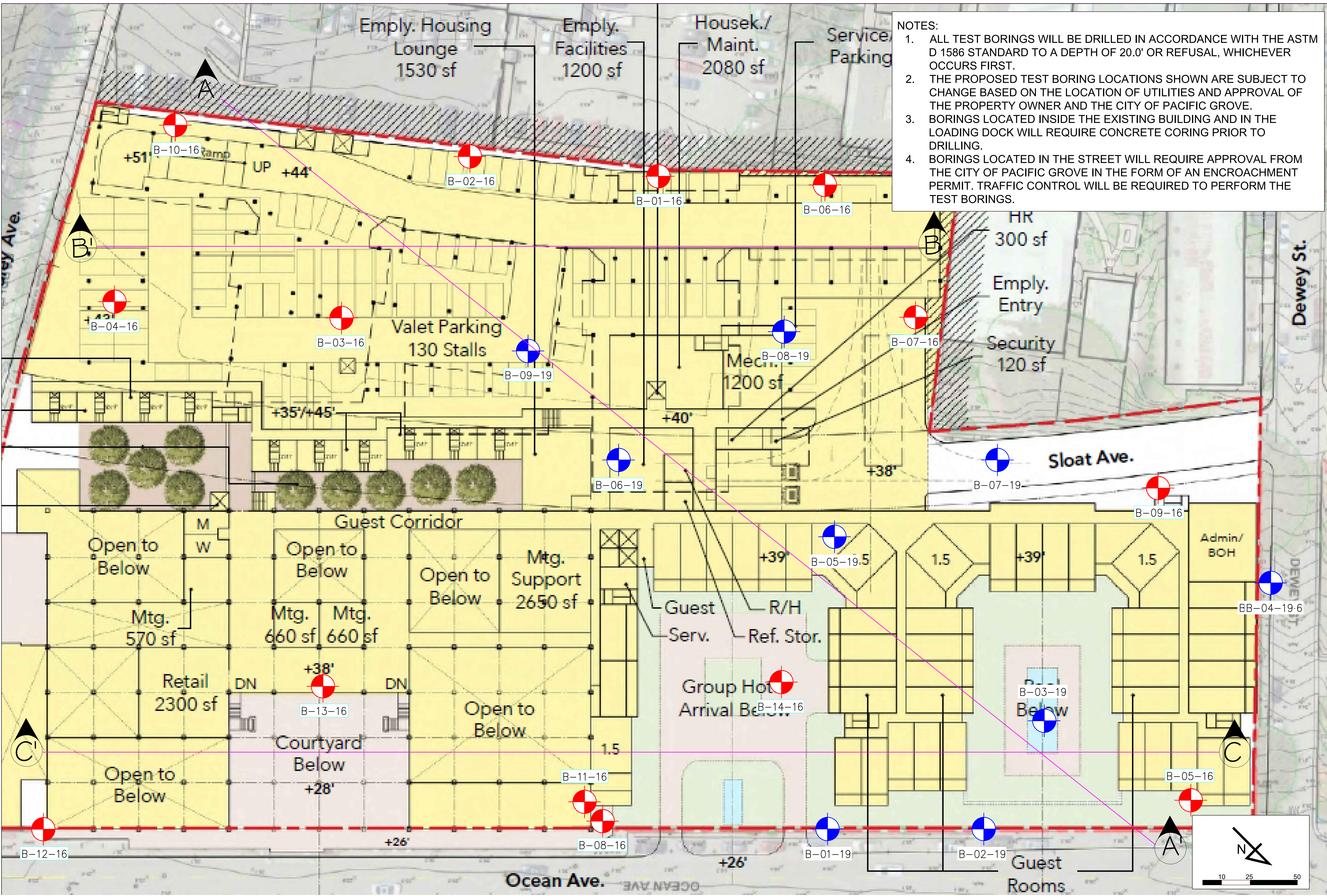
HARO KASUNICH & ASSOCIATES 116 EAST LAKE AVENUE WATSONVILLE, CALIFORNIA 95076 (831) 722-4175		12-10-18	KPS	DR. BY	REVIEW
AMERICAN TIN CANNERY REDEVELOPMENT 125 OCEAN VIEW BLVD, PACIFIC GROVE, CALIFORNIA					
COMSTOCK HOMES 2301 Rosecrans Avenue, Ste. 1150 El Segundo, CA 90245					
REVISION	COMMENT	DATE	PROPOSED TEST BORING LOCATION PLAN		
	ISSUED FOR REVIEW/PERMIT	12/10/18			
FILE NO.	M11578				
SHEET NO.	1				



NOTES:

1. ALL TEST BORINGS WILL BE DRILLED IN ACCORDANCE WITH THE ASTM D 1586 STANDARD TO A DEPTH OF 20.0' OR REFUSAL, WHICHEVER OCCURS FIRST.
2. THE PROPOSED TEST BORING LOCATIONS SHOWN ARE SUBJECT TO CHANGE BASED ON THE LOCATION OF UTILITIES AND APPROVAL OF THE PROPERTY OWNER AND THE CITY OF PACIFIC GROVE.
3. BORINGS LOCATED INSIDE THE EXISTING BUILDING AND IN THE LOADING DOCK WILL REQUIRE CONCRETE CORING PRIOR TO DRILLING.
4. BORINGS LOCATED IN THE STREET WILL REQUIRE APPROVAL FROM THE CITY OF PACIFIC GROVE IN THE FORM OF AN ENCROACHMENT PERMIT. TRAFFIC CONTROL WILL BE REQUIRED TO PERFORM THE TEST BORINGS.

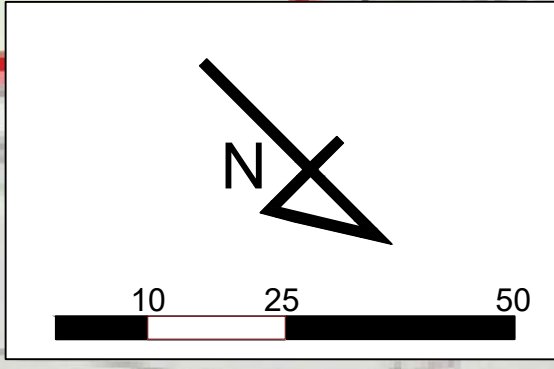
HARO KASUNICH & ASSOCIATES 116 EAST LAKE AVENUE WATSONVILLE, CALIFORNIA 95076 (831) 722-4175		12-10-18	KPS				
DR. BY							
JOB NO.	M11578						
RELEASE	REVIEW						
AMERICAN TIN CANNERY REDEVELOPMENT 125 OCEAN VIEW BLVD, PACIFIC GROVE, CALIFORNIA		COMSTOCK HOMES 2301 Rosecrans Avenue, Ste. 1150 El Segundo, CA 90245		PROPOSED TEST BORING LOCATION PLAN			
REVISION	COMMENT	DATE					
	ISSUED FOR REVIEW/PERMIT	12/10/18					
FILE NO.		M11578					
SHEET NO.		2					



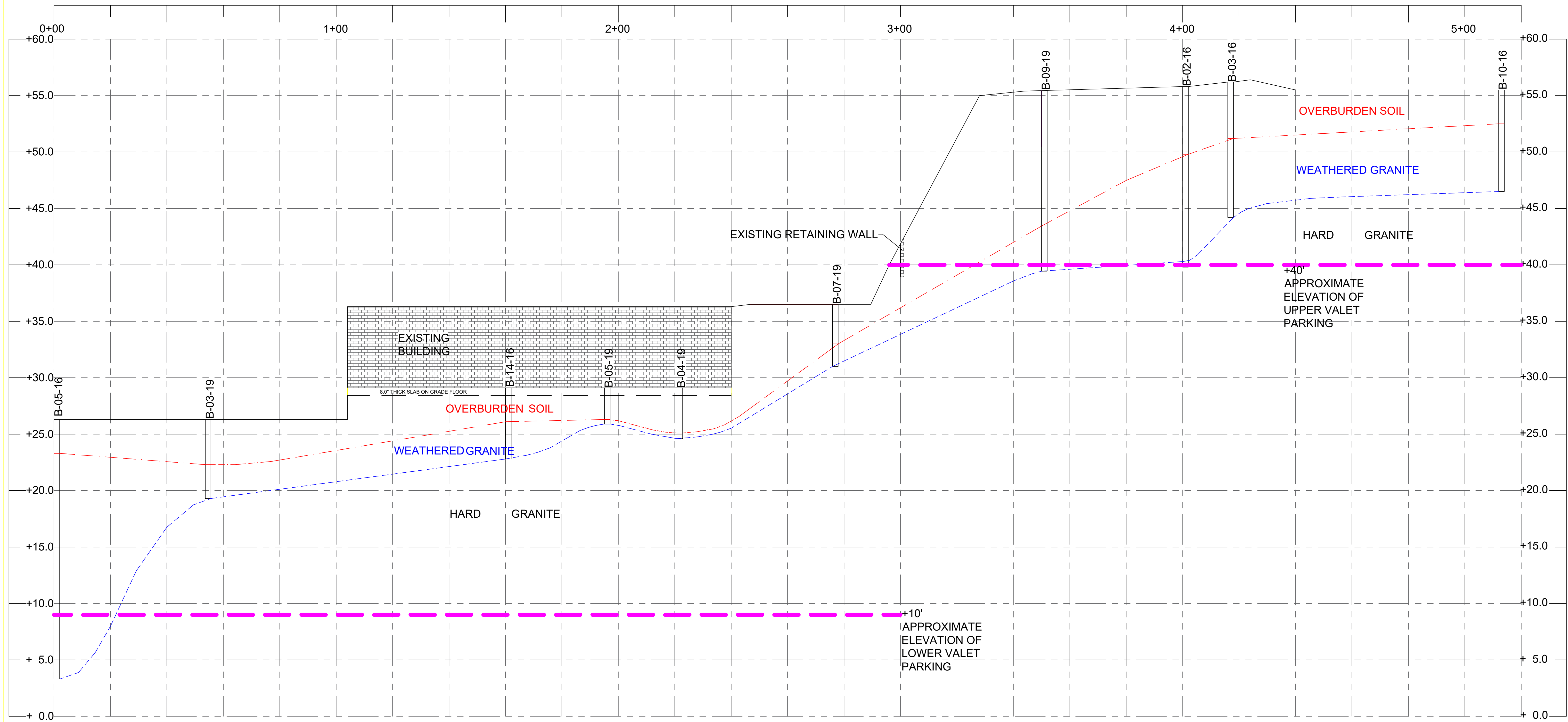
NOTES:

1. ALL TEST BORINGS WILL BE DRILLED IN ACCORDANCE WITH THE ASTM D 1586 STANDARD TO A DEPTH OF 20.0' OR REFUSAL, WHICHEVER OCCURS FIRST.
2. THE PROPOSED TEST BORING LOCATIONS SHOWN ARE SUBJECT TO CHANGE BASED ON THE LOCATION OF UTILITIES AND APPROVAL OF THE PROPERTY OWNER AND THE CITY OF PACIFIC GROVE.
3. BORINGS LOCATED INSIDE THE EXISTING BUILDING AND IN THE LOADING DOCK WILL REQUIRE CONCRETE CORING PRIOR TO DRILLING.
4. BORINGS LOCATED IN THE STREET WILL REQUIRE APPROVAL FROM THE CITY OF PACIFIC GROVE IN THE FORM OF AN ENCROACHMENT PERMIT. TRAFFIC CONTROL WILL BE REQUIRED TO PERFORM THE TEST BORINGS.

HARO KASUNICH & ASSOCIATES 116 EAST LAKE AVENUE WATSONVILLE, CALIFORNIA 95076 (831) 722-4175		DATE	12-10-18
AMERICAN TIN CANNERY REDEVELOPMENT 125 OCEAN VIEW BLVD, PACIFIC GROVE, CALIFORNIA		DR. BY	KPS
COMSTOCK HOMES 2301 Rosecrans Avenue, Ste. 1150 El Segundo, CA 90245		JOB NO.	M11578
PROPOSED TEST BORING LOCATION PLAN		RELEASE	REVIEW
FILE NO.	M11578		
SHEET NO.	3		



SECTION A-A' - NORTH TO SOUTH CROSS SECTION



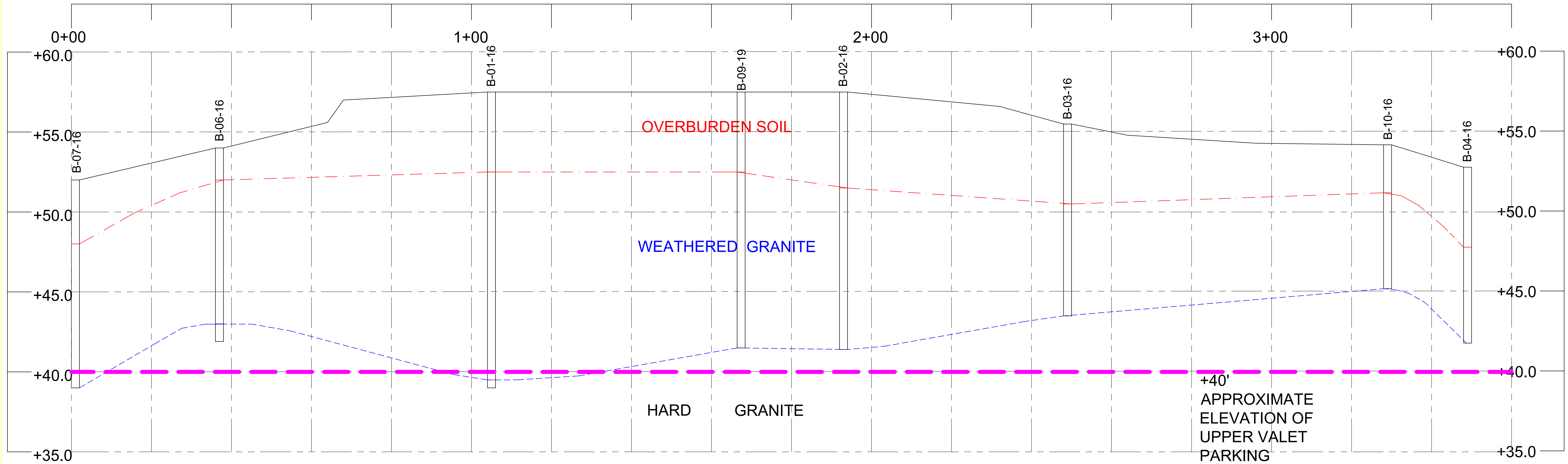
LEGEND

- GROUND SURFACE
- - - SOIL / WEATHERED GRANITE CONTACT
- - - WEATHERED GRANITE / HARD GRANITE CONTACT
- FINISHED FLOOR OF THE SUBTERRANEAN PARKING

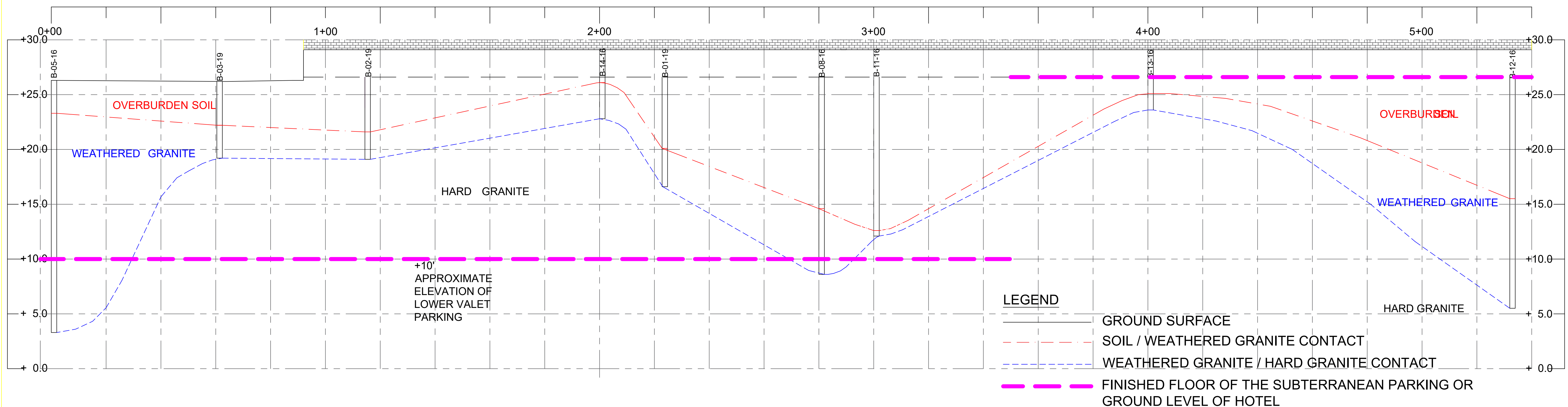
NOTE: THE SUBSURFACE CROSS SECTION ELEVATIONS ARE BASED ON THE DATUM OF THE ARCHITECTURAL PLANS PREPARED BY HART HOWERTON AND JOHN C. HILL, AIA
 NOTE: THE SUBSURFACE CROSS SECTIONS ARE AN INTERPRETATION OF THE TEST BORINGS. ACTUAL SUBSURFACE CONDITIONS MAY DIFFER. CROSS SECTIONS ARE NOT TO SCALE.

SUBSURFACE CROSS SECTION		DATE	11.8.18
ENG. BY:	KPS	REVIEWED:	
DR. BY:	KPS	APPROVED:	
AMERICAN TIN CANNERY		PROJECT NO. M11578	
125 OCEAN VIEW BLVD		FIGURE 4	
PACIFIC GROVE, CALIFORNIA			

SECTION B-B' WEST TO SOUTH CROSS SECTION THROUGH PARKING LOT



SECTION C-C' - NORTH TO EAST CROSS SECTION THROUGH EXISTING BUILDING

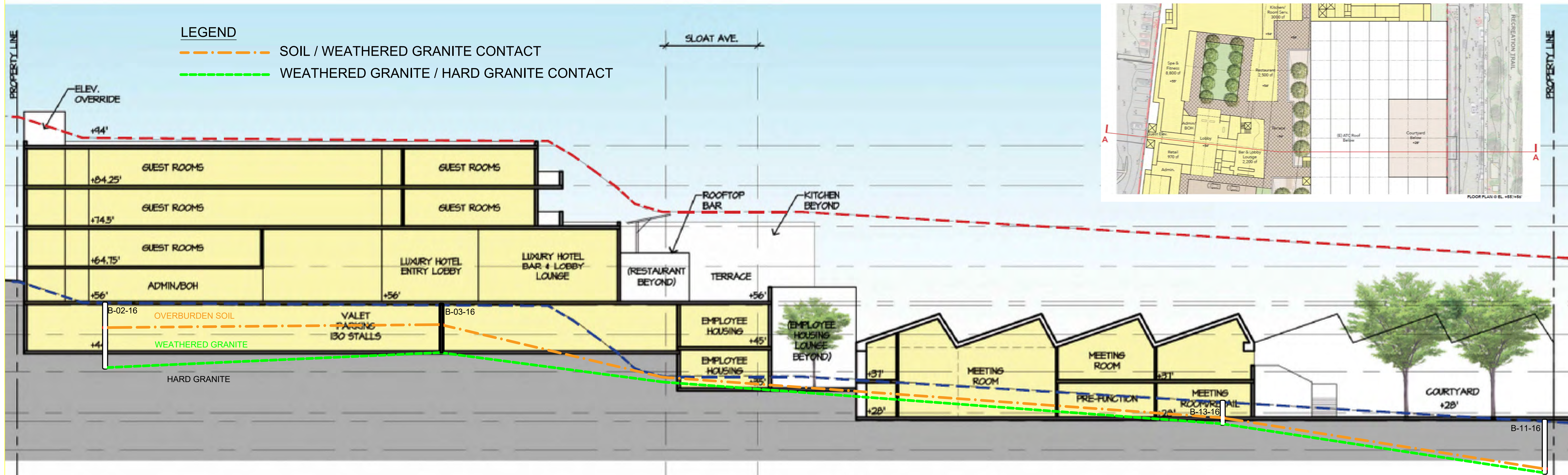


NOTE: THE SUBSURFACE CROSS SECTION ELEVATIONS ARE BASED ON THE DATUM OF THE ARCHITECTURAL PLANS PREPARED BY HART HOWERTON AND JOHN C. HILL, AIA

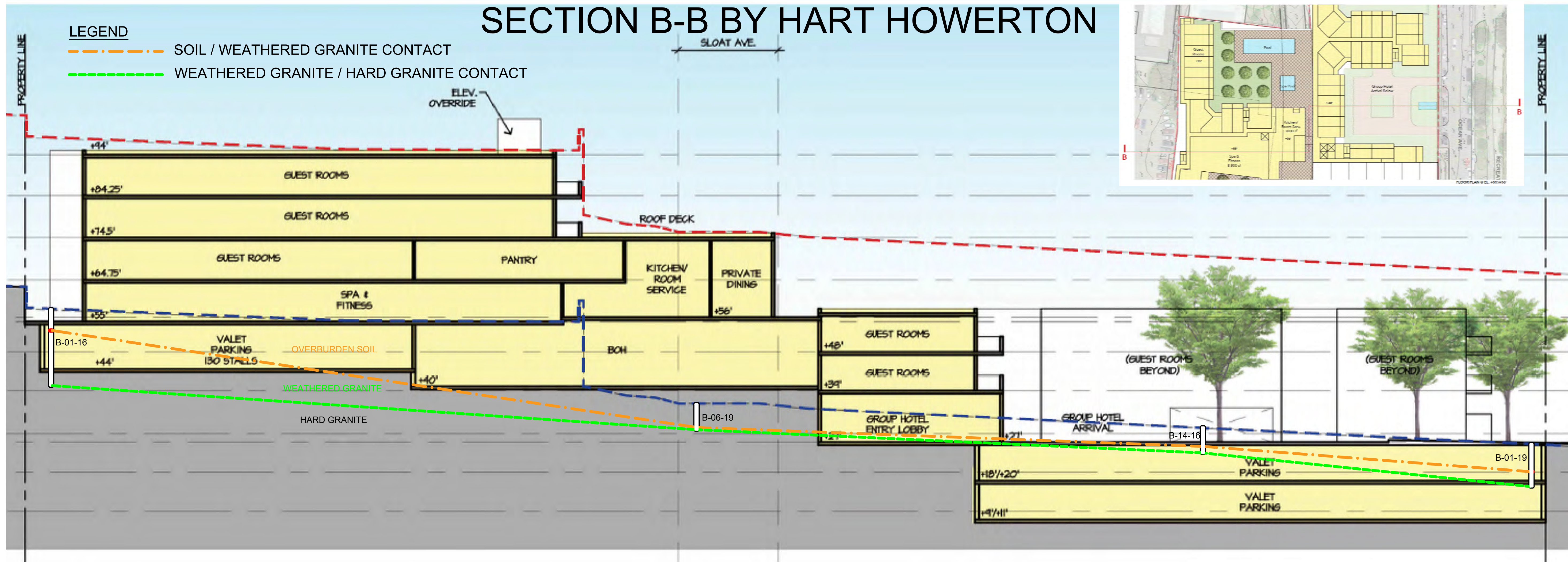
NOTE: THE SUBSURFACE CROSS SECTIONS ARE AN INTERPRETATION OF THE TEST BORINGS. ACTUAL SUBSURFACE CONDITIONS MAY DIFFER. CROSS SECTIONS ARE NOT TO SCALE.

SUBSURFACE CROSS SECTION		ENG. BY:	KPS	DATE:	11.8.18
AMERICAN TIN CANNERY		REVIEWED:		DR. BY:	KPS
125 OCEAN VIEW BLVD		APPROVED:			
PACIFIC GROVE, CALIFORNIA					
REVISION	DESCRIPTION	DATE			
A		11.8.18			
B					
C					
D					
E					
PROJECT NO.		M11578			
FIGURE		5			

SECTION A-A BY HART HOWERTON



SECTION B-B BY HART HOWERTON



SUBSURFACE CROSS SECTIONS		ENG. BY:	KPS	11.8.18
		REVIEWED:		
		DR. BY:	KPS	11.8.18
		APPROVED:		
AMERICAN TIN CANNERY 125 OCEAN VIEW BLVD PACIFIC GROVE, CALIFORNIA				
DATE	11.8.18			
REVISION	DESCRIPTION			
A				
B				
C				
D				
E				
PROJECT NO.		M11578		
FIGURE 8				

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-1

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft. - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt pavement over coarse aggregate base (24")	SP					
1-2-1	(L)		Black Clayey SAND containing some pulverized asphalt	SC	19				
1-2-2	(T)		Grey, fine grained Clayey SAND with some silt in upper 6" of Sample 1-2. Small amount of weathered granite in shoe	SC	9				
1-2-3	(T)		Light brown, fine to medium grained SAND with some rock flour in Sample 1-3 and small pieces of intact granite	SW	29				
1-2-4	(T)		Difficult drilling at 6.5'	SW	50/6"				
1-2-5	(T)		Weathered granite, coarse grained SAND with larger pieces of intact granite Drilling 1'/10 min at 10' Sample 1-5 contains rock flour with small pieces of granite Drilling 2"/5 min just past 10' Boring terminated at 10' auger refusal		50/1"				

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BY: sr

FIGURE NO. 10

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER _____ BORING NO. B-2

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (12")						
2-1 (L)			Gray/Black Clayey SAND with some pulverized asphalt	SC	25				
2-2 (T)			Black Sandy CLAY containing roots	CL	12				
2-3 (T)			Weathered Granite - fine to coarse grained SAND with some Clay binder in upper 6" of layer. Difficult drilling after 6'	SP	50/6"				
2-4 (T)			No recovery in Sample 2 - 5 Boring terminated at 7.5' - auger refusal		50/1.5"				

HARO, KASUNICH AND ASSOCIATES, INC.

BY: **sr**

FIGURE NO. 11



**American Tin Cannery
Comstock Homes**

PROJECT NO. M11578

LOGGED BY KPS DATE DRILLED 2-6-19 BORING DIAMETER 6" BORING NO. B-3

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete (8")						
	3-1 (T)		Brown fine to medium grained SAND	SP	50/1"				
	3-2 (T)		Weathered Granite - fine to coarse SAND Difficult drilling at 4'	SW	50/1"				
	3-3 (T)		No advancement at 7.0' after 3 minutes Boring terminated at 7' - auger refusal		50/5"				

HARO, KASUNICH AND ASSOCIATES, INC.

BY: sr

FIGURE NO. 12

LOGGED BY KPS DATE DRILLED 2-13-19 BORING DIAMETER 4" BORING NO. B-4

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		Concrete (8")						
0 - 1.5		Dark brown fine SAND with Clay	SP					
1.5 - 2.8		Brown fine to medium SAND with a trace of clay	SP					
2.8 - 4.4		Difficult drilling at 2'8" Weathered Granite, brown fine to coarse SAND Increasingly difficult drilling at 4' No advancement for 5 min at 4'4" Boring terminated at 4'4"						
5								
10								
15								
20								
25								
30								
35								

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BY: sr

FIGURE NO. 13

LOGGED BY KPS DATE DRILLED 2-13-19 BORING DIAMETER 4" BORING NO. B-5

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		Concrete (8")						
		Dark brown SAND with Clay	SP-SC					
3		Difficult drilling at 3'	SP					
5		Weathered Granite, brown fine SAND with quartz gravels, 0.25 - 1" diameter. Angular to sub-angular gravels						
		No advancement for 5 min at 3'3"						
		Boring terminated at 3' 3"						
10								
15								
20								
25								
30								
35								

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

HARO, KASUNICH AND ASSOCIATES, INC.

BY: **sr**

FIGURE NO. 14

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-6

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (12")						
0 - 1.5	6-1 (T)		Dark brown fine grained Clayey SAND with roots	SC	13				
1.5 - 2.5	6-2 (T)				13				
2.5 - 4.5	6-3 (T)		Brown fine to coarse Clayey SAND with some weathered granite	SC	32				
4.5 - 6.0	6-4 (T)		Weathered Granite - light brown, fine to medium grained SAND with some larger pieces of intact granite Difficult drilling at 6' No recovery in Sample 6 - 4	SW	50/1"				
6.0 - 6.0			Intact bedrock at 6'. Boring terminated at 6' auger refusal						

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BY: **sr**

FIGURE NO. 15



**American Tin Cannery
Comstock Homes**

PROJECT NO. M11578

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-7

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (12")						
0 - 1			Dark brown fine grained Clayey SAND	SC	28				
1 - 2	7-1 (L)		Light brown fine to coarse SAND with some larger pieces of weathered granite	SP	34				
2 - 3	7-2 (T)		Weathered Granite, coarse sand with large pieces of intact granite	SW					
3 - 4	7-3 (T)		Difficult drilling at 5.5' - 2" / 5 min		50/3"				
4 - 5	7-4 (T)		No recovery in Sample 7-4 Boring terminated at 5.5' - auger refusal		50/1"				

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BY: sr

FIGURE NO. 16

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-8

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (6")						
0 - 1	8-1(L)		Dark brown fine grained SAND with a trace of Clay and some weathered granite	SP	42				
1 - 2	8-2 (T)		Weathered Granite - Fine to coarse SAND with some silt	SW	41				
2 - 3	8-3 (T)								
3 - 4	8-4 (T)		Difficult drilling at 6' 1"/6 min Boring terminated at 6' - auger refusal		50/6" 50/1"				

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LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-9

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Asphalt over aggregate base (12")						
9-1 (L)			Black Clayey SAND containing pulverized asphalt	SC	41				
9-2 (T)					43				
5			Dark brown Clayey SAND. End of Sample 9-2 contains small amount of weathered granite	SC					
9-3 (T)			Weathered Granite. Sample 9-3 contains rock flour with few pieces of granite	SP	50/3"				
9-4 (T)			Increasingly hard drilling at 7'		50/3"				
10			Drilling easier between 8.5 and 9.0'	SP					
9-5 (T)			Loose, dark brown SAND with bits of weathered granite and some fines		10				
9-6 (T)			Weathered Granite-light brown fine to coarse SAND	SW	22				
15			Difficult drilling at 16'						
9-7 (T)			No advancement over 5 min						
9-8 (T)			No recovery in Sample 9-8		50/2.5"				
			Boring terminated at 16 feet - auger refusal		50/2"				
20									
25									
30									
35									

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BY: sr

FIGURE NO. 18



**American Tin Cannery
Comstock Homes**

PROJECT NO. M11578

LOGGED BY KPS DATE DRILLED 2-5-19 BORING DIAMETER 6" BORING NO. B-10

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog\4HKALOGS\M11578 American Tin Cannery 2019.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft. - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Gravel (3")						
0 - 10-1 (L)			Dark brown, fine, grained Clayey SAND	SC	13				
10-1 (L) - 10-2 (T)					40				
10-2 (T) - 10-3 (T)			Weathered Granite fine to coarse SAND with some pieces of intact granite	SW	50/5"				
10-3 (T) - 10-4 (T)			Some rock flour in shoe of Sample 10-3 No recovery in Sample 10-4, 10-5		50/4"				
10-4 (T) - 10-5 (T)			No advancement of auger over 3 min drilling at 9' Boring terminated at 9'		50/2.5"				

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BY: sr

FIGURE NO. 19

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-1

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Brown Silty SAND with gravel, fine to medium grain, damp Brown SAND, fine to medium grain	SM					
5	1-1-1 (L)		Grey black, white, orange, SAND with SILT, fine to coarse grain, quartz, dry, weathered grante, dense	SW-ML	50/3"		91	7.7	Direct Shear $\phi = 45$ degrees C = 78 psf
10	1-2 (T)		Same as above		50/5"				
15	1-3 (T)		Harder drill (still yellowish) Same as above		50/2"				
20	1-4 (T)		Grey white, hard drill Boring terminated at 18.5 feet		50/1"				

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BY: **sr**

FIGURE NO. 20

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-2

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog\4HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Dark brown Silty SAND, fine to coarse grain, crushed angular gravel, damp, FILL	SM					
5	2-1-1 (L)		Light brown Clayey SAND, fine to coarse grain, moist, medium dense, weathered granite	SC	33				
6			Hard drilling at 6'	SW-ML					
10	2-2 (T)		Yellow white grey SAND with SILT Large quartz fragments		50/1"				
15	2-3 (T)		White and grey SAND with SILT, fine to medium grain, dry, very dense weathered granite Boring terminated at 16' 1" auger refusal		50/1"				

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FIGURE NO. 21

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-3

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKA\ALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0	AC/AB	Brown Silty SAND, fine to medium grain, damp	SM					
3-1-1 (L)		Yellow grey white orange SAND with SILT, fine to medium grain weathered granite, very dense		50/3"				
3-2 (T)		Yellowish white SAND with SILT, fine to coarse grain, dry, very dense Very hard drilling at 11' Boring terminated at 12 feet		50/1"				

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FIGURE NO. 22

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-4

SuperLog CivilTech Software, USA www.civiltech.com File: c:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 5 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		AC/AB Black Clayey SAND, fine to medium grain, gravels, nail, brick pieces, moist, odor, FILL, medium dense	SC					
4-1-1 (L)				31				
4-2 (T)		Brown Silty SAND with trace of CLAY binder, quartz, mica, damp, very dense, weathered granite	SM	50/4"			8.7	
4-3 (T)		Yellow grey white SAND with SILT, fine grain, dry, very dense, less weathered granite	SP-ML	50/1"				
		Boring terminated at 11 feet						

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FIGURE NO. 23

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-5

SuperLog CivilTech Software, USA www.civiltech.com File: c:\superlog4\HKALOGSW11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete (8")						
			Brown Clayey SAND, fine to coarse grain, moist, 3/4 inch angular gravels	SC SP-ML					
5-1-1 (L)			Yellow brown orange SAND with SILT, fine to coarse grain, damp, dense		50/6"		116	10.2	Direct Shear $\phi = 41$ degrees C = 476 psf
5-2 (T)			Yellow white grey black, fine grain, SAND with SILT, dense, weathered granite		50/2"		5.8		
5-3 (T)			Yellow white black grey SAND with SILT, fine grain, damp, very dense		50/6"		9.2		
5-4 (T)			Hard drilling at 14'		50/1"				
5-5 (T)			Grey white SAND with SILT		50/1"				
			Boring terminated at 23 feet						

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FIGURE NO. 24

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-6

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKA\LOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			AC/AB (3") Brown Clayey SAND, fine to coarse grain, moist, medium dense	SC					
0 - 4.5	6-1-1 (L)		Yellow orange grey white SAND with SILT, fine to coarse grain, damp, very dense, weathered granite	SW-ML	50/5"		116	11.1	Direct Shear $\phi = 60$ degrees C = 476 psf
4.5 - 7.1	6-2 (T)		Same as above Hard drilling at 7' 1", granite gravels		50/6"			5.3	
7.1 - 10.5	6-3 (T)		Grey white SAND with SILT, fine grain, dry, very dense		50/1"				
10.5 - 12.1	6-4 (T)		Boring terminated at 12' 1"		50/1"			0.7	

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FIGURE NO. 25

LOGGED BY MC DATE DRILLED 7-11-16 BORING DIAMETER 8" BORING NO. B-7

SuperLog CivilTech Software, USA www.civiltech.com File: c:\superlog\4\HKA\LOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft. - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS	
0			AC/AB (3") Dark brown Silty SAND, fine grain, moist (TOPSOIL)	TP SM						
			Brown Silty SAND, trace of CLAY, moist	SC	50/4"					
7-1-1 (L)			Grey brown Clayey SAND, fine to coarse grain, wet, medium dense to dense	SW-ML			101	10.4	Direct Shear $\phi = 41$ degrees C = 567 psf	
7-2 (T)			Brown orange white SAND with SILT, fine to coarse grain, damp, dense (weathered GRANITE)	SW-ML	50/4"			2.1		
			Grey white trace of yellow SAND with SILT, interbedded grey CLAY, quartz gravls, dry, very dense							
7-3 (T)			White grey some yellow, SAND with SILT, fine grain, dry, very dense	SP-ML	50/1"					
			Boring terminated at 13 feet							

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BY: sr

FIGURE NO. 26

LOGGED BY MC DATE DRILLED 7-12-16 BORING DIAMETER 8" BORING NO. B-8

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete						
			Tan SAND, fine to medium grain, moist, FILL	SW					
			Brown SAND, gravel, fine to coarse grain, moist, rough drilling, 3/4" to 1" gravel, FILL (aggregate baserock)	GW					
8-1-1 (L)			Black Sandy CLAY, fine to medium grain, moist, very stiff, NATIVE	CL	9		118	25.0	Direct Shear $\phi = 12$ degrees C = 678 psf
8-2 (T)					26				
			Brown tan SAND, fine to medium grain, saturated, dense	SW				22.0	
8-3 (T)					43				
			Hard drilling at 12'	SW-ML					
			Black white grey SAND with SILT, damp, very dense weathered granite					13.3	
8-4 (T)					50/1"				
			Same as above						
8-5 (T)			Boring terminated at 18 feet		50/1"				

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BY: sr

FIGURE NO. 27

LOGGED BY MC DATE DRILLED 7-12-16 BORING DIAMETER 8" BORING NO. B-9

SuperLog CivilTech Software, USA www.civiltech.com File: c:\superlog\4HKALOGS\M11578 - American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Concrete						
			Dark brown Silty SAND, fine grain, damp, top soil	SM					
5	9-1- (L)		Brown Silty SAND, fine to coarse, damp, medium dense	SM	50/4"				
	9-2 (T)		Brown tan SAND with SILT, fine to coarse grain, dry, dense, weathered granite	SW-ML	50/3"		3.1		
8			Hard drilling at 8'	SW-ML					
10	9-3 (T)		Yellow white tan, SAND with SILT, fine to medium grain, very dense, weathered granite		50/1"		0.7		
			Boring terminated at 11feet						

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FIGURE NO. 28

LOGGED BY MC DATE DRILLED 7-12-16 BORING DIAMETER 8" BORING NO. B-10

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578_American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			AC/AB Brown SAND, fine to medium grain, moist (FILL)	SW					
			Brown Silty SAND, fine to medium grain	SM					
	10-1-1 (L)		Grey Clayey SAND, fine to medium grain, 1/4" quartz gravel, moist to wet, mica, dense, weathered granite		50/5"		14.5	107	Direct Shear $\phi = 48$ degrees C = 482 psf
	10-2 (T)		Yellow white grey, SAND with SILT, fine grain, dry, very dense, weathered granite	SP-ML	50/3"				
			Very hard drill						
	10-3 (T)		White grey SAND with SILT, fine grain, dry, very dense (weathered GRANITE)		50/2"		5.8		
			Boring terminated at 9 feet						

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BY: sr

FIGURE NO. 29

LOGGED BY BRS DATE DRILLED 8-4-16 BORING DIAMETER 4" BORING NO. B-11

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGSM11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft. - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Light tan SAND with gravel loose, damp, medium grain (FILL)	SW					
			Orange, tan, brown Silty SAND with gravel medium grain, loose, damp (FILL)	SM	6				
11-1-1 (L)					3				
11-2 (T)			Dark brown, black Clayey SAND, fine medium grain, loose, damp (TOPSOIL)	SW-CL	15		19.3	LL = 24.1%	
11-3-1 (L)			Same as above, more grey, medium dense		17			PL = 14	
11-4 (T)									
			Tan SAND, medium grain, very dense, very damp	SP					
11-5-1 (L)			Same as above, more grey		6.5				
11-6 (T)			Weathered GRANITE		50/2"				
11-7 (T)			No sample, refusal at Sample 11-7		50/0"				
15			Boring terminated at 14.5 feet						

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BY: sr

FIGURE NO. 30

LOGGED BY BRS DATE DRILLED 8-4-16 BORING DIAMETER 4" BORING NO. B-12

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGSIM11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0		Light tan SAND with gravel loose, damp, medium grain (FILL)	SW					
12-1-2 (L)		Dark brown, black Clayey SAND, fine medium grain, loose, very damp	SW-CL	7		101	15.4	LL = 21.2 PI = 10
12-2 (T)		Same as above, less dark, grey, less CLAY		4				
12-3-1 (L)		Orange, brown Sandy CLAY, fine medium grain, dense, damp	CL-SW	35				
12-4 (T)		Light tan, orange SAND, medium grain, dense, damp	SP	44				
10		Water at 10 feet						
12-5-1 (L)		Grey SAND, medium grain, very dense, wet. Encountered granite at 11 feet	SP	50/6"				
15		Hard drilling at 14 feet						
		*Layers of hard drilling then easy, then hard						
20	12-6 (T)	Grey white SAND, medium grain, dry, very dense (granite) *Hole caved into 10 feet so no sample. Small sample pulled up from end of drill head. Boring terminated at 21feet	SP					
25								
30								
35								

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BY: sr

FIGURE NO. 31

LOGGED BY BRS DATE DRILLED 8-5-16 BORING DIAMETER 4" BORING NO. B-13

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog4\HKALOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Dark brown black Silty SAND, fine medium grain, loose, damp (FILL)	SM					
13-1-1 (L)			Grey brown Clayey SAND, fine medium grain, dense, damp	SC	35		100	6.1	
13-2 (T)			Tan, white, grey SAND with gravels, medium grain, very dense, dry (granite)	SP	50/6"				
5.5			Refusal, boring terminated 5.5 feet						

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BY: sr

FIGURE NO. 32

LOGGED BY BRS

DATE DRILLED 8-5-16

BORING DIAMETER 4"

BORING NO. B-14

SuperLog CivilTech Software, USA www.civiltech.com File: C:\superlog\HKA\LOGS\M11578 American Tin Cannery.log Date: 4/10/2019

Depth, ft.	Sample No. and type	Symbol	SOIL DESCRIPTION	Unified Soil Classification	Blows/foot 350 ft - lbs.	Qu - t.s.f. Penetrometer	Dry Density p.c.f.	Moisture % dry wt.	MISC. LAB RESULTS
0			Brown Clayey SAND, fine medium grain, loose, damp (FILL)	SC					
	14-1-1 (L)		Same as above		31				
	14-2 (T)		Grey, orange, brown SAND with gravel, medium grain, dense, damp	SW-GW	29		118	8.1	LL = 14.2 PL = 5
	14-3 (T)		Orange, brown, white, grey SAND with trace CLAY, medium grain, medium dense, dry (weathered granite)	SW	50/2"				
			Same as above						
			Refusal, boring terminated at 6.3 feet						

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BY: **sr**

FIGURE NO. 33

Direct Shear

Project:	Hotel Bella
Sample #	1-1-1
Description	Tan Sand

Date	8/11/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	23.2	34.2	73.2	
Shear Stress (PSF)	682.6	1005.1	2154.2	

Equation of Trendline	
Intercept	Slope
77.898	1.0051

C (PSF)	PHI
78	45

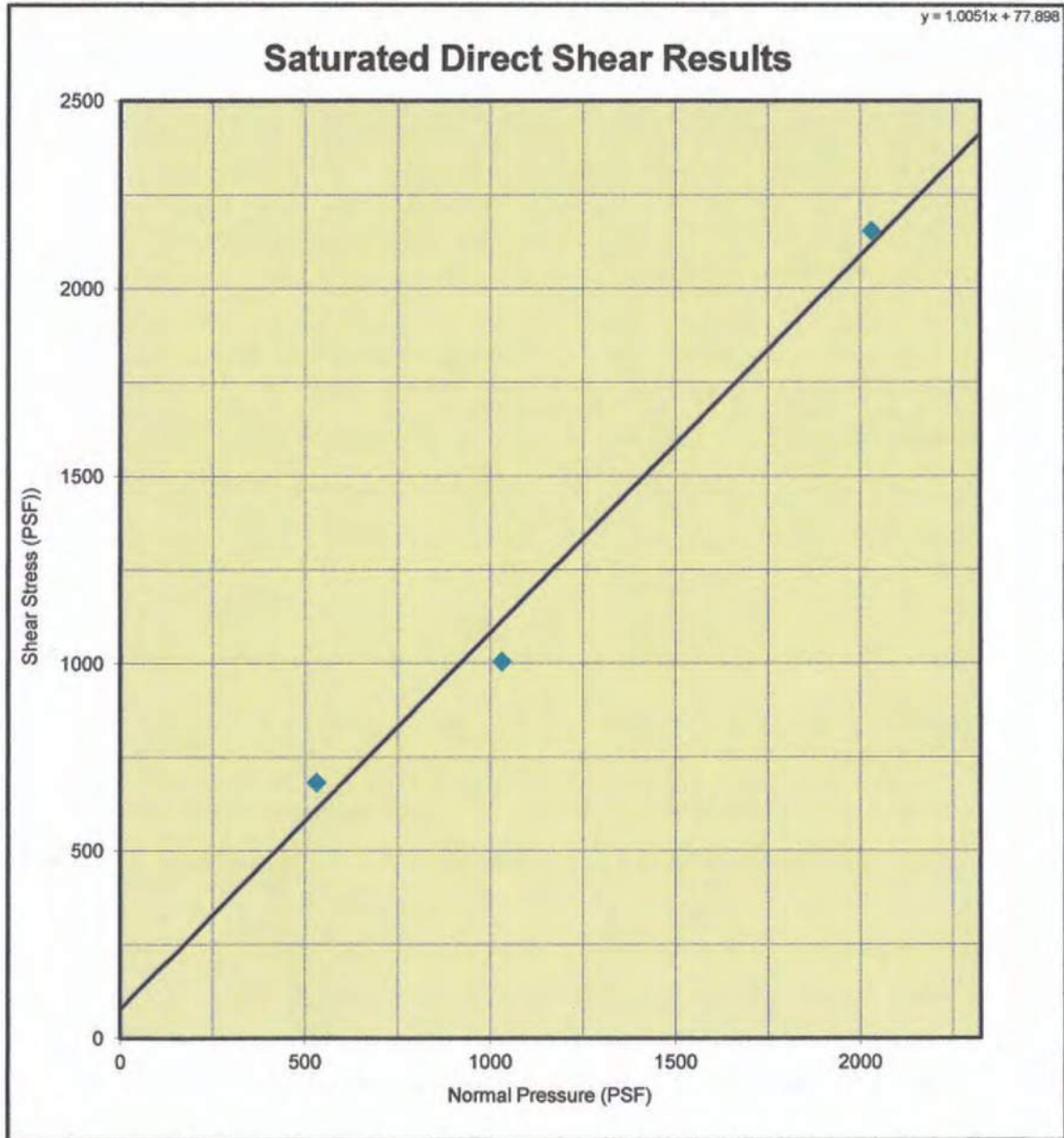


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	5-1-1
Description	Mottid White/Tan/Brwn Silty Clayey Sand

Date	8/26/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	33	45.1	76.9	
Shear Stress (PSF)	969.1	1327.7	2260.8	

Equation of Trendline	
Intercept	Slope
476.41	0.8714

C (PSF)	PHI
476	41

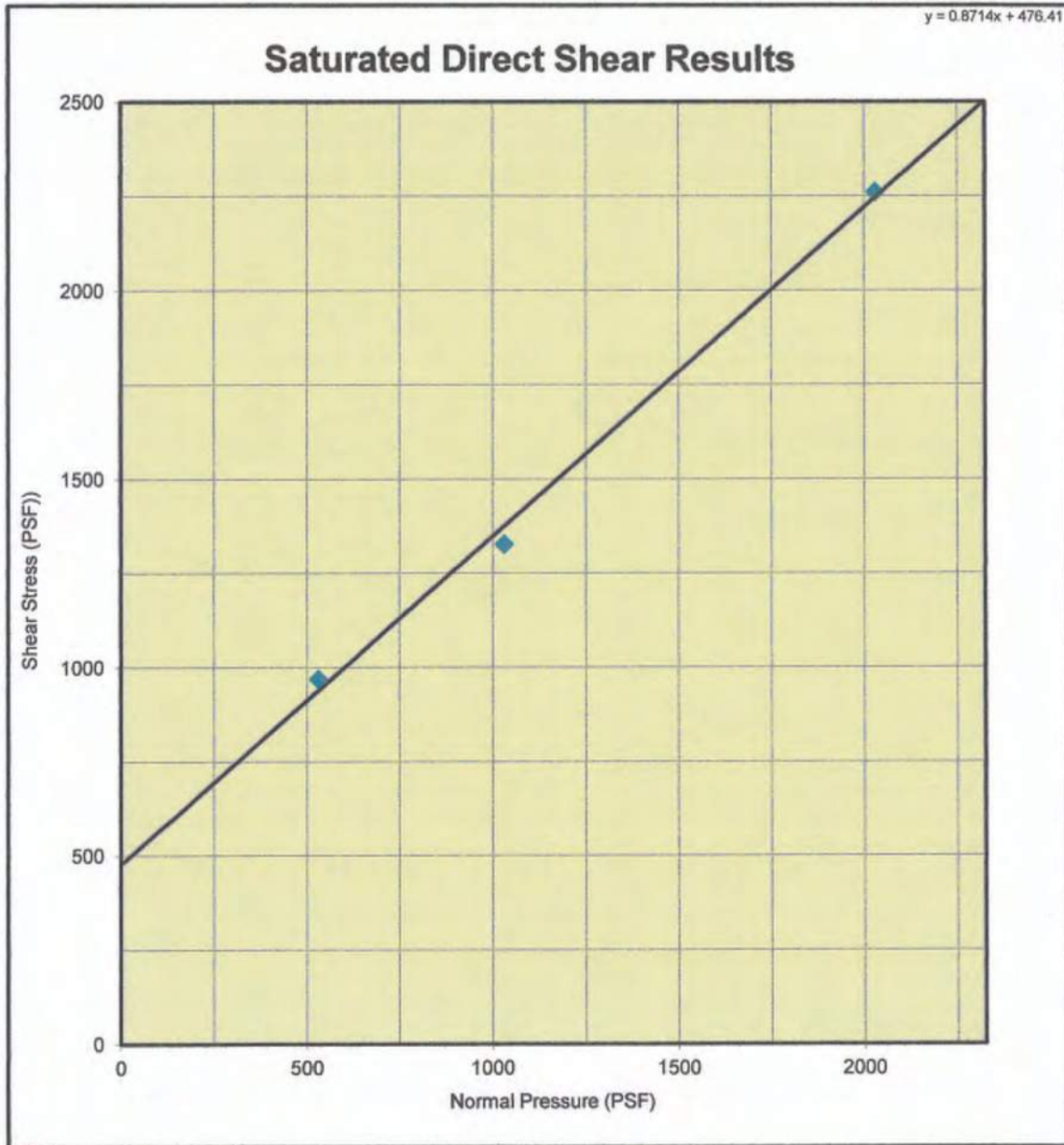


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	6-1-1
Description	Lt Orange Tan Brown Silty Sand DG

Date	9/16/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	46.4	80.5	137.3	
Shear Stress (PSF)	1363.7	2368.8	4037.8	

Equation of Trendline	
Intercept	Slope
476.21	1.7665

C (PSF)	PHI
476	60

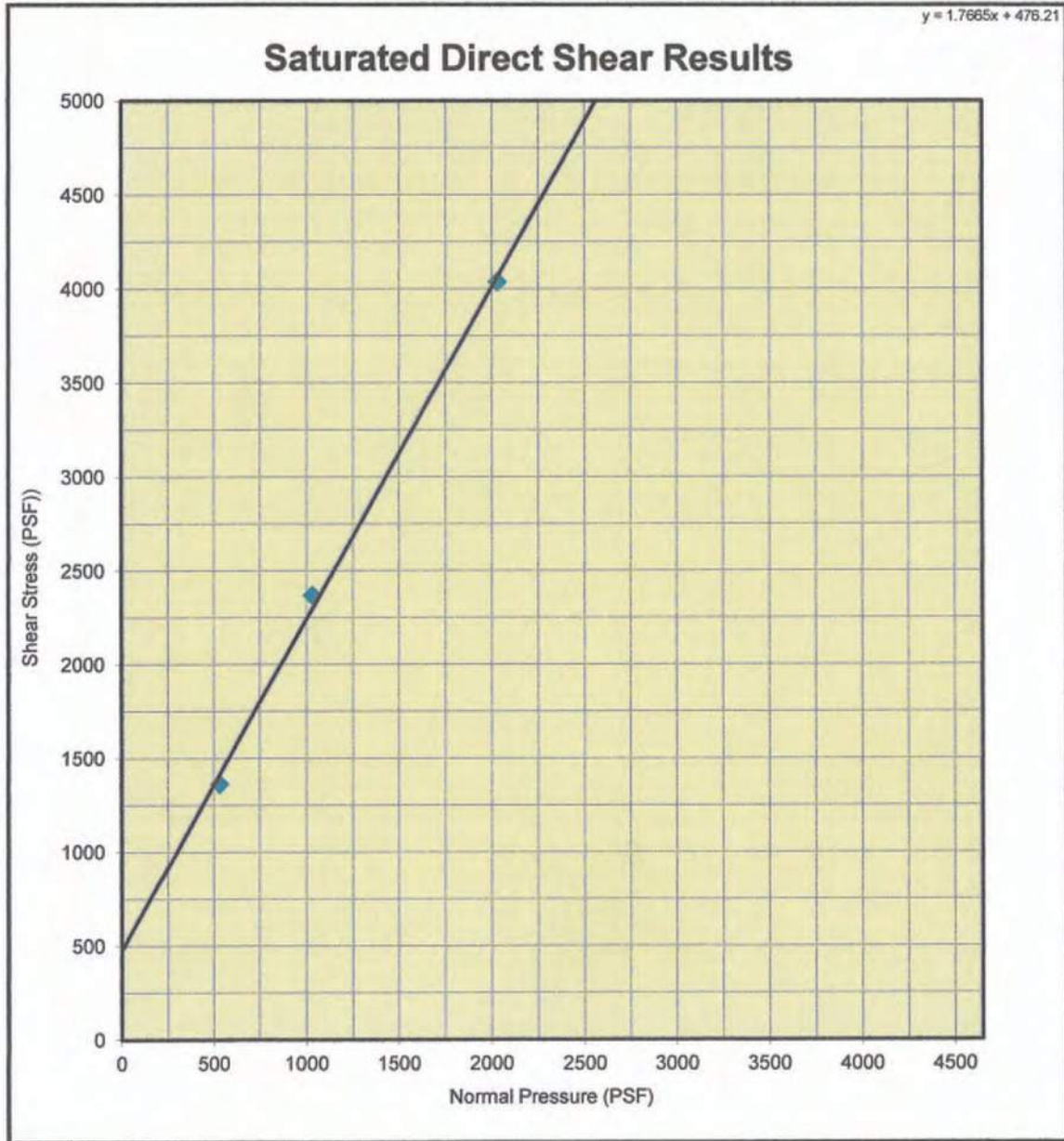


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	7-1-1
Description	Lt. Orange Tan Brown Clayey Sand w/gravel

Date	9/21/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	39.1	42.7	80.5	
Shear Stress (PSF)	1149.1	1255.7	2368.8	

Equation of Trendline	
Intercept	Slope
566.87	0.856

C (PSF)	PHI
567	41

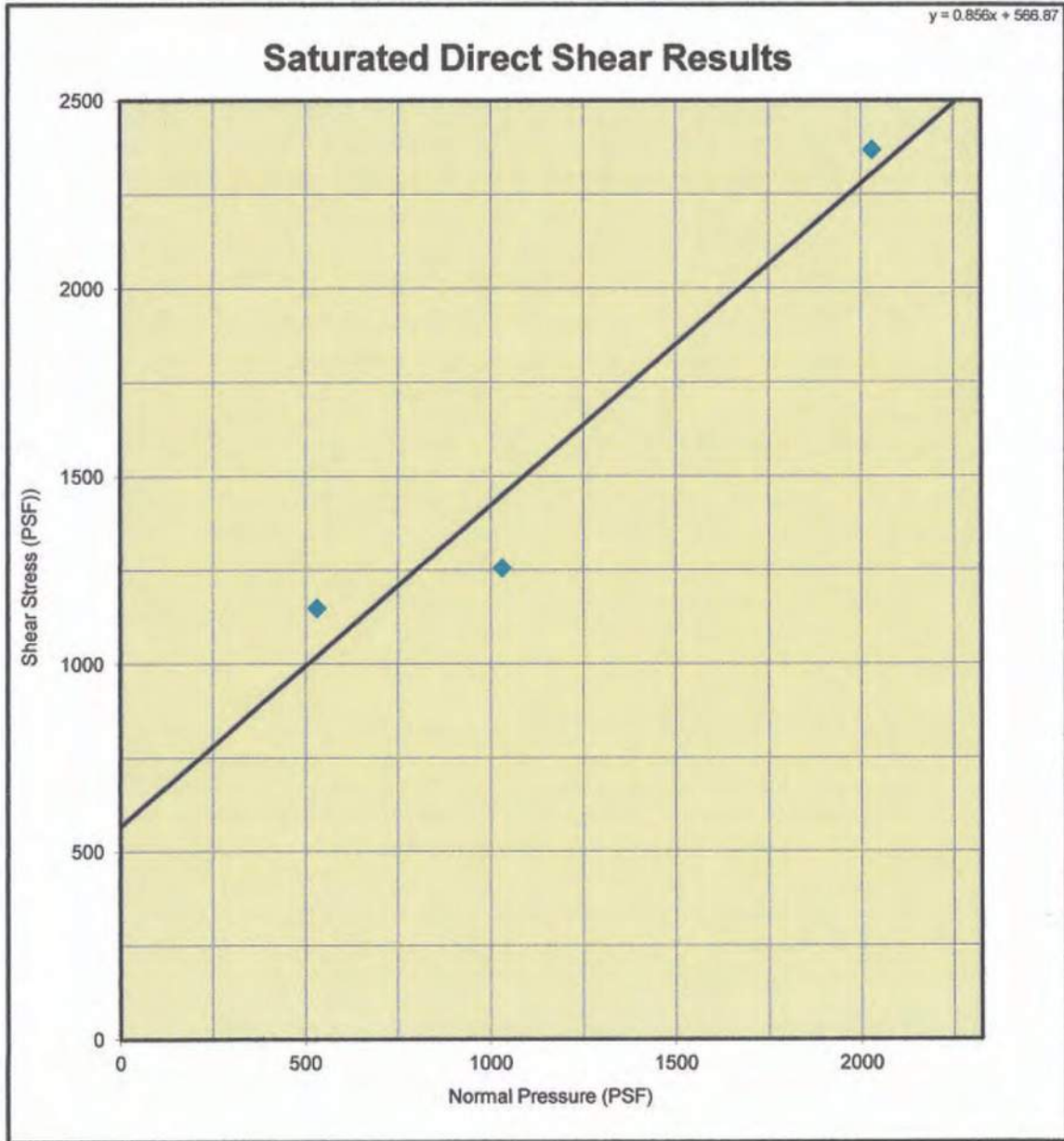


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	8-1-1
Description	Black Sandy Clay

Date	9/20/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	28.1	29.3	38.8	
Shear Stress (PSF)	825.1	861.1	1141.9	

Equation of Trendline	
Intercept	Slope
678.07	0.2211

C (PSF)	PHI
678	12

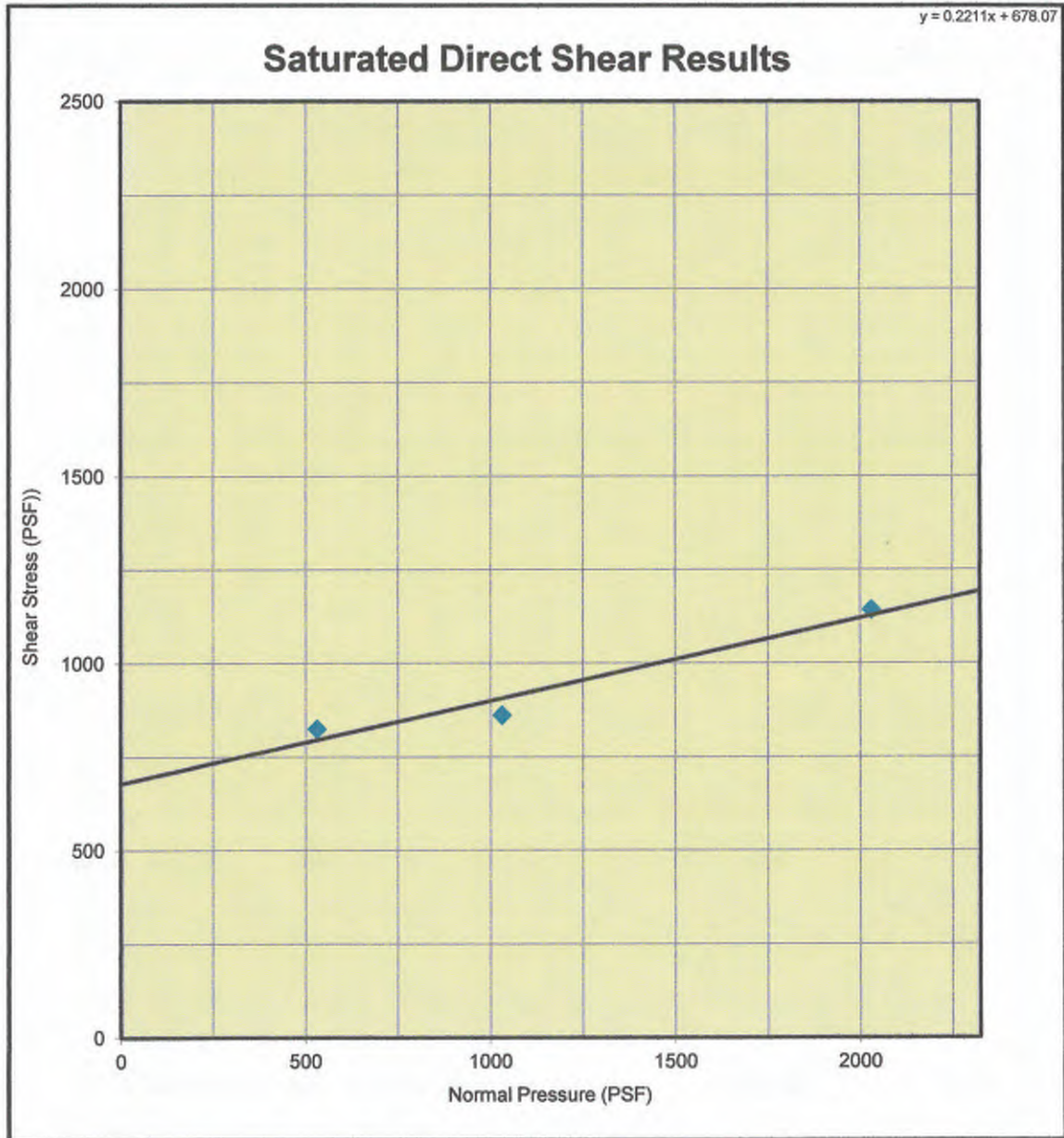


Figure No.

Direct Shear

Project:	Hotel Bella
Sample #	10-1-1
Description	Gray Sand w/ silt

Date	9/20/2016
Tested By:	MA/RC

Test Number	1	2	3	4
Normal Pressure (PSF)	530	1030	2030	4030
Max Shear Stress	26.8	70.6	89.1	
Shear Stress (PSF)	789.1	2075	2620.8	

Equation of Trendline	
Intercept	Slope
482.46	1.1247

C (PSF)	PHI
482	48

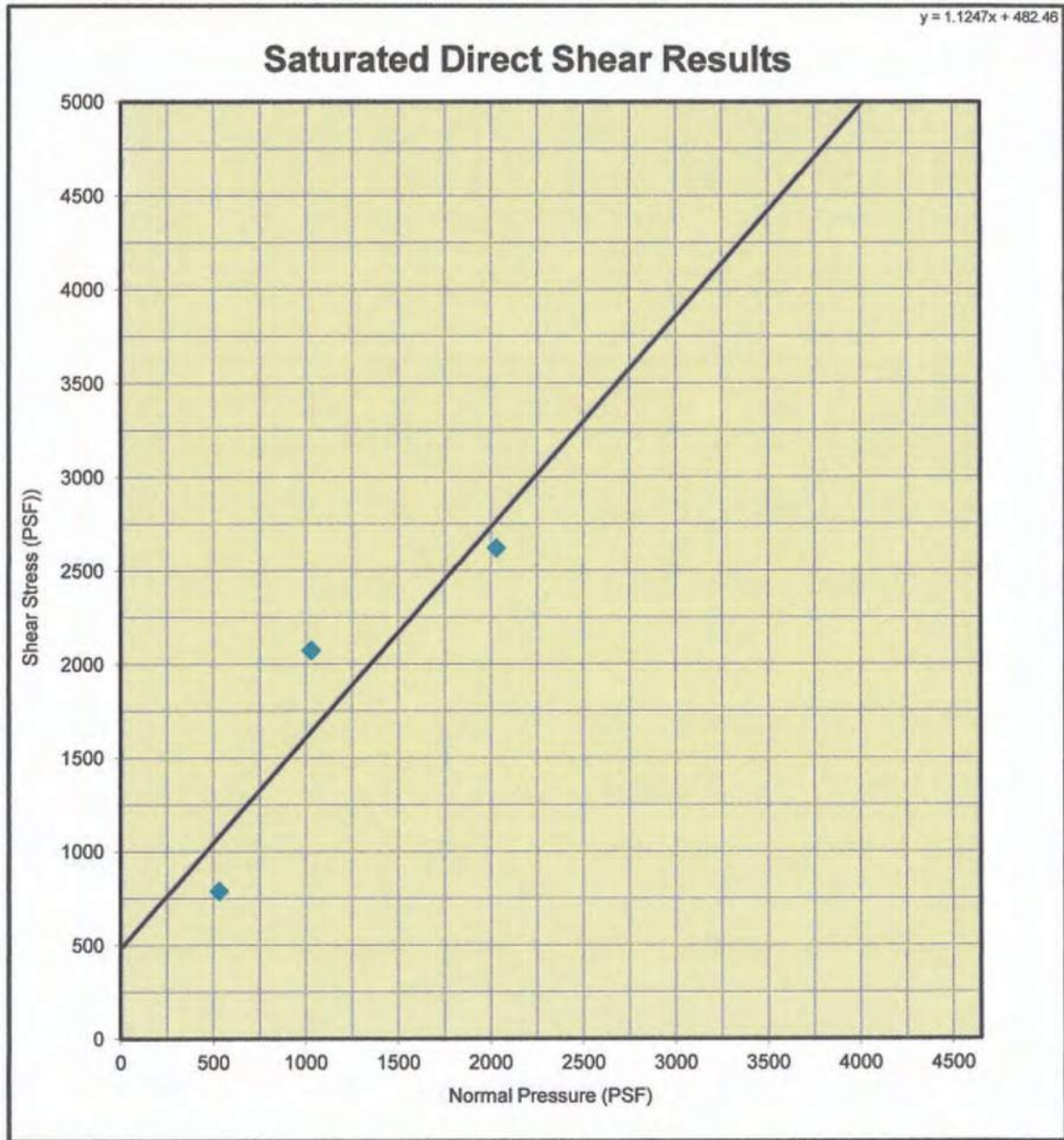
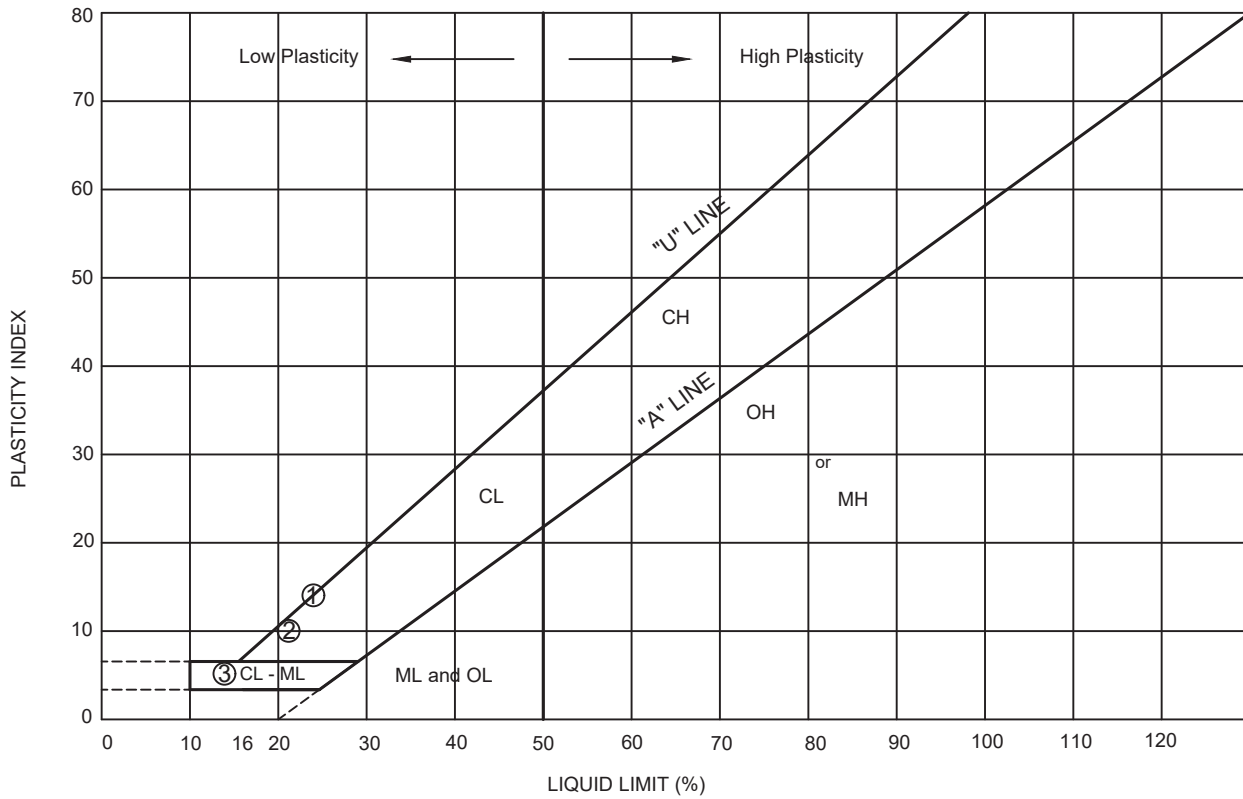


Figure No.

PLASTICITY CHART



PLASTICITY DATA

Key Symbol	Sample Number	Depth (feet)	Natural Water Content W(%)	Plastic Limit (%)	Liquid Limit (%)	Plasticity Index	Unified Soil Classification Symbol
①	11-3	5.0	19.3	10.1	24.1	14	CL
②	12-1	2.0	15.4	11.4	21.2	10	CL
③	14-1	2.0	8.1	9.5	14.2	5	CL-ML

ATTERBERG LIMITS TEST RESULTS
 ATC HOTEL AND MIXED USE
 PACIFIC GROVE, CALIFORNIA

SCALE: No Scale
 DRAWN BY: MC
 DATE: NOVEMBER 2018
 REVISED:
 JOB NO: M11578

HARO, KASUNICH & ASSOCIATES, INC.
 GEOTECHNICAL AND COASTAL ENGINEERS
 116 E. LAKE AVENUE, WATSONVILLE, CA 95076
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FIGURE NO. 40

SHEET NO.

Appendix K

Preliminary Noise Assessment

**PRELIMINARY ASSESSMENT OF
ENVIRONMENTAL NOISE**

**AMERICAN TIN CANNERY HOTEL AND COMMERCIAL PROJECT
CEQA NOISE REPORT**

May 7, 2020

By

Veneklasen Associates, Inc.
1650 Borel Place, Suite 234
San Mateo, California 94402
Project 5300-006

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ASSESSMENT OF ENVIRONMENTAL NOISE

1.0 INTRODUCTION

This report evaluates potential impacts associated with the construction and operation noise of the American Tin Cannery Hotel and Commercial Project in Pacific Grove, California.

1.1 Project Description

The proposed project is a 225-guestroom hotel, street retail, hotel restaurant, bar and meeting areas on a 243,635 square-foot site. The project site is in south Pacific Grove, CA near the border of Monterrey. It is bounded by Ocean View Boulevard to the east, Dewey Street to the north, Central Avenue and commercial properties to the west and Eardley Avenue to the south. The project will use approximately 500 linear feet of Sloat Avenue as part of the development. Sloat Avenue is currently a one-way eastbound public street in this location. The remaining portion of the Sloat Avenue will continue to provide access to three parcels on Sloat Avenue (APN 006-234-001, 002, 003) that are identified as commercial uses. Sloat Avenue will also provide access to back-of-house operations for the project. Easements will be recorded to allow continued ingress/egress for the referenced parcels on Sloat Avenue. Approval is required by the City to allow the subject portion of Sloat Avenue to be used for development; and, to allow certain existing encroachments (i.e., building columns, former rail train bump stop, etc.) to remain in the public right-of-way.

Project activities include grading, tree and vegetation removal, partial demolition of buildings and improvements, additions and alterations to the existing building and construction of new buildings and on-site parking. Demolition and construction is planned to last up to 32 months beginning in July of 2021.

The family wing of the hotel will have 121 guest rooms in 65,564 square feet while the executive wing will have 104 guest rooms in 53,564 square feet. The proposed project contains a rooftop bar in 3,330 square feet, a restaurant covering 3,245 square feet, another lobby & bar lounge with 2,735 square feet, and a ballroom and pre-function area in 22,340 square feet. Spa and fitness spaces will occupy 8,835 square feet. Street retail will occupy 20,000 square feet. Hotel back of house will be 38,123 square feet and core/circulation area will be 34,721 square feet. Outdoor areas include two courtyards, two pool areas, a dining terrace, and a garden.

The proposed project will have 304 valet parking spaces, split among three parking lots with entrances on Ocean View Boulevard, Eardley Avenue, and Central Avenue. The family/group wing rooms will have 107 parking spaces taking 32,890 square feet, the executive wing will have 153 spaces covering 58,585 square feet, and the upper lot will have 44 spaces in 14,720 square feet.

The site is currently occupied by retail shopping and entertainment in the 1927 American Can Company building, which is approximately 124,755 square feet. This includes outlet shops, restaurants, fitness centers, recreation and

entertainment. The site includes parking and a loading dock at the corner of Ocean View Boulevard and Dewey Street. The site currently has 92,287 square feet of parking including the American Tin Cannery surface parking lot, a small surface parking lot just adjacent to that, and a surface parking lot accessed from Central Avenue. Public Street (Sloat Avenue) accounts for 19,880 square feet of the project.

12 Characteristics of Noise

Noise is usually defined as unwanted sound and can be an undesirable by-product of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health.

People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." However, the sound pressure magnitude can be objectively measured and quantified using a logarithmic ratio of pressures which yields the level of sound, utilizing the measurement scale of decibels (dB). The decibel is generally adjusted to the A-weighted level (dBA) which de-emphasizes very low frequencies to better approximate the human ear's range of sensitivity. In practice, the noise level of a sound source is measured using a sound level meter that includes an electronic filter corresponding to the A-weighting curve. Table A.1 in Appendix A of this report defines the decibel along with other technical terms used in this analysis.

Even though the A-weighted scale accounts for the relative loudness perceived by the human ear and, therefore, is commonly used to quantify individual events or general community sound levels, the degree of annoyance or other response effects also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- Magnitude of the event sound level relative to the background noise
- Spectral (frequency) composition (e.g. presence of tones)
- Duration of the sound event
- Number of event occurrences, repetitiveness, and intermittency
- Time of day the event occurs.

In determining the daily level of environmental noise, it is important to account for the difference in human responses to daytime and nighttime noises. At night, exterior background noise levels are generally lower than daytime levels. However, most household noise also decreases at night, and exterior noise may become increasingly noticeable. Further, most people sleep at night and have greater sensitivity to noise intrusion. To account for human sensitivity to nighttime noise levels, a 24-hour descriptor, the Community Noise Equivalent Level (CNEL) has been developed. The CNEL divides the 24-hour day into a daytime period from 7:00 a.m. to 7:00 p.m., an evening period from 7:00 p.m. to 10:00 p.m., and a nighttime period from 10:00 p.m. to 7:00 a.m. In determining the CNEL, noise levels occurring during the evening period are increase by 5 dB, while noise levels occurring during the nighttime period are increased by 10 dB to account

for the greater sensitivity during the evening and nighttime periods.

The effects of noise on people fall into three general categories:

- Subjective effects of annoyance and nuisance
- Interference with activities such as speech, sleep and learning
- Physiological effects such as hearing loss

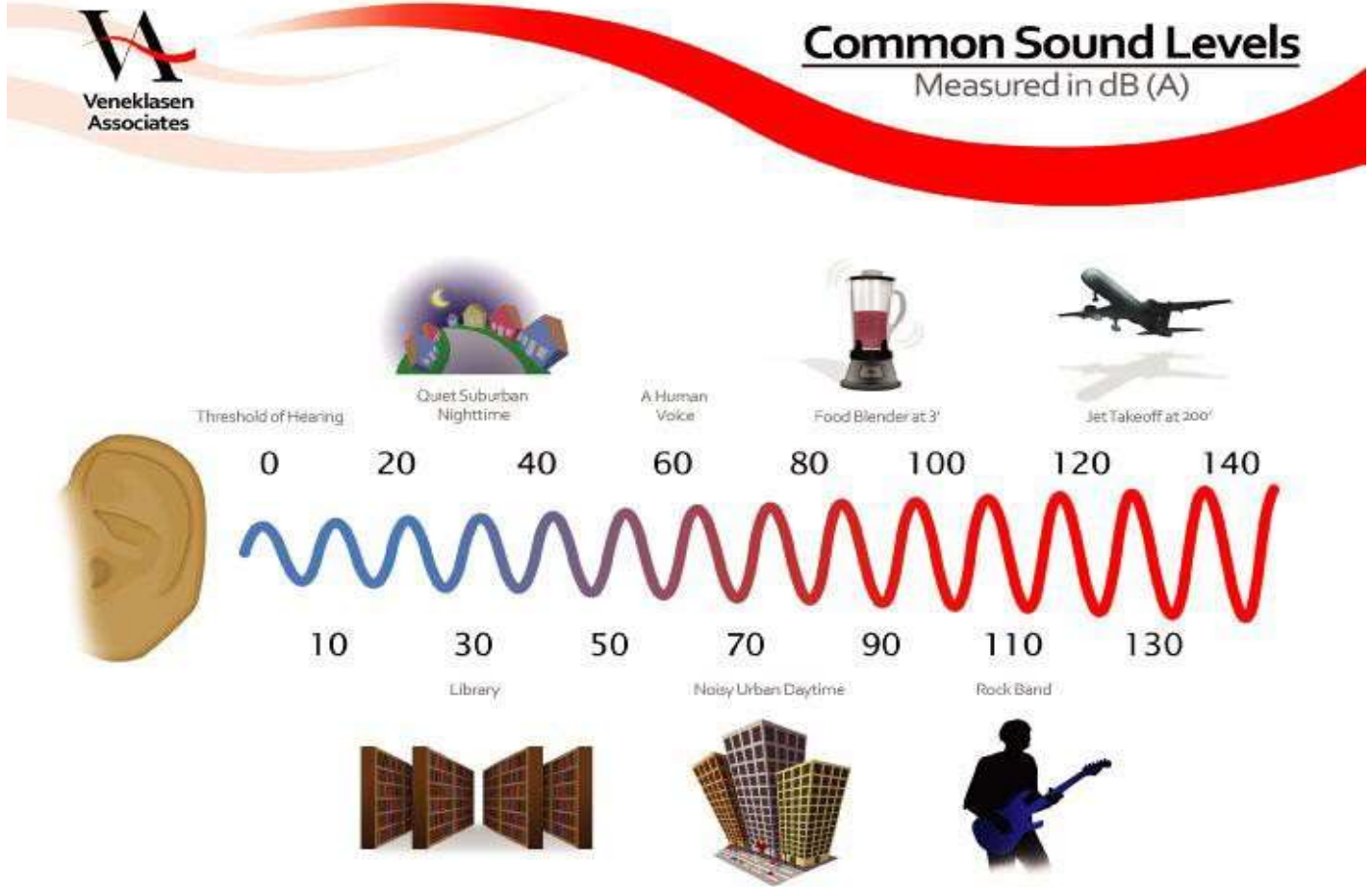
In most cases, the levels associated with environmental noise produce effects only in the first two categories. However, workers in industrial plants may experience noise effects in the last category. There is no completely effective way to measure the subjective effects of noise or the corresponding reactions of annoyance, because of the wide variation in individual thresholds of annoyance and degrees to which people become acclimated to noise. Thus, an important way of determining a person's subjective reaction to a new noise source is by comparison to the existing environment to which they are accustomed (the "ambient environment"). In general, the more the level of a noise event exceeds the prevailing ambient noise level, the less acceptable the noise source will be to those exposed to it.

With regard to increases in A-weighted noise levels, the following relationships are applicable to this analysis:

- Except in carefully controlled laboratory experiments, a 1 dB change cannot be perceived.
- Outside of a laboratory, a 3 dBA change will be generally perceivable by most people.
- A change in level of at least 5 dBA is considered a noticeable change by most people.
- A 10 dBA change will result in the perception of doubling or halving the loudness of the noise.

Common noise levels associated with various activities are shown on **Figure 1, Common Noise Levels**.

Figure 1 Common Noise Levels



Noise sources are either “point sources”, such as stationary equipment or individual motor vehicles, or “line sources”, such as a roadway with a large number of mobile point sources (motor vehicles). Sound generated by a stationary point source typically diminishes (attenuates) at a rate of 6 dB for each doubling of distance from the source to the receptor at acoustically “hard” sites, and at a rate of 7.5 dBA at acoustically “soft” sites.¹ For example, a 60 dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and it would be 48 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dB and 4.5 dB per doubling of distance from the source to the receptor for hard and soft sites, respectively.² Man-made or natural barriers can also attenuate sound levels.

¹ U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97. A “hard” or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard packed soils. An acoustically “soft” or absorptive site is characteristic of normal earth and most ground with vegetation.

² U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97.

The minimum attenuation of exterior to interior noise provided by typical structures is provided in Table 1.

Table 1 Outside to Inside Noise Attenuation (dB)³

Building Type	Open Windows	Closed Windows
Residences	17	25
Schools	17	25
Churches	20	30
Hospitals/Convalescent Homes	17	25
Offices	17	25
Theaters	20	30
Hotels/Motels	17	25

13 Characteristics of Vibration

Vibration is minute variation in pressure through structures and the Earth, whereas, noise is minute variation in pressure through air. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck pass-bys. This phenomenon is related to the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Ground-borne vibration attenuates rapidly as distance from the source of the vibration increases. Vibration amplitude can be measured as peak particle velocity (PPV), the maximum instantaneous peak amplitude in inches per second, or root-mean-square (RMS) velocity in inches per second or as vibration level in decibels (VdB) referenced to 1 micro-inch per second. The ratio between the PPV and the maximum RMS amplitude is termed the “crest factor.” According to the Federal Transit Administration (FTA), the PPV level for construction equipment is typically 1.7 to 6 times greater than the RMS vibration level. The FTA uses a crest factor of 4 for the conversion of PPV levels to RMS vibration levels. For the purposes of ground-borne vibration analysis of impacts to existing structures, vibration velocity is described in terms of PPV. For the analysis of the human response to vibration, VdB is utilized.

The vibration velocity threshold of perception for humans is approximately 65 VdB, and a vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people⁴. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Common ground-induced vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. If a roadway is smooth, the ground-borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is typically the background vibration velocity, to 94 VdB. This 94 VdB vibration level corresponds to 0.2 PPV, which is the general threshold where minor damage can occur in non-engineered timber and masonry buildings.

³ Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers, National Cooperative Highway Research Program Report 117.

⁴ U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, (Washington, DC: U.S. Department of Transportation, Federal Transit Administration, May 2006), p. 7-8.

20 REGULATORY FRAMEWORK

Many government agencies have established noise regulations and policies to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise and ground-borne vibration. This section presents design criteria based on the FTA (Federal Transportation Administration), California Building Code (CBC), CALGreen, and City of Pacific Grove's General Plan in order to control, minimize or mitigate environmental noise effects. The regulations and policies that are relevant to project construction and operation noise are discussed below.

21 Applicable State Noise Standards

The State of California has adopted noise compatibility guidelines for general land use planning. The types of land uses addressed by the State standards and the acceptable noise categories for each land use are included in the State of California General Plan Guidelines, which is published and updated by the Governor's Office of Planning and Research. The level of acceptability of the noise environment is dependent upon the activity associated with the particular land use. According to the State, an exterior noise environment up to 65 CNEL is "normally acceptable" for single and multi-family residential uses, up to 75 CNEL is "conditionally acceptable" with special noise insulation requirements, while 75 CNEL and above is identified as "clearly unacceptable" noise levels for residential and hotel uses, respectively.⁵

California Building Code requires that the maximum allowable interior noise level for residential structures is 45 CNEL.

Section 5.507.4.2 of the 2016 California Green Building Code stipulates that for buildings exposed to a noise level of 65 dB or more when measured as a 1-hour Equivalent Sound Level (Leq), the building façade, including walls, windows, and roofs, shall provide enough sound insulation so that the interior sound level from exterior sources does not exceed 50 dBA during any hour of operation. This applies to non-residential spaces such as retail space, leasing, and amenities.

The California Environmental Quality Act (CEQA) Guidelines establishes guidelines for the evaluation of significant impacts of environmental noise attributable to a proposed project. The guidelines ask whether the project would result in:

1. 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?

⁵ State of California, Governor's Office of Planning and Research, *General Plan Guidelines*, (Sacramento, CA: State of California, Governor's Office of Planning and Research, October 2003), p. 250.

2. 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?
3. Generation of excessive groundborne vibration or groundborne noise levels?
4. 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 CEQA Guidelines and the City’s General Plan provide no definition of what constitutes a substantial noise increase. Typically, in high noise environments, if the CNEL due to the project would increase by 3 dBA at noise sensitive receptors, the impact is considered significant.

22 City of Pacific Grove General Plan – Noise

Section 10.14 of City of Pacific Grove’s General Plan identifies noise and land use compatibility standards. The General Plan Goal 7 is “Protect Pacific Grove residents from the harmful effects of excessive noise.” New noise-sensitive land uses should not be located in areas exposed to existing or projected future levels of noise from transportation noise sources that exceed 60 dB Ldn/CNEL (70 dB Ldn/CNEL in playgrounds and parks) unless the project design includes effective mitigation measures to reduce noise in outdoor activity areas and interior spaces to the levels specified in Table 2. It can be seen in this table that the criterion for interior noise level agrees with California Building Code. Although the exterior noise criterion is 5 dB lower than the State of California’s General Plan Guidelines, note 3 allows for raising the exterior noise level to 65 dB Ldn/CNEL provided that available exterior noise level reduction measures have been implemented and interior noise levels comply with Table 2.

Table 2 City of Pacific Grove’s Recommended Allowable Noise Exposure⁶

Transportation Noise Sources	Outdoor Activity Areas	Interior Spaces	Interior Spaces
Land Use	Ldn, CNEL, dB	Ldn, CNEL, dB	Leq, dB ²
Residential, Transient Lodging, Hospitals, Nursing Homes	60 ³	45	-
Theaters, Auditoriums, Music Halls	-	-	35
Churches, Meetings Halls	60 ³	-	40
Office Buildings	60 ³	-	45
Schools, Libraries, Museums	-	-	45
Playgrounds, Neighborhood Parks	70	-	-

¹Where the location of outdoor activity areas is unknown, the exterior noise level is applied to the the receiving land use.

²As determined for a typical worst-case hour during periods of use.

³Where it is not possible to reduce noise in outdoor activity areas to 60 dB Ldn/CNEL or less using a practical application of the best available noise reduction measures, an exterior noise level of up to 65 dB Ldn/CNEL may be allowed, provided that available exterior noise level reduction measures have been implemented and interior noise levels comply with this table.

⁶ City of Pacific Grove General Plan, Chapter 10 Health and Safety, p. 20

Section 10.14 of City Pacific Grove’s General Plan regulates maximum allowable noise exposure of stationary noise sources, as shown in Table 3. Mitigations are required for noise sources that exceed these levels.

Table 3 Maximum Allowable Noise Exposure (Stationary Noise Sources)⁷

	Daytime (7 am to 10 pm)	Nighttime (10 pm to 7 am)
Hourly Leq, dB	50	45
Maximum Level, dB	70	65

23 City of Pacific Grove’s Municipal Code – Noise

Chapter 11.96 of the Municipal Code defines unlawful noises as follows: “it shall be made unlawful for any person to willfully make or continue, or cause to be made or continued, any loud, unnecessary, or unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitiveness residing in the area.”

The Municipal Code section 11.96.040 regulates that all noise-generating construction activities, as well as delivery and removal of materials and equipment associated with those construction activities, are limited to the hours shown in Table 4. Limits on construction hours shall be noted on the city building permit and approved building plans.

Table 4 Hours for Construction Activities⁸

Allowable Hours	
10:00 am – 5:00 pm	Sundays
8:00 am – 6:00 pm	Monday through Saturday

Exceptions to the hours listed above can be made with a permit. Post and mail notifications must be made to all neighbors within 300 feet of the construction site before permits can be issued.

24 FTA Guidelines – Ground-Borne Vibration and Noise

The City’s General Plan and Municipal Code do not have regulations on ground vibration. Therefore, the Federal Transit Authority guidelines are listed here. The guidelines for ground-borne vibration and noise of three land use categories are presented in Table 5. The guidelines are presented in terms of acceptable indoor ground-borne vibration levels. These guidelines state that an impact will occur if these levels are exceeded. The ground-borne vibration and noise impact guidelines by characterizing projects by frequency of events defined as follows:

- Frequent Events: More than 70 events per day
- Occasional Events: 30–70 events per day
- Infrequent Events: Fewer than 30 events per day

⁷ As determined at the property line of the receiving land use; may be applied on the receptor side of barriers or other measures.

⁸ Source: City of Pacific Grove Municipal Code, 11.96.040

Table 5 Indoor Ground-Borne Vibration (GBV) and noise (GBN) Impact Guidelines for General Vibration Assessment⁹

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dBA re 20 micro Pascals)		
	Frequent Events	Occasional Events	Infrequent Events	Frequent Events	Occasional Events	Infrequent Events
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB*	65 VdB*	65 VdB*	N/A**	N/A**	N/A**
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

* This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. For equipment that is more sensitive, a Detailed Vibration Analysis must be performed.

** Vibration-sensitive equipment is generally not sensitive to ground-borne noise; however, the manufacturer's specifications should be reviewed for acoustic and vibration sensitivity.

Demolition and construction will involve equipment such as pile drivers, bulldozers, jackhammers, etc. Table 6 presents the vibration guidelines to avoid structural damage.

Table 6 Construction Vibration Damage Guidelines¹⁰

Building/ Structural Category	PPV, in/sec	Approximate L _v *
I. Reinforced-concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

*RMS velocity in decibels, VdB re 1 micro-in/sec

The FTA guidelines also regulate the construction noise level. The general assessment construction noise guidelines are listed in Table 7. The noise levels of the two noisiest pieces of equipment are added for each phase of construction, at the receiving land use.

Table 7 General Assessment Construction Noise Guidelines¹¹

Land Use	<i>L_{eq, equip(1hr)}</i> , dBA	
	Day	Night
Residential	90	80
Commercial	100	100
Industrial	100	100

⁹ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, p. 126 (2018)

¹⁰ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, p. 186 (2018)

¹¹ Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, FTA Report No. 0123, p. 179 (2018)

25 Summary of Project Requirements

The above requirements for the project, including FTA guidelines, are summarized in Table 8.

Table 8 Project Requirements and Guidelines

Activity	Standard	Reference
Exterior Noise	60 CNEL	Pacific Grove General Plan
Interior Noise in guestrooms	45 CNEL	CBC
Interior Noise in commercial spaces	50 dBA hourly noise level	CALGreen
Construction Noise	- Limited to the hours of: 10:00 am – 5:00 pm Sundays 8:00 am – 6:00 pm Monday through Saturday - Possibility for construction noise study Residential: 90 dBA Commercial and industrial: 100 dBA	City's Municipal Code and FTA Guidelines
Operational Noise	At property line of receiving land use: 50 dBA hourly and 70 dBA maximum from 7:00 a.m. to 10:00 p.m. 45 dBA hourly and 65 dBA maximum from 10:00 p.m. to 7:00 a.m.	City's Municipal Code
Vibration	- Ground vibration impact levels Frequency events: 72 VdB Occasional events: 75 VdB Infrequent events: 80 VdB - Construction vibration: 94 VdB	FTA Guidelines

3.0 ENVIRONMENTAL IMPACTS AND SIGNIFICANCE

3.1 Significance Thresholds and Impacts Considered

The following significance thresholds are used in this report to evaluate the significance of the project noise impacts:

As stated in section 2.1 of this report, the CEQA Guidelines and the City's General Plan provide no definition of what constitutes a substantial noise increase. Typically, if the CNEL due to the project would increase by 3 dBA at noise sensitive receptors, the impact is considered significant.

The following four potential CEQA impacts are considered in this report:

1. Hazards and hazardous materials: 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?
2. Noise: 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?
3. Noise: Generation of excessive groundborne vibration or groundborne noise levels?

4. Noise: 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?

3.2 Impact 1. Safety Hazard or Excessive Noise within Airport Land Use Plan

Hazards and hazardous materials: 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?

This project is not located within two miles of an airport or within an airport land use plan. Therefore, there is no impact.

3.3 Impact 2. Substantial Temporary or Permanent Increase in Ambient Noise Levels

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?

A substantial permanent increase noise would occur if the project would result in an increase of 3 dBA CNEL or more. Permanent increases could be from automobile traffic or project operational noise. A substantial temporary increase in ambient noise levels, from construction, would be considered significant if construction occurs outside of the allowable hours set forth in Table 4.

This impact is considered to be less than significant with mitigation.

3.3.1 Existing Ambient Noise Levels

To establish existing ambient noise levels in areas surrounding the project site, Veneklasen visited the site on Tuesday, September 10, 2019 and again on April 24, 2020. Sound level meters were placed on the existing building to measure the hourly sound levels on the site for a 48-hour period. Veneklasen also performed short-term noise measurements. Figure 2 and Table 9 show the location and summary of these noise measurements.

The purpose of these measurements was to evaluate all ambient noise. Street traffic was the dominant noise source. Please note that while the traffic noise was measured on the proposed site, traffic noise levels across the street are assumed to be similar. With this information, traffic noise levels can be adjusted for distance from the street to any sensitive receptor or adjusted for changes in traffic counts.

Figure 2 Aerial View of Project Site Showing Measurement Locations



Table 9 Ambient Noise Measurement Summary

Location	Loudest Daytime Hour, Leq dBA	Leq	CNEL
L1	76	---	62
L2	69	---	59
S1	---	60	67
S2	---	49	55
S3	---	61	64
S4	---	51	59
S5	---	59	60
S6	---	51	59

The measured noise level at location L2 increased at the 6 AM hour both days measured. This increases the CNEL significantly because the hours between 10 PM and 7 AM are weighted more significantly.

3.3.2 Methodology

Analysis of the future noise environment presented in this section is based on future traffic counts, planned project operations, demolition and construction plans, and noise prediction modeling. Comparison of these to the ambient established in the previous section is the basis for determining potential noise impacts. Project noise requirements summarized in section 2.5 in this report are used for planning and design of the project to satisfy these requirements.

Permanent increases in noise levels are categorized as regular project operations. This includes outdoor mechanical equipment, outdoor use areas, and traffic increases.

Traffic increase calculations used the Federal Highway Administration's (FHWA) Traffic Noise Prediction Model program with traffic counts provided by IDAX Data Solutions and the traffic study provided by Kimley Horn. Noise modeling procedures involved the calculation of existing and future vehicular noise levels along individual roadway segments. This was accomplished using the Federal Highway Administration Highway Noise Prediction Model (TNM Version 2.5). The California Department of Transportation (Caltrans) published the "Technical Noise Supplement (TeNS)" in October of 1998 (last updated September 2013) which defines how to predict traffic noise for projects in California. The TeNS, Section N-5520 requires that any traffic noise study conducted after March 30, 2000 utilize the calculation methods used by Federal Highway Administration (FHWA) Traffic Noise Model. This model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site conditions. The off-site traffic noise is analyzed on an increase in CNEL basis to determine the project's impact.

Temporary noise increases are evaluated in this report by demolition and construction equipment and activity. This was accomplished using the methodology described in section 7.1 of the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual (Last updated September 2018) which defines how to predict noise impacts for projects.

Veneklasen communicated with Hopkins Marine Station to understand what marine life could be affected and where they are located. With these locations, noise levels were corrected for distance and evaluated. Please note that this report only gives calculation results of how loud various activities will be at these sensitive marine life locations; the effect of these sounds and sound levels on marine life is beyond the expertise of this report. However, the information in this report may be used to compare calculated future sound levels with measured existing sound levels.

3.3.3 Permanent Increase in Ambient Noise Levels

A traffic count was conducted by IDAX data and a traffic study was conducted by Kimley Horn. The increase in traffic volume along Dewey Street and Eardley Street is projected to increase substantially but will not cause a substantial permanent increase in ambient noise levels at sensitive receptors. As shown in Table B.2 in Appendix B and reproduced in Table 10 below, the increase in decibels calculated from the measured existing CNEL and the predicted CNEL, the project is not expected to increase the traffic noise by 3 dB, which would be considered significant.

Table 10 Decibel Increase due to Project Traffic

Street	Existing CNEL, dB	Increase, dB	New CNEL, dB
	Calculated	Calculated	Calculated
Ocean View	62	1	63
Eardley	57	4	61
Central	66	1	67
Dewey	54	2	56

The calculated increase in decibels is the increase in sound level only from vehicle traffic passing on the single road listed and does not factor in other nearby roads.

The project's loading dock will be located near the middle of the project site on Sloat Avenue. This will be further away from residential areas north of Dewey Street than the current loading dock. Current loading traffic levels is unknown, including in relation to the future loading dock traffic levels.

The parking lots near sensitive receptors are subterranean parking, which are expected to be inaudible to sensitive receptors. The noise of the southern parking lot is not near sensitive receptors and is expected to be below street traffic noise. All additional traffic due to the parking lots has been covered in the analysis in this section of the report.

The project will have outdoor mechanical and electrical equipment. Based on Veneklasen's experience on hotels of similar sizes, noise radiated from outdoor equipment such as cooling towers, air handling units, pumps, and generators, can be controlled in order to satisfy the design criteria. The mechanical and electrical equipment has not been selected; a full operational equipment noise analysis cannot be performed at this stage in the project. However, preliminary calculations using equipment sizes anticipated for a hotel of this type and size show that the requirements will be satisfied.

The project has several balconies and outdoor activity/recreational areas. It is not currently known whether activities that use powered speakers or other sound enhancing equipment is planned for the spaces. This will be evaluated as the project design progresses; mitigation of all outdoor use noise or modification of uses to meet all regulatory framework is anticipated.

Mitigation 1. Outdoor mechanical and electrical equipment are located away from all sensitive receptors. An acoustical analysis of the noise from project mechanical and electrical equipment to surrounding properties should be completed by a qualified acoustical consultant at final design to verify compliance. Mitigations such as the use of silencers, parapets and sound barriers may be implemented. Other project operations, such as outdoor use areas and loading dock noise, can be evaluated in more detail as the use levels are planned. This should be completed before the permit drawings are final for compliance with the Pacific Grove General Plan and Municipal Code requirements.

Table 8 on page 12 summarizes requirements for the project to meet exterior noise required by the Pacific Grove General Plan, interior noise at hotel suites required by the California Building Code, and interior noise at commercial spaces required by CALGreen.

Veneklasen studied the traffic volume data provided by Kimley Horn and input the data to a noise prediction model. The estimated results agree with the measured noise levels. The noise impact can be designed to be less than significant with standard mitigation methods such as façade elements with adequately high exterior-to-interior sound insulation (transmission loss and STC ratings).

The measured noise level at Position 3 is CNEL 67. However, the future building façade facing Central Ave. will be 180 ft from the center of Central Ave. The additional distance attenuation reduces the exterior use area to CNEL 60, which satisfies the General Plan exterior noise requirement.

The increase in traffic volume is expected to increase the noise levels along the property line facing Ocean View Blvd to CNEL 63, as shown in Table 9, which still satisfies the city's General Plan. Typical exterior façade assemblies would provide adequate exterior-to-interior sound insulation in order to satisfy the CBC's requirement of interior CNEL 45.

Mitigation 2. A detailed acoustical analysis of the project should be completed by a qualified acoustical consultant to define the mitigation required such that the exterior and interior noise level requirements are satisfied when the design of the property is further defined. This should be completed before the permit drawings are final for compliance with the California Building Code and CALGreen.

3.3.4 Temporary Increase in Ambient Noise Levels

Section 7.1 of the FTA impact assessment manual states that a quantitative construction noise assessment is required if a construction project has a duration of a month or more near sensitive receptors. The quantitative assessment was used to generate Table 11, using a distance of 35 feet for Dewey Street, 135 feet for the Hopkins Marine Facility Tuna Research and Conservation Building, and 400 feet for the seal rookery near Point Cabrillo.

Table 11 Construction Noise Levels at Sensitive Receptors

Equipment	Typical Noise Level, dBA				Use Duration (Months)
	Reference 50 ft	Dewey Street 35 feet	Tuna Research Building 135 feet	Point Cabrillo 400 feet	
Air Compressor	80	83	71	62	24
Backhoe	80	83	71	62	24
Compactor	82	85	73	64	24
Concrete Mixer	85	88	76	67	3
Concrete Pump	82	85	73	64	3
Concrete Vibrator	76	79	67	58	3
Crane, Derrick	88	91	79	70	24
Crane, Mobile	83	86	74	65	24
Dozer	85	88	76	67	9
Generator	82	85	73	64	24
Grader	85	88	76	67	24
Impact Wrench	85	88	76	67	24
Jack Hammer	88	91	79	70	24
Loader	80	83	71	62	24
Paver	85	88	76	67	24
Pneumatic Tool	85	88	76	67	24
Pump	77	80	68	59	24
Rail Saw	90	93	81	72	24
Rock Drill	95	98	86	77	5
Roller	85	88	76	67	5
Saw	76	79	67	58	24
Scarifier	83	86	74	65	24
Scraper	85	88	76	67	24
Spike Driver	77	80	68	59	24
Tie Cutter	84	87	75	66	24
Tie Handler	80	83	71	62	24
Tie Inserter	85	88	76	67	24
Truck	84	87	75	66	32

Construction of the project will generate temporary increased noise levels at the property line of the project site. The following measures are identified to reduce the potential effects of construction noise on adjacent properties.

Mitigation 3:

- Limit construction activity to the hours listed in Table 4 (10:00 am to 5:00 pm on Sundays and 8:00 am to 6:00 pm on Monday through Saturday).
- Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.

- Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
- Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.
- Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
- Utilize “quiet” air compressors and other stationary equipment where feasible and available.
- Designate a noise disturbance coordinator who would respond to neighborhood questions or concerns about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. Post a telephone number for the disturbance coordinator at the construction site.

The General Plan and Noise Ordinance exempts construction noise from the guidelines, provided the construction activities are limited to the allowable hours indicated in Table 4 and the appropriate land-use permits have been obtained. Because construction will be limited to the hours within Table 4 and a construction noise study may be completed, this impact is considered as less than significant with mitigation.

3.3.5 Marine Life Noise Impact

Project would result in a temporary increase in ambient noise levels that may affect marine lives which include seals on the beach to the north/northwest of Point Cabrillo and fish in indoor fish tanks in Hopkins Marine Facility on the other side of Ocean View Blvd.

State of California passed the Marine Life Protection Act in 1999. Pacific Grove is identified as one of the marine protected areas (MPAs). The California Department of Fish and Wildlife (Formerly The California Department of Fish and Game) completed an Environmental Impact Report for Central Coast Marine Protected Areas Project in 2006. Chapter 3 “Environmental Analysis” Section 3.2.7 reports as follows:

“Noise thresholds focusing on local general plans, noise ordinances, and land-based sensitive receptors are not applicable to this ocean-based project. A threshold of significance for noise impacts could be described as any noise created by the Proposed Project that would disturb the nesting, breeding, or feeding of marine species. No such effects are anticipated because increases in vessel traffic are not anticipated, and because shifts in locations of fishing activity to areas outside the proposed MPAs would not change the noise level resulting from such activities beyond what normally occurs in the existing conditions. This is particularly true given that the proposed project does not prohibit transit and existing vessel traffic patterns will remain largely unchanged.”¹²

¹² Draft Environmental Impact Report, California Marine Life Protection Act Initiative, Central Coast Marine Protected Areas Project, California Department of Fish and Game, 2006. P. 3-4

In addition, Chapter 9 summarizes that noise in the Proposed Project has no impact.¹³

The increase in traffic noise is expected to have no impact on the seals or fish tanks because there is an insignificant increase of 1 dB of traffic noise along Ocean View Boulevard.

The increase in operational noise is expected to have no impact on the seals or fish tanks because the closest seals are more than 400 ft away from the project site and fish tanks are indoors. The operational noise must have an hourly Leq of no more than 50 dBA on Dewey Street to satisfy the Pacific Grove General Plan, which corresponds to an operational noise impact at 400 ft away of 29 dBA hourly Leq.

The construction and demolition noise and vibration can cause temporary events that may affect marine life. The predicted noise levels are shown in Table 11 and the vibration levels are shown in Table 12.

Mitigation 4: All the mitigation measures in the previous section will apply to protect marine lives. Demolition and construction noise is a necessary part of the project and can be reviewed for direct impact to marine life.

3.4 Impact 3. Excessive Ground-Borne Vibration or Ground-Borne Noise

Noise: Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Please note that the project use is not expected to generate any increase in current vibration levels once constructed. This analysis focuses on the demolition and construction phases of the project only.

3.4.1 Methodology

Analysis of the ground-borne vibration impact presented in this section is based on technical reports and vibration impact prediction modeling. Vibration modeling procedures involved the calculation of construction vibration levels at nearby properties. This was accomplished using the methodology described in section 7.2 of the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual (last updated September 2018) which defines how to predict vibration impacts for projects. This methodology assesses the safe distance that construction equipment can be used relative to sensitive receptors.

These FTA guidelines are used to estimate thresholds for impacts and their significance. FTA gives impact criteria for the purpose of estimating vibration damage to buildings as given in Table 6 in section 2.4 of this report. Table 5 in section 2.4 of this report gives annoyance thresholds given by the FTA. For residential use and frequent events (more than 70 per day) the impact criterion is 72 VdB in Section 6.2 of the FTA Vibration Impact Assessment Manual.

¹³ Draft Environmental Impact Report, California Marine Life Protection Act Initiative, Central Coast Marine Protected Areas Project, California Department of Fish and Game, 2006. P. 9-5

For infrequent events (less than 30 per day), the impact criterion is 80 VdB; 75 VdB for occasional events (30 to 70 per day). Construction vibration guidelines are limited to 94 VdB or less.

3.4.2 Construction Vibration Impact

Section 7.2 of the FTA impact assessment manual states that a quantitative construction vibration assessment is required if construction vibration may result in building damage or prolonged annoyance. The quantitative assessment was used to generate Table 12, using worst-case distances of 35 feet for Dewey Street residential areas, 135 feet for the Hopkins Marine Facility Tuna Research Building, and 400 feet for the seal rookery near Point Cabrillo.

Table 12 gives the equipment types planned; blasting, pile driving, or other massive impacts of this type are planned to be avoided altogether or not required for construction.

Table 12 Construction Vibration Levels at Sensitive Receptors

Equipment	PPV, in/sec		Lv, RMS velocity in dB, VdB re 1 μ in/s				Use Duration (Months)
	25 ft (reference)	Dewey Street	25 ft (reference)	Dewey Street	Tuna Research Building	Point Cabrillo	
Vibratory Roller	0.21	0.127	94	90	72	58	24
Large Bulldozer	0.089	0.054	87	83	65	51	9
Loaded Trucks	0.076	0.046	86	82	64	50	32
Jackhammer	0.035	0.021	79	75	57	43	32
Small Bulldozer	0.003	0.002	58	54	36	22	9

Structural damage impacts are calculated to not occur as a result of the project.

Impacts of human annoyance for prolonged periods may occur during demolition and construction in the residential area across Dewey Street from vibratory rollers, large bulldozers, loaded trucks, and jackhammers depending on the frequency of occurrence and the distance from the equipment and the residence. However, the FTA guideline of 94 VdB for construction activity is calculated to not be exceeded.

Structureborne noise is calculated to not be an issue in relation to human annoyance; the groundborne vibration and airborne noise are more efficient transmission paths due to the orientation of the project to sensitive receptors.

Mitigation 5. Vibration control of demolition and construction activities should be implemented wherever possible. This includes performing high-vibration activities during the middle of the day and spaced as far apart as possible to avoid multiple high-vibration activities at once. Vehicle routes should avoid residential areas as much as possible. The daytime construction hours listed in Table 4 of this report should be strictly observed for all construction activity, including equipment transportation and queuing. Vibration monitors could be used to alert the Contractor in cases

of vibration threshold exceedances or near exceedances. A person responsible for registering and investigating claims of excessive vibration could be designated. The contact information of this person should be posted on the construction site.

This construction vibration impact is considered to be less than significant with mitigation.

3.5 Impact 4. Airport Excessive Noise Levels

Noise: 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?

This project is not located within two miles of an airport or within an airport land use plan. Therefore, there is no impact.

4.0 SUMMARY

4.1 Summary of Significance of Impacts

Noise Impact		No Impact	Less Than Significant Impact	Less Than Significant with Mitigation	Potentially Significant Impact
1	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?	X			
2	A substantial permanent or temporary increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
3	Generation of excessive groundborne vibration or groundborne noise levels?			X	
4	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?	X			

4.2 Summary of Mitigation Measures

Mitigation 1. Outdoor mechanical and electrical equipment are located away from all sensitive receptors. An acoustical analysis of the noise from project mechanical and electrical equipment to surrounding properties should be completed by a qualified acoustical consultant at final design to verify compliance. Mitigations such as the use of silencers, parapets and sound barriers may be implemented. Other project operations, such as outdoor use areas and loading dock noise, can be evaluated in more detail as the use levels are planned. This should be completed before the permit drawings are final for compliance with the Pacific Grove General Plan and Municipal Code requirements.

Mitigation 2. A detailed acoustical analysis of the project should be completed by a qualified acoustical consultant to define the mitigation required such that the exterior and interior noise level requirements are satisfied when the design of the property is further defined. This should be completed before the permit drawings are final for compliance with the California Building Code and CALGreen.

Mitigation 3:

- Limit construction activity to the hours listed in Table 4 (10:00 am to 5:00 pm on Sundays and 8:00 am to 6:00 pm on Monday through Saturday).
- Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
- Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
- Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.
- Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
- Utilize “quiet” air compressors and other stationary equipment where feasible and available.
- Designate a noise disturbance coordinator who would respond to neighborhood questions or concerns about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. Post a telephone number for the disturbance coordinator at the construction site.

Mitigation 4: All the mitigation measures in the previous section will apply to protect marine lives. Demolition and construction noise is a necessary part of the project and can be reviewed for direct impact to marine life.

Mitigation 5. Vibration control of demolition and construction activities should be implemented wherever possible. This includes performing high-vibration activities during the middle of the day and spaced as far apart as possible to avoid multiple high-vibration activities at once. Vehicle routes should avoid residential areas as much as possible.

The daytime construction hours listed in Table 4 of this report should be strictly observed for all construction activity, including equipment transportation and queueing. Vibration monitors could be used to alert the Contractor in cases of vibration threshold exceedances or near exceedances. A person responsible for registering and investigating claims of excessive vibration could be designated. The contact information of this person should be posted on the construction site.

END

APPENDIX A

Table A.1 – Definitions of Noise-Related Terms

Term	Definition
Decibel, dB	A unit describing the amplitude of sound equivalent to 20 times the logarithm, to the base 10, of the ratio of the pressure of the sound to the reference pressure of 20 μ Pa.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured in an A-weighting filter network. The A-weighting de-emphasizes the very low frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are in the A-weighted scale.
L₀ (L_{max}), L₂, L₈, L₂₅, L₅₀	The A-weighted noise levels that are exceeded 0 percent (maximum noise level), 2 percent, 8 percent, 25 percent, and 50 percent of the time during the measurement period.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the stated measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 P.M. to 10:00 P.M., and after addition of 10 decibels to noise levels in the night between 10:00 P.M. and 7:00 A.M.
Day-Night Noise Level, DNL, L_{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 P.M. and 7:00 A.M.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Impulsive Noise	Sound of short duration. Typically associated with an abrupt onset and rapid decay (i.e., gun-shots, etc.).
Pure Tones	A sound wave, residing over a small range of frequencies, which has a sinusoidal behavior over time.
VdB	Unit of measurement used by FHWA to describe ground-borne vibration. Equivalent to 20 times the logarithm, to the base 10, of the ratio of the root mean square ground-borne velocity to the reference of reference of 1×10^{-6} in/sec.

APPENDIX B

Table B.1 - Traffic Noise Modeling Parameters

Traffic Intersection	Peak Hour Existing Trips ¹⁴		Existing Daily Trips	Peak Hour New Trips ¹⁵		New Daily Trips
	AM	PM		AM	PM	
Eardley @ Ocean View	61	69	650	60	85	725
Ocean View @ Eardley	193	302	2475	83	113	980
Dewey @ Ocean View	13	11	120	70	76	732
Ocean View @ Dewey	187	266	2265	87	98	924
Eardley @ Central	109	177	1430	174	225	1997
Central @ Eardley	667	736	7015	233	289	2608
Dewey @ Central	28	13	205	71	76	736
Central @ Dewey	629	691	6600	85	94	895

Daily trips are assumed to be ten times the average of the weekday AM and PM peak hour rates.

The peak hour new trips were calculated using the following method:

$T_{in, AM}$ = Proposed site trips, AM Peak Hour of Adjacent Street, In

$T_{out, AM}$ = Proposed site trips, AM Peak Hour of Adjacent Street, Out

A% = % Site Trips Entering

(B%) = % Site Trips Exiting

$\sum A\%$ = Sum percentage of all site trips that enter the site that pass through this road segment

$$\text{Peak Hour New Trips (AM)} = T_{in, AM} * \sum A\% + T_{out, AM} * \sum (B\%)$$

Source: American Tin Cannery Hotel Traffic Study by Kimley Horn, Traffic study by IDAX Data Solutions

Table B.2 – FHWA CNEL Calculations

Street	Existing CNEL, dB		Increase, dB	New CNEL, dB
	Measured	Calculated	Calculated	Calculated
Ocean View	62	62	1	63
Eardley	---	57	4	61
Central	67	66	1	67
Dewey	59	48	8	56

Measurements were not taken on Eardley. If the existing CNEL is assumed to be equal than or greater than Dewey Street, the maximum decibel increase would be 2 dB.

Source: FHWA Traffic Noise Prediction Model

¹⁴ 11/20/2019 Traffic study, IDAX Data Solutions, 2019. P. 1, 3, 5, 7, 21, 23, 25, 27.

¹⁵ American Tin Cannery Hotel Traffic Study, Kimley Horn, 2020. P 1-2.

L1 (09/10/2019)

Start Time	Elapsed Time	LAeq
9/10/2019 20:00	01:00:00	56.7
9/10/2019 21:00	01:00:00	54
9/10/2019 22:00	01:00:00	52.3
9/10/2019 23:00	01:00:00	49.3
9/11/2019 01:00:00		50.1
9/11/2019 1:00	01:00:00	38.1
9/11/2019 2:00	01:00:00	41.9
9/11/2019 3:00	01:00:00	40.1
9/11/2019 4:00	01:00:00	46.5
9/11/2019 5:00	01:00:00	51.3
9/11/2019 6:00	01:00:00	58.1
9/11/2019 7:00	01:00:00	57.5
9/11/2019 8:00	01:00:00	59.9
9/11/2019 9:00	01:00:00	59.3
9/11/2019 10:00	01:00:00	60.6
9/11/2019 11:00	01:00:00	59.8
9/11/2019 12:00	01:00:00	60.1
9/11/2019 13:00	01:00:00	59.3
9/11/2019 14:00	01:00:00	59.8
9/11/2019 15:00	01:00:00	61.3
9/11/2019 16:00	01:00:00	61.4
9/11/2019 17:00	01:00:00	63.5
9/11/2019 18:00	01:00:00	60.1
9/11/2019 19:00	01:00:00	60
9/11/2019 20:00	01:00:00	56.2
9/11/2019 21:00	01:00:00	55.5
9/11/2019 22:00	01:00:00	52.9
9/11/2019 23:00	01:00:00	51.1
9/12/2019 01:00:00		49.3
9/12/2019 1:00	01:00:00	46.2
9/12/2019 2:00	01:00:00	47.5
9/12/2019 3:00	01:00:00	46.6
9/12/2019 4:00	01:00:00	47
9/12/2019 5:00	01:00:00	51.2
9/12/2019 6:00	01:00:00	57.4
9/12/2019 7:00	01:00:00	57.8
9/12/2019 8:00	01:00:00	59
9/12/2019 9:00	01:00:00	62.9
9/12/2019 10:00	01:00:00	58.7
9/12/2019 11:00	01:00:00	60.5
9/12/2019 12:00	01:00:00	60.2
9/12/2019 13:00	01:00:00	65.8
9/12/2019 14:00	01:00:00	60.3
9/12/2019 15:00	01:00:00	60.1
9/12/2019 16:00	01:00:00	60
9/12/2019 17:00	01:00:00	61.4
9/12/2019 18:00	01:00:00	61.3
9/12/2019 19:00	01:00:00	59.2
9/12/2019 20:00	01:00:00	59.4
9/12/2019 21:00	01:00:00	56.6
9/12/2019 22:00	01:00:00	54.6
9/12/2019 23:00	01:00:00	52.2
9/13/2019 01:00:00		51.4
9/13/2019 1:00	01:00:00	45.2
9/13/2019 2:00	01:00:00	44.5
9/13/2019 3:00	01:00:00	45.2
9/13/2019 4:00	01:00:00	46.9
9/13/2019 5:00	01:00:00	49.6
9/13/2019 6:00	01:00:00	55.7

L2 (09/10/2019)

Start Time	Elapsed Time	LAeq
9/10/2019 20:00	01:00:00	47.6
9/10/2019 21:00	01:00:00	45.4
9/10/2019 22:00	01:00:00	45.9
9/10/2019 23:00	01:00:00	42.8
9/11/2019 01:00:00		43.5
9/11/2019 1:00	01:00:00	36.2
9/11/2019 2:00	01:00:00	38.6
9/11/2019 3:00	01:00:00	36.1
9/11/2019 4:00	01:00:00	41.3
9/11/2019 5:00	01:00:00	49.3
9/11/2019 6:00	01:00:00	57.8
9/11/2019 7:00	01:00:00	50.5
9/11/2019 8:00	01:00:00	66.1
9/11/2019 9:00	01:00:00	52.1
9/11/2019 10:00	01:00:00	51.3
9/11/2019 11:00	01:00:00	51.1
9/11/2019 12:00	01:00:00	50.8
9/11/2019 13:00	01:00:00	54.3
9/11/2019 14:00	01:00:00	51.2
9/11/2019 15:00	01:00:00	53.5
9/11/2019 16:00	01:00:00	51.9
9/11/2019 17:00	01:00:00	54.9
9/11/2019 18:00	01:00:00	49.3
9/11/2019 19:00	01:00:00	51
9/11/2019 20:00	01:00:00	45.2
9/11/2019 21:00	01:00:00	45.2
9/11/2019 22:00	01:00:00	42.5
9/11/2019 23:00	01:00:00	41.5
9/12/2019 01:00:00		42.1
9/12/2019 1:00	01:00:00	40.2
9/12/2019 2:00	01:00:00	40.5
9/12/2019 3:00	01:00:00	39.6
9/12/2019 4:00	01:00:00	42.8
9/12/2019 5:00	01:00:00	42.7
9/12/2019 6:00	01:00:00	52.8
9/12/2019 7:00	01:00:00	52.7
9/12/2019 8:00	01:00:00	54.4
9/12/2019 9:00	01:00:00	54.3
9/12/2019 10:00	01:00:00	54
9/12/2019 11:00	01:00:00	54.7
9/12/2019 12:00	01:00:00	52.2
9/12/2019 13:00	01:00:00	52.5
9/12/2019 14:00	01:00:00	52.3
9/12/2019 15:00	01:00:00	54.2
9/12/2019 16:00	01:00:00	51.5
9/12/2019 17:00	01:00:00	52.1
9/12/2019 18:00	01:00:00	50.7
9/12/2019 19:00	01:00:00	51.3
9/12/2019 20:00	01:00:00	46.6
9/12/2019 21:00	01:00:00	46.3
9/12/2019 22:00	01:00:00	42.8
9/12/2019 23:00	01:00:00	41.1
9/13/2019 01:00:00		42.7
9/13/2019 1:00	01:00:00	39.3
9/13/2019 2:00	01:00:00	38
9/13/2019 3:00	01:00:00	37.9
9/13/2019 4:00	01:00:00	39.7
9/13/2019 5:00	01:00:00	45.8
9/13/2019 6:00	01:00:00	61.2

L1 (04/24/2020)

Start Time	Duration	LAeq
4/24/2020 11:15	0:15:00	59.05
4/24/2020 11:30	0:15:00	63.05
4/24/2020 11:45	0:15:00	59.75
4/24/2020 12:00	0:15:00	63.26
4/24/2020 12:15	0:15:00	61.35
4/24/2020 12:30	0:15:00	58.8
4/24/2020 12:45	0:15:00	60.42
4/24/2020 13:00	0:15:00	60.24
4/24/2020 13:15	0:15:00	61.02
4/24/2020 13:30	0:15:00	59.31
4/24/2020 13:45	0:15:00	61.08

L2 (04/24/2020)

Start Time	Duration	LAeq
4/24/2020 11:30	0:15:00	50.86
4/24/2020 11:45	0:15:00	56.32
4/24/2020 12:00	0:15:00	52.41
4/24/2020 12:15	0:15:00	50.35
4/24/2020 12:30	0:15:00	51.37
4/24/2020 12:45	0:15:00	50.93
4/24/2020 13:00	0:15:00	50.23
4/24/2020 13:15	0:15:00	50.5
4/24/2020 13:30	0:15:00	52.96
4/24/2020 13:45	0:15:00	51.35

Short Term

Location	Start Time	Elapsed Time	LAeq
S1	9/10/2019 20:02	00:16:00	56.91
S2	9/10/2019 20:22	00:16:45	51.75
S3	4/24/2020 11:33	00:15:20	61.05
S1	4/24/2020 11:54	00:15:53	59.58
S2	4/24/2020 12:13	00:17:19	48.91
S4	4/24/2020 12:34	00:16:00	51.13
S6	4/24/2020 12:54	00:16:01	50.37
S5	4/24/2020 13:15	00:15:46	58.49
S3	4/24/2020 13:35	00:15:00	60.15

Equipment used

B&K 2270 Handheld Analyzer plus
 B&K 4189 Pre-Polarized Microphone
 B&K 2250 Handheld Analyzer plus
 B&K 4189 Pre-Polarized Microphone
 Larson Davis Calibrator Type CAL200

Usage

Short Term measurements, 09/10 L1
 04/24 L1 & L2, 09/10 L2
 All Measurements

9/13/2019 7:00 01:00:00	62.9	9/13/2019 7:00 01:00:00	63.1
9/13/2019 8:00 01:00:00	58.5	9/13/2019 8:00 01:00:00	51.8
9/13/2019 9:00 01:00:00	60.6	9/13/2019 9:00 01:00:00	53.4
9/13/2019 10:00 01:00:00	59.8	9/13/2019 10:00 01:00:00	52.7
9/13/2019 11:00 01:00:00	60.2		

Appendix L

Traffic Counts and Modeling Data

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	70	9	13	84	5	25	0	15	1	0	1
Future Vol, veh/h	2	70	9	13	84	5	25	0	15	1	0	1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	100	100	100
Mvmt Flow	3	101	13	19	122	7	36	0	22	1	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	8.1	7.8	9.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	62%	2%	13%	50%
Vol Thru, %	0%	86%	82%	0%
Vol Right, %	38%	11%	5%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	40	81	102	2
LT Vol	25	2	13	1
Through Vol	0	70	84	0
RT Vol	15	9	5	1
Lane Flow Rate	58	117	148	3
Geometry Grp	1	1	1	1
Degree of Util (X)	0.071	0.133	0.171	0.005
Departure Headway (Hd)	4.436	4.092	4.161	6.057
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	812	865	853	594
Service Time	2.436	2.169	2.228	4.059
HCM Lane V/C Ratio	0.071	0.135	0.174	0.005
HCM Control Delay	7.8	7.8	8.1	9.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.5	0.6	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	61	23	2	24	7	55	12	31	10	27	25
Future Vol, veh/h	8	61	23	2	24	7	55	12	31	10	27	25
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	81	31	3	32	9	73	16	41	13	36	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	7.7	8.1	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	56%	9%	6%	16%
Vol Thru, %	12%	66%	73%	44%
Vol Right, %	32%	25%	21%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	98	92	33	62
LT Vol	55	8	2	10
Through Vol	12	61	24	27
RT Vol	31	23	7	25
Lane Flow Rate	131	123	44	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.157	0.147	0.054	0.097
Departure Headway (Hd)	4.32	4.325	4.429	4.242
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	832	832	810	847
Service Time	2.335	2.34	2.447	2.258
HCM Lane V/C Ratio	0.157	0.148	0.054	0.098
HCM Control Delay	8.1	8.1	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0.2	0.3

HCM 6th Signalized Intersection Summary
 8: Forest Ave (SR 68) & David Ave

Existing Conditions AM PEAK

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑		↖	↑		↖	↑↑		↖	↑↑	↖
Traffic Volume (veh/h)	129	182	103	89	169	48	107	293	58	61	441	47
Future Volume (veh/h)	129	182	103	89	169	48	107	293	58	61	441	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	204	116	100	190	54	120	329	65	69	496	53
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	273	155	135	302	86	154	738	144	111	799	352
Arrive On Green	0.10	0.24	0.24	0.08	0.22	0.22	0.09	0.25	0.25	0.06	0.22	0.22
Sat Flow, veh/h	1795	1117	635	1781	1396	397	1781	2964	579	1781	3554	1567
Grp Volume(v), veh/h	145	0	320	100	0	244	120	196	198	69	496	53
Grp Sat Flow(s),veh/h/ln	1795	0	1753	1781	0	1792	1781	1777	1766	1781	1777	1567
Q Serve(g_s), s	3.8	0.0	8.2	2.7	0.0	6.0	3.2	4.5	4.6	1.8	6.1	1.3
Cycle Q Clear(g_c), s	3.8	0.0	8.2	2.7	0.0	6.0	3.2	4.5	4.6	1.8	6.1	1.3
Prop In Lane	1.00		0.36	1.00		0.22	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	187	0	429	135	0	388	154	442	440	111	799	352
V/C Ratio(X)	0.77	0.00	0.75	0.74	0.00	0.63	0.78	0.44	0.45	0.62	0.62	0.15
Avail Cap(c_a), veh/h	312	0	710	244	0	660	237	720	715	208	1381	609
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	17.1	22.1	0.0	17.4	21.9	15.5	15.5	22.4	17.1	15.2
Incr Delay (d2), s/veh	6.6	0.0	2.6	7.6	0.0	1.7	8.6	0.7	0.7	5.6	0.8	0.2
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	1.8	0.0	3.2	1.3	0.0	2.4	1.6	1.7	1.7	0.9	2.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	19.7	29.8	0.0	19.1	30.5	16.2	16.3	28.0	17.9	15.4
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		465			344			514			618	
Approach Delay, s/veh		22.3			22.2			19.5			18.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	16.7	8.2	16.5	8.7	15.5	9.6	15.1				
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	5.7	19.8	6.7	19.8	6.5	19.0	8.5	18.0				
Max Q Clear Time (g_c+I1), s	3.8	6.6	4.7	10.2	5.2	8.1	5.8	8.0				
Green Ext Time (p_c), s	0.0	1.9	0.0	1.3	0.0	2.6	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				20.4								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 12: David Ave & Foam St

Existing Conditions AM PEAK

03/28/2020

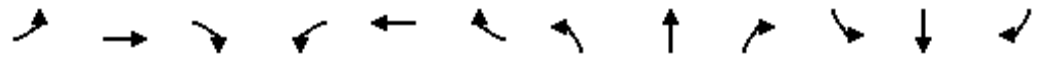


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	107	68	46	0	0	57
Future Volume (veh/h)	107	68	46	0	0	57
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1796	1767	0	0	1826
Adj Flow Rate, veh/h	132	84	57	0	0	70
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	7	7	9	0	0	5
Cap, veh/h	350	311	247	0	0	485
Arrive On Green	0.20	0.20	0.14	0.00	0.00	0.14
Sat Flow, veh/h	1711	1522	1767	0	0	3652
Grp Volume(v), veh/h	132	84	57	0	0	70
Grp Sat Flow(s),veh/h/ln	1711	1522	1767	0	0	1735
Q Serve(g_s), s	0.9	0.6	0.4	0.0	0.0	0.2
Cycle Q Clear(g_c), s	0.9	0.6	0.4	0.0	0.0	0.2
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	350	311	247	0	0	485
V/C Ratio(X)	0.38	0.27	0.23	0.00	0.00	0.14
Avail Cap(c_a), veh/h	2244	1996	2317	0	0	4550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	4.7	4.6	5.2	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.7	0.5	0.5	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.4	5.1	5.7	0.0	0.0	5.3
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	216		57			70
Approach Delay, s/veh	5.3		5.7			5.3
Approach LOS	A		A			A
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		7.3		6.4		6.4
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+l1), s		2.9		2.4		2.2
Green Ext Time (p_c), s		0.6		0.2		0.3
Intersection Summary						
HCM 6th Ctrl Delay			5.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 13: David Ave & Central Ave/Lighthouse Ave

Existing Conditions AM PEAK

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	1	237	12	263	459	9	47	38	398	58	56	60
Future Volume (veh/h)	1	237	12	263	459	9	47	38	398	58	56	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1767	1767	1767
Adj Flow Rate, veh/h	1	258	13	286	499	10	51	41	433	63	61	65
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	9	9	9
Cap, veh/h	3	353	18	338	709	14	83	522	440	88	504	424
Arrive On Green	0.00	0.20	0.20	0.19	0.39	0.39	0.05	0.28	0.28	0.05	0.29	0.29
Sat Flow, veh/h	1781	1764	89	1781	1826	37	1781	1870	1577	1682	1767	1489
Grp Volume(v), veh/h	1	0	271	286	0	509	51	41	433	63	61	65
Grp Sat Flow(s),veh/h/ln	1781	0	1853	1781	0	1863	1781	1870	1577	1682	1767	1489
Q Serve(g_s), s	0.0	0.0	8.8	10.0	0.0	14.8	1.8	1.0	17.6	2.4	1.6	2.1
Cycle Q Clear(g_c), s	0.0	0.0	8.8	10.0	0.0	14.8	1.8	1.0	17.6	2.4	1.6	2.1
Prop In Lane	1.00		0.05	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	3	0	371	338	0	723	83	522	440	88	504	424
V/C Ratio(X)	0.36	0.00	0.73	0.85	0.00	0.70	0.62	0.08	0.98	0.71	0.12	0.15
Avail Cap(c_a), veh/h	138	0	531	428	0	837	138	522	440	130	504	424
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	24.2	25.2	0.0	16.6	30.2	17.1	23.1	30.1	17.1	17.2
Incr Delay (d2), s/veh	65.2	0.0	3.0	12.1	0.0	2.2	7.3	0.1	38.7	10.2	0.1	0.2
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	0.1	0.0	4.0	5.1	0.0	6.1	0.9	0.4	10.8	1.2	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.4	0.0	27.2	37.3	0.0	18.9	37.5	17.2	61.8	40.3	17.2	17.4
LnGrp LOS	F	A	C	D	A	B	D	B	E	D	B	B
Approach Vol, veh/h		272			795			525			189	
Approach Delay, s/veh		27.4			25.5			56.0			25.0	
Approach LOS		C			C			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	29.5	7.9	22.5	16.7	17.4	7.5	22.9				
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	5.0	29.0	5.0	18.0	15.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	16.8	4.4	19.6	12.0	10.8	3.8	4.1				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.3	0.9	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				34.7								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 14: David Ave & Hawthorne St

Existing Conditions AM PEAK

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	193	23	25	42	20	22	274	65	15	189	109
Future Volume (veh/h)	177	193	23	25	42	20	22	274	65	15	189	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1811	1811	1811	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	182	199	24	26	43	21	23	282	67	15	195	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	6	6	6	1	1	1	3	3	3
Cap, veh/h	806	899	742	660	549	268	504	409	97	116	486	
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.28	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	1335	1870	1544	1117	1143	558	1188	1464	348	48	1741	1572
Grp Volume(v), veh/h	182	199	24	26	0	64	23	0	349	210	0	0
Grp Sat Flow(s),veh/h/ln	1335	1870	1544	1117	0	1701	1188	0	1811	1789	0	1572
Q Serve(g_s), s	3.2	2.3	0.3	0.5	0.0	0.8	0.0	0.0	6.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.0	2.3	0.3	2.8	0.0	0.8	0.6	0.0	6.4	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.19	0.07		1.00
Lane Grp Cap(c), veh/h	806	899	742	660	0	817	504	0	506	602	0	
V/C Ratio(X)	0.23	0.22	0.03	0.04	0.00	0.08	0.05	0.00	0.69	0.35	0.00	
Avail Cap(c_a), veh/h	806	899	742	660	0	817	743	0	870	955	0	
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	5.7	5.1	6.5	0.0	5.3	9.9	0.0	12.1	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.1	0.0	0.2	0.0	0.0	1.7	0.3	0.0	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	0.7	0.6	0.1	0.1	0.0	0.2	0.1	0.0	2.3	1.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	5.8	5.2	6.6	0.0	5.4	10.0	0.0	13.7	11.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	B	B	A	
Approach Vol, veh/h		405			90			372			210	A
Approach Delay, s/veh		6.0			5.8			13.5			11.3	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		15.0		22.5		15.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.8		8.4		6.0		8.5				
Green Ext Time (p_c), s		0.3		1.6		1.5		0.8				

Intersection Summary

HCM 6th Ctrl Delay	9.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis
 15: Washington St & Del Monte Ave & Lighthouse Ave

Existing Conditions AM PEAK

03/28/2020



Movement	WBT	WBR	NBL2	NBL	NBT	NBR	SBR2	SEL
Lane Configurations	↑↑	↑↓	↵	↵	↑	↗	↗	↗↗
Traffic Volume (vph)	881	1372	145	172	11	94	2	1293
Future Volume (vph)	881	1372	145	172	11	94	2	1293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.5
Lane Util. Factor	0.95	0.88	1.00	0.95	0.95	1.00	1.00	0.94
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85	0.86	1.00
Flt Protected	1.00	1.00	0.95	0.95	0.96	1.00	1.00	0.95
Satd. Flow (prot)	3539	2787	1752	1665	1679	1490	1644	4990
Flt Permitted	1.00	1.00	0.95	0.95	0.96	1.00	1.00	0.95
Satd. Flow (perm)	3539	2787	1752	1665	1679	1490	1644	4990
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	958	1491	158	187	12	102	2	1405
RTOR Reduction (vph)	0	0	135	0	0	87	0	0
Lane Group Flow (vph)	958	1491	23	99	100	15	2	1405
Confl. Peds. (#/hr)						18		
Confl. Bikes (#/hr)						1		
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%	0%	2%
Turn Type	NA	custom	Split	Split	NA	Perm	Free	Prot
Protected Phases	5	2	3	3	3			6
Permitted Phases						3	Free	
Actuated Green, G (s)	20.8	52.6	10.6	10.6	10.6	10.6	72.2	27.3
Effective Green, g (s)	20.8	52.6	10.6	10.6	10.6	10.6	72.2	27.3
Actuated g/C Ratio	0.29	0.73	0.15	0.15	0.15	0.15	1.00	0.38
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	1019	2030	257	244	246	218	1644	1886
v/s Ratio Prot	c0.27	c0.54	0.01	0.06	c0.06			0.28
v/s Ratio Perm						0.01	0.00	
v/c Ratio	0.94	0.73	0.09	0.41	0.41	0.07	0.00	0.74
Uniform Delay, d1	25.1	5.7	26.6	27.9	27.9	26.5	0.0	19.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.8	1.4	0.2	1.1	1.1	0.1	0.0	1.6
Delay (s)	40.9	7.1	26.8	29.0	29.0	26.7	0.0	21.1
Level of Service	D	A	C	C	C	C	A	C
Approach Delay (s)	20.3				27.7			21.1
Approach LOS	C				C			C
Intersection Summary								
HCM 2000 Control Delay			21.4		HCM 2000 Level of Service			C
HCM 2000 Volume to Capacity ratio			0.78					
Actuated Cycle Length (s)			72.2		Sum of lost time (s)			13.5
Intersection Capacity Utilization			70.2%		ICU Level of Service			C
Analysis Period (min)			15					
c Critical Lane Group								

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	1	2	102	2	8
Future Vol, veh/h	75	1	2	102	2	8
Conflicting Peds, #/hr	0	0	7	0	16	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	112	1	3	152	3	12

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	120	0	294
Stage 1	-	-	-	-	120
Stage 2	-	-	-	-	174
Critical Hdwy	-	-	4.11	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	-	3.5
Pot Cap-1 Maneuver	-	-	1474	-	701
Stage 1	-	-	-	-	910
Stage 2	-	-	-	-	861
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1464	-	684
Mov Cap-2 Maneuver	-	-	-	-	684
Stage 1	-	-	-	-	904
Stage 2	-	-	-	-	846

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	845	-	-	1464	-
HCM Lane V/C Ratio	0.018	-	-	0.002	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	69	8	92	56	0
Future Vol, veh/h	72	69	8	92	56	0
Conflicting Peds, #/hr	0	0	6	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	97	93	11	124	76	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	196	0	296
Stage 1	-	-	-	-	150
Stage 2	-	-	-	-	146
Critical Hdwy	-	-	4.11	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.209	-	3.536
Pot Cap-1 Maneuver	-	-	1383	-	691
Stage 1	-	-	-	-	873
Stage 2	-	-	-	-	876
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1375	-	681
Mov Cap-2 Maneuver	-	-	-	-	681
Stage 1	-	-	-	-	868
Stage 2	-	-	-	-	868

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	681	-	-	1375	-
HCM Lane V/C Ratio	0.111	-	-	0.008	-
HCM Control Delay (s)	10.9	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↔			↑	↗					↖	↗
Traffic Vol, veh/h	0	151	5	8	293	61	0	0	0	71	1	3
Future Vol, veh/h	0	151	5	8	293	61	0	0	0	71	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0	10	0	10	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	-	-	-	-	-	240	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	1	1	1
Mvmt Flow	0	182	6	10	353	73	0	0	0	86	1	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	426	0	0	188	0	0	558	561	353
Stage 1	-	-	-	-	-	-	373	373	-
Stage 2	-	-	-	-	-	-	185	188	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.41	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	5.41	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.41	5.51	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.509	4.009	3.309
Pot Cap-1 Maneuver	1133	-	-	1386	-	-	492	438	693
Stage 1	-	-	-	-	-	-	699	620	-
Stage 2	-	-	-	-	-	-	849	746	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1133	-	-	1386	-	-	487	0	693
Mov Cap-2 Maneuver	-	-	-	-	-	-	487	0	-
Stage 1	-	-	-	-	-	-	699	0	-
Stage 2	-	-	-	-	-	-	841	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1133	-	-	1386	-	-	487	693
HCM Lane V/C Ratio	-	-	-	0.007	-	-	0.178	0.005
HCM Control Delay (s)	0	-	-	7.6	-	-	14	10.2
HCM Lane LOS	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.6	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕				
Traffic Vol, veh/h	6	223	3	13	367	22	1	0	2	0	0	0
Future Vol, veh/h	6	223	3	13	367	22	1	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	33	0	33	23	0	23	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	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	0	0	0
Mvmt Flow	7	262	4	15	432	26	1	0	2	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	491	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1072	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1072	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0.3	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	503	1072	-	-	1222	-	-
HCM Lane V/C Ratio	0.007	0.007	-	-	0.013	-	-
HCM Control Delay (s)	12.2	8.4	-	-	8	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↶	↷
Traffic Vol, veh/h	9	213	8	108	415	41	6	15	26	11	17	16
Future Vol, veh/h	9	213	8	108	415	41	6	15	26	11	17	16
Conflicting Peds, #/hr	24	0	24	0	0	0	4	0	4	17	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	70	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	2	2	2
Mvmt Flow	10	234	9	119	456	45	7	16	29	12	19	18

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	525	0	0	267	0	0	1035	1046	280	1039	1028	520
Stage 1	-	-	-	-	-	-	283	283	-	741	741	-
Stage 2	-	-	-	-	-	-	752	763	-	298	287	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	1047	-	-	1297	-	-	212	230	764	209	234	556
Stage 1	-	-	-	-	-	-	728	681	-	408	423	-
Stage 2	-	-	-	-	-	-	405	416	-	711	674	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1023	-	-	1267	-	-	169	197	734	167	200	534
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	197	-	167	200	-
Stage 1	-	-	-	-	-	-	705	659	-	395	374	-
Stage 2	-	-	-	-	-	-	332	368	-	649	652	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.6	18.4	22.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	320	1023	-	-	1267	-	-	186	534
HCM Lane V/C Ratio	0.161	0.01	-	-	0.094	-	-	0.165	0.033
HCM Control Delay (s)	18.4	8.6	-	-	8.1	-	-	28.2	12
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.3	-	-	0.6	0.1

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	7	213	2	60	108	7	5	30	164	16	105	17
Future Vol, veh/h	7	213	2	60	108	7	5	30	164	16	105	17
Conflicting Peds, #/hr	13	0	13	0	0	0	3	0	3	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	3	3	3	1	1	1	1	1	1
Mvmt Flow	8	242	2	68	123	8	6	34	186	18	119	19

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	144	0	0	257	0	0	607	552	259	648	549	143
Stage 1	-	-	-	-	-	-	272	272	-	276	276	-
Stage 2	-	-	-	-	-	-	335	280	-	372	273	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1438	-	-	1302	-	-	410	443	782	385	445	907
Stage 1	-	-	-	-	-	-	736	686	-	732	684	-
Stage 2	-	-	-	-	-	-	681	681	-	651	686	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1420	-	-	1286	-	-	304	407	770	259	409	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	482	-	333	470	-
Stage 1	-	-	-	-	-	-	722	673	-	718	640	-
Stage 2	-	-	-	-	-	-	512	637	-	464	673	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.2		2.7		12.7		16.3	
HCM LOS					B		C	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	692	1420	-	-	1286	-	-	475
HCM Lane V/C Ratio	0.327	0.006	-	-	0.053	-	-	0.33
HCM Control Delay (s)	12.7	7.5	0	-	8	-	-	16.3
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	1.4

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4						4		4		
Traffic Vol, veh/h	2	4	0	0	0	0	0	8	8	3	0	0
Future Vol, veh/h	2	4	0	0	0	0	0	8	8	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	6	0	0	0	0	0	11	11	4	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	17	23	-	0
Stage 1	0	0	-	-
Stage 2	17	23	-	-
Critical Hdwy	6.4	6.5	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-
Follow-up Hdwy	3.5	4	-	-
Pot Cap-1 Maneuver	1006	874	0	0
Stage 1	-	-	0	-
Stage 2	1011	880	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	1006	0	-	-
Mov Cap-2 Maneuver	1006	0	-	-
Stage 1	-	0	-	-
Stage 2	1011	0	-	-

Approach	EB	NB
HCM Control Delay, s	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1
Capacity (veh/h)	-	-	1006
HCM Lane V/C Ratio	-	-	0.008
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			↑		↑
Traffic Vol, veh/h	3	7	0	34	25	0
Future Vol, veh/h	3	7	0	34	25	0
Conflicting Peds, #/hr	0	29	2	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	3	3	4	4
Mvmt Flow	4	10	0	49	36	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	85	65	-	0	-	0
Stage 1	36	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	921	1005	0	-	-	0
Stage 1	992	-	0	-	-	0
Stage 2	979	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	921	977	-	-	-	-
Mov Cap-2 Maneuver	921	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 959	-
HCM Lane V/C Ratio	- 0.015	-
HCM Control Delay (s)	- 8.8	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	139	12	9	124	3	23	1	22	4	4	0
Future Vol, veh/h	3	139	12	9	124	3	23	1	22	4	4	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	162	14	10	144	3	27	1	26	5	5	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.2	8.2	7.8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	2%	7%	50%
Vol Thru, %	2%	90%	91%	50%
Vol Right, %	48%	8%	2%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	46	154	136	8
LT Vol	23	3	9	4
Through Vol	1	139	124	4
RT Vol	22	12	3	0
Lane Flow Rate	53	179	158	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.203	0.182	0.012
Departure Headway (Hd)	4.453	4.087	4.146	4.796
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	867	854	750
Service Time	2.453	2.167	2.228	2.798
HCM Lane V/C Ratio	0.066	0.206	0.185	0.012
HCM Control Delay	7.8	8.2	8.2	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	0.7	0

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	94	58	15	41	8	66	22	45	10	31	27
Future Vol, veh/h	19	94	58	15	41	8	66	22	45	10	31	27
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	2	2	2
Mvmt Flow	22	108	67	17	47	9	76	25	52	11	36	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.1	8.7	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	11%	23%	15%
Vol Thru, %	17%	55%	64%	46%
Vol Right, %	34%	34%	12%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	133	171	64	68
LT Vol	66	19	15	10
Through Vol	22	94	41	31
RT Vol	45	58	8	27
Lane Flow Rate	153	197	74	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.193	0.237	0.095	0.098
Departure Headway (Hd)	4.551	4.343	4.63	4.519
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	789	827	773	792
Service Time	2.58	2.368	2.661	2.552
HCM Lane V/C Ratio	0.194	0.238	0.096	0.098
HCM Control Delay	8.7	8.7	8.1	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.9	0.3	0.3

HCM 6th Signalized Intersection Summary
 8: Forest Ave (SR 68) & David Ave

Existing Conditions PM Peak
 03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑		↖	↑		↖	↑↑		↖	↑↑	↖
Traffic Volume (veh/h)	87	155	107	122	140	37	175	510	88	84	491	57
Future Volume (veh/h)	87	155	107	122	140	37	175	510	88	84	491	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.99
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	90	160	110	126	144	38	180	526	91	87	506	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	125	224	154	162	342	90	224	843	145	123	791	349
Arrive On Green	0.07	0.22	0.22	0.09	0.24	0.24	0.12	0.28	0.28	0.07	0.22	0.22
Sat Flow, veh/h	1795	1026	705	1795	1433	378	1795	3044	524	1795	3582	1580
Grp Volume(v), veh/h	90	0	270	126	0	182	180	308	309	87	506	59
Grp Sat Flow(s),veh/h/ln	1795	0	1731	1795	0	1811	1795	1791	1777	1795	1791	1580
Q Serve(g_s), s	2.6	0.0	7.5	3.6	0.0	4.4	5.1	7.8	7.9	2.5	6.7	1.6
Cycle Q Clear(g_c), s	2.6	0.0	7.5	3.6	0.0	4.4	5.1	7.8	7.9	2.5	6.7	1.6
Prop In Lane	1.00		0.41	1.00		0.21	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	378	162	0	432	224	496	492	123	791	349
V/C Ratio(X)	0.72	0.00	0.71	0.78	0.00	0.42	0.80	0.62	0.63	0.70	0.64	0.17
Avail Cap(c_a), veh/h	293	0	658	231	0	626	224	681	676	197	1307	576
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	18.8	23.2	0.0	16.8	22.2	16.4	16.5	23.7	18.4	16.4
Incr Delay (d2), s/veh	7.4	0.0	2.5	10.1	0.0	0.7	18.7	1.3	1.3	7.1	0.9	0.2
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	1.3	0.0	3.0	1.8	0.0	1.7	3.1	3.0	3.0	1.2	2.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.1	0.0	21.4	33.3	0.0	17.4	40.9	17.7	17.8	30.9	19.3	16.6
LnGrp LOS	C	A	C	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		360			308			797				652
Approach Delay, s/veh		23.8			23.9			23.0				20.6
Approach LOS		C			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	18.9	9.2	15.9	11.0	16.0	8.1	16.9				
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	5.7	19.8	6.7	19.8	6.5	19.0	8.5	18.0				
Max Q Clear Time (g_c+I1), s	4.5	9.9	5.6	9.5	7.1	8.7	4.6	6.4				
Green Ext Time (p_c), s	0.0	2.7	0.0	1.1	0.0	2.6	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
 12: David Ave & Foam St

Existing Conditions PM Peak
 03/28/2020

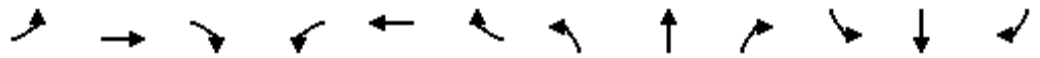


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↑			↑↑
Traffic Volume (veh/h)	180	89	90	0	0	124
Future Volume (veh/h)	180	89	90	0	0	124
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1885
Adj Flow Rate, veh/h	189	94	95	0	0	131
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	0	0	1
Cap, veh/h	399	355	371	0	0	716
Arrive On Green	0.23	0.23	0.20	0.00	0.00	0.20
Sat Flow, veh/h	1767	1572	1856	0	0	3770
Grp Volume(v), veh/h	189	94	95	0	0	131
Grp Sat Flow(s),veh/h/ln	1767	1572	1856	0	0	1791
Q Serve(g_s), s	1.5	0.8	0.7	0.0	0.0	0.5
Cycle Q Clear(g_c), s	1.5	0.8	0.7	0.0	0.0	0.5
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	399	355	371	0	0	716
V/C Ratio(X)	0.47	0.26	0.26	0.00	0.00	0.18
Avail Cap(c_a), veh/h	2030	1806	2131	0	0	4114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	5.0	5.3	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.9	0.4	0.4	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.1	5.4	5.7	0.0	0.0	5.3
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	283		95			131
Approach Delay, s/veh	5.9		5.7			5.3
Approach LOS	A		A			A
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		8.0		7.6		7.6
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		3.5		2.7		2.5
Green Ext Time (p_c), s		0.7		0.4		0.6
Intersection Summary						
HCM 6th Ctrl Delay			5.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 13: David Ave & Central Ave/Lighthouse Ave

Existing Conditions PM Peak

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗	↗	↖	↗	↖
Traffic Volume (veh/h)	11	261	22	344	464	21	51	34	277	84	131	101
Future Volume (veh/h)	11	261	22	344	464	21	51	34	277	84	131	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	11	269	23	355	478	22	53	35	286	87	135	104
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	25	365	31	410	765	35	85	419	348	111	444	360
Arrive On Green	0.01	0.21	0.21	0.23	0.43	0.43	0.05	0.22	0.22	0.06	0.24	0.24
Sat Flow, veh/h	1795	1709	146	1795	1786	82	1795	1885	1565	1781	1870	1516
Grp Volume(v), veh/h	11	0	292	355	0	500	53	35	286	87	135	104
Grp Sat Flow(s),veh/h/ln	1795	0	1855	1795	0	1868	1795	1885	1565	1781	1870	1516
Q Serve(g_s), s	0.4	0.0	9.7	12.5	0.0	13.8	1.9	1.0	11.5	3.2	3.9	3.7
Cycle Q Clear(g_c), s	0.4	0.0	9.7	12.5	0.0	13.8	1.9	1.0	11.5	3.2	3.9	3.7
Prop In Lane	1.00		0.08	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	0	397	410	0	800	85	419	348	111	444	360
V/C Ratio(X)	0.44	0.00	0.74	0.87	0.00	0.63	0.63	0.08	0.82	0.78	0.30	0.29
Avail Cap(c_a), veh/h	136	0	535	532	0	950	136	515	428	149	525	426
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.2	0.0	24.2	24.4	0.0	14.7	30.8	20.3	24.4	30.4	20.6	20.6
Incr Delay (d2), s/veh	11.9	0.0	3.5	11.5	0.0	1.0	7.4	0.1	10.2	17.1	0.4	0.4
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	0.3	0.0	4.4	6.3	0.0	5.4	1.0	0.4	5.0	1.9	1.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.1	0.0	27.7	35.9	0.0	15.7	38.2	20.4	34.6	47.5	21.0	21.0
LnGrp LOS	D	A	C	D	A	B	D	C	C	D	C	C
Approach Vol, veh/h		303			855			374			326	
Approach Delay, s/veh		28.3			24.1			33.8			28.1	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	32.7	8.6	19.1	19.5	18.6	7.6	20.1				
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	5.0	33.5	5.5	18.0	19.5	19.0	5.0	18.5				
Max Q Clear Time (g_c+I1), s	2.4	15.8	5.2	13.5	14.5	11.7	3.9	5.9				
Green Ext Time (p_c), s	0.0	3.0	0.0	0.5	0.5	1.0	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				27.4								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 14: David Ave & Hawthorne St

Existing Conditions PM Peak
 03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	180	33	25	55	17	24	199	79	34	302	143
Future Volume (veh/h)	140	180	33	25	55	17	24	199	79	34	302	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.99	1.00		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	144	186	34	26	57	18	25	205	81	35	311	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	805	912	749	688	663	209	493	359	142	131	470	
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.28	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	1340	1900	1560	1171	1382	437	1072	1281	506	91	1677	1598
Grp Volume(v), veh/h	144	186	34	26	0	75	25	0	286	346	0	0
Grp Sat Flow(s),veh/h/ln	1340	1900	1560	1171	0	1819	1072	0	1788	1768	0	1598
Q Serve(g_s), s	2.5	2.1	0.4	0.5	0.0	0.8	0.0	0.0	5.1	1.4	0.0	0.0
Cycle Q Clear(g_c), s	3.3	2.1	0.4	2.6	0.0	0.8	0.6	0.0	5.1	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.28	0.10		1.00
Lane Grp Cap(c), veh/h	805	912	749	688	0	873	493	0	501	601	0	
V/C Ratio(X)	0.18	0.20	0.05	0.04	0.00	0.09	0.05	0.00	0.57	0.58	0.00	
Avail Cap(c_a), veh/h	805	912	749	688	0	873	707	0	858	952	0	
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	5.6	5.2	6.4	0.0	5.3	9.9	0.0	11.6	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.1	0.0	0.2	0.0	0.0	1.0	0.9	0.0	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	0.5	0.6	0.1	0.1	0.0	0.3	0.1	0.0	1.8	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.3	5.7	5.2	6.5	0.0	5.5	10.0	0.0	12.6	12.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	B	B	A	
Approach Vol, veh/h		364			101			311			346	A
Approach Delay, s/veh		5.9			5.7			12.4			12.8	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		15.0		22.5		15.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.6		7.1		5.3		8.5				
Green Ext Time (p_c), s		0.3		1.4		1.3		1.5				

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

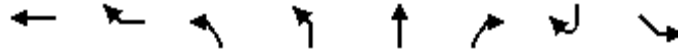
Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis
 15: Washington St & Del Monte Ave & Lighthouse Ave

Existing Conditions PM Peak

03/28/2020



Movement	WBT	WBR	NBL2	NBL	NBT	NBR	SBR2	SEL
Lane Configurations	↑↑	↑↑	↖	↖	↑	↗	↗	↗↗
Traffic Volume (vph)	480	1382	80	306	35	178	0	1566
Future Volume (vph)	480	1382	80	306	35	178	0	1566
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lane Util. Factor	0.95	0.88	1.00	0.95	0.95	1.00		0.94
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.95		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85		1.00
Flt Protected	1.00	1.00	0.95	0.95	0.96	1.00		0.95
Satd. Flow (prot)	3574	2814	1770	1681	1702	1511		5040
Flt Permitted	1.00	1.00	0.95	0.95	0.96	1.00		0.95
Satd. Flow (perm)	3574	2814	1770	1681	1702	1511		5040
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	552	1589	92	352	40	205	0	1800
RTOR Reduction (vph)	0	0	74	0	0	164	0	0
Lane Group Flow (vph)	552	1589	18	194	198	41	0	1800
Confl. Peds. (#/hr)						21		
Confl. Bikes (#/hr)						3		
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%	0%	1%
Turn Type	NA	custom	Split	Split	NA	Perm	Free	Prot
Protected Phases	5	2	3	3	3			6
Permitted Phases						3	Free	
Actuated Green, G (s)	17.5	58.0	16.8	16.8	16.8	16.8		36.0
Effective Green, g (s)	17.5	58.0	16.8	16.8	16.8	16.8		36.0
Actuated g/C Ratio	0.21	0.69	0.20	0.20	0.20	0.20		0.43
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	746	1947	354	337	341	302		2165
v/s Ratio Prot	0.15	c0.56	0.01	0.12	c0.12			0.36
v/s Ratio Perm						0.03		
v/c Ratio	0.74	0.82	0.05	0.58	0.58	0.14		0.83
Uniform Delay, d1	31.0	9.1	27.1	30.3	30.3	27.5		21.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	3.9	2.8	0.1	2.4	2.5	0.2		2.9
Delay (s)	34.9	11.9	27.1	32.7	32.8	27.7		24.1
Level of Service	C	B	C	C	C	C		C
Approach Delay (s)	17.8				30.5			24.1
Approach LOS	B				C			C
Intersection Summary								
HCM 2000 Control Delay			22.1			HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.81					
Actuated Cycle Length (s)			83.8			Sum of lost time (s)		13.5
Intersection Capacity Utilization			71.9%			ICU Level of Service		C
Analysis Period (min)			15					
c Critical Lane Group								

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	126	1	1	134	4	5
Future Vol, veh/h	126	1	1	134	4	5
Conflicting Peds, #/hr	0	0	14	0	19	19
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	150	1	1	160	5	6

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	165	0	346 184
Stage 1	-	-	-	-	165 -
Stage 2	-	-	-	-	181 -
Critical Hdwy	-	-	4.11	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.209	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1419	-	655 864
Stage 1	-	-	-	-	869 -
Stage 2	-	-	-	-	855 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1400	-	634 837
Mov Cap-2 Maneuver	-	-	-	-	634 -
Stage 1	-	-	-	-	858 -
Stage 2	-	-	-	-	839 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	733	-	-	1400	-
HCM Lane V/C Ratio	0.015	-	-	0.001	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	127	70	3	136	75	0
Future Vol, veh/h	127	70	3	136	75	0
Conflicting Peds, #/hr	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	143	79	3	153	84	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	225	0	345 186
Stage 1	-	-	-	-	186 -
Stage 2	-	-	-	-	159 -
Critical Hdwy	-	-	4.11	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.209	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1350	-	656 861
Stage 1	-	-	-	-	851 -
Stage 2	-	-	-	-	875 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1346	-	653 859
Mov Cap-2 Maneuver	-	-	-	-	653 -
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	873 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	653	-	-	1346	-
HCM Lane V/C Ratio	0.129	-	-	0.003	-
HCM Control Delay (s)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↑					↑	↑
Traffic Vol, veh/h	3	158	5	4	335	74	0	0	0	82	1	4
Future Vol, veh/h	3	158	5	4	335	74	0	0	0	82	1	4
Conflicting Peds, #/hr	2	0	2	3	0	3	8	0	8	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	-	-	-	-	-	240	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	3	170	5	4	360	80	0	0	0	88	1	4

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	443	0	0	178	0	0	550	555	363
Stage 1	-	-	-	-	-	-	371	371	-
Stage 2	-	-	-	-	-	-	179	184	-
Critical Hdwy	4.1	-	-	4.11	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1128	-	-	1404	-	-	496	440	682
Stage 1	-	-	-	-	-	-	698	620	-
Stage 2	-	-	-	-	-	-	852	747	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1125	-	-	1404	-	-	490	0	680
Mov Cap-2 Maneuver	-	-	-	-	-	-	490	0	-
Stage 1	-	-	-	-	-	-	694	0	-
Stage 2	-	-	-	-	-	-	846	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0.1	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1125	-	-	1404	-	-	490	680
HCM Lane V/C Ratio	0.003	-	-	0.003	-	-	0.182	0.006
HCM Control Delay (s)	8.2	0	-	7.6	-	-	14	10.3
HCM Lane LOS	A	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.7	0

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	243	4	15	413	13	2	0	2	0	0	0
Future Vol, veh/h	0	243	4	15	413	13	2	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	32	0	32	27	0	27	21	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	0	256	4	16	435	14	2	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	481	0	0	292	0	0	791	803	317
Stage 1	-	-	-	-	-	-	290	290	-
Stage 2	-	-	-	-	-	-	501	513	-
Critical Hdwy	4.11	-	-	4.11	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1087	-	-	1275	-	-	361	319	728
Stage 1	-	-	-	-	-	-	764	676	-
Stage 2	-	-	-	-	-	-	613	539	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1087	-	-	1236	-	-	336	0	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	336	0	-
Stage 1	-	-	-	-	-	-	741	0	-
Stage 2	-	-	-	-	-	-	590	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	452	1087	-	-	1236	-	-
HCM Lane V/C Ratio	0.009	-	-	-	0.013	-	-
HCM Control Delay (s)	13	0	-	-	8	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	248	11	137	407	59	6	13	26	24	21	47
Future Vol, veh/h	15	248	11	137	407	59	6	13	26	24	21	47
Conflicting Peds, #/hr	30	0	30	0	0	0	11	0	11	24	0	24
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	70	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	16	264	12	146	433	63	6	14	28	26	22	50

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	526	0	0	306	0	0	1149	1150	324	1134	1125	519
Stage 1	-	-	-	-	-	-	332	332	-	787	787	-
Stage 2	-	-	-	-	-	-	817	818	-	347	338	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1046	-	-	1260	-	-	177	200	722	181	207	561
Stage 1	-	-	-	-	-	-	686	648	-	388	406	-
Stage 2	-	-	-	-	-	-	373	393	-	673	644	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1016	-	-	1224	-	-	123	163	685	139	169	533
Mov Cap-2 Maneuver	-	-	-	-	-	-	123	163	-	139	169	-
Stage 1	-	-	-	-	-	-	656	619	-	371	347	-
Stage 2	-	-	-	-	-	-	272	336	-	607	615	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.9			21.2			25.6		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	270	1016	-	-	1224	-	-	152	533
HCM Lane V/C Ratio	0.177	0.016	-	-	0.119	-	-	0.315	0.094
HCM Control Delay (s)	21.2	8.6	-	-	8.3	-	-	39.2	12.5
HCM Lane LOS		C	A	-	-	A	-	E	B
HCM 95th %tile Q(veh)	0.6	0	-	-	0.4	-	-	1.3	0.3

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	9	232	4	95	117	4	10	23	103	25	152	30
Future Vol, veh/h	9	232	4	95	117	4	10	23	103	25	152	30
Conflicting Peds, #/hr	26	0	26	0	0	0	7	0	7	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	9	242	4	99	122	4	10	24	107	26	158	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	272	0	0	712	638	277	683	638	157
Stage 1	-	-	-	-	-	-	288	288	-	348	348	-
Stage 2	-	-	-	-	-	-	424	350	-	335	290	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1435	-	-	1297	-	-	349	396	764	365	396	891
Stage 1	-	-	-	-	-	-	722	675	-	670	636	-
Stage 2	-	-	-	-	-	-	610	635	-	681	674	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1399	-	-	1265	-	-	215	345	740	271	345	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	309	431	-	360	414	-
Stage 1	-	-	-	-	-	-	699	653	-	649	572	-
Stage 2	-	-	-	-	-	-	389	571	-	553	652	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			3.6			12.8			20.9		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	605	1399	-	-	1265	-	-	439
HCM Lane V/C Ratio	0.234	0.007	-	-	0.078	-	-	0.491
HCM Control Delay (s)	12.8	7.6	0	-	8.1	-	-	20.9
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.9	0	-	-	0.3	-	-	2.6

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4						1		1		
Traffic Vol, veh/h	2	2	0	0	0	0	0	9	5	2	0	0
Future Vol, veh/h	2	2	0	0	0	0	0	9	5	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	16979	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	2	0	0	0	0	0	11	6	2	0	0

Major/Minor	Minor2		Major1	
Conflicting Flow All	14	18	-	0
Stage 1	0	0	-	-
Stage 2	14	18	-	-
Critical Hdwy	6.4	6.5	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-
Follow-up Hdwy	3.5	4	-	-
Pot Cap-1 Maneuver	1010	880	0	0
Stage 1	-	-	0	-
Stage 2	1014	884	0	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	1010	0	-	-
Mov Cap-2 Maneuver	1010	0	-	-
Stage 1	-	0	-	-
Stage 2	1014	0	-	-

Approach	EB	NB
HCM Control Delay, s	8.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1
Capacity (veh/h)	-	-	1010
HCM Lane V/C Ratio	-	-	0.005
HCM Control Delay (s)	-	-	8.6
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	0

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↑	↑	
Traffic Vol, veh/h	2	5	0	47	25	0
Future Vol, veh/h	2	5	0	47	25	0
Conflicting Peds, #/hr	28	28	5	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	7	0	64	34	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	126	62	-	0	-	0
Stage 1	34	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	874	1009	0	-	-	0
Stage 1	994	-	0	-	-	0
Stage 2	937	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	874	982	-	-	-	-
Mov Cap-2 Maneuver	874	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	937	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 949	-
HCM Lane V/C Ratio	- 0.01	-
HCM Control Delay (s)	- 8.8	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	79	60	5	95	5	30	0	9	1	0	1
Future Vol, veh/h	2	79	60	5	95	5	30	0	9	1	0	1
Peak Hour Factor	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	100	100	100
Mvmt Flow	3	114	87	7	138	7	43	0	13	1	0	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8.2	8.1	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	77%	1%	5%	50%
Vol Thru, %	0%	56%	90%	0%
Vol Right, %	23%	43%	5%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	39	141	105	2
LT Vol	30	2	5	1
Through Vol	0	79	95	0
RT Vol	9	60	5	1
Lane Flow Rate	57	204	152	3
Geometry Grp	1	1	1	1
Degree of Util (X)	0.074	0.221	0.178	0.005
Departure Headway (Hd)	4.727	3.9	4.209	6.241
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	905	840	577
Service Time	2.727	1.99	2.295	4.244
HCM Lane V/C Ratio	0.075	0.225	0.181	0.005
HCM Control Delay	8.1	8.1	8.2	9.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.8	0.6	0

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	61	27	2	24	7	58	12	31	10	27	25
Future Vol, veh/h	8	61	27	2	24	7	58	12	31	10	27	25
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	81	36	3	32	9	77	16	41	13	36	33
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

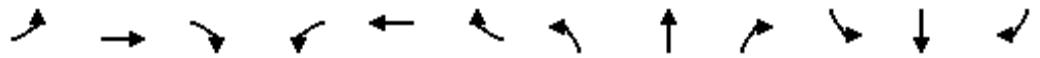
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	7.7	8.2	7.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	57%	8%	6%	16%
Vol Thru, %	12%	64%	73%	44%
Vol Right, %	31%	28%	21%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	101	96	33	62
LT Vol	58	8	2	10
Through Vol	12	61	24	27
RT Vol	31	27	7	25
Lane Flow Rate	135	128	44	83
Geometry Grp	1	1	1	1
Degree of Util (X)	0.162	0.154	0.054	0.098
Departure Headway (Hd)	4.343	4.318	4.447	4.261
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	828	833	807	843
Service Time	2.358	2.332	2.465	2.276
HCM Lane V/C Ratio	0.163	0.154	0.055	0.098
HCM Control Delay	8.2	8.1	7.7	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.5	0.2	0.3

HCM 6th Signalized Intersection Summary
8: Forest Ave (SR 68) & David Ave

Existing Plus Project Conditions AM Peak

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑		↖	↑		↖	↑↑		↖	↑↑	↖
Traffic Volume (veh/h)	129	183	103	90	170	48	107	293	60	61	441	47
Future Volume (veh/h)	129	183	103	90	170	48	107	293	60	61	441	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		1.00	1.00		0.99
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	145	206	116	101	191	54	120	329	67	69	496	53
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	1	1	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	275	155	136	304	86	154	733	148	111	798	352
Arrive On Green	0.10	0.25	0.25	0.08	0.22	0.22	0.09	0.25	0.25	0.06	0.22	0.22
Sat Flow, veh/h	1795	1122	632	1781	1397	395	1781	2947	593	1781	3554	1567
Grp Volume(v), veh/h	145	0	322	101	0	245	120	197	199	69	496	53
Grp Sat Flow(s),veh/h/ln	1795	0	1753	1781	0	1793	1781	1777	1764	1781	1777	1567
Q Serve(g_s), s	3.9	0.0	8.3	2.7	0.0	6.1	3.2	4.6	4.7	1.9	6.2	1.3
Cycle Q Clear(g_c), s	3.9	0.0	8.3	2.7	0.0	6.1	3.2	4.6	4.7	1.9	6.2	1.3
Prop In Lane	1.00		0.36	1.00		0.22	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	187	0	430	136	0	390	154	442	439	111	798	352
V/C Ratio(X)	0.77	0.00	0.75	0.74	0.00	0.63	0.78	0.44	0.45	0.62	0.62	0.15
Avail Cap(c_a), veh/h	311	0	708	244	0	658	236	718	713	207	1378	608
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	17.1	22.2	0.0	17.4	21.9	15.5	15.6	22.4	17.1	15.3
Incr Delay (d2), s/veh	6.7	0.0	2.6	7.8	0.0	1.7	8.7	0.7	0.7	5.6	0.8	0.2
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	1.8	0.0	3.2	1.3	0.0	2.4	1.6	1.7	1.7	0.9	2.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	0.0	19.7	30.0	0.0	19.1	30.6	16.3	16.3	28.0	17.9	15.4
LnGrp LOS	C	A	B	C	A	B	C	B	B	C	B	B
Approach Vol, veh/h		467			346			516			618	
Approach Delay, s/veh		22.3			22.2			19.6			18.8	
Approach LOS		C			C			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	16.7	8.2	16.5	8.7	15.5	9.6	15.2				
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	5.7	19.8	6.7	19.8	6.5	19.0	8.5	18.0				
Max Q Clear Time (g_c+I1), s	3.9	6.7	4.7	10.3	5.2	8.2	5.9	8.1				
Green Ext Time (p_c), s	0.0	1.9	0.0	1.3	0.0	2.6	0.1	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				20.5								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 12: David Ave & Foam St

Existing Plus Project Conditions AM Peak

03/28/2020

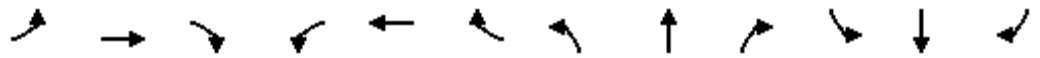


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	107	71	46	0	0	61
Future Volume (veh/h)	107	71	46	0	0	61
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1796	1767	0	0	1826
Adj Flow Rate, veh/h	132	88	57	0	0	75
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	7	7	9	0	0	5
Cap, veh/h	353	314	254	0	0	499
Arrive On Green	0.21	0.21	0.14	0.00	0.00	0.14
Sat Flow, veh/h	1711	1522	1767	0	0	3652
Grp Volume(v), veh/h	132	88	57	0	0	75
Grp Sat Flow(s),veh/h/ln	1711	1522	1767	0	0	1735
Q Serve(g_s), s	0.9	0.7	0.4	0.0	0.0	0.3
Cycle Q Clear(g_c), s	0.9	0.7	0.4	0.0	0.0	0.3
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	353	314	254	0	0	499
V/C Ratio(X)	0.37	0.28	0.22	0.00	0.00	0.15
Avail Cap(c_a), veh/h	2224	1979	2297	0	0	4510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	4.7	4.6	5.2	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.7	0.5	0.4	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.4	5.1	5.7	0.0	0.0	5.3
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	220		57			75
Approach Delay, s/veh	5.3		5.7			5.3
Approach LOS	A		A			A
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		7.4		6.5		6.5
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		2.9		2.4		2.3
Green Ext Time (p_c), s		0.6		0.2		0.3
Intersection Summary						
HCM 6th Ctrl Delay			5.4			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 13: David Ave & Central Ave/Lighthouse Ave

Existing Plus Project Conditions AM Peak

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	255	15	263	487	9	51	38	398	53	65	60
Future Volume (veh/h)	1	255	15	263	487	9	51	38	398	53	65	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.99	1.00		0.99
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1767	1767	1767
Adj Flow Rate, veh/h	1	277	16	286	529	10	55	41	433	58	71	65
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	9	9	9
Cap, veh/h	3	366	21	337	726	14	86	516	435	84	490	413
Arrive On Green	0.00	0.21	0.21	0.19	0.40	0.40	0.05	0.28	0.28	0.05	0.28	0.28
Sat Flow, veh/h	1781	1750	101	1781	1829	35	1781	1870	1576	1682	1767	1489
Grp Volume(v), veh/h	1	0	293	286	0	539	55	41	433	58	71	65
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1863	1781	1870	1576	1682	1767	1489
Q Serve(g_s), s	0.0	0.0	9.7	10.1	0.0	16.0	2.0	1.1	17.9	2.2	2.0	2.2
Cycle Q Clear(g_c), s	0.0	0.0	9.7	10.1	0.0	16.0	2.0	1.1	17.9	2.2	2.0	2.2
Prop In Lane	1.00		0.05	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	3	0	387	337	0	739	86	516	435	84	490	413
V/C Ratio(X)	0.37	0.00	0.76	0.85	0.00	0.73	0.64	0.08	1.00	0.69	0.14	0.16
Avail Cap(c_a), veh/h	137	0	525	423	0	829	137	516	435	129	490	413
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	24.2	25.5	0.0	16.7	30.5	17.5	23.6	30.5	17.7	17.8
Incr Delay (d2), s/veh	66.7	0.0	4.3	12.5	0.0	2.9	7.6	0.1	41.8	9.7	0.1	0.2
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	0.1	0.0	4.5	5.2	0.0	6.7	1.0	0.4	11.3	1.1	0.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.2	0.0	28.5	38.0	0.0	19.6	38.1	17.5	65.4	40.2	17.9	18.0
LnGrp LOS	F	A	C	D	A	B	D	B	E	D	B	B
Approach Vol, veh/h		294			825			529			194	
Approach Delay, s/veh		28.8			26.0			58.8			24.6	
Approach LOS		C			C			E			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.6	30.4	7.8	22.5	16.8	18.1	7.7	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	5.0	29.0	5.0	18.0	15.5	18.5	5.0	18.0				
Max Q Clear Time (g_c+I1), s	2.0	18.0	4.2	19.9	12.1	11.7	4.0	4.2				
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.3	0.9	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay				35.7								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary
 14: David Ave & Hawthorne St

Existing Plus Project Conditions AM Peak

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗			↖	↗
Traffic Volume (veh/h)	177	193	23	25	42	20	22	278	65	24	192	109
Future Volume (veh/h)	177	193	23	25	42	20	22	278	65	24	192	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	0.99		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1811	1811	1811	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	182	199	24	26	43	21	23	287	67	25	198	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	6	6	6	1	1	1	3	3	3
Cap, veh/h	804	896	739	657	547	267	502	414	97	127	436	
Arrive On Green	0.48	0.48	0.48	0.48	0.48	0.48	0.28	0.28	0.28	0.28	0.28	0.00
Sat Flow, veh/h	1335	1870	1544	1117	1143	558	1185	1469	343	73	1549	1572
Grp Volume(v), veh/h	182	199	24	26	0	64	23	0	354	223	0	0
Grp Sat Flow(s),veh/h/ln	1335	1870	1544	1117	0	1701	1185	0	1812	1621	0	1572
Q Serve(g_s), s	3.2	2.3	0.3	0.5	0.0	0.8	0.0	0.0	6.6	0.2	0.0	0.0
Cycle Q Clear(g_c), s	4.0	2.3	0.3	2.9	0.0	0.8	0.6	0.0	6.6	6.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.19	0.11		1.00
Lane Grp Cap(c), veh/h	804	896	739	657	0	814	502	0	510	563	0	
V/C Ratio(X)	0.23	0.22	0.03	0.04	0.00	0.08	0.05	0.00	0.69	0.40	0.00	
Avail Cap(c_a), veh/h	804	896	739	657	0	814	736	0	868	898	0	
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.4	5.7	5.2	6.5	0.0	5.3	9.9	0.0	12.1	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.1	0.0	0.2	0.0	0.0	1.7	0.5	0.0	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	0.7	0.6	0.1	0.1	0.0	0.2	0.1	0.0	2.4	1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.5	5.8	5.2	6.7	0.0	5.5	10.0	0.0	13.8	11.5	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	B	B	A	
Approach Vol, veh/h		405			90			377			223	A
Approach Delay, s/veh		6.1			5.8			13.5			11.5	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		15.1		22.5		15.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.9		8.6		6.0		8.7				
Green Ext Time (p_c), s		0.3		1.6		1.5		0.8				

Intersection Summary

HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

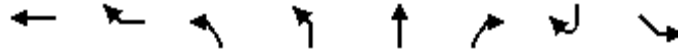
Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis
 15: Washington St & Del Monte Ave & Lighthouse Ave

Existing Plus Project Conditions AM Peak

03/28/2020



Movement	WBT	WBR	NBL2	NBL	NBT	NBR	SBR2	SEL
Lane Configurations	↑↑	↑↑	↑	↑	↑	↑	↑	↑↑↑
Traffic Volume (vph)	881	1390	145	175	11	94	2	1309
Future Volume (vph)	881	1390	145	175	11	94	2	1309
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.0	4.5
Lane Util. Factor	0.95	0.88	1.00	0.95	0.95	1.00	1.00	0.94
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85	0.86	1.00
Flt Protected	1.00	1.00	0.95	0.95	0.96	1.00	1.00	0.95
Satd. Flow (prot)	3539	2787	1752	1665	1678	1491	1644	4990
Flt Permitted	1.00	1.00	0.95	0.95	0.96	1.00	1.00	0.95
Satd. Flow (perm)	3539	2787	1752	1665	1678	1491	1644	4990
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	958	1511	158	190	12	102	2	1423
RTOR Reduction (vph)	0	0	135	0	0	87	0	0
Lane Group Flow (vph)	958	1511	23	101	101	15	2	1423
Confl. Peds. (#/hr)						18		
Confl. Bikes (#/hr)						1		
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%	0%	2%
Turn Type	NA	custom	Split	Split	NA	Perm	Free	Prot
Protected Phases	5	2	3	3	3			6
Permitted Phases						3	Free	
Actuated Green, G (s)	20.8	53.0	10.7	10.7	10.7	10.7	72.7	27.7
Effective Green, g (s)	20.8	53.0	10.7	10.7	10.7	10.7	72.7	27.7
Actuated g/C Ratio	0.29	0.73	0.15	0.15	0.15	0.15	1.00	0.38
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	1012	2031	257	245	246	219	1644	1901
v/s Ratio Prot	c0.27	c0.54	0.01	c0.06	0.06			0.29
v/s Ratio Perm						0.01	0.00	
v/c Ratio	0.95	0.74	0.09	0.41	0.41	0.07	0.00	0.75
Uniform Delay, d1	25.4	5.8	26.8	28.1	28.1	26.7	0.0	19.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.8	1.5	0.2	1.1	1.1	0.1	0.0	1.7
Delay (s)	42.2	7.3	26.9	29.3	29.3	26.8	0.0	21.1
Level of Service	D	A	C	C	C	C	A	C
Approach Delay (s)	20.9				27.9			21.1
Approach LOS	C				C			C

Intersection Summary

HCM 2000 Control Delay	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	72.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	76	1	0	113	0	82
Future Vol, veh/h	76	1	0	113	0	82
Conflicting Peds, #/hr	0	0	7	0	16	16
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	0	0	1	1	0	0
Mvmt Flow	113	1	0	169	0	122

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	121	0	306
Stage 1	-	-	-	-	121
Stage 2	-	-	-	-	185
Critical Hdwy	-	-	4.11	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.209	-	3.5
Pot Cap-1 Maneuver	-	-	1473	-	690
Stage 1	-	-	-	-	909
Stage 2	-	-	-	-	852
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1463	-	675
Mov Cap-2 Maneuver	-	-	-	-	675
Stage 1	-	-	-	-	903
Stage 2	-	-	-	-	839

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	897	-	-	1463	-
HCM Lane V/C Ratio	0.136	-	-	-	-
HCM Control Delay (s)	9.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	73	69	16	93	56	0
Future Vol, veh/h	73	69	16	93	56	0
Conflicting Peds, #/hr	0	0	6	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	74	74	74	74
Heavy Vehicles, %	1	1	1	1	4	4
Mvmt Flow	99	93	22	126	76	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	198	0	322
Stage 1	-	-	-	-	152
Stage 2	-	-	-	-	170
Critical Hdwy	-	-	4.11	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.209	-	3.536
Pot Cap-1 Maneuver	-	-	1381	-	668
Stage 1	-	-	-	-	871
Stage 2	-	-	-	-	855
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1373	-	653
Mov Cap-2 Maneuver	-	-	-	-	653
Stage 1	-	-	-	-	866
Stage 2	-	-	-	-	840

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	653	-	-	1373	-
HCM Lane V/C Ratio	0.116	-	-	0.016	-
HCM Control Delay (s)	11.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↑					↑	↑
Traffic Vol, veh/h	0	156	5	8	289	61	0	0	0	71	1	11
Future Vol, veh/h	0	156	5	8	289	61	0	0	0	71	1	11
Conflicting Peds, #/hr	0	0	0	0	0	0	10	0	10	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	-	-	-	-	-	240	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	16974	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	1	1	1
Mvmt Flow	0	188	6	10	348	73	0	0	0	86	1	13

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	421	0	0	194	0	0		559	562	348
Stage 1	-	-	-	-	-	-		368	368	-
Stage 2	-	-	-	-	-	-		191	194	-
Critical Hdwy	4.12	-	-	4.12	-	-		6.41	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-		5.41	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.41	5.51	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		3.509	4.009	3.309
Pot Cap-1 Maneuver	1138	-	-	1379	-	-		492	437	697
Stage 1	-	-	-	-	-	-		702	623	-
Stage 2	-	-	-	-	-	-		844	742	-
Platoon blocked, %		-	-		-	-				
Mov Cap-1 Maneuver	1138	-	-	1379	-	-		487	0	697
Mov Cap-2 Maneuver	-	-	-	-	-	-		487	0	-
Stage 1	-	-	-	-	-	-		702	0	-
Stage 2	-	-	-	-	-	-		836	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.2	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1138	-	-	1379	-	-	487	697
HCM Lane V/C Ratio	-	-	-	0.007	-	-	0.178	0.019
HCM Control Delay (s)	0	-	-	7.6	-	-	14	10.3
HCM Lane LOS	A	-	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.6	0.1

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕				
Traffic Vol, veh/h	12	224	3	13	363	79	1	0	2	0	0	0
Future Vol, veh/h	12	224	3	13	363	79	1	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	33	0	33	23	0	23	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	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	0	0	0	0	0	0
Mvmt Flow	14	264	4	15	427	93	1	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	553	0	0	301	0	0	854	910	322
Stage 1	-	-	-	-	-	-	327	327	-
Stage 2	-	-	-	-	-	-	527	583	-
Critical Hdwy	4.12	-	-	4.12	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1017	-	-	1260	-	-	332	277	724
Stage 1	-	-	-	-	-	-	735	651	-
Stage 2	-	-	-	-	-	-	596	502	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1017	-	-	1220	-	-	306	0	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	306	0	-
Stage 1	-	-	-	-	-	-	702	0	-
Stage 2	-	-	-	-	-	-	576	0	-

Approach	EB			WB			NB		
HCM Control Delay, s	0.4			0.2			12.5		
HCM LOS							B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	485	1017	-	-	1220	-	-
HCM Lane V/C Ratio	0.007	0.014	-	-	0.013	-	-
HCM Control Delay (s)	12.5	8.6	-	-	8	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection												
Int Delay, s/veh	10											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	206	8	108	456	74	6	15	26	85	17	29
Future Vol, veh/h	21	206	8	108	456	74	6	15	26	85	17	29
Conflicting Peds, #/hr	24	0	24	0	0	0	4	0	4	17	0	17
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	70	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	1	1	1	2	2	2	0	0	0	2	2	2
Mvmt Flow	23	226	9	119	501	81	7	16	29	93	19	32

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	606	0	0	259	0	0	1123	1145	272	1120	1109	583
Stage 1	-	-	-	-	-	-	301	301	-	804	804	-
Stage 2	-	-	-	-	-	-	822	844	-	316	305	-
Critical Hdwy	4.11	-	-	4.12	-	-	7.1	6.5	6.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.52	-
Follow-up Hdwy	2.209	-	-	2.218	-	-	3.5	4	3.3	3.518	4.018	3.318
Pot Cap-1 Maneuver	977	-	-	1306	-	-	185	201	772	184	210	512
Stage 1	-	-	-	-	-	-	712	669	-	377	396	-
Stage 2	-	-	-	-	-	-	371	382	-	695	662	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	955	-	-	1276	-	-	140	170	742	144	177	492
Mov Cap-2 Maneuver	-	-	-	-	-	-	140	170	-	144	177	-
Stage 1	-	-	-	-	-	-	679	638	-	360	351	-
Stage 2	-	-	-	-	-	-	293	338	-	625	632	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.8		1.4		20.5		64.9	
HCM LOS					C		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	283	955	-	-	1276	-	-	149	492
HCM Lane V/C Ratio	0.183	0.024	-	-	0.093	-	-	0.752	0.065
HCM Control Delay (s)	20.5	8.9	-	-	8.1	-	-	79.7	12.8
HCM Lane LOS		C	A	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.3	-	-	4.6	0.2

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	7	213	2	60	108	7	5	30	164	16	105	17
Future Vol, veh/h	7	213	2	60	108	7	5	30	164	16	105	17
Conflicting Peds, #/hr	13	0	13	0	0	0	3	0	3	3	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	3	3	3	1	1	1	1	1	1
Mvmt Flow	8	242	2	68	123	8	6	34	186	18	119	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	144	0	0	257	0	0	607	552	259	648	549	143
Stage 1	-	-	-	-	-	-	272	272	-	276	276	-
Stage 2	-	-	-	-	-	-	335	280	-	372	273	-
Critical Hdwy	4.12	-	-	4.13	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.218	-	-	2.227	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1438	-	-	1302	-	-	410	443	782	385	445	907
Stage 1	-	-	-	-	-	-	736	686	-	732	684	-
Stage 2	-	-	-	-	-	-	681	681	-	651	686	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1286	-	-	304	407	770	259	409	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	401	482	-	333	470	-
Stage 1	-	-	-	-	-	-	722	673	-	718	640	-
Stage 2	-	-	-	-	-	-	512	637	-	464	673	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			2.7			12.7			16.3		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	692	1420	-	-	1286	-	-	475
HCM Lane V/C Ratio	0.327	0.006	-	-	0.053	-	-	0.33
HCM Control Delay (s)	12.7	7.5	0	-	8	-	-	16.3
HCM Lane LOS	B	A	A	-	A	-	-	C
HCM 95th %tile Q(veh)	1.4	0	-	-	0.2	-	-	1.4

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		7		7		
Traffic Vol, veh/h	2	4	0	0	1	1	0	77	2	0	0	0
Future Vol, veh/h	2	4	0	0	1	1	0	77	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	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	-	-	-	-	-	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16979	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	72	72	72	72	72	72	72	72	72	72	72	72
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	6	0	0	1	1	0	107	3	0	0	0

Major/Minor	Minor2		Minor1		Major1							
Conflicting Flow All	110	111	-	-	110	110	-	0	0			
Stage 1	0	0	-	-	110	-	-	-	-			
Stage 2	110	111	-	-	0	-	-	-	-			
Critical Hdwy	7.1	6.5	-	-	6.5	6.2	-	-	-			
Critical Hdwy Stg 1	-	-	-	-	5.5	-	-	-	-			
Critical Hdwy Stg 2	6.1	5.5	-	-	-	-	-	-	-			
Follow-up Hdwy	3.5	4	-	-	4	3.3	-	-	-			
Pot Cap-1 Maneuver	873	783	0	0	784	949	0	-	-			
Stage 1	-	-	0	0	808	-	0	-	-			
Stage 2	900	807	0	0	-	-	0	-	-			
Platoon blocked, %												
Mov Cap-1 Maneuver	870	782	-	-	783	948	-	-	-			
Mov Cap-2 Maneuver	870	782	-	-	783	-	-	-	-			
Stage 1	-	-	-	-	807	-	-	-	-			
Stage 2	897	806	-	-	-	-	-	-	-			

Approach	EB		WB		NB	
HCM Control Delay, s	9.5		8.8		0	
HCM LOS	A		A			

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	
Capacity (veh/h)	-	-	809	948
HCM Lane V/C Ratio	-	-	0.01	0.001
HCM Control Delay (s)	-	-	9.5	8.8
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	0	0	32	70	1
Future Vol, veh/h	3	0	0	32	70	1
Conflicting Peds, #/hr	0	29	2	0	0	7
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	0	0	3	3	4	4
Mvmt Flow	4	0	0	46	100	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	154	137	-	0	-	0
Stage 1	108	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	842	917	0	-	-	-
Stage 1	921	-	0	-	-	-
Stage 2	982	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	830	886	-	-	-	-
Mov Cap-2 Maneuver	830	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	830	-	-
HCM Lane V/C Ratio	-	0.005	-	-
HCM Control Delay (s)	-	9.4	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	82	79	28	104	11	61
Future Vol, veh/h	82	79	28	104	11	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	86	30	113	12	66

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	175	0	305
Stage 1	-	-	-	-	132
Stage 2	-	-	-	-	173
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1401	-	687
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	857
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1401	-	671
Mov Cap-2 Maneuver	-	-	-	-	671
Stage 1	-	-	-	-	894
Stage 2	-	-	-	-	837

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	868	-	-	1401	-
HCM Lane V/C Ratio	0.09	-	-	0.022	-
HCM Control Delay (s)	9.6	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	49	72	31	17	0
Future Vol, veh/h	0	49	72	31	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	53	78	34	18	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	208	18	18	0	0
Stage 1	18	-	-	-	-
Stage 2	190	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	780	1061	1599	-	-
Stage 1	1005	-	-	-	-
Stage 2	842	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	741	1061	1599	-	-
Mov Cap-2 Maneuver	741	-	-	-	-
Stage 1	955	-	-	-	-
Stage 2	842	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	5.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1599	-	1061	-	-
HCM Lane V/C Ratio	0.049	-	0.05	-	-
HCM Control Delay (s)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	234	401	35	3	5
Future Vol, veh/h	0	234	401	35	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	254	436	38	3	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	474	0	0	709	455
Stage 1	-	-	-	455	-
Stage 2	-	-	-	254	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1088	-	-	401	605
Stage 1	-	-	-	639	-
Stage 2	-	-	-	788	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1088	-	-	401	605
Mov Cap-2 Maneuver	-	-	-	401	-
Stage 1	-	-	-	639	-
Stage 2	-	-	-	788	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	508
HCM Lane V/C Ratio	-	-	-	-	0.017
HCM Control Delay (s)	0	-	-	-	12.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	152	83	0	136	3	26	1	9	4	4	0
Future Vol, veh/h	3	152	83	0	136	3	26	1	9	4	4	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	3	177	97	0	158	3	30	1	10	5	5	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.3	8.1	8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	72%	1%	0%	50%
Vol Thru, %	3%	64%	98%	50%
Vol Right, %	25%	35%	2%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	238	139	8
LT Vol	26	3	0	4
Through Vol	1	152	136	4
RT Vol	9	83	3	0
Lane Flow Rate	42	277	162	9
Geometry Grp	1	1	1	1
Degree of Util (X)	0.056	0.3	0.188	0.013
Departure Headway (Hd)	4.825	3.904	4.185	4.978
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	908	844	723
Service Time	2.826	1.99	2.281	2.98
HCM Lane V/C Ratio	0.056	0.305	0.192	0.012
HCM Control Delay	8.1	8.7	8.3	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	1.3	0.7	0

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	94	61	15	41	8	68	22	45	10	31	27
Future Vol, veh/h	19	94	61	15	41	8	68	22	45	10	31	27
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	2	2	2
Mvmt Flow	22	108	70	17	47	9	78	25	52	11	36	31
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.2	8.7	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	50%	11%	23%	15%
Vol Thru, %	16%	54%	64%	46%
Vol Right, %	33%	35%	12%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	174	64	68
LT Vol	68	19	15	10
Through Vol	22	94	41	31
RT Vol	45	61	8	27
Lane Flow Rate	155	200	74	78
Geometry Grp	1	1	1	1
Degree of Util (X)	0.197	0.241	0.095	0.098
Departure Headway (Hd)	4.563	4.341	4.64	4.53
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	787	828	772	790
Service Time	2.592	2.368	2.673	2.564
HCM Lane V/C Ratio	0.197	0.242	0.096	0.099
HCM Control Delay	8.7	8.7	8.2	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.9	0.3	0.3

HCM 6th Signalized Intersection Summary
8: Forest Ave (SR 68) & David Ave

Existing Plus Project Conditions PM Peak

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑		↖	↑		↖	↑↑		↖	↑↑	↖
Traffic Volume (veh/h)	87	156	107	122	140	37	175	510	88	84	491	57
Future Volume (veh/h)	87	156	107	122	140	37	175	510	88	84	491	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	1.00		0.98	1.00		0.99
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	90	161	110	126	144	38	180	526	91	87	506	59
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	125	225	154	162	343	90	224	843	145	123	791	349
Arrive On Green	0.07	0.22	0.22	0.09	0.24	0.24	0.12	0.28	0.28	0.07	0.22	0.22
Sat Flow, veh/h	1795	1029	703	1795	1433	378	1795	3044	524	1795	3582	1580
Grp Volume(v), veh/h	90	0	271	126	0	182	180	308	309	87	506	59
Grp Sat Flow(s),veh/h/ln	1795	0	1731	1795	0	1811	1795	1791	1777	1795	1791	1580
Q Serve(g_s), s	2.6	0.0	7.6	3.6	0.0	4.4	5.1	7.8	7.9	2.5	6.7	1.6
Cycle Q Clear(g_c), s	2.6	0.0	7.6	3.6	0.0	4.4	5.1	7.8	7.9	2.5	6.7	1.6
Prop In Lane	1.00		0.41	1.00		0.21	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	379	162	0	433	224	496	492	123	791	349
V/C Ratio(X)	0.72	0.00	0.72	0.78	0.00	0.42	0.80	0.62	0.63	0.71	0.64	0.17
Avail Cap(c_a), veh/h	293	0	658	231	0	626	224	680	675	196	1306	576
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	18.9	23.2	0.0	16.8	22.2	16.5	16.5	23.7	18.4	16.4
Incr Delay (d2), s/veh	7.4	0.0	2.5	10.1	0.0	0.6	18.8	1.3	1.3	7.2	0.9	0.2
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	1.3	0.0	3.0	1.9	0.0	1.7	3.1	3.0	3.0	1.2	2.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	21.4	33.3	0.0	17.4	41.0	17.7	17.8	30.9	19.3	16.7
LnGrp LOS	C	A	C	C	A	B	D	B	B	C	B	B
Approach Vol, veh/h		361			308			797			652	
Approach Delay, s/veh		23.8			23.9			23.0			20.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	18.9	9.2	15.9	11.0	16.0	8.1	17.0				
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	5.7	19.8	6.7	19.8	6.5	19.0	8.5	18.0				
Max Q Clear Time (g_c+I1), s	4.5	9.9	5.6	9.6	7.1	8.7	4.6	6.4				
Green Ext Time (p_c), s	0.0	2.7	0.0	1.1	0.0	2.6	0.1	0.7				

Intersection Summary

HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
12: David Ave & Foam St

Existing Plus Project Conditions PM Peak

03/28/2020

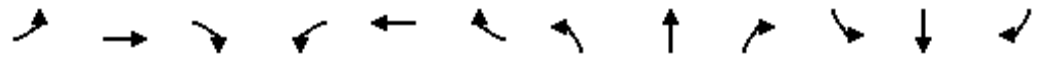


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	180	91	90	0	0	127
Future Volume (veh/h)	180	91	90	0	0	127
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1885
Adj Flow Rate, veh/h	189	96	95	0	0	134
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	0	0	1
Cap, veh/h	400	356	373	0	0	720
Arrive On Green	0.23	0.23	0.20	0.00	0.00	0.20
Sat Flow, veh/h	1767	1572	1856	0	0	3770
Grp Volume(v), veh/h	189	96	95	0	0	134
Grp Sat Flow(s),veh/h/ln	1767	1572	1856	0	0	1791
Q Serve(g_s), s	1.5	0.8	0.7	0.0	0.0	0.5
Cycle Q Clear(g_c), s	1.5	0.8	0.7	0.0	0.0	0.5
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	400	356	373	0	0	720
V/C Ratio(X)	0.47	0.27	0.25	0.00	0.00	0.19
Avail Cap(c_a), veh/h	2023	1801	2125	0	0	4101
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	5.3	5.0	5.3	0.0	0.0	5.2
Incr Delay (d2), s/veh	0.9	0.4	0.4	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.0	0.0	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.1	5.4	5.6	0.0	0.0	5.3
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	285		95			134
Approach Delay, s/veh	5.9		5.6			5.3
Approach LOS	A		A			A
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		8.1		7.7		7.7
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+l1), s		3.5		2.7		2.5
Green Ext Time (p_c), s		0.8		0.4		0.6
Intersection Summary						
HCM 6th Ctrl Delay			5.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary
 13: David Ave & Central Ave/Lighthouse Ave

Existing Plus Project Conditions PM Peak

03/28/2020

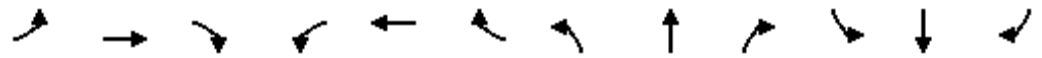


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	256	22	344	477	21	53	34	277	74	144	101
Future Volume (veh/h)	11	256	22	344	477	21	53	34	277	74	144	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	11	264	23	355	492	22	55	35	286	76	148	104
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	2	2	2
Cap, veh/h	25	364	32	411	766	34	87	421	349	102	434	352
Arrive On Green	0.01	0.21	0.21	0.23	0.43	0.43	0.05	0.22	0.22	0.06	0.23	0.23
Sat Flow, veh/h	1795	1706	149	1795	1789	80	1795	1885	1565	1781	1870	1515
Grp Volume(v), veh/h	11	0	287	355	0	514	55	35	286	76	148	104
Grp Sat Flow(s),veh/h/ln	1795	0	1855	1795	0	1869	1795	1885	1565	1781	1870	1515
Q Serve(g_s), s	0.4	0.0	9.3	12.3	0.0	14.1	2.0	1.0	11.3	2.7	4.3	3.7
Cycle Q Clear(g_c), s	0.4	0.0	9.3	12.3	0.0	14.1	2.0	1.0	11.3	2.7	4.3	3.7
Prop In Lane	1.00		0.08	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	0	395	411	0	800	87	421	349	102	434	352
V/C Ratio(X)	0.44	0.00	0.73	0.86	0.00	0.64	0.63	0.08	0.82	0.74	0.34	0.30
Avail Cap(c_a), veh/h	138	0	543	540	0	965	138	523	434	151	533	432
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	23.8	24.0	0.0	14.6	30.3	19.9	24.0	30.1	20.8	20.5
Incr Delay (d2), s/veh	11.8	0.0	3.1	11.0	0.0	1.1	7.4	0.1	9.7	10.3	0.5	0.5
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	0.2	0.0	4.2	6.1	0.0	5.5	1.0	0.4	4.9	1.4	1.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	0.0	26.8	35.0	0.0	15.7	37.6	20.0	33.6	40.4	21.2	21.0
LnGrp LOS	D	A	C	D	A	B	D	C	C	D	C	C
Approach Vol, veh/h		298			869			376			328	
Approach Delay, s/veh		27.4			23.6			33.0			25.6	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	32.3	8.2	19.0	19.3	18.3	7.6	19.6				
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	5.0	33.5	5.5	18.0	19.5	19.0	5.0	18.5				
Max Q Clear Time (g_c+I1), s	2.4	16.1	4.7	13.3	14.3	11.3	4.0	6.3				
Green Ext Time (p_c), s	0.0	3.1	0.0	0.5	0.5	1.0	0.0	0.9				
Intersection Summary												
HCM 6th Ctrl Delay				26.4								
HCM 6th LOS				C								

HCM 6th Signalized Intersection Summary
 14: David Ave & Hawthorne St

Existing Plus Project Conditions PM Peak

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑	↗	↖	↗		↖	↗			↖	↗
Traffic Volume (veh/h)	140	180	33	25	55	17	24	201	79	47	302	143
Future Volume (veh/h)	140	180	33	25	55	17	24	201	79	47	302	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.99	1.00		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	144	186	34	26	57	18	25	207	81	48	311	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	1	1	1	1	1	1
Cap, veh/h	787	893	733	671	650	205	488	379	148	143	462	
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.29	0.29	0.29	0.29	0.29	0.00
Sat Flow, veh/h	1340	1900	1560	1171	1382	437	1072	1286	503	124	1565	1598
Grp Volume(v), veh/h	144	186	34	26	0	75	25	0	288	359	0	0
Grp Sat Flow(s),veh/h/ln	1340	1900	1560	1171	0	1819	1072	0	1789	1690	0	1598
Q Serve(g_s), s	2.5	2.2	0.5	0.5	0.0	0.9	0.0	0.0	5.2	2.2	0.0	0.0
Cycle Q Clear(g_c), s	3.4	2.2	0.5	2.7	0.0	0.9	0.7	0.0	5.2	7.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.28	0.13		1.00
Lane Grp Cap(c), veh/h	787	893	733	671	0	855	488	0	527	605	0	
V/C Ratio(X)	0.18	0.21	0.05	0.04	0.00	0.09	0.05	0.00	0.55	0.59	0.00	
Avail Cap(c_a), veh/h	787	893	733	671	0	855	675	0	841	906	0	
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(l)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	6.0	5.5	6.8	0.0	5.6	9.8	0.0	11.3	11.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.1	0.0	0.2	0.0	0.0	0.9	0.9	0.0	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	0.5	0.6	0.1	0.1	0.0	0.3	0.1	0.0	1.8	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.7	6.1	5.5	6.9	0.0	5.8	9.8	0.0	12.2	12.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A	A	B	B	A	
Approach Vol, veh/h		364			101			313			359	A
Approach Delay, s/veh		6.3			6.1			12.0			12.9	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		15.8		22.5		15.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		4.7		7.2		5.4		9.4				
Green Ext Time (p_c), s		0.3		1.4		1.3		1.5				

Intersection Summary

HCM 6th Ctrl Delay	9.9
HCM 6th LOS	A

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM Signalized Intersection Capacity Analysis
 15: Washington St & Del Monte Ave & Lighthouse Ave

Existing Plus Project Conditions PM Peak

03/28/2020



Movement	WBT	WBR	NBL2	NBL	NBT	NBR	SBR2	SEL
Lane Configurations	↑↑	↑↑	↑	↑	↑	↑	↑	↑↑↑
Traffic Volume (vph)	480	1391	80	308	35	178	0	1564
Future Volume (vph)	480	1391	80	308	35	178	0	1564
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Lane Util. Factor	0.95	0.88	1.00	0.95	0.95	1.00		0.94
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.95		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85		1.00
Flt Protected	1.00	1.00	0.95	0.95	0.96	1.00		0.95
Satd. Flow (prot)	3574	2814	1770	1681	1702	1511		5040
Flt Permitted	1.00	1.00	0.95	0.95	0.96	1.00		0.95
Satd. Flow (perm)	3574	2814	1770	1681	1702	1511		5040
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	552	1599	92	354	40	205	0	1798
RTOR Reduction (vph)	0	0	73	0	0	163	0	0
Lane Group Flow (vph)	552	1599	19	195	199	42	0	1798
Confl. Peds. (#/hr)						21		
Confl. Bikes (#/hr)						3		
Heavy Vehicles (%)	1%	1%	2%	2%	2%	2%	0%	1%
Turn Type	NA	custom	Split	Split	NA	Perm	Free	Prot
Protected Phases	5	2	3	3	3			6
Permitted Phases						3	Free	
Actuated Green, G (s)	17.6	58.0	17.1	17.1	17.1	17.1		35.9
Effective Green, g (s)	17.6	58.0	17.1	17.1	17.1	17.1		35.9
Actuated g/C Ratio	0.21	0.69	0.20	0.20	0.20	0.20		0.43
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	747	1940	359	341	346	307		2151
v/s Ratio Prot	0.15	c0.57	0.01	0.12	c0.12			0.36
v/s Ratio Perm						0.03		
v/c Ratio	0.74	0.82	0.05	0.57	0.58	0.14		0.84
Uniform Delay, d1	31.1	9.4	27.0	30.2	30.2	27.4		21.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	3.8	3.0	0.1	2.3	2.3	0.2		3.0
Delay (s)	34.9	12.4	27.0	32.5	32.5	27.6		24.5
Level of Service	C	B	C	C	C	C		C
Approach Delay (s)	18.2				30.3			24.5
Approach LOS	B				C			C
Intersection Summary								
HCM 2000 Control Delay			22.4			HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.82					
Actuated Cycle Length (s)			84.1			Sum of lost time (s)		13.5
Intersection Capacity Utilization			72.3%			ICU Level of Service		C
Analysis Period (min)			15					
c Critical Lane Group								

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	127	1	0	151	0	86
Future Vol, veh/h	127	1	0	151	0	86
Conflicting Peds, #/hr	0	0	14	0	19	19
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	1	1	1	1	0	0
Mvmt Flow	151	1	0	180	0	102

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	166	0	365 185
Stage 1	-	-	-	-	166 -
Stage 2	-	-	-	-	199 -
Critical Hdwy	-	-	4.11	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.209	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1418	-	639 862
Stage 1	-	-	-	-	868 -
Stage 2	-	-	-	-	839 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1399	-	619 835
Mov Cap-2 Maneuver	-	-	-	-	619 -
Stage 1	-	-	-	-	857 -
Stage 2	-	-	-	-	824 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	835	-	-	1399	-
HCM Lane V/C Ratio	0.123	-	-	-	-
HCM Control Delay (s)	9.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	70	15	136	75	0
Future Vol, veh/h	128	70	15	136	75	0
Conflicting Peds, #/hr	0	0	3	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	144	79	17	153	84	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	226	0	374 187
Stage 1	-	-	-	-	187 -
Stage 2	-	-	-	-	187 -
Critical Hdwy	-	-	4.11	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.209	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1348	-	631 860
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	850 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1344	-	620 858
Mov Cap-2 Maneuver	-	-	-	-	620 -
Stage 1	-	-	-	-	847 -
Stage 2	-	-	-	-	838 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	11.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	620	-	-	1344	-
HCM Lane V/C Ratio	0.136	-	-	0.013	-
HCM Control Delay (s)	11.7	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↑	↑					↑	↑
Traffic Vol, veh/h	3	160	0	4	323	74	0	0	0	84	1	16
Future Vol, veh/h	3	160	0	4	323	74	0	0	0	84	1	16
Conflicting Peds, #/hr	2	0	2	3	0	3	8	0	8	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	-	-	-	-	-	240	-	-	-	-	-	60
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	3	172	0	4	347	80	0	0	0	90	1	17

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	430	0	0	175	0	0	536	539	350
Stage 1	-	-	-	-	-	-	358	358	-
Stage 2	-	-	-	-	-	-	178	181	-
Critical Hdwy	4.1	-	-	4.11	-	-	6.42	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	5.42	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.42	5.52	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1140	-	-	1407	-	-	505	449	693
Stage 1	-	-	-	-	-	-	707	628	-
Stage 2	-	-	-	-	-	-	853	750	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1137	-	-	1407	-	-	498	0	691
Mov Cap-2 Maneuver	-	-	-	-	-	-	498	0	-
Stage 1	-	-	-	-	-	-	703	0	-
Stage 2	-	-	-	-	-	-	847	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0.1	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1137	-	-	1407	-	-	498	691
HCM Lane V/C Ratio	0.003	-	-	0.003	-	-	0.184	0.025
HCM Control Delay (s)	8.2	0	-	7.6	-	-	13.8	10.3
HCM Lane LOS	A	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0	-	-	0	-	-	0.7	0.1

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕				
Traffic Vol, veh/h	13	242	4	15	401	75	2	0	2	0	0	0
Future Vol, veh/h	13	242	4	15	401	75	2	0	2	0	0	0
Conflicting Peds, #/hr	0	0	0	32	0	32	27	0	27	21	0	21
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	50	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	14	255	4	16	422	79	2	0	2	0	0	0

Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	533	0	0	291	0	0	838	882	316
Stage 1	-	-	-	-	-	-	317	317	-
Stage 2	-	-	-	-	-	-	521	565	-
Critical Hdwy	4.11	-	-	4.11	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1040	-	-	1276	-	-	339	287	729
Stage 1	-	-	-	-	-	-	743	658	-
Stage 2	-	-	-	-	-	-	600	511	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1040	-	-	1237	-	-	312	0	689
Mov Cap-2 Maneuver	-	-	-	-	-	-	312	0	-
Stage 1	-	-	-	-	-	-	711	0	-
Stage 2	-	-	-	-	-	-	577	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.4	0.2	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	430	1040	-	-	1237	-	-
HCM Lane V/C Ratio	0.01	0.013	-	-	0.013	-	-
HCM Control Delay (s)	13.5	8.5	-	-	7.9	-	-
HCM Lane LOS	B	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-

Intersection												
Int Delay, s/veh	32.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗			↕			↖	↗
Traffic Vol, veh/h	29	233	11	137	447	80	6	13	26	128	21	58
Future Vol, veh/h	29	233	11	137	447	80	6	13	26	128	21	58
Conflicting Peds, #/hr	30	0	30	0	0	0	11	0	11	24	0	24
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	60	-	-	70	-	-	-	-	-	-	-	70
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	31	248	12	146	476	85	6	14	28	136	22	62

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	591	0	0	290	0	0	1223	1229	308	1202	1193	573
Stage 1	-	-	-	-	-	-	346	346	-	841	841	-
Stage 2	-	-	-	-	-	-	877	883	-	361	352	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	990	-	-	1278	-	-	158	179	737	163	188	523
Stage 1	-	-	-	-	-	-	674	639	-	362	383	-
Stage 2	-	-	-	-	-	-	346	367	-	662	635	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	962	-	-	1241	-	-	104	144	700	~ 122	151	496
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	144	-	~ 122	151	-
Stage 1	-	-	-	-	-	-	634	601	-	340	328	-
Stage 2	-	-	-	-	-	-	243	314	-	587	597	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.7	23.4	173.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	243	962	-	-	1241	-	-	125	496
HCM Lane V/C Ratio	0.197	0.032	-	-	0.117	-	-	1.268	0.124
HCM Control Delay (s)	23.4	8.9	-	-	8.3	-	-	235.8	13.3
HCM Lane LOS		C	A	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.4	-	-	10.1	0.4

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	10.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕			↕			↕	
Traffic Vol, veh/h	9	232	4	95	117	4	10	23	103	25	152	30
Future Vol, veh/h	9	232	4	95	117	4	10	23	103	25	152	30
Conflicting Peds, #/hr	26	0	26	0	0	0	7	0	7	5	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	75	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	9	242	4	99	122	4	10	24	107	26	158	31

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	152	0	0	272	0	0	712	638	277	683	638	157
Stage 1	-	-	-	-	-	-	288	288	-	348	348	-
Stage 2	-	-	-	-	-	-	424	350	-	335	290	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.11	6.51	6.21	7.11	6.51	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.11	5.51	-	6.11	5.51	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.509	4.009	3.309	3.509	4.009	3.309
Pot Cap-1 Maneuver	1435	-	-	1297	-	-	349	396	764	365	396	891
Stage 1	-	-	-	-	-	-	722	675	-	670	636	-
Stage 2	-	-	-	-	-	-	610	635	-	681	674	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1399	-	-	1265	-	-	196	345	740	268	345	863
Mov Cap-2 Maneuver	-	-	-	-	-	-	196	345	-	268	345	-
Stage 1	-	-	-	-	-	-	699	653	-	649	572	-
Stage 2	-	-	-	-	-	-	389	571	-	553	652	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			3.6			14.3			28.3		
HCM LOS							B			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	529	1399	-	-	1265	-	-	364
HCM Lane V/C Ratio	0.268	0.007	-	-	0.078	-	-	0.592
HCM Control Delay (s)	14.3	7.6	0	-	8.1	-	-	28.3
HCM Lane LOS	B	A	A	-	A	-	-	D
HCM 95th %tile Q(veh)	1.1	0	-	-	0.3	-	-	3.6

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		7		7		
Traffic Vol, veh/h	2	2	0	0	0	2	0	83	2	0	0	0
Future Vol, veh/h	2	2	0	0	0	2	0	83	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	1	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	-	-	-	-	-	0	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	2	2	0	0	0	2	0	100	2	0	0	0

Major/Minor	Minor2		Minor1			Major1			
Conflicting Flow All	102	103	-	-	-	102	-	0	0
Stage 1	0	0	-	-	-	-	-	-	-
Stage 2	102	103	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	-	-	-	6.2	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	-	-	-	3.3	-	-	-
Pot Cap-1 Maneuver	884	791	0	0	0	959	0	-	-
Stage 1	-	-	0	0	0	-	0	-	-
Stage 2	909	814	0	0	0	-	0	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	881	790	-	-	-	958	-	-	-
Mov Cap-2 Maneuver	881	790	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	907	813	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	9.3	8.8	0
HCM LOS	A	A	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1
Capacity (veh/h)	-	-	833 958
HCM Lane V/C Ratio	-	-	0.006 0.003
HCM Control Delay (s)	-	-	9.3 8.8
HCM Lane LOS	-	-	A A
HCM 95th %tile Q(veh)	-	-	0 0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗			↑	↑	
Traffic Vol, veh/h	2	0	0	40	87	0
Future Vol, veh/h	2	0	0	40	87	0
Conflicting Peds, #/hr	28	28	5	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	0	0	55	119	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	202	147	-	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	-	-
Pot Cap-1 Maneuver	791	905	0	-	-	0
Stage 1	911	-	0	-	-	0
Stage 2	945	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	791	881	-	-	-	-
Mov Cap-2 Maneuver	791	-	-	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	945	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 791	-
HCM Lane V/C Ratio	- 0.003	-
HCM Control Delay (s)	- 9.6	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0	-

Intersection						
Int Delay, s/veh	2.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	156	87	30	135	17	89
Future Vol, veh/h	156	87	30	135	17	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	170	95	33	147	18	97

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	265	0	431
Stage 1	-	-	-	-	218
Stage 2	-	-	-	-	213
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1299	-	581
Stage 1	-	-	-	-	818
Stage 2	-	-	-	-	823
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1299	-	565
Mov Cap-2 Maneuver	-	-	-	-	565
Stage 1	-	-	-	-	818
Stage 2	-	-	-	-	800

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	766	-	-	1299	-
HCM Lane V/C Ratio	0.15	-	-	0.025	-
HCM Control Delay (s)	10.5	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	71	83	40	8	0
Future Vol, veh/h	0	71	83	40	8	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	77	90	43	9	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	232	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	223	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	756	1073	1611	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	814	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	1073	1611	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1611	-	1073	-	-
HCM Lane V/C Ratio	0.056	-	0.072	-	-
HCM Control Delay (s)	7.4	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	0	254	441	17	19	7
Future Vol, veh/h	0	254	441	17	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	276	479	18	21	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	497	0	0	764	488
Stage 1	-	-	-	488	-
Stage 2	-	-	-	276	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1067	-	-	372	580
Stage 1	-	-	-	617	-
Stage 2	-	-	-	771	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1067	-	-	372	580
Mov Cap-2 Maneuver	-	-	-	372	-
Stage 1	-	-	-	617	-
Stage 2	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1067	-	-	-	412
HCM Lane V/C Ratio	-	-	-	-	0.069
HCM Control Delay (s)	0	-	-	-	14.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th Signalized Intersection Summary
6: Eardley Ave & Central Ave

EXPP Conditions with Problems AM Peak
03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	206	8	108	456	74	6	15	26	85	17	29
Future Volume (veh/h)	21	206	8	108	456	74	6	15	26	85	17	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.95	0.98		1.00	0.97		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1870	1870	1870	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	23	226	9	119	501	81	7	16	29	93	19	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	1	1	2	2	2	0	0	0	2	2	2
Cap, veh/h	430	821	33	686	717	116	169	137	200	480	77	332
Arrive On Green	0.46	0.46	0.46	0.46	0.46	0.46	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	839	1797	72	1125	1571	254	99	628	917	1111	353	1523
Grp Volume(v), veh/h	23	0	235	119	0	582	52	0	0	112	0	32
Grp Sat Flow(s),veh/h/ln	839	0	1868	1125	0	1825	1645	0	0	1465	0	1523
Q Serve(g_s), s	0.6	0.0	2.2	2.0	0.0	7.0	0.0	0.0	0.0	0.9	0.0	0.5
Cycle Q Clear(g_c), s	7.7	0.0	2.2	4.2	0.0	7.0	0.7	0.0	0.0	1.6	0.0	0.5
Prop In Lane	1.00		0.04	1.00		0.14	0.13		0.56	0.83		1.00
Lane Grp Cap(c), veh/h	430	0	853	686	0	833	506	0	0	557	0	332
V/C Ratio(X)	0.05	0.00	0.28	0.17	0.00	0.70	0.10	0.00	0.00	0.20	0.00	0.10
Avail Cap(c_a), veh/h	593	0	1216	905	0	1187	1199	0	0	1171	0	991
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	0.0	4.7	6.0	0.0	6.0	8.7	0.0	0.0	9.1	0.0	8.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.1	0.0	1.1	0.1	0.0	0.0	0.2	0.0	0.1
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	0.1	0.0	0.4	0.3	0.0	1.5	0.2	0.0	0.0	0.4	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	0.0	4.8	6.1	0.0	7.1	8.8	0.0	0.0	9.2	0.0	8.8
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		258			701			52			144	
Approach Delay, s/veh		5.2			6.9			8.8			9.1	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		10.5		17.1		10.5		17.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.7		9.7		3.6		9.0				
Green Ext Time (p_c), s		0.2		0.9		0.6		3.1				
Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									

HCM 6th Signalized Intersection Summary
6: Eardley Ave & Central Ave

EXPP Conditions with Improvements PM Peak

03/28/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	233	11	137	447	80	6	13	26	128	21	58
Future Volume (veh/h)	29	233	11	137	447	80	6	13	26	128	21	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	0.98		1.00	0.96		0.96	0.98		0.93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	248	12	146	476	85	6	14	28	136	22	62
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	418	788	38	639	690	123	160	148	235	521	68	368
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	856	1780	86	1104	1557	278	80	603	955	1177	277	1499
Grp Volume(v), veh/h	31	0	260	146	0	561	48	0	0	158	0	62
Grp Sat Flow(s),veh/h/ln	856	0	1866	1104	0	1835	1637	0	0	1454	0	1499
Q Serve(g_s), s	0.9	0.0	2.6	2.9	0.0	7.1	0.0	0.0	0.0	1.9	0.0	0.9
Cycle Q Clear(g_c), s	8.0	0.0	2.6	5.5	0.0	7.1	0.6	0.0	0.0	2.5	0.0	0.9
Prop In Lane	1.00		0.05	1.00		0.15	0.12		0.58	0.86		1.00
Lane Grp Cap(c), veh/h	418	0	827	639	0	813	543	0	0	589	0	368
V/C Ratio(X)	0.07	0.00	0.31	0.23	0.00	0.69	0.09	0.00	0.00	0.27	0.00	0.17
Avail Cap(c_a), veh/h	572	0	1162	837	0	1142	1141	0	0	1122	0	933
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.7	0.0	5.2	7.0	0.0	6.5	8.5	0.0	0.0	9.1	0.0	8.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.2	0.0	1.1	0.1	0.0	0.0	0.2	0.0	0.2
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	0.1	0.0	0.6	0.5	0.0	1.7	0.2	0.0	0.0	0.6	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	5.4	7.2	0.0	7.5	8.5	0.0	0.0	9.4	0.0	8.8
LnGrp LOS	A	A	A	A	A	A	A	A	A	A	A	A
Approach Vol, veh/h		291			707			48			220	
Approach Delay, s/veh		5.9			7.4			8.5			9.2	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		11.6		17.3		11.6		17.3				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.6		10.0		4.5		9.1				
Green Ext Time (p_c), s		0.1		1.0		0.9		3.0				

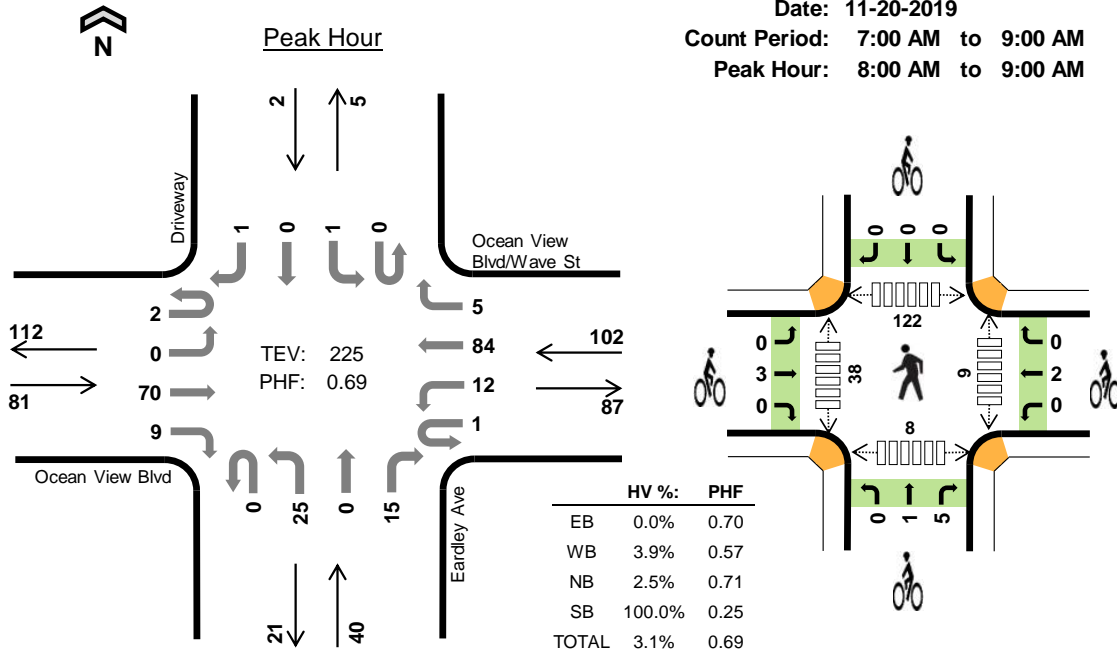
Intersection Summary

HCM 6th Ctrl Delay			7.4									
HCM 6th LOS			A									

Eardley Ave Ocean View Blvd



Date: 11-20-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



Two-Hour Count Summaries

Interval Start	Ocean View Blvd				Ocean View Blvd/Wave St				Eardley Ave				Driveway				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	9	3	0	0	10	1	0	2	0	4	0	1	1	0	31	0	
7:15 AM	0	0	14	4	1	0	13	0	0	5	0	3	0	0	0	0	40	0	
7:30 AM	0	1	9	3	0	3	22	1	0	6	0	5	0	0	0	0	50	0	
7:45 AM	0	0	12	1	0	0	14	0	0	2	0	0	0	0	2	0	31	152	
8:00 AM	1	0	17	2	0	1	14	0	0	7	0	2	0	0	0	0	44	165	
8:15 AM	1	0	9	3	0	5	10	0	0	7	0	7	0	0	0	0	42	167	
8:30 AM	0	0	26	3	0	2	40	3	0	5	0	3	0	0	0	0	82	199	
8:45 AM	0	0	18	1	1	4	20	2	0	6	0	3	0	1	0	1	57	225	
Count Total	2	1	114	20	2	15	143	7	0	40	0	27	0	2	3	1	377	0	
Peak Hour	All	2	0	70	9	1	12	84	5	0	25	0	15	0	1	0	1	225	0
	HV	0	0	0	0	0	2	0	2	0	0	0	1	0	1	0	1	7	0
	HV%	0%	-	0%	0%	0%	17%	0%	40%	-	0%	-	7%	-	100%	-	100%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

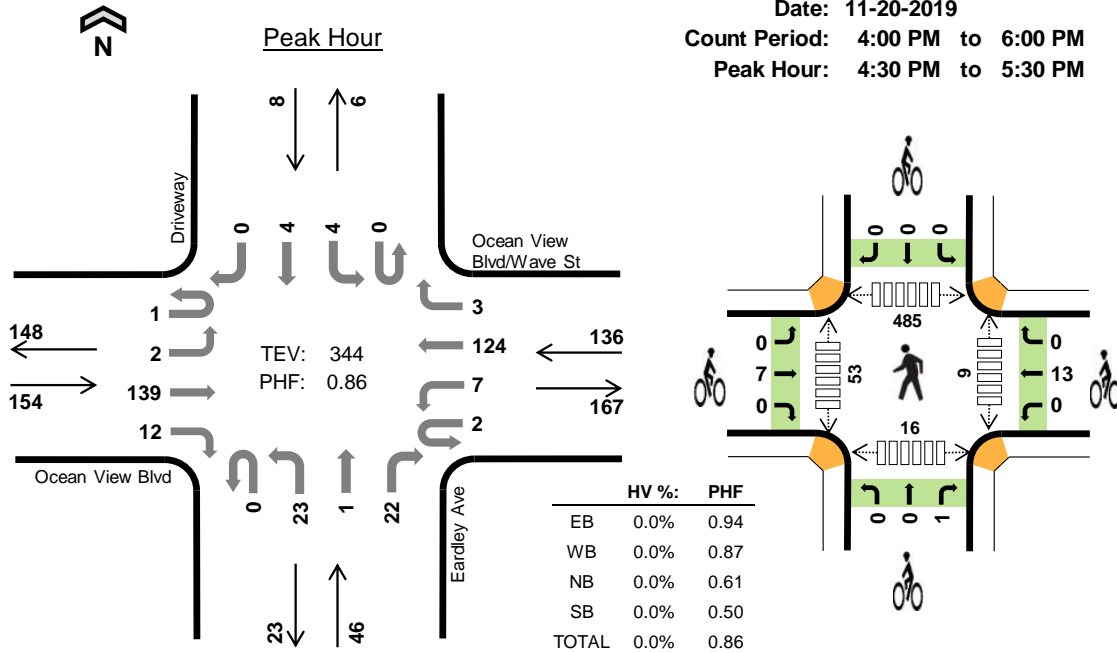
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	3	24	2	32
7:15 AM	0	0	0	0	0	0	3	0	0	3	3	7	24	1	35
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	6	19	2	30
7:45 AM	0	1	0	0	1	1	0	0	0	1	1	4	21	3	29
8:00 AM	0	0	0	0	0	0	0	3	0	3	0	6	21	1	28
8:15 AM	0	1	1	0	2	2	0	0	0	2	1	10	38	0	49
8:30 AM	0	2	0	0	2	1	2	2	0	5	4	11	19	4	38
8:45 AM	0	1	0	2	3	0	0	1	0	1	4	11	44	3	62
Count Total	0	5	1	2	8	4	5	6	0	15	19	58	210	16	303
Peak Hour	0	4	1	2	7	3	2	6	0	11	9	38	122	8	177

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Ocean View Blvd				Ocean View Blvd/Wave St				Eardley Ave				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	
8:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	
Count Total	0	0	0	0	0	2	1	2	0	0	0	1	0	1	0	1	8	
Peak Hour	0	0	0	0	0	2	0	2	0	0	0	1	0	1	0	1	7	
Two-Hour Count Summaries - Bikes																		
Interval Start	Ocean View Blvd			Ocean View Blvd/Wave St			Eardley Ave			Driveway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3		
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
8:30 AM	0	1	0	0	2	0	0	0	0	0	2	0	0	0	0	5		
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1		
Count Total	0	4	0	0	5	0	0	0	0	1	5	0	0	0	0	15		
Peak Hour	0	3	0	0	2	0	0	0	0	1	5	0	0	0	0	11		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Eardley Ave Ocean View Blvd



Date: 11-20-2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



Two-Hour Count Summaries

Interval Start	Ocean View Blvd				Ocean View Blvd/Wave St				Eardley Ave				Driveway				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	1	0	39	3	0	4	41	1	1	4	0	6	0	1	0	0	101	0	
4:15 PM	1	0	28	4	1	1	25	0	0	4	0	5	0	0	0	0	69	0	
4:30 PM	0	0	32	7	1	1	32	2	0	5	0	6	0	1	0	0	87	0	
4:45 PM	1	0	36	1	0	2	23	0	0	5	0	5	0	2	1	0	76	333	
5:00 PM	0	0	38	3	1	0	34	1	0	8	1	10	0	1	3	0	100	332	
5:15 PM	0	2	33	1	0	4	35	0	0	5	0	1	0	0	0	0	81	344	
5:30 PM	0	0	26	9	0	2	27	1	0	7	0	3	0	0	0	0	75	332	
5:45 PM	0	0	13	6	0	1	25	0	0	2	0	0	0	0	0	0	47	303	
Count Total	3	2	245	34	3	15	242	5	1	40	1	36	0	5	4	0	636	0	
Peak Hour	All	1	2	139	12	2	7	124	3	0	23	1	22	0	4	4	0	344	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	-	0%	0%	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	1	0	3	0	0	3	1	19	36	4	60
4:15 PM	1	0	0	0	1	0	0	0	0	0	1	11	45	6	63
4:30 PM	0	0	0	0	0	0	0	0	0	0	2	11	220	5	238
4:45 PM	0	0	0	0	0	3	1	0	0	4	3	14	180	5	202
5:00 PM	0	0	0	0	0	1	12	0	0	13	1	18	54	2	75
5:15 PM	0	0	0	0	0	3	0	1	0	4	3	10	31	4	48
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	11	28	1	42
5:45 PM	0	0	0	0	0	0	0	2	0	2	1	2	25	1	29
Count Total	1	1	0	0	2	7	16	3	0	26	14	96	619	28	757
Peak Hour	0	0	0	0	0	7	13	1	0	21	9	53	485	16	563

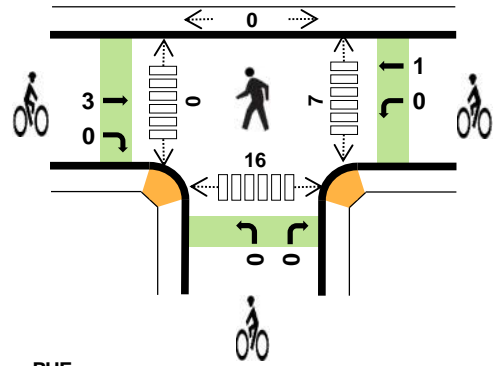
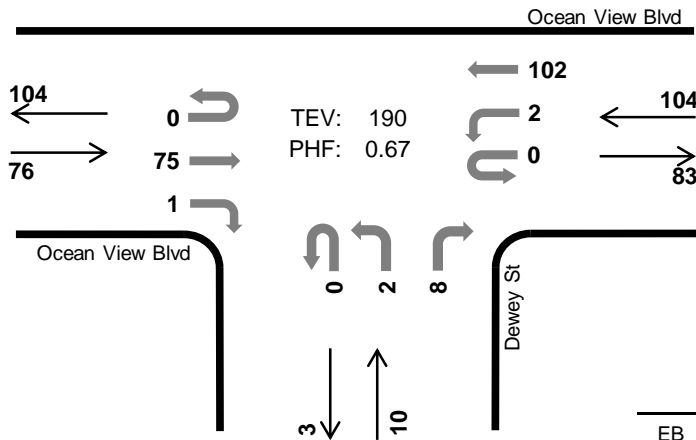
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Ocean View Blvd				Ocean View Blvd/Wave St				Eardley Ave				Driveway				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Ocean View Blvd			Ocean View Blvd/Wave St			Eardley Ave			Driveway			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	7		
5:00 PM	0	1	0	0	12	0	0	0	0	0	0	0	0	0	13	17		
5:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	4	21		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21		
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	19		
Count Total	0	7	0	0	16	0	0	0	3	0	0	0	0	26	0			
Peak Hour	0	7	0	0	13	0	0	0	1	0	0	0	0	21	0			
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Dewey St Ocean View Blvd



Peak Hour

Date: 11-20-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.70
WB	1.0%	0.63
NB	0.0%	0.50
SB	-	-
TOTAL	0.5%	0.67

Two-Hour Count Summaries

Interval Start	Ocean View Blvd				Ocean View Blvd				Dewey St				n/a				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	9	0	0	1	9	0	0	0	0	2	0	0	0	0	21	0	
7:15 AM	0	0	9	0	0	4	15	0	0	0	0	3	0	0	0	0	31	0	
7:30 AM	0	0	11	0	0	0	28	0	0	0	0	1	0	0	0	0	40	0	
7:45 AM	0	0	11	0	0	0	15	0	0	0	0	2	0	0	0	0	28	120	
8:00 AM	0	0	17	1	0	0	21	0	0	2	0	3	0	0	0	0	44	143	
8:15 AM	0	0	15	0	0	0	12	0	0	0	0	1	0	0	0	0	28	140	
8:30 AM	0	0	27	0	0	0	41	0	0	0	0	3	0	0	0	0	71	171	
8:45 AM	0	0	16	0	0	2	28	0	0	0	0	1	0	0	0	0	47	190	
Count Total	0	0	115	1	0	7	169	0	0	2	0	16	0	0	0	0	310	0	
Peak Hour	All	0	0	75	1	0	2	102	0	0	2	0	8	0	0	0	0	190	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
	HV%	-	-	0%	0%	-	0%	1%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	3	6
7:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	5	3	9
7:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	1	2	7
7:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	3	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
8:15 AM	0	0	0	0	0	2	0	0	0	2	2	0	0	2	4
8:30 AM	0	0	0	0	0	1	1	0	0	2	3	0	0	7	10
8:45 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	2	4
Count Total	0	2	0	0	2	4	2	0	0	6	13	2	6	27	48
Peak Hr	0	1	0	0	1	3	1	0	0	4	7	0	0	16	23

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Ocean View Blvd				Ocean View Blvd				Dewey St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	
Count Total	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	

Two-Hour Count Summaries - Bikes

Interval Start	Ocean View Blvd			Ocean View Blvd			Dewey St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	4	0	0	2	0	0	0	0	0	0	0	6	0
Peak Hour	0	3	0	0	1	0	0	0	0	0	0	0	4	0

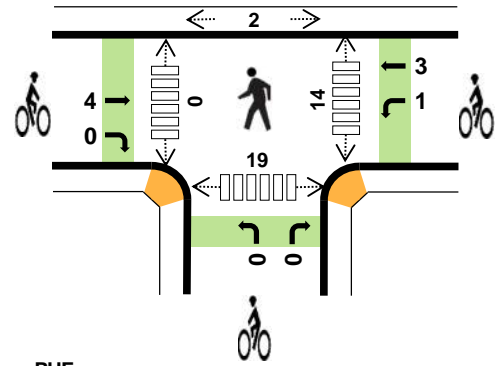
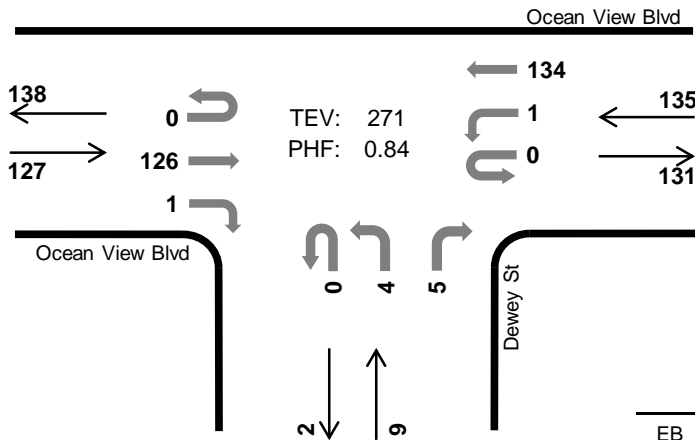
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Dewey St Ocean View Blvd



Peak Hour

Date: 11-20-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM



	HV %:	PHF
EB	0.8%	0.86
WB	0.7%	0.77
NB	0.0%	0.38
SB	-	-
TOTAL	0.7%	0.84

Two-Hour Count Summaries

Interval Start	Ocean View Blvd				Ocean View Blvd				Dewey St				n/a				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	37	0	0	0	44	0	0	0	0	0	0	0	0	0	81	0	
4:15 PM	0	0	27	0	0	0	30	0	0	3	0	3	0	0	0	0	63	0	
4:30 PM	0	0	34	1	0	1	33	0	0	0	0	1	0	0	0	0	70	0	
4:45 PM	0	0	28	0	0	0	27	0	0	1	0	1	0	0	0	0	57	271	
5:00 PM	0	0	33	0	0	0	35	0	0	1	0	2	0	0	0	0	71	261	
5:15 PM	0	0	29	0	0	1	36	0	0	0	0	0	0	0	0	0	66	264	
5:30 PM	0	0	27	0	0	1	29	0	0	0	0	0	0	0	0	0	57	251	
5:45 PM	0	0	19	0	0	0	27	0	0	1	0	0	0	0	0	0	47	241	
Count Total	0	0	234	1	0	3	261	0	0	6	0	7	0	0	0	0	512	0	
Peak Hour	All	0	0	126	1	0	1	134	0	0	4	0	5	0	0	0	0	271	0
	HV	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
	HV%	-	-	1%	0%	-	0%	1%	-	-	0%	-	0%	-	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	1	0	2	0	0	2	3	0	2	9	14
4:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	3	6
4:45 PM	0	0	0	0	0	4	2	0	0	6	7	0	0	6	13
5:00 PM	0	0	0	0	0	1	13	0	0	14	2	0	1	13	16
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	2	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Count Total	1	1	0	0	2	6	17	0	0	23	17	1	5	36	59
Peak Hr	1	1	0	0	2	4	4	0	0	8	14	0	2	19	35

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Ocean View Blvd				Ocean View Blvd				Dewey St				n/a				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Peak Hour	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0

Two-Hour Count Summaries - Bikes

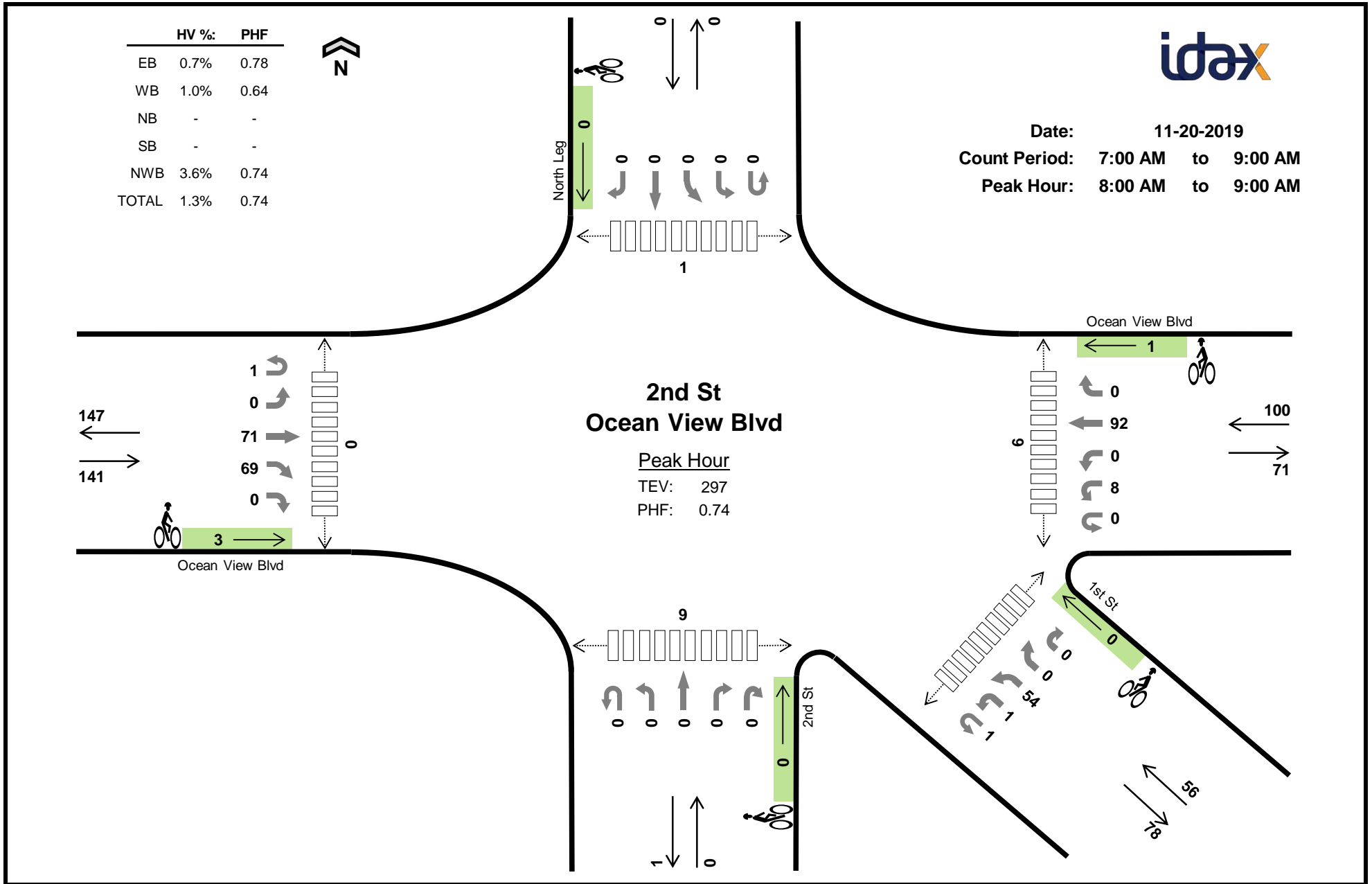
Interval Start	Ocean View Blvd			Ocean View Blvd			Dewey St			n/a			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	4	0	1	1	0	0	0	0	0	0	0	6	8
5:00 PM	0	1	0	0	13	0	0	0	0	0	0	0	14	20
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	21
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	21
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	15
Count Total	0	6	0	1	16	0	0	0	0	0	0	0	23	0
Peak Hour	0	4	0	1	3	0	0	0	0	0	0	0	8	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Date: 11-20-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM

	HV %:	PHF
EB	0.7%	0.78
WB	1.0%	0.64
NB	-	-
SB	-	-
NWB	3.6%	0.74
TOTAL	1.3%	0.74



Two-Hour Count Summaries

Interval Start	Ocean View Blvd					Ocean View Blvd					2nd St					North Leg					1st St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	8	23	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	51	0
7:15 AM	0	0	6	15	0	0	1	0	16	0	0	0	0	1	0	0	0	0	0	0	0	0	16	0	0	55	0
7:30 AM	2	0	10	23	0	2	1	0	24	0	0	0	0	0	0	0	0	0	0	0	1	0	11	0	0	74	0
7:45 AM	0	0	11	27	0	0	1	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	75	255
8:00 AM	0	0	17	15	0	0	2	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	64	268
8:15 AM	1	0	13	18	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	54	267
8:30 AM	0	0	25	20	0	0	3	0	36	0	0	0	0	0	0	0	0	0	0	0	1	1	15	0	0	101	294
8:45 AM	0	0	16	16	0	0	3	0	24	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	78	297
Count Total	3	0	106	157	0	2	11	0	156	0	0	0	0	1	0	0	0	0	0	0	2	1	113	0	0	552	0
Peak Hour	All	1	0	71	69	0	0	8	0	92	0	0	0	0	0	0	0	0	0	0	1	1	54	0	0	297	0
	HV	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	0
	HV%	0%	-	0%	1%	-	-	0%	-	1%	-	-	-	-	-	-	-	-	-	-	0%	0%	4%	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total			
7:00 AM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	2	2	2	6	
7:30 AM	0	0	0	0	2	2	1	0	0	0	0	1	0	0	3	0	0	0	3		
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	2	0	2	1	1	1	6		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	4		
8:15 AM	0	0	0	0	1	1	2	0	0	0	0	2	4	0	1	2	2	9			
8:30 AM	0	0	0	0	1	1	1	1	0	0	0	2	2	0	0	4	3	9			
8:45 AM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	1	2	3			
Count Total	1	2	0	0	7	10	4	2	0	0	0	6	9	0	7	13	12	41			
Peak Hr	1	1	0	0	2	4	3	1	0	0	0	4	6	0	1	9	9	25			

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Ocean View Blvd					Ocean View Blvd					2nd St					North Leg					1st St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	
8:45 AM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
Count Total	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	10	0	
Peak Hour	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	4	0	

Two-Hour Count Summaries - Bikes

Interval Start	Ocean View Blvd					Ocean View Blvd					2nd St					North Leg					1st St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
8:30 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Count Total	0	0	4	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	
Peak Hour	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	

Two-Hour Count Summaries

Interval Start	Ocean View Blvd					Ocean View Blvd					2nd St					North Leg					1st St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	37	14	0	0	0	0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	115	0
4:15 PM	0	0	25	23	0	0	2	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	101	0
4:30 PM	0	0	35	14	0	0	0	0	34	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	97	0
4:45 PM	0	0	30	19	0	0	1	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	98	411
5:00 PM	0	0	32	28	0	0	3	0	31	0	0	0	0	1	0	0	0	0	0	0	0	0	19	0	0	114	410
5:15 PM	0	0	27	17	0	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	95	404
5:30 PM	0	0	24	15	0	0	1	0	26	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	81	388
5:45 PM	0	0	17	8	0	1	3	0	23	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	68	358
Count Total	0	0	227	138	0	1	10	0	255	0	0	0	0	1	0	0	0	0	0	0	0	0	137	0	0	769	0
Peak Hour	All	0	0	127	70	0	0	3	0	136	0	0	0	0	0	0	0	0	0	0	0	0	75	0	0	411	0
	HV	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
	HV%	-	-	1%	3%	-	-	0%	-	1%	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	NWB	Total	EB	WB	NB	SB	NWB	Total	East	West	North	South	Southeast	Total
4:00 PM	0	1	0	0	0	1	0	2	0	0	0	2	2	0	3	0	3	8
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	7	4	13
4:30 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	3	1	1	5
4:45 PM	0	0	0	0	0	0	4	1	0	0	0	5	1	0	0	1	1	3
5:00 PM	0	0	0	0	0	0	1	13	0	0	0	14	2	0	1	4	3	10
5:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	3	0	3	6	3	15
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	3	11
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Count Total	3	1	0	0	0	4	6	16	0	0	0	22	12	0	13	23	18	66
Peak Hr	3	1	0	0	0	4	4	3	0	0	0	7	3	0	8	9	9	29

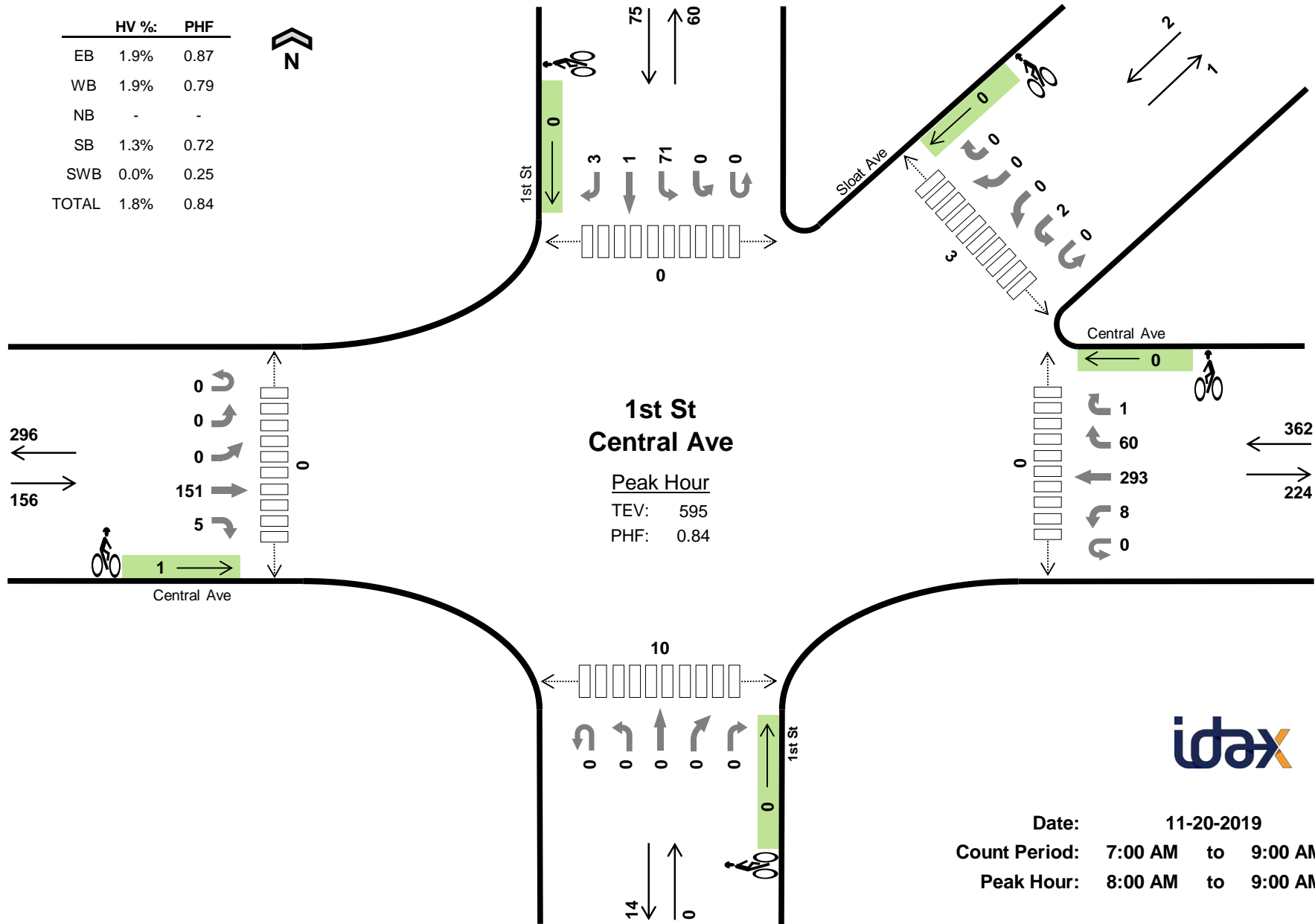
Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Ocean View Blvd					Ocean View Blvd					2nd St					North Leg					1st St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
4:30 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0		
Peak Hour	0	0	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0		

Two-Hour Count Summaries - Bikes

Interval Start	Ocean View Blvd					Ocean View Blvd					2nd St					North Leg					1st St					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Northwestbound						
	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	LT	TH	RT	HR	UT	LT	BL	TH	RT	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	7		
5:00 PM	0	0	1	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	19		
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	20		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15		
Count Total	0	0	6	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0		
Peak Hour	0	0	4	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0		

	HV %:	PHF
EB	1.9%	0.87
WB	1.9%	0.79
NB	-	-
SB	1.3%	0.72
SWB	0.0%	0.25
TOTAL	1.8%	0.84



**1st St
Central Ave**

Peak Hour
TEV: 595
PHF: 0.84



Date: 11-20-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Two-Hour Count Summaries

Interval Start	Central Ave Eastbound					Central Ave Westbound					1st St Northbound					1st St Southbound					Sloat Ave Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
7:00 AM	0	1	0	28	0	0	1	30	13	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	95	0
7:15 AM	0	0	0	43	0	0	1	28	17	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	105	0
7:30 AM	0	0	0	28	0	0	4	40	13	1	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	110	0
7:45 AM	0	1	0	39	0	0	1	66	21	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	154	464
8:00 AM	0	0	0	33	1	0	2	64	9	1	0	0	0	0	0	0	0	14	0	1	0	2	0	0	0	127	496
8:15 AM	0	0	0	41	1	0	2	52	12	0	0	0	0	0	0	0	0	14	0	1	0	0	0	0	0	123	514
8:30 AM	0	0	0	33	2	0	3	84	19	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	167	571
8:45 AM	0	0	0	44	1	0	1	93	20	0	0	0	0	0	0	0	0	17	1	1	0	0	0	0	0	178	595
Count Total	0	2	0	289	5	0	15	457	124	2	0	0	0	0	0	0	0	158	1	3	0	3	0	0	0	1,059	0
Peak Hour	All	0	0	0	151	5	0	8	293	60	1	0	0	0	0	0	0	71	1	3	0	2	0	0	0	595	0
	HV	0	0	0	3	0	0	0	5	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	11	0
	HV%	-	-	-	2%	0%	-	0%	2%	3%	0%	-	-	-	-	-	-	1%	0%	0%	-	0%	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)								
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total			
7:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	2	0	0	0	2	1	1	0	0	0	2	0	1	0	0	0	1	2	0	2
7:45 AM	0	2	0	0	0	2	1	0	0	0	0	1	0	0	2	1	2	5	0	0	5
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1
8:15 AM	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	1	1	2	0	0	2
8:30 AM	2	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	9	1	10	0	10
8:45 AM	0	1	0	1	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Count Total	4	15	0	1	0	20	3	1	0	0	0	4	0	1	2	11	6	20	0	0	20
Peak Hr	3	7	0	1	0	11	1	0	0	0	0	1	0	0	0	10	3	13	0	0	13

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave Eastbound					Central Ave Westbound					1st St Northbound					1st St Southbound					Sloat Ave Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	9	
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	
8:15 AM	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	8	
8:30 AM	0	0	0	2	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	11	
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	11	
Count Total	0	0	0	4	0	0	0	8	7	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	20	0	
Peak Hour	0	0	0	3	0	0	0	5	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	11	0	

Two-Hour Count Summaries - Bikes

Interval Start	Central Ave Eastbound					Central Ave Westbound					1st St Northbound					1st St Southbound					Sloat Ave Southwestbound					15-min Total	Rolling One Hour
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR		
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
Count Total	0	0	0	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	
Peak Hour	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	

Two-Hour Count Summaries

Interval Start	Central Ave Eastbound					Central Ave Westbound					1st St Northbound					1st St Southbound					Sloat Ave Southwestbound					15-min Total	Rolling One Hour	
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR			
4:00 PM	0	0	0	40	0	0	3	81	25	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	167	0
4:15 PM	0	0	2	29	0	0	0	80	17	0	0	0	0	0	0	0	1	24	0	0	0	0	0	0	0	0	153	0
4:30 PM	0	0	0	39	0	0	1	80	17	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	153	0
4:45 PM	0	0	1	38	0	0	1	79	23	0	0	0	0	0	0	0	1	20	0	0	0	0	0	0	0	0	163	636
5:00 PM	0	0	1	44	0	0	0	80	19	2	0	0	0	0	0	0	1	29	0	2	0	0	0	0	0	0	178	647
5:15 PM	0	0	1	37	0	0	2	96	13	0	0	0	0	0	0	0	0	17	1	2	0	0	0	0	0	0	169	663
5:30 PM	0	1	0	41	0	0	0	73	16	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0	149	659
5:45 PM	0	0	0	31	0	0	1	76	16	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	135	631
Count Total	0	1	5	299	0	0	8	645	146	2	0	0	0	0	0	0	3	153	1	4	0	0	0	0	0	0	1,267	0
Peak Hour	All	0	0	3	158	0	0	4	335	72	2	0	0	0	0	0	2	82	1	4	0	0	0	0	0	0	663	0
	HV	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0
	HV%	-	-	0%	0%	-	-	0%	1%	0%	0%	-	-	-	-	-	0%	2%	0%	0%	-	-	-	-	-	-	-	1%

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	SWB	Total	EB	WB	NB	SB	SWB	Total	East	West	North	South	Northeast	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	4	12	
4:30 PM	0	1	0	2	0	3	0	0	0	0	0	0	0	0	0	1	0	1	
4:45 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0	1	
5:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	5	2	8	
5:15 PM	0	0	0	0	0	0	1	1	0	0	2	3	1	1	1	7	13		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1		
5:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1	1		
Count Total	0	2	0	2	0	4	2	3	0	0	5	5	2	3	15	16	41		
Peak Hr	0	2	0	2	0	4	1	3	0	0	4	3	2	1	8	9	23		

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Central Ave Eastbound					Central Ave Westbound					1st St Northbound					1st St Southbound					Sloat Ave Southwestbound					15-min Total	Rolling One Hour			
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR					
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0		
Peak Hour	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0		

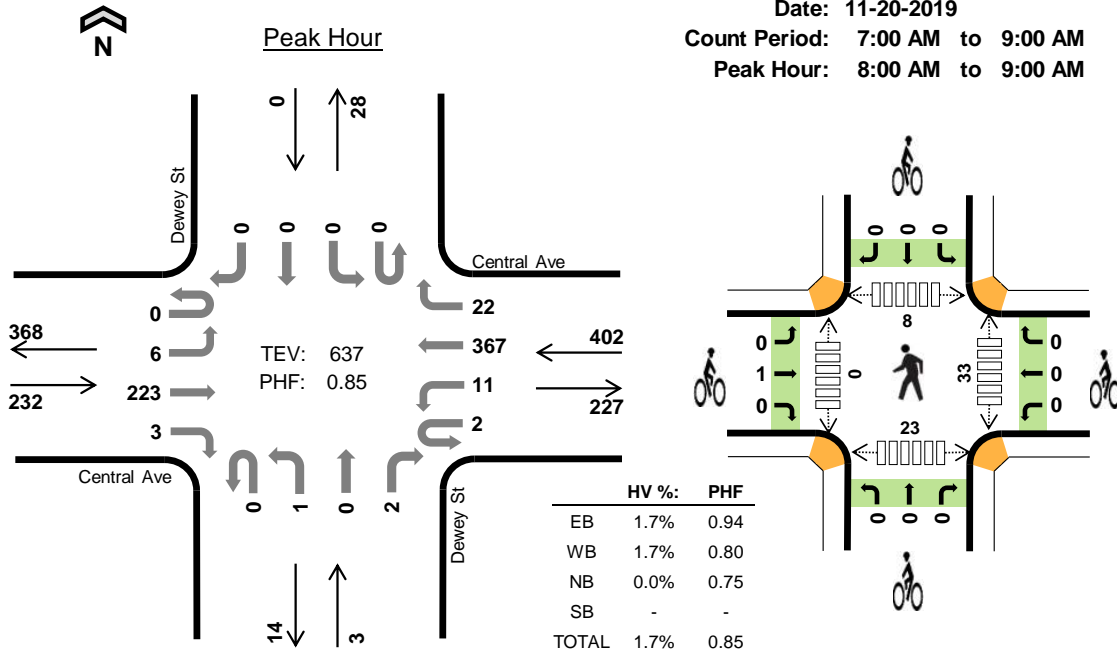
Two-Hour Count Summaries - Bikes

Interval Start	Central Ave Eastbound					Central Ave Westbound					1st St Northbound					1st St Southbound					Sloat Ave Southwestbound					15-min Total	Rolling One Hour		
	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	LT	TH	BR	RT	UT	HL	LT	TH	RT	UT	HL	BL	BR	HR				
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	
5:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	4	0	
Count Total	0	0	0	1	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
Peak Hour	0	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	

Dewey St Central Ave



Date: 11-20-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



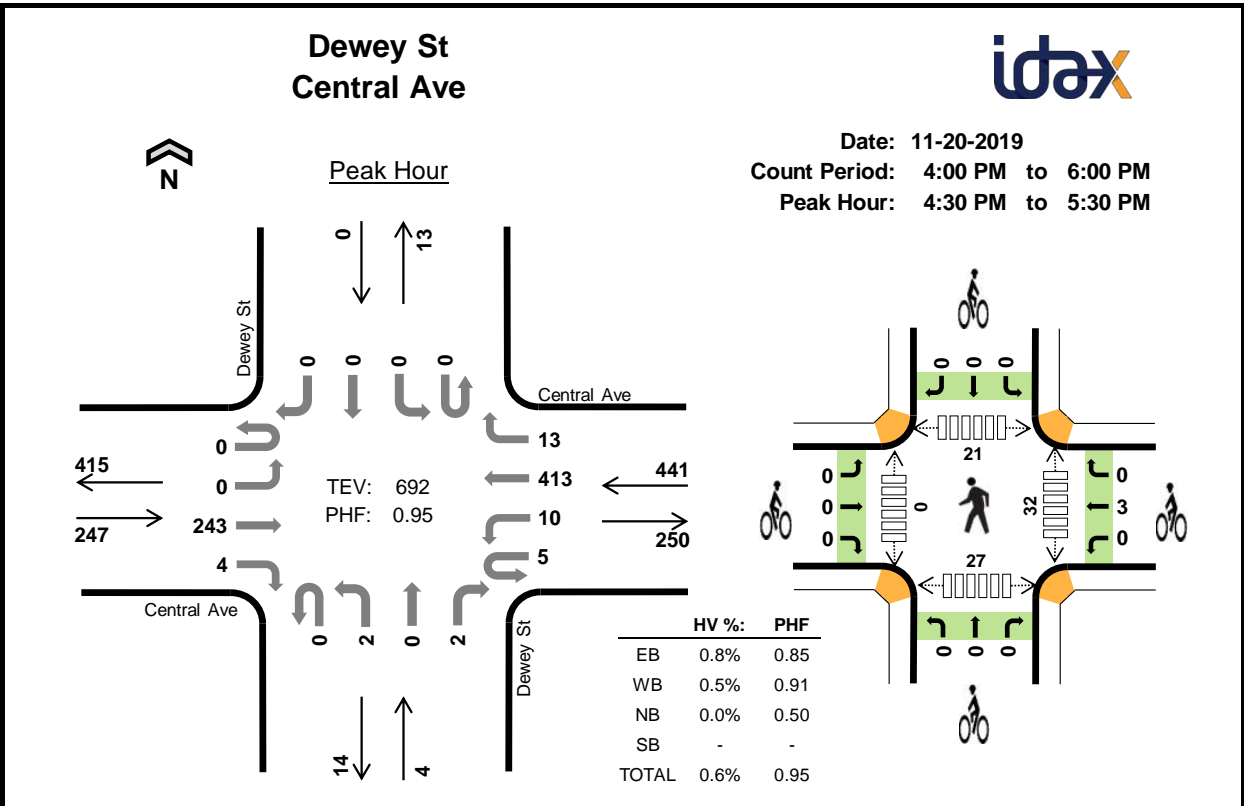
Two-Hour Count Summaries

Interval Start	Central Ave Eastbound				Central Ave Westbound				Dewey St Northbound				Dewey St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	50	0	1	0	46	2	0	0	0	0	0	0	0	0	99	0	
7:15 AM	0	1	58	0	0	2	49	0	0	1	0	0	0	0	0	0	111	0	
7:30 AM	0	0	52	0	1	1	61	0	0	0	0	1	0	0	0	0	116	0	
7:45 AM	0	1	65	0	1	1	85	2	0	0	0	0	0	0	0	0	155	481	
8:00 AM	0	1	49	0	1	1	78	5	0	1	0	0	0	0	0	0	136	518	
8:15 AM	0	0	59	1	0	3	68	4	0	0	0	1	0	0	0	0	136	543	
8:30 AM	0	4	58	0	0	4	106	6	0	0	0	0	0	0	0	0	178	605	
8:45 AM	0	1	57	2	1	3	115	7	0	0	0	1	0	0	0	0	187	637	
Count Total	0	8	448	3	5	15	608	26	0	2	0	3	0	0	0	0	1,118	0	
Peak Hour	All	0	6	223	3	2	11	367	22	0	1	0	2	0	0	0	0	637	0
	HV	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	11	0
	HV%	-	0%	2%	0%	0%	0%	2%	0%	-	0%	-	0%	-	-	-	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	4	0	0	4	0	0	0	0	0	2	0	4	0	6
7:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	3	4
7:30 AM	0	2	0	0	2	1	1	0	0	2	12	0	4	6	22
7:45 AM	0	2	0	0	2	1	0	0	0	1	4	0	2	3	9
8:00 AM	0	1	0	0	1	0	0	0	0	0	6	0	1	3	10
8:15 AM	1	2	0	0	3	0	0	0	0	0	3	0	3	1	7
8:30 AM	2	3	0	0	5	0	0	0	0	0	8	0	3	12	23
8:45 AM	1	1	0	0	2	1	0	0	0	1	16	0	1	7	24
Count Total	5	15	0	0	20	3	1	0	0	4	52	0	18	35	105
Peak Hour	4	7	0	0	11	1	0	0	0	1	33	0	8	23	64

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Central Ave				Central Ave				Dewey St				Dewey St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	0	
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0	
7:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	9	
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	6	
8:15 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	3	8	
8:30 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	5	11	
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	11	
Count Total	0	0	5	0	0	0	15	0	0	0	0	0	0	0	0	20	0	
Peak Hour	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	11	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Central Ave			Central Ave			Dewey St			Dewey St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0		
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1		
Count Total	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4	0		
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Two-Hour Count Summaries

Interval Start	Central Ave Eastbound				Central Ave Westbound				Dewey St Northbound				Dewey St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	57	0	1	6	109	0	0	0	0	0	0	0	0	173	0	
4:15 PM	0	1	55	2	1	2	93	3	0	0	1	0	0	0	0	158	0	
4:30 PM	0	0	55	1	0	4	94	3	0	1	0	1	0	0	0	159	0	
4:45 PM	0	0	59	2	0	0	102	7	0	1	0	1	0	0	0	172	662	
5:00 PM	0	0	72	1	4	2	102	2	0	0	0	0	0	0	0	183	672	
5:15 PM	0	0	57	0	1	4	115	1	0	0	0	0	0	0	0	178	692	
5:30 PM	0	1	56	0	3	5	90	3	0	0	0	0	0	0	0	158	691	
5:45 PM	0	0	41	0	1	2	93	0	0	1	0	1	0	0	0	139	658	
Count Total	0	2	452	6	11	25	798	19	0	3	1	3	0	0	0	1,320	0	
Peak Hour	All	0	0	243	4	5	10	413	13	0	2	0	2	0	0	0	692	0
	HV	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0
	HV%	-	-	1%	0%	0%	0%	0%	0%	-	0%	-	0%	-	-	-	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	3	6
4:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	3	8	15
4:30 PM	1	1	0	0	2	0	0	0	0	0	7	0	4	6	17
4:45 PM	1	1	0	0	2	0	1	0	0	1	8	0	0	5	13
5:00 PM	0	0	0	0	0	0	1	0	0	1	10	0	8	10	28
5:15 PM	0	0	0	0	0	0	1	0	0	1	7	0	9	6	22
5:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	2	5	12
5:45 PM	0	0	0	0	0	1	0	0	0	1	2	1	5	0	8
Count Total	2	2	0	0	4	1	3	0	0	4	44	1	33	43	121
Peak Hour	2	2	0	0	4	0	3	0	0	3	32	0	21	27	80

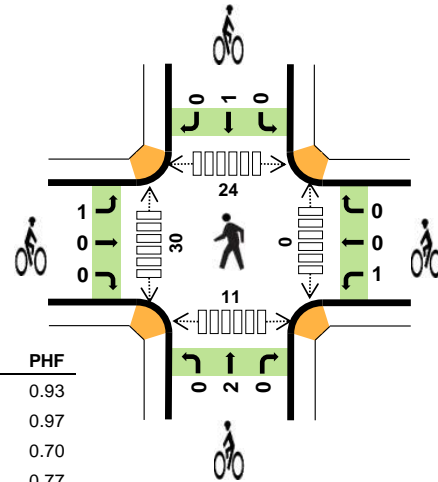
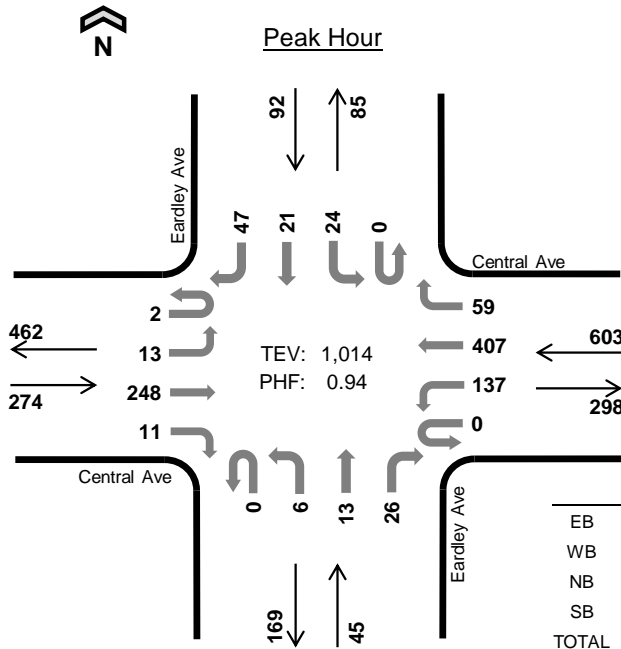
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Central Ave				Central Ave				Dewey St				Dewey St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	
Peak Hour	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Central Ave			Central Ave			Dewey St			Dewey St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1				
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1				
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1				
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3				
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	3				
Count Total	0	1	0	0	3	0	0	0	0	0	0	0	4	0				
Peak Hour	0	0	0	0	3	0	0	0	0	0	0	0	3	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Central Ave				Central Ave				Eardley Ave				Eardley Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4	0
7:15 AM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3	0
7:30 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	4	0
7:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	4	15
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	12
8:15 AM	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4	13
8:30 AM	0	0	2	0	0	2	4	0	0	0	0	0	0	1	0	0	9	18
8:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
Count Total	0	0	4	1	0	4	16	2	0	1	0	1	0	2	0	0	31	0
Peak Hour	0	0	3	0	0	3	8	1	0	0	0	0	0	1	0	0	16	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Central Ave			Central Ave			Eardley Ave			Eardley Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:30 AM	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	4	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	6
8:00 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	10	10
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
8:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	8	8
8:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2	9	9
Count Total	2	1	0	1	1	0	0	0	9	0	0	0	1	0	0	15	0	0
Peak Hour	0	1	0	0	0	0	0	0	8	0	0	0	0	0	0	9	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Eardley Ave Central Ave



Date: 11-20-2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.4%	0.93
WB	0.5%	0.97
NB	0.0%	0.70
SB	0.0%	0.77
TOTAL	0.4%	0.94

Two-Hour Count Summaries

Interval Start	Central Ave Eastbound				Central Ave Westbound				Eardley Ave Northbound				Eardley Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	6	46	4	0	29	112	18	0	0	2	4	0	3	8	12	244	0	
4:15 PM	0	4	57	3	0	32	92	16	0	0	4	5	0	4	8	7	232	0	
4:30 PM	0	9	50	1	0	27	91	8	0	0	8	9	0	2	4	12	221	0	
4:45 PM	0	1	63	3	0	31	101	12	0	0	4	6	0	5	3	10	239	936	
5:00 PM	0	4	67	3	0	35	99	18	0	1	4	4	0	5	4	10	254	946	
5:15 PM	2	7	63	2	0	29	112	15	0	4	4	8	0	6	3	16	271	985	
5:30 PM	0	1	55	3	0	42	95	14	0	1	1	8	0	8	11	11	250	1,014	
5:45 PM	0	3	40	3	0	24	87	8	0	0	3	4	0	2	5	5	184	959	
Count Total	2	35	441	22	0	249	789	109	0	6	30	48	0	35	46	83	1,895	0	
Peak Hour	All	2	13	248	11	0	137	407	59	0	6	13	26	0	24	21	47	1,014	0
	HV	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4	0
	HV%	0%	0%	0%	0%	-	1%	0%	0%	-	0%	0%	0%	-	0%	0%	0%	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

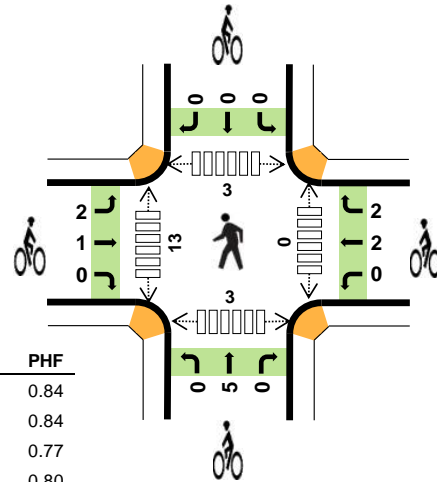
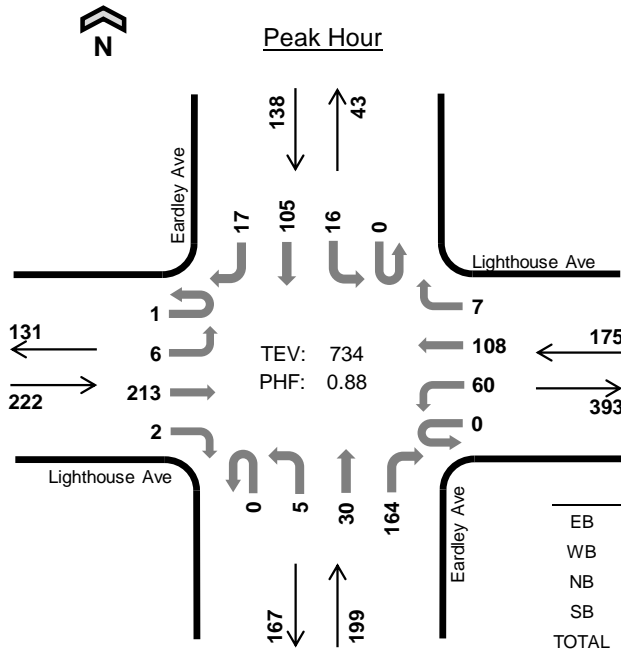
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	6	3	1	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5
4:30 PM	1	2	0	0	3	0	1	0	0	1	4	2	4	2	12
4:45 PM	1	1	0	0	2	0	0	1	0	1	0	8	5	2	15
5:00 PM	0	1	0	0	1	1	0	0	0	1	0	9	6	1	16
5:15 PM	0	0	0	0	0	0	1	0	1	2	0	4	8	4	16
5:30 PM	0	1	0	0	1	0	0	1	0	1	0	9	5	4	18
5:45 PM	0	0	0	0	0	1	0	0	1	2	0	2	2	2	6
Count Total	2	5	0	0	7	2	2	2	2	8	4	44	34	16	98
Peak Hour	1	3	0	0	4	1	1	2	1	5	0	30	24	11	65

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Central Ave				Central Ave				Eardley Ave				Eardley Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	2	0	0	3	2	0	0	0	0	0	0	0	0	0	7	
Peak Hour	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4	
Two-Hour Count Summaries - Bikes																		
Interval Start	Central Ave			Central Ave			Eardley Ave			Eardley Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0		
4:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2		
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3		
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	5		
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	5		
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	6		
Count Total	2	0	0	2	0	0	0	0	2	0	0	0	2	0	8	0		
Peak Hour	1	0	0	1	0	0	0	0	2	0	0	0	1	0	5	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Eardley Ave Lighthouse Ave



Date: 11-20-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.8%	0.84
WB	3.4%	0.84
NB	0.5%	0.77
SB	1.4%	0.80
TOTAL	1.8%	0.88

Two-Hour Count Summaries

Interval Start	Lighthouse Ave Eastbound				Lighthouse Ave Westbound				Eardley Ave Northbound				Eardley Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	34	1	1	6	13	2	0	0	3	27	0	2	14	4	108	0	
7:15 AM	1	1	49	0	0	11	14	0	0	1	14	34	0	4	22	3	154	0	
7:30 AM	0	1	54	1	0	11	14	1	0	0	16	43	0	0	18	4	163	0	
7:45 AM	0	4	43	0	0	15	34	0	0	1	8	27	0	4	24	6	166	591	
8:00 AM	0	1	44	1	0	12	21	1	0	1	6	31	0	1	24	2	145	628	
8:15 AM	0	1	46	0	0	18	29	1	0	2	14	36	0	5	35	3	190	664	
8:30 AM	0	1	64	1	0	12	27	2	0	0	6	59	0	3	26	8	209	710	
8:45 AM	1	3	59	0	0	18	31	3	0	2	4	38	0	7	20	4	190	734	
Count Total	2	13	393	4	1	103	183	10	0	7	71	295	0	26	183	34	1,325	0	
Peak Hour	All	1	6	213	2	0	60	108	7	0	5	30	164	0	16	105	17	734	0
	HV	0	0	4	0	0	4	2	0	0	0	0	1	0	0	2	0	13	0
	HV%	0%	0%	2%	0%	-	7%	2%	0%	-	0%	0%	1%	-	0%	2%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	3	0	0	3	0	0	0	0	0	0	5	1	2	8
7:15 AM	1	0	1	1	3	0	0	0	0	0	0	1	1	1	3
7:30 AM	4	1	0	1	6	0	2	1	0	3	0	3	0	3	6
7:45 AM	2	0	0	0	2	0	0	0	0	0	0	4	2	1	7
8:00 AM	0	2	0	0	2	1	1	3	0	5	0	6	0	3	9
8:15 AM	2	2	0	1	5	1	1	0	0	2	0	3	0	0	3
8:30 AM	2	0	0	1	3	1	1	1	0	3	0	3	0	0	3
8:45 AM	0	2	1	0	3	0	1	1	0	2	0	1	3	0	4
Count Total	11	10	2	4	27	3	6	6	0	15	0	26	7	10	43
Peak Hour	4	6	1	2	13	3	4	5	0	12	0	13	3	3	19

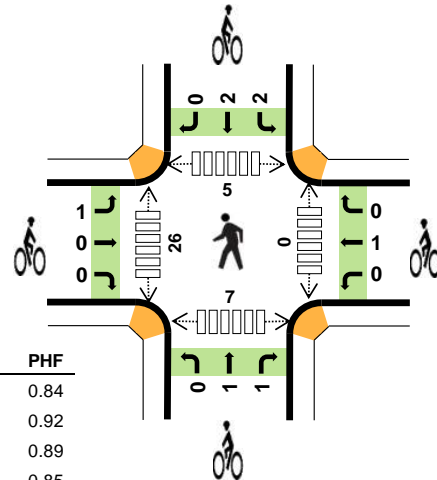
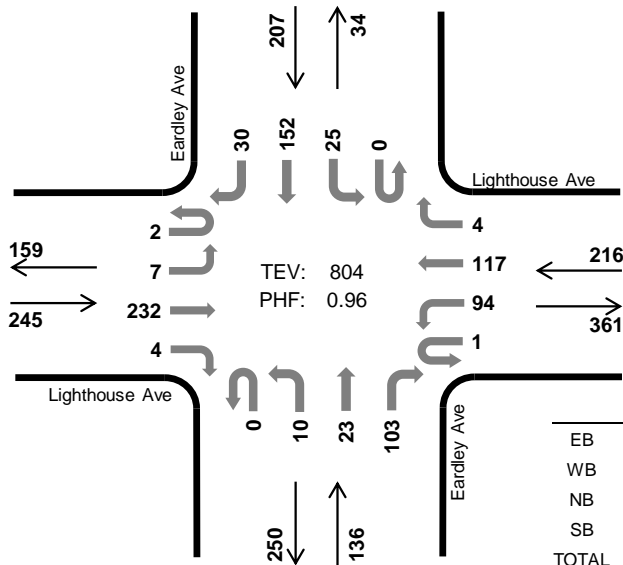
Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Lighthouse Ave				Lighthouse Ave				Eardley Ave				Eardley Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0
7:30 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	1	0	6	0
7:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	14
8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13
8:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	5	15
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	12
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	3	13
Count Total	0	0	11	0	0	4	5	1	0	0	1	1	0	0	2	2	0	27	0
Peak Hour	0	0	4	0	0	4	2	0	0	0	0	1	0	0	2	0	0	13	0
Two-Hour Count Summaries - Bikes																			
Interval Start	Lighthouse Ave			Lighthouse Ave			Eardley Ave			Eardley Ave			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	1	0	0	0	1	0	0	3	0	0	0	0	0	0	0	0	5	8	8
8:15 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10	10
8:30 AM	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	10	10
8:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	12	12
Count Total	2	1	0	1	3	2	0	6	0	0	0	0	0	0	0	0	15	0	0
Peak Hour	2	1	0	0	2	2	0	5	0	0	0	0	0	0	0	0	12	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																			

Eardley Ave Lighthouse Ave



Peak Hour

Date: 11-20-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM



	HV %:	PHF
EB	0.8%	0.84
WB	0.5%	0.92
NB	0.7%	0.89
SB	1.0%	0.85
TOTAL	0.7%	0.96

Two-Hour Count Summaries

Interval Start	Lighthouse Ave Eastbound				Lighthouse Ave Westbound				Eardley Ave Northbound				Eardley Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	76	1	0	12	22	1	0	0	5	27	0	5	27	12	189	0	
4:15 PM	0	2	51	1	0	30	33	1	0	3	5	25	0	7	34	8	200	0	
4:30 PM	0	4	54	0	0	15	33	1	0	1	5	20	0	3	28	4	168	0	
4:45 PM	2	2	57	0	0	24	35	0	0	2	5	31	0	7	39	5	209	766	
5:00 PM	0	2	60	1	0	27	21	2	0	1	6	28	0	7	33	8	196	773	
5:15 PM	0	2	71	0	0	22	27	2	0	2	7	24	0	5	33	9	204	777	
5:30 PM	0	1	44	3	1	21	34	0	0	5	5	20	0	6	47	8	195	804	
5:45 PM	0	1	45	1	0	19	35	0	0	1	4	28	0	3	29	5	171	766	
Count Total	2	15	458	7	1	170	240	7	0	15	42	203	0	43	270	59	1,532	0	
Peak Hour	All	2	7	232	4	1	94	117	4	0	10	23	103	0	25	152	30	804	0
	HV	0	0	2	0	0	0	1	0	0	0	0	1	0	0	1	1	6	0
	HV%	0%	0%	1%	0%	0%	0%	1%	0%	-	0%	0%	1%	-	0%	1%	3%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	0	2	0	2	0	0	2	0	5	0	1	6
4:15 PM	0	1	0	0	1	0	1	0	0	1	0	2	4	3	9
4:30 PM	1	1	0	1	3	0	0	0	1	1	4	4	2	2	12
4:45 PM	0	0	0	0	0	1	0	0	0	1	0	6	1	2	9
5:00 PM	0	1	0	1	2	0	1	1	2	4	0	7	2	3	12
5:15 PM	0	0	1	0	1	0	0	0	2	2	0	6	1	2	9
5:30 PM	2	0	0	1	3	0	0	1	0	1	0	7	1	0	8
5:45 PM	0	0	0	0	0	0	0	0	2	2	0	2	0	3	5
Count Total	3	5	1	3	12	1	4	2	7	14	4	39	11	16	70
Peak Hour	2	1	1	2	6	1	1	2	4	8	0	26	5	7	38

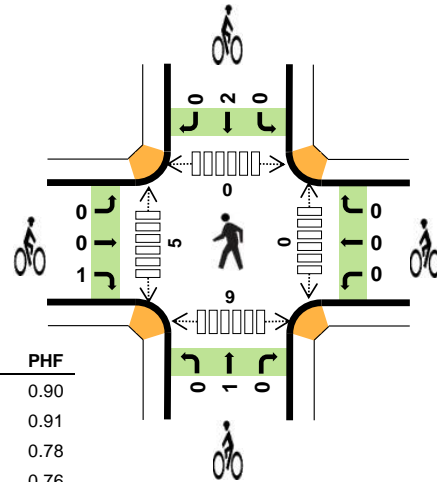
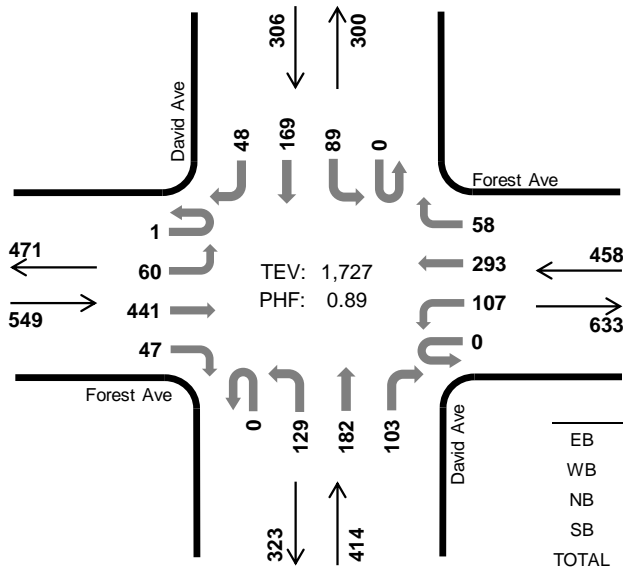
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Lighthouse Ave				Lighthouse Ave				Eardley Ave				Eardley Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	6
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	3	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Count Total	0	0	3	0	0	1	4	0	0	0	0	1	0	0	2	1	12	0
Peak Hour	0	0	2	0	0	0	1	0	0	0	0	1	0	0	1	1	6	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Lighthouse Ave			Lighthouse Ave			Eardley Ave			Eardley Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0		
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0		
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5		
5:00 PM	0	0	0	0	1	0	0	0	1	0	0	1	1	0	4	7		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	8		
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	8		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	9		
Count Total	1	0	0	0	4	0	0	1	1	0	0	3	4	0	14	0		
Peak Hour	1	0	0	0	1	0	0	1	1	0	0	2	2	0	8	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

David Ave Forest Ave



Peak Hour

Date: 11-20-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	2.4%	0.90
WB	2.2%	0.91
NB	1.4%	0.78
SB	2.0%	0.76
TOTAL	2.0%	0.89

Two-Hour Count Summaries

Interval Start	Forest Ave Eastbound				Forest Ave Westbound				David Ave Northbound				David Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	10	80	10	0	13	46	8	0	7	11	21	0	16	24	12	258	0	
7:15 AM	0	19	120	14	0	17	39	8	0	19	21	15	0	16	26	12	326	0	
7:30 AM	1	26	137	15	0	16	55	8	0	27	33	29	0	16	22	6	391	0	
7:45 AM	0	22	95	10	0	27	50	9	0	21	29	19	0	25	35	8	350	1,325	
8:00 AM	0	14	94	11	0	25	62	9	0	25	40	25	0	26	67	8	406	1,473	
8:15 AM	0	21	118	13	0	23	82	14	0	55	54	24	0	18	45	18	485	1,632	
8:30 AM	1	15	107	13	0	36	62	19	0	25	45	28	0	18	30	8	407	1,648	
8:45 AM	0	10	122	10	0	23	87	16	0	24	43	26	0	27	27	14	429	1,727	
Count Total	2	137	873	96	0	180	483	91	0	203	276	187	0	162	276	86	3,052	0	
Peak Hour	All	1	60	441	47	0	107	293	58	0	129	182	103	0	89	169	48	1,727	0
	HV	0	0	12	1	0	0	10	0	0	3	2	1	0	2	4	0	35	0
	HV%	0%	0%	3%	2%	-	0%	3%	0%	-	2%	1%	1%	-	2%	2%	0%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	1	0	2	0	0	1	0	1	0	1	0	0	1
7:15 AM	5	1	1	2	9	0	0	0	0	0	0	0	0	3	3
7:30 AM	2	3	2	1	8	0	0	1	0	1	0	0	0	1	1
7:45 AM	4	1	2	0	7	0	1	0	0	1	0	1	0	0	1
8:00 AM	1	1	2	1	5	0	0	0	1	1	0	1	0	6	7
8:15 AM	2	4	0	3	9	0	0	0	0	0	0	3	0	0	3
8:30 AM	7	3	4	2	16	0	0	1	1	2	0	0	0	2	2
8:45 AM	3	2	0	0	5	1	0	0	0	1	0	1	0	1	2
Count Total	24	16	12	9	61	1	1	3	2	7	0	7	0	13	20
Peak Hour	13	10	6	6	35	1	0	1	2	4	0	5	0	9	14

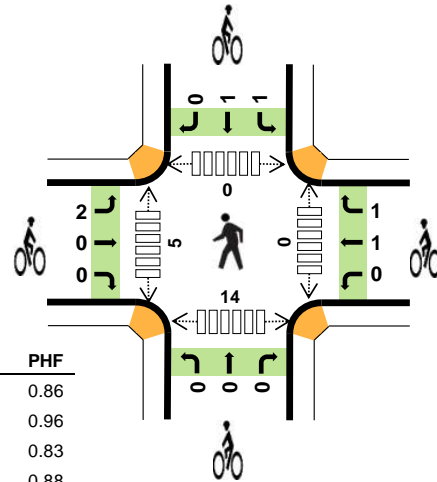
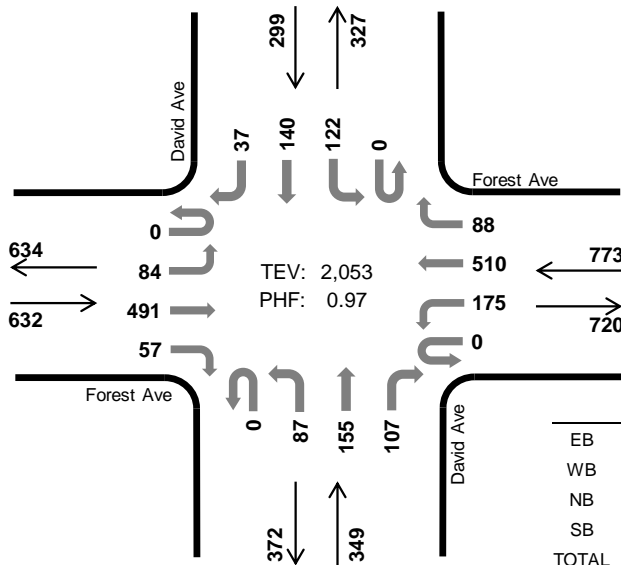
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Forest Ave				Forest Ave				David Ave				David Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0
7:15 AM	0	1	2	2	0	1	0	0	0	1	0	0	0	2	0	0	9	0
7:30 AM	0	0	2	0	0	2	1	0	0	1	0	1	0	0	0	1	8	0
7:45 AM	0	0	3	1	0	1	0	0	0	1	0	1	0	0	0	0	7	26
8:00 AM	0	0	1	0	0	0	1	0	0	0	1	1	0	1	0	0	5	29
8:15 AM	0	0	1	1	0	0	4	0	0	0	0	0	0	1	2	0	9	29
8:30 AM	0	0	7	0	0	0	3	0	0	3	1	0	0	0	2	0	16	37
8:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	35
Count Total	0	1	19	4	0	4	11	1	0	6	3	3	0	4	4	1	61	0
Peak Hour	0	0	12	1	0	0	10	0	0	3	2	1	0	2	4	0	35	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Forest Ave			Forest Ave			David Ave			David Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0		
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	3		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	4		
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	4		
Count Total	0	0	1	0	1	0	0	3	0	0	2	0	0	0	7	0		
Peak Hour	0	0	1	0	0	0	0	1	0	0	2	0	0	0	4	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

David Ave Forest Ave



Peak Hour

Date: 11-20-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.8%	0.86
WB	0.8%	0.96
NB	0.9%	0.83
SB	0.7%	0.88
TOTAL	0.8%	0.97

Two-Hour Count Summaries

Interval Start	Forest Ave Eastbound				Forest Ave Westbound				David Ave Northbound				David Ave Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	19	104	19	0	27	109	20	0	21	33	30	0	16	40	13	451	0	
4:15 PM	0	23	102	17	0	50	127	17	0	17	42	22	0	34	39	12	502	0	
4:30 PM	0	18	127	14	0	41	117	23	0	30	48	27	0	31	40	9	525	0	
4:45 PM	0	22	112	14	0	46	125	26	0	26	33	30	0	24	29	8	495	1,973	
5:00 PM	0	21	150	12	0	38	141	22	0	14	32	28	0	33	32	8	531	2,053	
5:15 PM	0	15	108	15	0	28	118	22	0	18	41	23	0	35	42	12	477	2,028	
5:30 PM	0	15	111	6	0	30	108	24	0	18	37	20	0	29	34	11	443	1,946	
5:45 PM	0	13	75	10	0	23	115	28	0	15	39	24	0	24	44	6	416	1,867	
Count Total	0	146	889	107	0	283	960	182	0	159	305	204	0	226	300	79	3,840	0	
Peak Hour	All	0	84	491	57	0	175	510	88	0	87	155	107	0	122	140	37	2,053	0
	HV	0	0	5	0	0	0	5	1	0	1	2	0	0	2	0	0	16	0
	HV%	-	0%	1%	0%	-	0%	1%	1%	-	1%	1%	0%	-	2%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	1	1	0	5	1	1	0	0	2	0	3	0	1	4
4:15 PM	0	1	1	1	3	0	0	0	0	0	0	1	0	2	3
4:30 PM	1	2	1	1	5	0	0	0	1	1	0	1	0	2	3
4:45 PM	4	2	0	0	6	0	1	0	0	1	0	0	0	3	3
5:00 PM	0	1	1	0	2	2	1	0	1	4	0	3	0	7	10
5:15 PM	0	1	1	1	3	0	0	0	0	0	0	1	0	1	2
5:30 PM	0	0	1	0	1	0	0	1	0	1	0	2	0	3	5
5:45 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	2	2
Count Total	8	8	6	4	26	3	4	1	2	10	0	11	0	21	32
Peak Hour	5	6	3	2	16	2	2	0	2	6	0	5	0	14	19

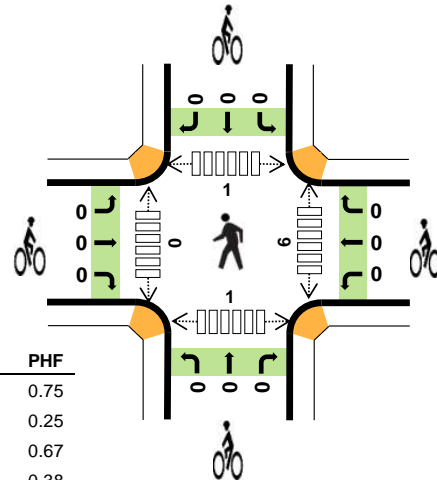
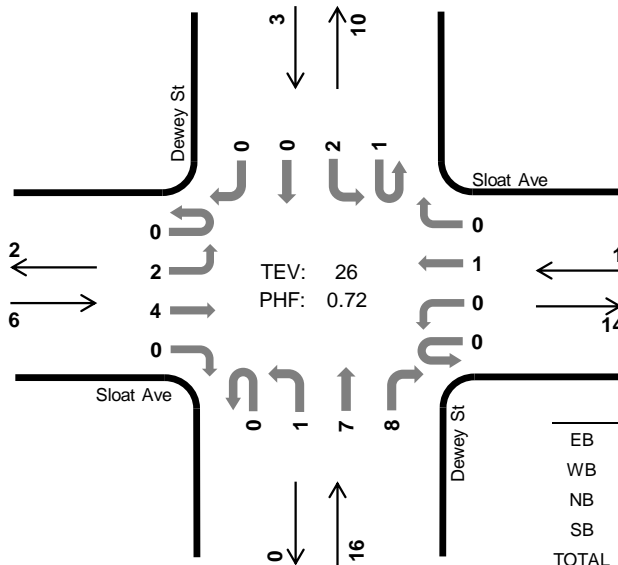
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Forest Ave				Forest Ave				David Ave				David Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3	0
4:30 PM	0	0	1	0	0	0	1	1	0	1	0	0	0	1	0	0	5	0
4:45 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	6	19
5:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	16
5:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	3	16
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	12
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	7
Count Total	0	0	8	0	0	0	7	1	0	2	4	0	0	3	0	1	26	0
Peak Hour	0	0	5	0	0	0	5	1	0	1	2	0	0	2	0	0	16	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Forest Ave			Forest Ave			David Ave			David Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0		
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	4		
5:00 PM	2	0	0	0	0	1	0	0	0	0	1	0	0	4	6			
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6		
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	6		
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	6		
Count Total	2	1	0	2	1	1	1	0	0	1	1	0	1	1	0	10	0	
Peak Hour	2	0	0	0	1	1	0	0	0	1	1	0	1	1	0	6	0	
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Dewey St Sloat Ave



Peak Hour

Date: 11-20-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.75
WB	0.0%	0.25
NB	0.0%	0.67
SB	0.0%	0.38
TOTAL	0.0%	0.72

Two-Hour Count Summaries

Interval Start	Sloat Ave Eastbound				Sloat Ave Westbound				Dewey St Northbound				Dewey St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	0	
7:15 AM	0	0	2	0	0	0	0	0	0	0	0	1	0	4	0	0	7	0	
7:30 AM	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	3	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3	16	
8:00 AM	0	1	1	0	0	0	0	0	0	0	3	0	1	0	0	0	6	19	
8:15 AM	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	3	15	
8:30 AM	0	1	1	0	0	0	0	0	0	0	2	4	0	0	0	0	8	20	
8:45 AM	0	0	1	0	0	0	1	0	0	1	1	3	0	2	0	0	9	26	
Count Total	0	2	7	0	0	0	1	1	0	1	10	12	1	7	0	0	42	0	
Peak Hour	All	0	2	4	0	0	0	1	0	0	1	7	8	1	2	0	0	26	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	-	-	-	0%	-	-	0%	0%	0%	0%	0%	-	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

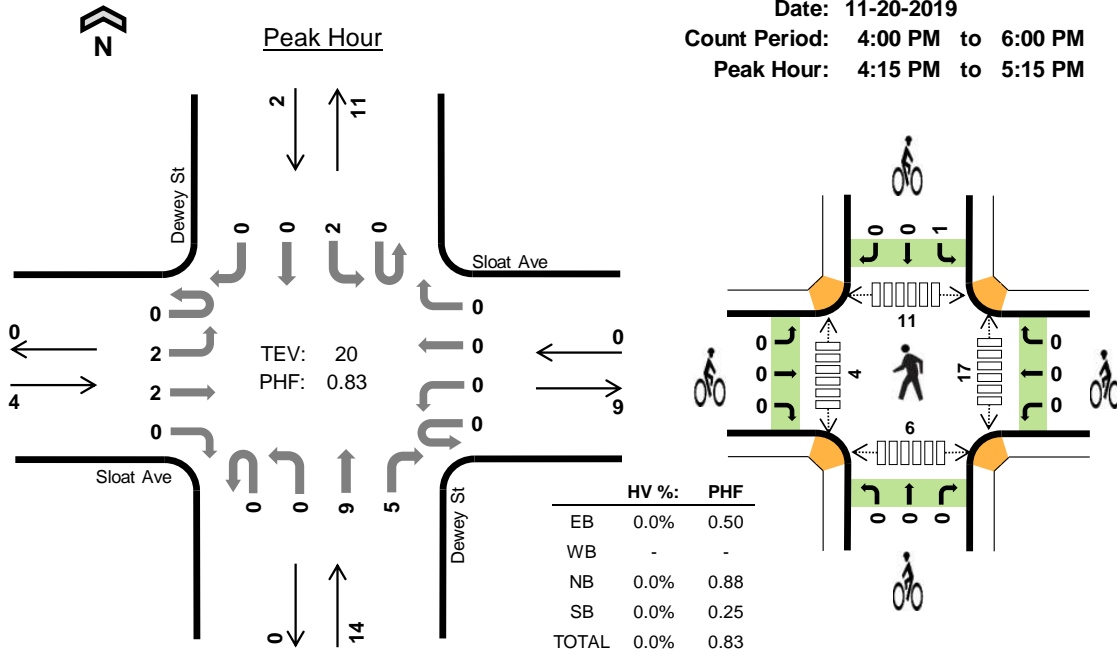
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	1	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	1	4
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Count Total	0	0	0	0	0	0	0	0	0	0	11	0	2	2	15
Peak Hour	0	0	0	0	0	0	0	0	0	0	6	0	1	1	8

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Sloat Ave				Sloat Ave				Dewey St				Dewey St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Sloat Ave			Sloat Ave			Dewey St			Dewey St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

Dewey St Sloat Ave



Date: 11-20-2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:15 PM to 5:15 PM



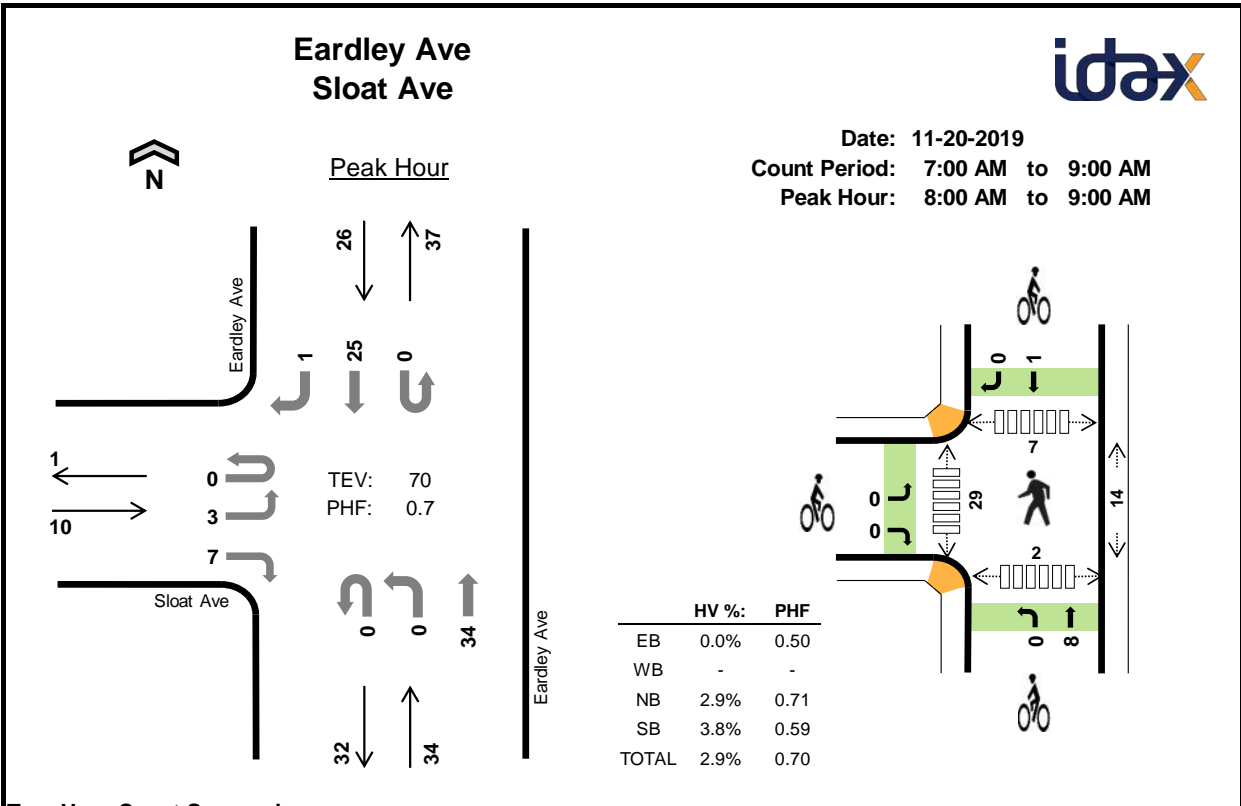
Two-Hour Count Summaries

Interval Start	Sloat Ave Eastbound				Sloat Ave Westbound				Dewey St Northbound				Dewey St Southbound				15-min Total	Rolling One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	
4:15 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	0	5	0	
4:30 PM	0	1	1	0	0	0	0	0	0	0	0	2	0	2	0	0	6	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4	16	
5:00 PM	0	0	1	0	0	0	0	0	0	0	3	1	0	0	0	0	5	20	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	16	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	14	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	12	
Count Total	0	2	2	0	0	0	0	0	0	0	11	9	0	4	0	0	28	0	
Peak Hour	All	0	2	2	0	0	0	0	0	0	0	9	5	0	2	0	0	20	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	-	-	-	-	-	-	-	0%	0%	-	0%	-	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	3	1	4	1	9
4:45 PM	0	0	0	0	0	0	0	0	1	1	9	3	7	4	23
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	1	19	4	12	9	44
Peak Hour	0	0	0	0	0	0	0	0	1	1	17	4	11	6	38

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Sloat Ave				Sloat Ave				Dewey St				Dewey St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Sloat Ave			Sloat Ave			Dewey St			Dewey St			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



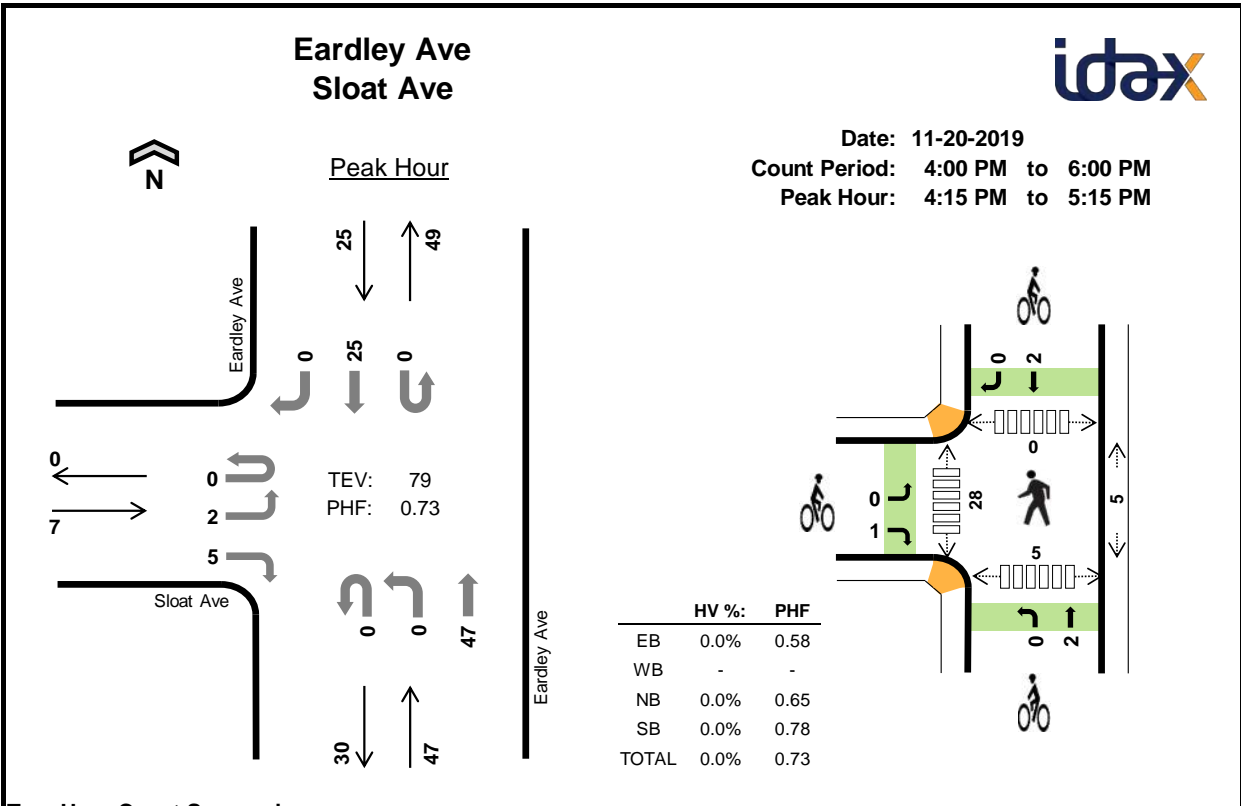
Two-Hour Count Summaries

Interval Start	Sloat Ave				n/a				Eardley Ave			Eardley Ave				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound			Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	3	0			
7:15 AM	0	0	0	6	0	0	0	0	0	0	11	0	0	0	5	0			
7:30 AM	0	1	0	2	0	0	0	0	0	0	12	0	0	0	5	0			
7:45 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3	0			
8:00 AM	0	0	0	1	0	0	0	0	0	0	8	0	0	0	3	0			
8:15 AM	0	1	0	1	0	0	0	0	0	0	12	0	0	0	11	0			
8:30 AM	0	1	0	1	0	0	0	0	0	0	5	0	0	0	4	1			
8:45 AM	0	1	0	4	0	0	0	0	0	0	9	0	0	0	7	0			
Count Total	0	4	0	17	0	0	0	0	0	0	63	0	0	0	41	1			
Peak Hour	All	0	3	0	7	0	0	0	0	0	0	34	0	0	0	25	1	70	0
	HV	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0
	HV%	-	0%	-	0%	-	-	-	-	-	-	3%	-	-	-	4%	0%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	5	1	1	10
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	3	0	1	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	5	1	6	15
8:00 AM	0	0	0	0	0	0	0	4	0	4	2	3	1	0	6
8:15 AM	0	0	1	1	2	0	0	0	0	0	2	6	1	0	9
8:30 AM	0	0	0	0	0	0	0	3	1	4	4	8	4	0	16
8:45 AM	0	0	0	0	0	0	0	1	0	1	6	12	1	2	21
Count Total	0	0	1	1	2	0	0	8	1	9	25	45	9	10	89
Peak Hr	0	0	1	1	2	0	0	8	1	9	14	29	7	2	52

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Sloat Ave				n/a				Eardley Ave				Eardley Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Sloat Ave			n/a			Eardley Ave			Eardley Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:00 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	1	0	4		
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1		
Count Total	0	0	0	0	0	0	0	0	8	0	0	0	0	1	0	9		
Peak Hour	0	0	0	0	0	0	0	0	8	0	0	0	0	1	0	9		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Two-Hour Count Summaries

Interval Start	Sloat Ave				n/a				Eardley Ave			Eardley Ave			15-min Total	Rolling One Hour			
	Eastbound				Westbound				Northbound			Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	4	0	0	0	0	0	0	9	0	1	0	5	0	19	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	4	0	13	0	
4:30 PM	0	1	0	2	0	0	0	0	0	0	10	0	0	0	8	0	21	0	
4:45 PM	0	1	0	2	0	0	0	0	0	0	10	0	0	0	5	0	18	71	
5:00 PM	0	0	0	1	0	0	0	0	0	0	18	0	0	0	8	0	27	79	
5:15 PM	0	0	0	2	0	0	0	0	1	0	6	0	0	0	4	0	13	79	
5:30 PM	0	0	0	3	0	0	0	0	0	0	8	0	1	0	9	0	21	79	
5:45 PM	0	0	0	1	0	0	0	0	0	0	3	0	0	0	7	0	11	72	
Count Total	0	2	0	15	0	0	0	0	1	0	73	0	2	0	50	0	143	0	
Peak Hour	All	0	2	0	5	0	0	0	0	0	0	47	0	0	0	25	0	79	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	-	0%	-	-	-	-	-	-	0%	-	-	-	0%	-	0%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

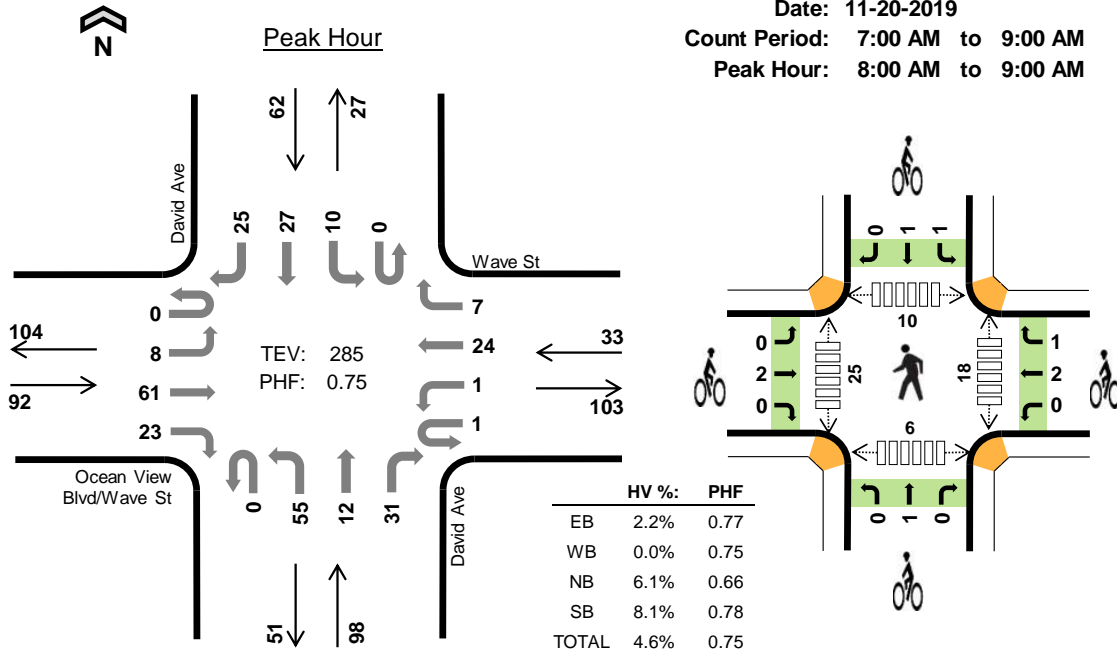
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	10	2	0	12
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	8	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	4	5
4:45 PM	0	0	0	0	0	1	0	1	0	2	0	12	0	0	12
5:00 PM	0	0	0	0	0	0	0	1	2	3	3	7	0	1	11
5:15 PM	0	0	0	0	0	0	0	0	1	1	3	10	0	0	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12
5:45 PM	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2
Count Total	0	0	0	0	0	1	0	4	3	8	8	62	2	5	77
Peak Hr	0	0	0	0	0	1	0	2	2	5	5	28	0	5	38

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Sloat Ave				n/a				Eardley Ave				Eardley Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Two-Hour Count Summaries - Bikes																		
Interval Start	Sloat Ave			n/a			Eardley Ave			Eardley Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	2		
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	3	5	5		
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	6	6	6		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6		
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6	6		
Count Total	0	0	1	0	0	0	0	4	0	0	3	0	8	0	0	0		
Peak Hour	0	0	1	0	0	0	0	2	0	0	2	0	5	0	0	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

David Ave Ocean View Blvd/Wave St



Date: 11-20-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 8:00 AM to 9:00 AM



Two-Hour Count Summaries

Interval Start	Ocean View Blvd/Wave St				Wave St				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	8	4	0	1	3	0	0	6	1	3	0	1	2	3	33	0	
7:15 AM	0	0	13	5	0	1	7	2	0	6	3	2	0	1	3	2	45	0	
7:30 AM	0	0	9	5	0	1	9	1	0	12	3	8	0	1	2	5	56	0	
7:45 AM	0	1	10	1	0	0	9	0	0	6	2	4	0	0	5	0	38	172	
8:00 AM	0	2	14	3	0	0	5	2	0	7	2	6	0	1	6	4	52	191	
8:15 AM	0	1	11	6	0	0	2	4	0	9	1	12	0	4	6	4	60	206	
8:30 AM	0	2	18	10	0	1	9	1	0	28	4	5	0	3	6	8	95	245	
8:45 AM	0	3	18	4	1	0	8	0	0	11	5	8	0	2	9	9	78	285	
Count Total	0	10	101	38	1	4	52	10	0	85	21	48	0	13	39	35	457	0	
Peak Hour	All	0	8	61	23	1	1	24	7	0	55	12	31	0	10	27	25	285	0
	HV	0	0	1	1	0	0	0	0	0	1	2	3	0	2	1	2	13	0
	HV%	-	0%	2%	4%	0%	0%	0%	0%	-	2%	17%	10%	-	20%	4%	8%	5%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

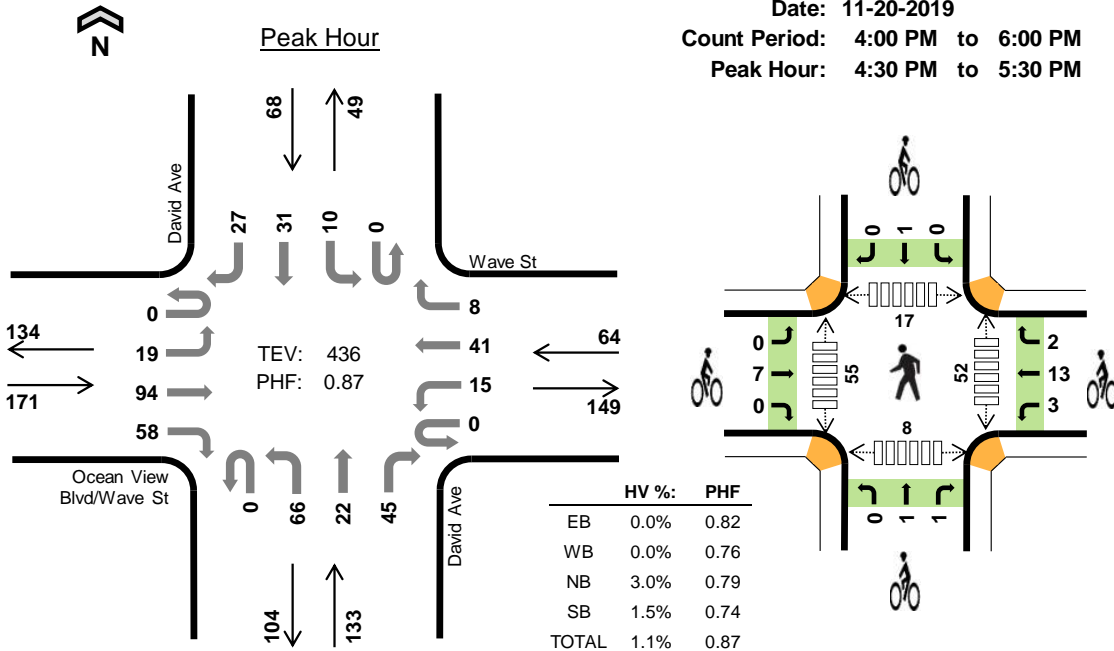
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	2	0	3	0	0	0	0	0	0	9	1	0	10
7:15 AM	0	0	1	0	1	0	4	1	0	5	2	1	2	1	6
7:30 AM	0	0	2	0	2	0	1	1	0	2	7	6	3	1	17
7:45 AM	0	1	1	0	2	1	0	2	0	3	2	10	3	2	17
8:00 AM	0	0	0	2	2	0	0	0	0	0	2	5	5	1	13
8:15 AM	1	0	3	1	5	0	0	0	1	1	6	5	4	0	15
8:30 AM	0	0	3	1	4	1	3	0	1	5	3	4	1	1	9
8:45 AM	1	0	0	1	2	1	0	1	0	2	7	11	0	4	22
Count Total	2	2	12	5	21	3	8	5	2	18	29	51	19	10	109
Peak Hour	2	0	6	5	13	2	3	1	2	8	18	25	10	6	59

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Ocean View Blvd/Wave St				Wave St				David Ave				David Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	2	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	7
8:15 AM	0	0	0	1	0	0	0	0	0	1	1	1	0	1	0	0	5	11
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	4	13
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	13
Count Total	0	0	1	1	0	1	1	0	0	1	3	8	0	2	1	2	21	0
Peak Hour	0	0	1	1	0	0	0	0	0	1	2	3	0	2	1	2	13	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Ocean View Blvd/Wave St			Wave St			David Ave			David Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	3	1	0	1	0	0	0	0	0	0	0	5	0	0
7:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0
7:45 AM	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3	10	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	6	0
8:30 AM	0	1	0	0	2	1	0	0	0	0	0	1	0	0	0	5	9	0
8:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	8	0
Count Total	0	3	0	1	5	2	0	3	2	1	1	0	1	1	0	18	0	0
Peak Hour	0	2	0	0	2	1	0	1	0	1	1	0	1	1	0	8	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

David Ave Ocean View Blvd/Wave St



Date: 11-20-2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:30 PM to 5:30 PM



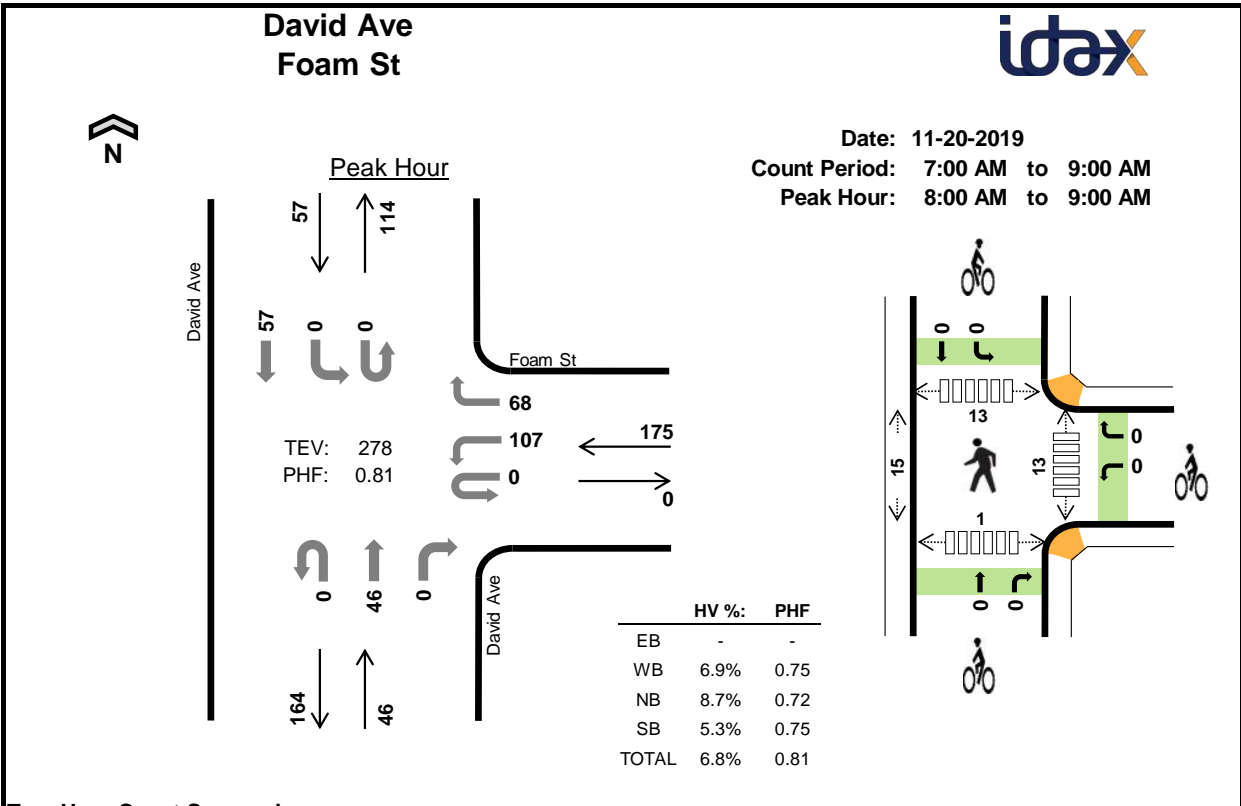
Two-Hour Count Summaries

Interval Start	Ocean View Blvd/Wave St				Wave St				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Northbound		Southbound		UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	4	26	14	0	2	12	0	0	22	4	11	0	0	8	8	111	0	
4:15 PM	0	5	17	12	0	2	6	2	0	15	5	10	0	2	9	4	89	0	
4:30 PM	0	2	22	18	0	2	9	0	0	20	6	16	0	1	9	9	114	0	
4:45 PM	0	4	27	13	0	4	8	2	0	11	6	13	0	2	5	3	98	412	
5:00 PM	0	5	31	16	0	5	10	3	0	18	8	6	0	4	11	8	125	426	
5:15 PM	0	8	14	11	0	4	14	3	0	17	2	10	0	3	6	7	99	436	
5:30 PM	0	5	13	13	0	3	13	1	0	15	2	8	0	3	11	3	90	412	
5:45 PM	0	3	5	5	0	0	10	0	0	9	1	13	0	2	9	7	64	378	
Count Total	0	36	155	102	0	22	82	11	0	127	34	87	0	17	68	49	790	0	
Peak Hour	All	0	19	94	58	0	15	41	8	0	66	22	45	0	10	31	27	436	0
	HV	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	0%	0%	9%	-	10%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	1	0	2	1	0	3	19	22	8	1	50
4:15 PM	1	0	1	0	2	0	0	0	0	0	7	11	2	0	20
4:30 PM	0	0	2	0	2	0	1	0	1	2	15	15	6	3	39
4:45 PM	0	0	0	1	1	5	1	1	0	7	5	16	3	5	29
5:00 PM	0	0	0	0	0	1	13	0	0	14	27	13	5	0	45
5:15 PM	0	0	2	0	2	1	3	1	0	5	5	11	3	0	19
5:30 PM	0	0	0	0	0	0	0	1	2	3	6	8	2	2	18
5:45 PM	0	0	1	0	1	0	1	0	0	1	3	4	5	1	13
Count Total	1	1	6	1	9	7	21	4	3	35	87	100	34	12	233
Peak Hour	0	0	4	1	5	7	18	2	1	28	52	55	17	8	132

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Ocean View Blvd/Wave St				Wave St				David Ave				David Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
Count Total	0	0	0	1	0	0	1	0	0	0	0	6	0	1	0	0	9	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Ocean View Blvd/Wave St			Wave St			David Ave			David Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	2	0	1	0	0	0	0	0	0	0	3	0		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	2	0			
4:45 PM	0	5	0	0	1	0	0	0	1	0	0	0	0	7	12			
5:00 PM	0	1	0	1	12	0	0	0	0	0	0	0	0	14	23			
5:15 PM	0	1	0	1	0	2	0	1	0	0	0	0	0	5	28			
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	2	0	3	29			
5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	23			
Count Total	0	7	0	4	15	2	1	2	1	0	3	0	35	0				
Peak Hour	0	7	0	3	13	2	0	1	1	0	1	0	28	0				
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



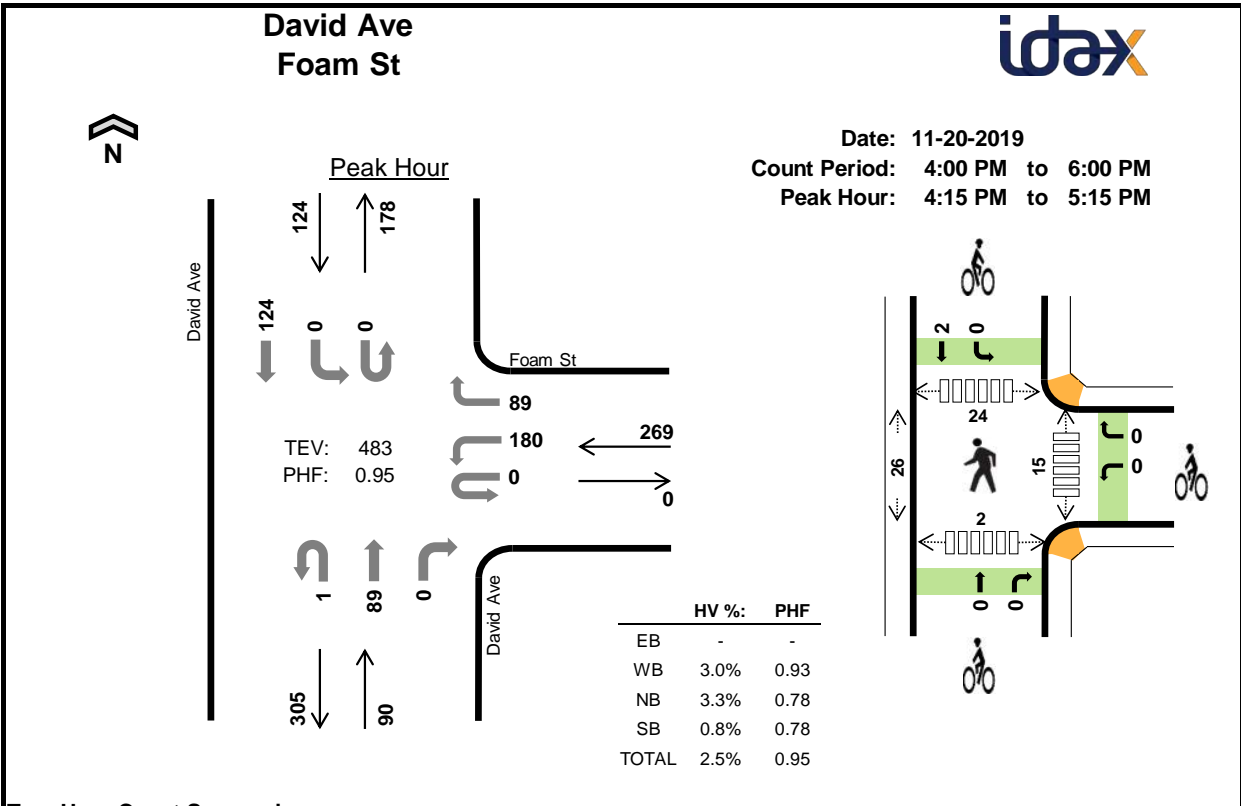
Two-Hour Count Summaries

Interval Start	n/a				Foam St				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	0	0	0	0	19	0	7	0	0	5	0	0	0	5	0	36	0	
7:15 AM	0	0	0	0	0	14	0	5	0	0	6	0	0	0	11	0	36	0	
7:30 AM	0	0	0	0	0	15	0	12	0	0	16	0	0	0	9	0	52	0	
7:45 AM	0	0	0	0	0	19	0	6	0	0	11	0	0	0	10	0	46	170	
8:00 AM	0	0	0	0	0	21	0	12	0	0	7	0	0	0	10	0	50	184	
8:15 AM	0	0	0	0	0	18	0	12	0	0	16	0	0	0	12	0	58	206	
8:30 AM	0	0	0	0	0	27	0	31	0	0	9	0	0	0	19	0	86	240	
8:45 AM	0	0	0	0	0	41	0	13	0	0	14	0	0	0	16	0	84	278	
Count Total	0	0	0	0	0	174	0	98	0	0	84	0	0	0	92	0	448	0	
Peak Hour	All	0	0	0	0	0	107	0	68	0	0	46	0	0	0	57	0	278	0
	HV	0	0	0	0	0	9	0	3	0	0	4	0	0	0	3	0	19	0
	HV%	-	-	-	-	-	8%	-	4%	-	-	9%	-	-	-	5%	-	7%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	4	2	0	6	0	0	0	0	0	0	2	0	0	2
7:15 AM	0	3	1	0	4	0	0	1	0	1	0	0	1	0	1
7:30 AM	0	4	2	0	6	0	0	0	0	0	2	4	1	1	8
7:45 AM	0	4	2	0	6	0	0	0	0	0	1	5	4	0	10
8:00 AM	0	2	0	1	3	0	0	0	0	0	3	3	6	0	12
8:15 AM	0	6	2	1	9	0	0	0	0	0	6	0	1	0	7
8:30 AM	0	2	2	1	5	0	0	0	0	0	3	4	4	0	11
8:45 AM	0	2	0	0	2	0	0	0	0	0	1	8	2	1	12
Count Total	0	27	11	3	41	0	0	1	0	1	16	26	19	2	63
Peak Hr	0	12	4	3	19	0	0	0	0	0	13	15	13	1	42

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	n/a				Foam St				David Ave				David Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	6	0
7:15 AM	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	4	0
7:30 AM	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	6	0
7:45 AM	0	0	0	0	0	4	0	0	0	0	2	0	0	0	0	0	6	22
8:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3	19
8:15 AM	0	0	0	0	0	4	0	2	0	0	2	0	0	0	1	0	9	24
8:30 AM	0	0	0	0	0	1	0	1	0	0	2	0	0	0	1	0	5	23
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	19
Count Total	0	0	0	0	0	24	0	3	0	0	11	0	0	0	3	0	41	0
Peak Hour	0	0	0	0	0	9	0	3	0	0	4	0	0	0	3	0	19	0
Two-Hour Count Summaries - Bikes																		
Interval Start	n/a				Foam St				David Ave				David Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
7:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:15 AM	0	0	0		0	0	0		0	1	0		0	0	0		1	0
7:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
7:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	1
8:00 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	1
8:15 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:30 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
8:45 AM	0	0	0		0	0	0		0	0	0		0	0	0		0	0
Count Total	0	0	0		0	0	0		0	1	0		0	0	0		1	0
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Two-Hour Count Summaries

Interval Start	n/a				Foam St				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	50	0	32	0	0	13	0	0	0	26	0	121	0	
4:15 PM	0	0	0	0	0	51	0	21	0	0	18	0	0	0	30	0	120	0	
4:30 PM	0	0	0	0	0	38	0	25	0	0	29	0	0	0	34	0	126	0	
4:45 PM	0	0	0	0	0	49	0	21	0	0	20	0	0	0	20	0	110	477	
5:00 PM	0	0	0	0	0	42	0	22	1	0	22	0	0	0	40	0	127	483	
5:15 PM	0	0	0	0	0	51	0	17	0	0	17	0	0	0	24	0	109	472	
5:30 PM	0	0	0	0	0	36	0	29	0	0	11	0	0	0	28	0	104	450	
5:45 PM	0	0	0	0	0	30	0	10	0	0	16	0	0	0	16	0	72	412	
Count Total	0	0	0	0	0	347	0	177	1	0	146	0	0	0	218	0	889	0	
Peak Hour	All	0	0	0	0	0	180	0	89	1	0	89	0	0	0	124	0	483	0
	HV	0	0	0	0	0	8	0	0	0	0	3	0	0	0	1	0	12	0
	HV%	-	-	-	-	-	4%	-	0%	0%	-	3%	-	-	-	1%	-	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	1	0	0	1	0	0	1	0	1	1	5	1	0	7
4:15 PM	0	3	1	1	5	0	0	0	0	0	2	4	2	0	8
4:30 PM	0	3	2	0	5	0	0	0	1	1	2	7	9	0	18
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	7	5	1	17
5:00 PM	0	2	0	0	2	0	0	0	1	1	7	8	8	1	24
5:15 PM	0	2	2	0	4	0	1	0	0	1	6	10	8	0	24
5:30 PM	0	1	0	0	1	0	0	0	1	1	1	5	2	0	8
5:45 PM	0	1	1	0	2	0	0	0	0	0	1	2	2	0	5
Count Total	0	13	6	1	20	0	1	1	3	5	24	48	37	2	111
Peak Hr	0	8	3	1	12	0	0	0	2	2	15	26	24	2	67

Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	n/a				Foam St				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
4:15 PM	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	5	0
4:30 PM	0	0	0	0	0	3	0	0	0	0	0	2	0	0	0	0	0	5	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	4	11
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2	9
Count Total	0	0	0	0	0	13	0	0	0	0	0	6	0	0	0	1	0	20	0
Peak Hour	0	0	0	0	0	8	0	0	0	0	0	3	0	0	0	1	0	12	0
Two-Hour Count Summaries - Bikes																			
Interval Start	n/a			Foam St			David Ave			David Ave			15-min Total	Rolling One Hour					
	Eastbound			Westbound			Northbound			Southbound									
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT							
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	0	0	5	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																			

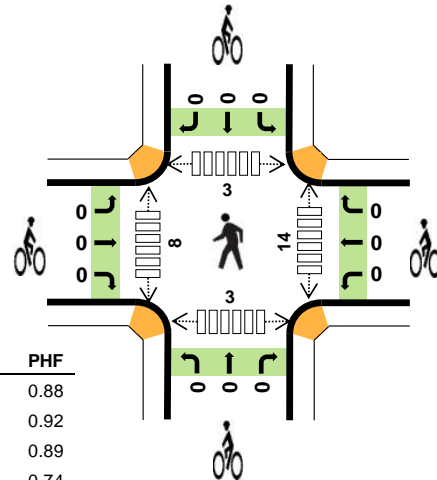
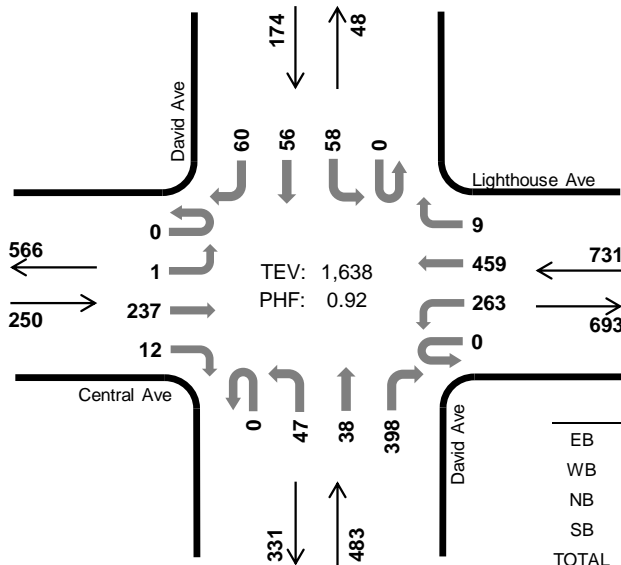


David Ave Central Ave



Peak Hour

Date: 11-20-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.6%	0.88
WB	1.8%	0.92
NB	2.1%	0.89
SB	8.6%	0.74
TOTAL	2.6%	0.92

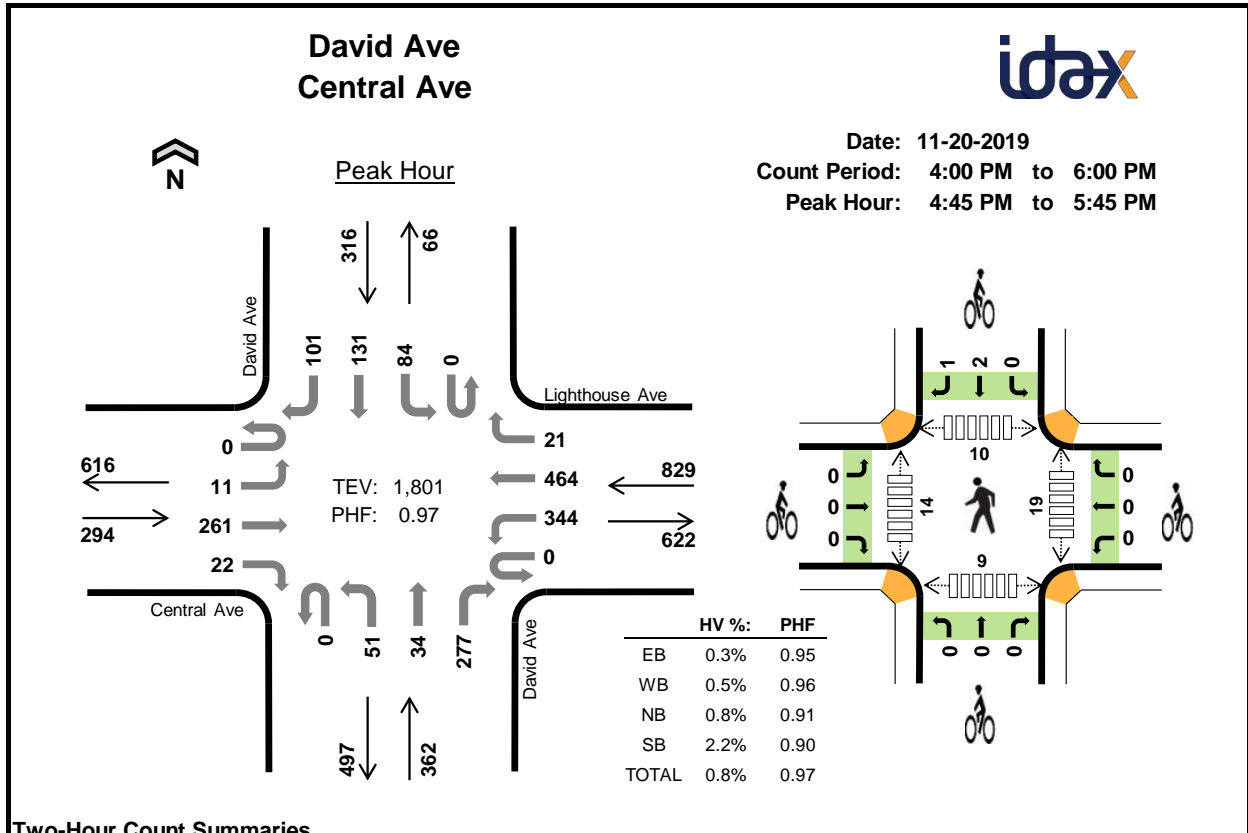
Two-Hour Count Summaries

Interval Start	Central Ave				Lighthouse Ave				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	51	2	0	41	63	0	0	3	4	63	0	7	16	3	254	0	
7:15 AM	0	0	65	3	0	36	67	1	0	6	5	82	0	11	7	8	291	0	
7:30 AM	0	0	67	4	0	56	85	3	0	13	13	112	0	7	9	6	375	0	
7:45 AM	0	0	71	1	0	74	105	1	0	9	10	78	0	9	16	10	384	1,304	
8:00 AM	0	0	49	4	0	82	105	1	0	11	5	88	0	15	6	9	375	1,425	
8:15 AM	0	0	55	5	0	53	110	1	0	10	15	110	0	17	15	6	397	1,531	
8:30 AM	0	1	69	1	0	65	129	4	0	11	5	112	0	11	12	24	444	1,600	
8:45 AM	0	0	64	2	0	63	115	3	0	15	13	88	0	15	23	21	422	1,638	
Count Total	0	2	491	22	0	470	779	14	0	78	70	733	0	92	104	87	2,942	0	
Peak Hour	All	0	1	237	12	0	263	459	9	0	47	38	398	0	58	56	60	1,638	0
	HV	0	1	3	0	0	4	9	0	0	1	3	6	0	8	5	2	42	0
	HV%	-	100%	1%	0%	-	2%	2%	0%	-	2%	8%	2%	-	14%	9%	3%	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
7:00 AM	1	4	3	5	13	0	0	0	0	0	0	2	0	0	2	4
7:15 AM	0	4	2	3	9	0	1	1	0	2	0	2	0	0	2	
7:30 AM	1	2	3	3	9	0	1	0	0	1	1	3	0	0	5	
7:45 AM	1	3	2	3	9	0	0	0	0	0	0	1	1	0	2	
8:00 AM	0	1	1	5	7	0	0	0	0	0	2	0	0	0	2	
8:15 AM	0	5	5	4	14	0	0	0	0	0	7	0	0	0	7	
8:30 AM	3	5	3	3	14	0	0	0	0	0	3	1	2	1	7	
8:45 AM	1	2	1	3	7	0	0	0	0	0	2	7	1	2	12	
Count Total	7	26	20	29	82	0	2	1	0	3	15	16	4	10	45	
Peak Hour	4	13	10	15	42	0	0	0	0	0	14	8	3	3	28	

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Central Ave				Lighthouse Ave				David Ave				David Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	2	2	0	0	1	1	1	0	3	2	0	13	0
7:15 AM	0	0	0	0	0	2	2	0	0	0	1	1	0	1	2	0	9	0
7:30 AM	0	0	1	0	0	0	2	0	0	0	2	1	0	2	1	0	9	0
7:45 AM	0	0	1	0	0	1	2	0	0	0	2	0	0	2	0	1	9	40
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	3	0	7	34
8:15 AM	0	0	0	0	0	1	4	0	0	0	2	3	0	3	1	0	14	39
8:30 AM	0	1	2	0	0	1	4	0	0	0	1	2	0	1	0	2	14	44
8:45 AM	0	0	1	0	0	1	1	0	0	0	0	1	0	2	1	0	7	42
Count Total	0	2	5	0	0	9	17	0	0	2	9	9	0	16	10	3	82	0
Peak Hour	0	1	3	0	0	4	9	0	0	1	3	6	0	8	5	2	42	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Central Ave			Lighthouse Ave			David Ave			David Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		



Two-Hour Count Summaries

Interval Start	Central Ave				Lighthouse Ave				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Northbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	51	2	0	86	120	3	0	9	10	70	0	17	30	31	429	0	
4:15 PM	0	0	53	9	0	95	93	6	0	14	10	62	0	26	36	29	433	0	
4:30 PM	0	4	55	6	0	67	97	6	0	7	19	72	0	28	29	22	412	0	
4:45 PM	0	4	70	3	0	79	112	6	0	12	9	71	0	19	30	27	442	1,716	
5:00 PM	0	5	61	4	0	91	118	7	0	13	11	63	0	28	37	23	461	1,748	
5:15 PM	0	2	62	13	0	85	116	5	0	11	9	80	0	18	30	32	463	1,778	
5:30 PM	0	0	68	2	0	89	118	3	0	15	5	63	0	19	34	19	435	1,801	
5:45 PM	0	2	45	2	0	79	95	6	0	7	10	57	0	16	25	17	361	1,720	
Count Total	0	17	465	41	0	671	869	42	0	88	83	538	0	171	251	200	3,436	0	
Peak Hour	All	0	11	261	22	0	344	464	21	0	51	34	277	0	84	131	101	1,801	0
	HV	0	0	1	0	0	1	3	0	0	0	2	1	0	5	2	0	15	0
	HV%	-	0%	0%	0%	-	0%	1%	0%	-	0%	6%	0%	-	6%	2%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	2	0	1	3	0	0	1	0	1	2	2	2	1	7
4:15 PM	0	1	1	4	6	1	0	0	0	1	4	4	2	1	11
4:30 PM	1	2	2	1	6	0	0	0	1	1	3	4	1	1	9
4:45 PM	1	1	0	2	4	0	0	0	0	0	8	5	2	2	17
5:00 PM	0	1	0	2	3	0	0	0	1	1	2	2	3	3	10
5:15 PM	0	1	3	2	6	0	0	0	1	1	2	5	1	2	10
5:30 PM	0	1	0	1	2	0	0	0	1	1	7	2	4	2	15
5:45 PM	0	0	1	1	2	0	0	0	0	0	5	1	3	2	11
Count Total	2	9	7	14	32	1	0	1	4	6	33	25	18	14	90
Peak Hour	1	4	3	7	15	0	0	0	3	3	19	14	10	9	52

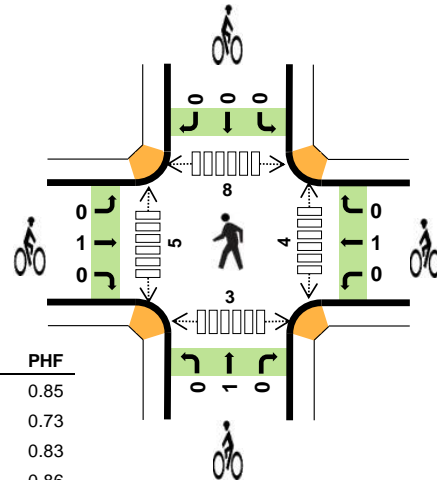
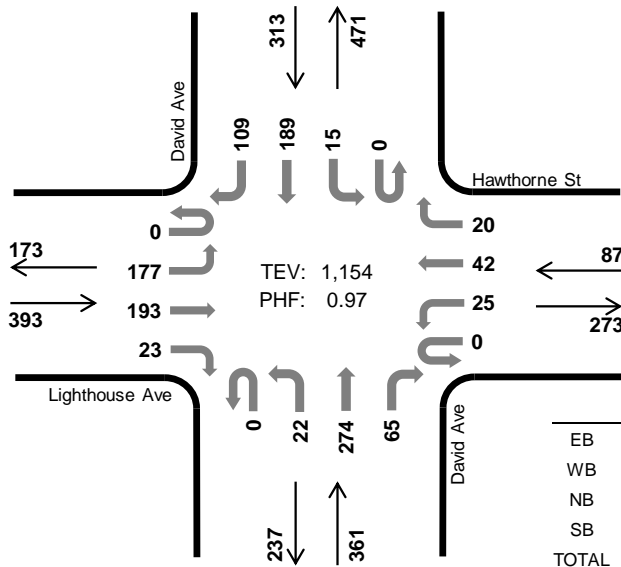
Two-Hour Count Summaries - Heavy Vehicles																				
Interval Start	Central Ave				Lighthouse Ave				David Ave				David Ave				15-min Total	Rolling One Hour		
	Eastbound				Westbound				Northbound				Southbound							
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT				
4:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	3	0	
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	3	1	0	6	0
4:30 PM	0	0	1	0	0	1	1	0	0	0	0	2	0	0	0	0	1	6	0	
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	4	19	
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	3	19	
5:15 PM	0	0	0	0	0	1	0	0	0	0	2	1	0	0	1	1	0	6	19	
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	15	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	13	
Count Total	0	0	2	0	0	5	4	0	0	0	6	1	0	9	4	1	32	0		
Peak Hour	0	0	1	0	0	1	3	0	0	0	2	1	0	5	2	0	15	0		
Two-Hour Count Summaries - Bikes																				
Interval Start	Central Ave			Lighthouse Ave			David Ave			David Ave			15-min Total	Rolling One Hour						
	Eastbound			Westbound			Northbound			Southbound										
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT								
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0		
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3		
Count Total	0	0	1	0	0	0	0	0	1	0	0	2	2	0	2	2	6	0		
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0		
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																				

David Ave Lighthouse Ave



Peak Hour

Date: 11-20-2019
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	1.5%	0.85
WB	5.7%	0.73
NB	0.8%	0.83
SB	2.6%	0.86
TOTAL	1.9%	0.97

Two-Hour Count Summaries

Interval Start	Lighthouse Ave				Hawthorne St				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	32	22	8	0	2	7	2	0	1	34	13	0	2	37	14	174	0	
7:15 AM	0	45	39	7	0	6	9	2	0	2	43	16	0	3	25	14	211	0	
7:30 AM	0	53	46	2	0	1	8	6	0	3	74	16	0	5	43	16	273	0	
7:45 AM	0	38	34	2	0	3	14	7	0	4	50	15	0	5	59	30	261	919	
8:00 AM	0	32	36	7	0	6	9	8	0	3	67	12	0	3	65	23	271	1,016	
8:15 AM	0	40	46	4	0	7	16	7	0	6	86	17	0	3	39	25	296	1,101	
8:30 AM	0	57	48	8	0	7	6	0	0	7	68	15	0	3	40	31	290	1,118	
8:45 AM	0	48	63	4	0	5	11	5	0	6	53	21	0	6	45	30	297	1,154	
Count Total	0	345	334	42	0	37	80	37	0	32	475	125	0	30	353	183	2,073	0	
Peak Hour	All	0	177	193	23	0	25	42	20	0	22	274	65	0	15	189	109	1,154	0
	HV	0	5	1	0	0	1	2	2	0	0	3	0	0	0	5	3	22	0
	HV%	-	3%	1%	0%	-	4%	5%	10%	-	0%	1%	0%	-	0%	3%	3%	2%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	1	3	5	0	0	1	0	1	0	0	2	1	3
7:15 AM	1	0	1	3	5	0	0	0	0	0	0	1	2	2	5
7:30 AM	4	0	0	1	5	0	1	0	0	1	1	2	1	3	7
7:45 AM	2	0	0	1	3	0	0	0	0	0	2	1	3	0	6
8:00 AM	0	0	2	4	6	0	0	0	0	0	0	0	1	0	1
8:15 AM	3	4	0	2	9	1	1	0	0	2	4	2	2	2	10
8:30 AM	2	0	1	1	4	0	0	0	0	0	0	0	1	0	1
8:45 AM	1	1	0	1	3	0	0	1	0	1	0	3	4	1	8
Count Total	14	5	5	16	40	1	2	2	0	5	7	9	16	9	41
Peak Hour	6	5	3	8	22	1	1	1	0	3	4	5	8	3	20

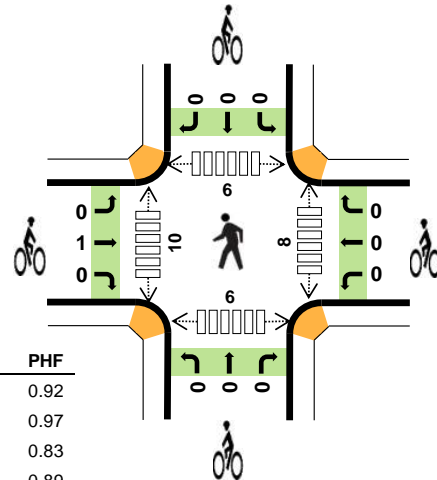
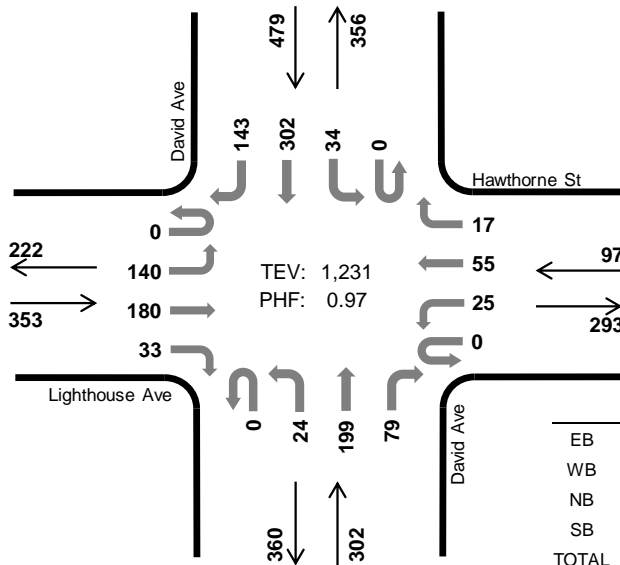
Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	Lighthouse Ave				Hawthorne St				David Ave				David Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	3	5	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3	0	5	0
7:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	18
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	6	19
8:15 AM	0	2	1	0	0	1	1	2	0	0	0	0	0	0	1	1	9	23
8:30 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	4	22
8:45 AM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	3	22
Count Total	0	12	2	0	0	1	2	2	0	0	5	0	0	0	9	7	40	0
Peak Hour	0	5	1	0	0	1	2	2	0	0	3	0	0	0	5	3	22	0
Two-Hour Count Summaries - Bikes																		
Interval Start	Lighthouse Ave			Hawthorne St			David Ave			David Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	3
Count Total	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	0
Peak Hour	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3	0
<i>Note: U-Turn volumes for bikes are included in Left-Turn, if any.</i>																		

David Ave Lighthouse Ave



Peak Hour

Date: 11-20-2019
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM



	HV %:	PHF
EB	0.3%	0.92
WB	0.0%	0.97
NB	1.3%	0.83
SB	0.8%	0.89
TOTAL	0.7%	0.97

Two-Hour Count Summaries

Interval Start	Lighthouse Ave				Hawthorne St				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	42	55	8	0	10	9	3	0	4	39	13	0	5	90	23	301	0	
4:15 PM	0	24	52	7	0	7	12	5	0	6	52	19	0	9	79	46	318	0	
4:30 PM	0	31	39	9	0	6	16	3	0	6	63	22	0	10	61	26	292	0	
4:45 PM	0	43	44	8	0	3	18	3	0	6	43	19	0	10	75	35	307	1,218	
5:00 PM	0	42	45	9	0	9	9	6	0	6	41	19	0	5	87	36	314	1,231	
5:15 PM	0	42	52	5	0	11	14	5	0	4	46	17	0	8	79	34	317	1,230	
5:30 PM	0	31	30	7	0	10	14	7	0	4	42	16	0	12	76	41	290	1,228	
5:45 PM	0	29	42	5	0	9	12	3	0	9	41	8	0	4	65	31	258	1,179	
Count Total	0	284	359	58	0	65	104	35	0	45	367	133	0	63	612	272	2,397	0	
Peak Hour	All	0	140	180	33	0	25	55	17	0	24	199	79	0	34	302	143	1,231	0
	HV	0	1	0	0	0	0	0	0	0	0	3	1	0	0	1	3	9	0
	HV%	-	1%	0%	0%	-	0%	0%	0%	-	0%	2%	1%	-	0%	0%	2%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	3	3	0	1	0	0	1	0	0	1	0	1
4:15 PM	0	0	1	2	3	0	0	0	0	0	0	2	2	0	4
4:30 PM	1	0	2	1	4	0	0	0	0	0	5	2	2	5	14
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	4	1	1	7
5:00 PM	0	0	1	1	2	1	0	0	0	1	2	2	1	0	5
5:15 PM	1	0	1	2	4	0	0	1	0	1	1	5	2	1	9
5:30 PM	1	0	0	0	1	0	0	0	1	1	2	2	3	0	7
5:45 PM	1	1	0	0	2	0	0	1	0	1	2	4	2	3	11
Count Total	4	1	5	9	19	1	1	2	1	5	13	21	14	10	58
Peak Hour	1	0	4	4	9	1	0	0	0	1	8	10	6	6	30

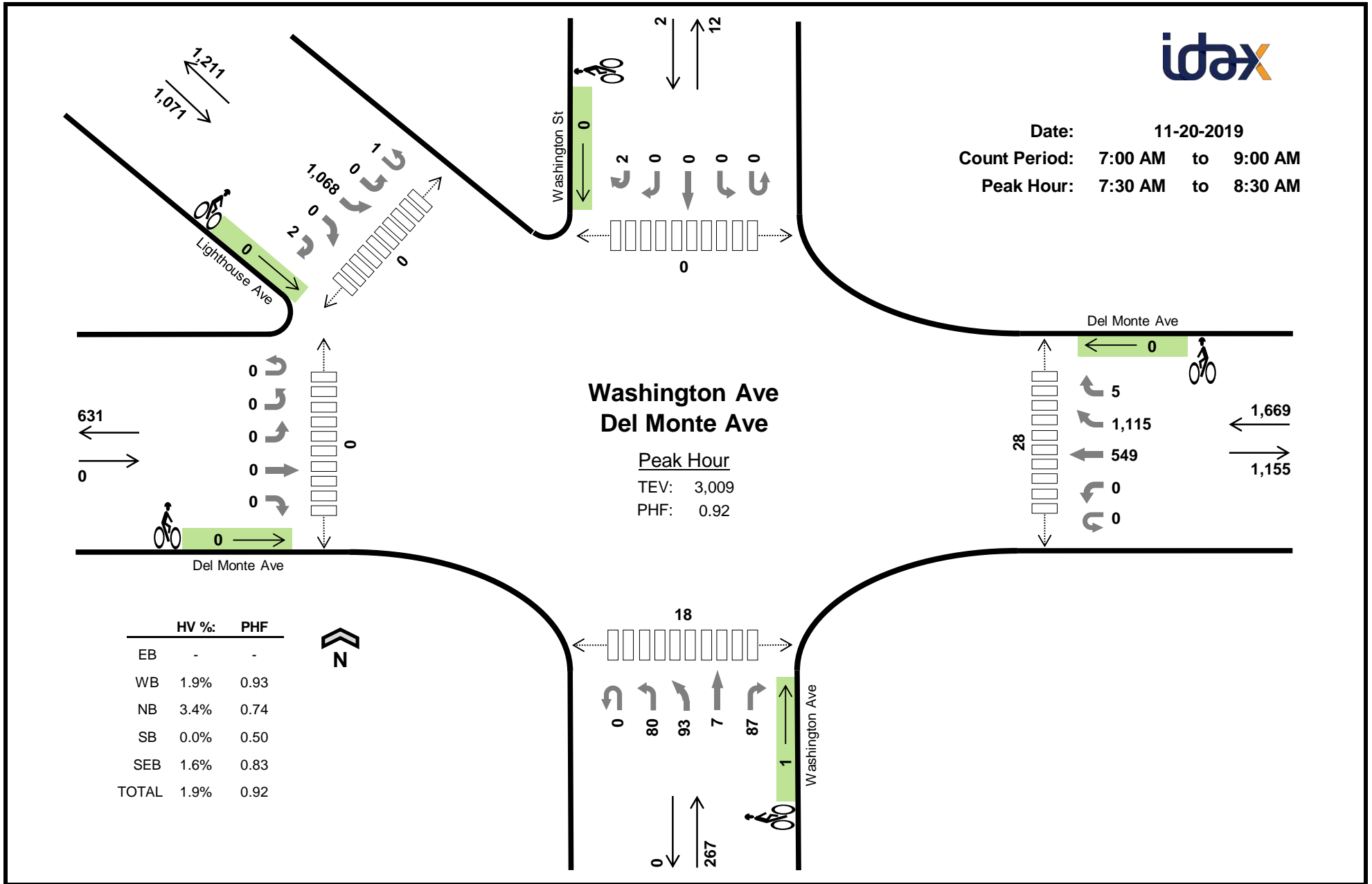
Two-Hour Count Summaries - Heavy Vehicles																			
Interval Start	Lighthouse Ave				Hawthorne St				David Ave				David Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3	0	
4:30 PM	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	4	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	9	
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	4	10	
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	9	
Count Total	0	3	1	0	0	0	1	0	0	0	4	1	0	1	3	5	19	0	
Peak Hour	0	1	0	0	0	0	0	0	0	0	3	1	0	0	1	3	9	0	

Two-Hour Count Summaries - Bikes																		
Interval Start	Lighthouse Ave			Hawthorne St			David Ave			David Ave			15-min Total	Rolling One Hour				
	Eastbound			Westbound			Northbound			Southbound								
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT						
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	3
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4	4
Count Total	0	1	0	0	0	1	0	0	2	0	0	0	0	0	1	5	0	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Date: 11-20-2019
 Count Period: 7:00 AM to 9:00 AM
 Peak Hour: 7:30 AM to 8:30 AM



	HV %:	PHF
EB	-	-
WB	1.9%	0.93
NB	3.4%	0.74
SB	0.0%	0.50
SEB	1.6%	0.83
TOTAL	1.9%	0.92



Two-Hour Count Summaries

Interval Start	Del Monte Ave Eastbound					Del Monte Ave Westbound					Washington Ave Northbound					Washington St Southbound					Lighthouse Ave Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	116	270	0	0	13	12	0	21	0	0	0	0	0	0	0	191	0	0	623	0
7:15 AM	0	0	0	0	0	0	0	111	199	1	0	9	16	2	12	0	0	0	0	0	0	0	256	0	0	606	0
7:30 AM	0	0	0	0	0	0	0	140	288	1	0	23	20	0	12	0	0	0	0	1	0	0	322	0	0	807	0
7:45 AM	0	0	0	0	0	0	0	168	280	1	0	12	24	2	21	0	0	0	0	0	0	0	309	0	0	817	2,853
8:00 AM	0	0	0	0	0	0	0	142	280	2	0	26	30	2	32	0	0	0	0	0	1	0	210	0	2	727	2,957
8:15 AM	0	0	0	0	0	0	0	99	267	1	0	19	19	3	22	0	0	0	0	1	0	0	227	0	0	658	3,009
8:30 AM	0	0	0	0	0	0	0	83	287	2	0	7	23	1	11	0	0	0	0	0	0	0	243	0	0	657	2,859
8:45 AM	0	0	0	0	0	0	0	112	288	1	0	10	32	1	17	0	0	0	0	1	0	0	245	0	0	707	2,749
Count Total	0	0	0	0	0	0	0	971	2,159	9	0	119	176	11	148	0	0	0	0	3	1	0	2,003	0	2	5,602	0
Peak Hour	All	0	0	0	0	0	0	549	1,115	5	0	80	93	7	87	0	0	0	0	2	1	0	1,068	0	2	3,009	0
	HV	0	0	0	0	0	0	12	20	0	0	2	7	0	0	0	0	0	0	0	0	0	17	0	0	58	0
	HV%	-	-	-	-	-	-	-	2%	2%	0%	-	3%	8%	0%	0%	-	-	-	-	0%	0%	-	2%	-	0%	2%

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)						
	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total	
7:00 AM	0	7	5	0	2	14	0	0	0	0	0	0	2	0	0	2	0	0	4
7:15 AM	0	2	4	0	3	9	0	0	0	0	0	0	2	0	0	1	0	0	3
7:30 AM	0	6	5	0	5	16	0	0	0	0	0	0	1	0	0	4	0	0	5
7:45 AM	0	11	0	0	3	14	0	0	0	0	0	0	16	0	0	6	0	0	22
8:00 AM	0	5	4	0	5	14	0	0	0	0	0	0	0	0	0	2	0	0	2
8:15 AM	0	10	0	0	4	14	0	0	1	0	0	1	11	0	0	6	0	0	17
8:30 AM	0	9	1	0	4	14	0	0	0	0	0	0	7	0	0	3	0	0	10
8:45 AM	0	8	3	0	4	15	0	0	0	0	0	0	9	0	0	2	0	0	11
Count Total	0	58	22	0	30	110	0	0	1	0	0	1	48	0	0	26	0	0	74
Peak Hr	0	32	9	0	17	58	0	0	1	0	0	1	28	0	0	18	0	0	46

Two-Hour Count Summaries - Heavy Vehicles

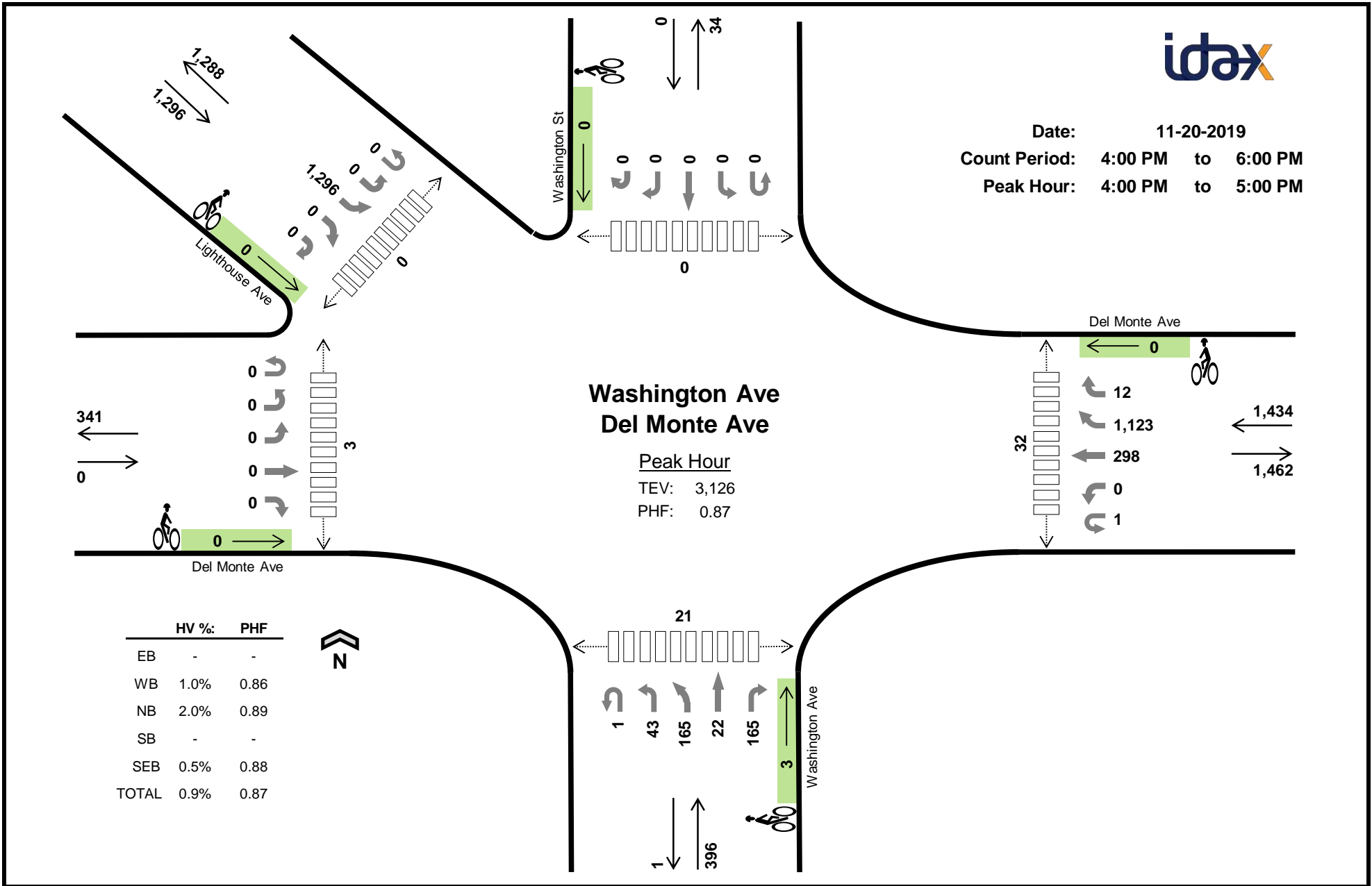
Interval Start	Del Monte Ave Eastbound					Del Monte Ave Westbound					Washington Ave Northbound					Washington St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	4	3	0	0	2	2	0	1	0	0	0	0	0	0	0	2	0	0	14	0
7:15 AM	0	0	0	0	0	0	0	1	1	0	0	1	2	0	1	0	0	0	0	0	0	0	3	0	0	9	0
7:30 AM	0	0	0	0	0	0	0	3	3	0	0	2	3	0	0	0	0	0	0	0	0	0	5	0	0	16	0
7:45 AM	0	0	0	0	0	0	0	4	7	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	14	53
8:00 AM	0	0	0	0	0	0	0	2	3	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0	0	14	53
8:15 AM	0	0	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	14	58
8:30 AM	0	0	0	0	0	0	0	2	7	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	14	56
8:45 AM	0	0	0	0	0	0	0	5	3	0	0	1	2	0	0	0	0	0	0	0	0	0	4	0	0	15	57
Count Total	0	0	0	0	0	0	0	24	34	0	0	6	14	0	2	0	0	0	0	0	0	0	30	0	0	110	0
Peak Hour	0	0	0	0	0	0	0	12	20	0	0	2	7	0	0	0	0	0	0	0	0	0	17	0	0	58	0

Two-Hour Count Summaries - Bikes

Interval Start	Del Monte Ave Eastbound					Del Monte Ave Westbound					Washington Ave Northbound					Washington St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0



Date: 11-20-2019
 Count Period: 4:00 PM to 6:00 PM
 Peak Hour: 4:00 PM to 5:00 PM



Two-Hour Count Summaries

Interval Start	Del Monte Ave Eastbound					Del Monte Ave Westbound					Washington Ave Northbound					Washington St Southbound					Lighthouse Ave Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	90	323	4	0	11	54	5	41	0	0	0	0	0	0	0	368	0	0	896	0
4:15 PM	0	0	0	0	0	0	0	64	241	1	0	6	39	8	45	0	0	0	0	0	0	0	296	0	0	700	0
4:30 PM	0	0	0	0	0	0	0	67	271	3	0	13	40	3	33	0	0	0	0	0	0	0	316	0	0	746	0
4:45 PM	0	0	0	0	0	1	0	77	288	4	1	13	32	6	46	0	0	0	0	0	0	0	316	0	0	784	3,126
5:00 PM	0	0	0	0	0	0	0	78	271	4	0	17	58	8	54	0	0	0	0	0	0	0	241	0	0	731	2,961
5:15 PM	0	0	0	0	0	0	0	101	276	0	0	13	41	5	32	0	0	0	0	0	0	0	342	0	1	811	3,072
5:30 PM	0	0	0	0	0	0	0	65	289	4	0	19	43	2	39	0	0	0	0	0	0	0	304	0	0	765	3,091
5:45 PM	0	0	0	0	0	0	0	69	232	5	0	11	44	3	23	0	0	0	0	0	0	0	205	0	0	592	2,899
Count Total	0	0	0	0	0	1	0	611	2,191	25	1	103	351	40	313	0	0	0	0	0	0	0	2,388	0	1	6,025	0
Peak Hour	All	0	0	0	0	0	1	0	298	1,123	12	1	43	165	22	165	0	0	0	0	0	0	1,296	0	0	3,126	0
	HV	0	0	0	0	0	0	0	8	6	0	0	2	6	0	0	0	0	0	0	0	0	7	0	0	29	0
	HV%	-	-	-	-	-	0%	-	3%	1%	0%	0%	5%	4%	0%	0%	-	-	-	-	-	-	-	1%	-	-	1%

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
4:00 PM	0	4	2	0	2	8	0	0	1	0	0	1	6	0	0	4	0	10
4:15 PM	0	3	3	0	2	8	0	0	1	0	0	1	8	3	0	8	0	19
4:30 PM	0	4	2	0	2	8	0	0	0	0	0	0	2	0	0	1	0	3
4:45 PM	0	3	1	0	1	5	0	0	1	0	0	1	16	0	0	8	0	24
5:00 PM	0	3	2	0	1	6	0	0	0	0	0	0	20	0	0	6	0	26
5:15 PM	0	2	2	0	1	5	0	0	0	0	0	0	9	0	0	7	0	16
5:30 PM	0	3	1	0	3	7	0	0	1	0	0	1	8	0	0	9	0	17
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5
Count Total	0	22	13	0	12	47	0	0	4	0	0	4	74	3	0	43	0	120
Peak Hr	0	14	8	0	7	29	0	0	3	0	0	3	32	3	0	21	0	56

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Del Monte Ave Eastbound					Del Monte Ave Westbound					Washington Ave Northbound					Washington St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	3	1	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	8	0
4:15 PM	0	0	0	0	0	0	0	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	0	0	8	0
4:30 PM	0	0	0	0	0	0	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	8	0
4:45 PM	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	5	29
5:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	6	27
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	5	24
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	7	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
Count Total	0	0	0	0	0	0	0	11	11	0	0	3	9	1	0	0	0	0	0	0	0	0	0	12	0	47	0
Peak Hour	0	0	0	0	0	0	0	8	6	0	0	2	6	0	0	0	0	0	0	0	0	0	7	0	0	29	0

Two-Hour Count Summaries - Bikes

Interval Start	Del Monte Ave Eastbound					Del Monte Ave Westbound					Washington Ave Northbound					Washington St Southbound					n/a Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0

Appendix M

Draft Transportation Demand Management Plan

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EXECUTIVE SUMMARY

Comstock Homes is proposing to build a hotel and commercial development at 109 Ocean View Boulevard, Pacific Grove, CA. Walker has been tasked with development of a transportation demand management (TDM) Plan to comply with City of Pacific Grove requirements for project approval. The City has not provided specific guidance with regards to TDM for the project.

Walker Consultants conducted a brief review of TDM regulations in Monterey County and the City of Monterey to use as guidance. The City of Monterey is currently completing a TDM study and has only provided informational resources for the implementation of TDM strategies.

Walker conducted a shared parking analysis of the proposed hotel and commercial development to determine typical peak day and peak hour demand for parking. We also developed an estimate of trip generation for the project based on the latest edition (10th edition) of the ITE's Trip Generation Manual to determine peak hour trips and establish a baseline for the TDM Plan. The trip generation analysis indicates that the project will generate 280 trips in the peak hour of the morning rush hour and 320 trips in the peak hour of the evening rush hour.

The TDM measures and strategies that are recommended for the project were selected based on the physical attributes of the site, architectural design of the proposed building, transportation facilities and services currently planned and available near the site, and applicability of measures to hotel guests and employees. TDM measures fall into two categories:

- **Design elements:** TDM measures that the developer of the property, Comstock Homes, will put into place in the architectural design and construction of the project. These include measures such as vehicle drop-off and pick up areas offset from the street and sidewalk, valet parking only operation, direct access to retail and event/meeting space from the sidewalk and the Monterey Bay Coastal Trail, hotel façade and gardens facing the street, and restaurant and seating area facing Eardley Avenue, that will become neighborhood amenities and increase the utility of alternative modes of transportation and active modes of transportation to access the site.
- **Program operations:** TDM measures that would be tailored to the end user (employees and hotel guests) to incentivize and change transportation behaviors, and that may change or adapt during the life of the project, such as providing a shuttle service to transport guests to nearby destinations such as downtown Pacific Grove and connect both employees and guests with nearby transportation centers such as the airport and Monterey Transit Plaza, or incentives to carpool and use public transit options for employees to reduce drive alone rates and parking demand on site. TDM program operations would be required of the property manager and future tenants throughout the life of the project.

After a review of TDM policies in California, Walker recommends using the City/County Association of Governments of San Mateo County TDM policy as a model to evaluate the proposed TDM plan for the hotel and commercial development project proposed at 109 Ocean View Boulevard. C/CAG in San Mateo County developed a TDM policy in 2000 for implementation of its congestion management program. The policy requires that TDM plans include strategies that have the capacity to fully reduce the demand for new peak-

hour trips.¹ C/CAG TDM guidelines provide a menu of TDM measures and corresponding trip reduction credits that can be used for calculating the peak hour trip reduction credits of a TDM plan. Applying the C/CAG TDM guidelines to 109 Ocean View Boulevard, the project would need to mitigate between 280 and 320 peak hour trips to comply with requirements.

The TDM measures that have been identified and recommended for implementation in this TDM plan would add up to 481 trip reduction credits. Their implementation would largely exceed the new peak hour trip reduction target under C/CAG guidelines. For this reason, implementation of recommended TDM measures in the plan has been broken down into two phases of implementation.

- TDM measures included in Phase 1 add up to 292 trip credits and have the potential to meet the goal of mitigating all new peak hour trips generated by the project. The TDM program that is implemented by the property owner or hotel manager/operator will be required to include a monitoring program that identifies reduction goals for parking and single-occupant vehicle (SOV) trips, and evaluate whether program goals have been achieved or maintained over time.
- TDM measures included in Phase 2 add up to 189 trip credits. Implementation of these measures can be treated as optional or as additional implementation measures to strengthen the TDM program over time if reduction goals have not been met. Also, the hotel manager/operator can choose to implement all TDM measures in Phase 2 and other measures, if deemed appropriate to achieve other property management objectives and strengthen hotel brand identity.

The hotel manager or property owner will be required to submit an annual monitoring report to the City of Pacific Grove summarizing the success of the TDM programs for hotel guests and employees. The details of the reporting and specific reduction goals will be determined in collaboration with the City but could include metrics of success related to parking occupancy and single occupancy vehicle (SOV) mode share, to ensure that parking demand does not exceed capacity for a typical peak event day, and that driving ratios are reduced by as much as 15 percent from the average drive alone ratio in Monterey County (as estimated by the latest American Community Survey from the U.S. Census Bureau).

¹ C/CAG Transportation Demand Management. <http://ccag.ca.gov/programs/transportation-programs/transportation-demand-management/>

1. PROJECT DESCRIPTION

INTRODUCTION

Comstock Homes (“Comstock”) engaged Walker Consultants to recommend a transportation demand management (TDM) program for the proposed American Tin Cannery hotel and commercial development at 109 Ocean View Boulevard in Pacific Grove, California. The site is the original American Can Company building built in 1927. Since 1988, the site has been occupied by the American Tin Cannery Outlets, which is a retail, shopping and entertainment center. The redevelopment of the property is proposed to include a mix of hotel, retail, restaurant, and event space land uses.

This plan describes the TDM program that is recommended for the proposed hotel and commercial development. The foremost purpose of the TDM plan is to understand how the project can reduce demand for parking from single occupant vehicle (SOV) trips, and ultimately reduce traffic congestion and vehicle miles traveled in and around the property. This is done through a review of the main design features of the project, its proposed relationship with the street, adjacent neighborhood context and the existing transportation system, to understand how available transportation options can be leveraged or improved to provide employees and guests with alternative transportation means to access the property.

The plan includes a series of commonly used TDM measures to offer guests and employees of the hotel a menu of transportation programs that would make it easier and more convenient to use transportation modes other than driving alone. These measures include those to address the mobility needs of guests while visiting the hotel and the commute-to-work needs of employees.

The plan also serves as a guide for how the property owner intends to implement TDM measures and monitor their progress and effectiveness over time. The plan includes design elements that are incorporated in the architectural design of the development (provided by the developer), and programmatic elements that will be provided by the operator of the hotel. In this regard, the TDM plan is expected to be a living document that will be reviewed and updated over time to respond to changes in behavior and preferences of employees and guests of the hotel.

PROJECT LOCATION

The proposed project site is on the border separating the cities of Pacific Grove and Monterey, California. The project occupies almost an entire city block that is bounded by Ocean View Boulevard, Eardley Avenue, Central Avenue and Dewey Street, and is surrounded by a residential neighborhood north of Dewey Street, retail and commercial uses south of Central and Eardley Avenues, and Hopkins Marine Station, the marine laboratory of Stanford University, and the Pacific Ocean to the east. The location of the development is shown in Figure 1 below.

The site is one block away from the Monterey Bay Aquarium and historic Cannery Row, and it is connected to both via the Monterey Bay Coastal Trail that runs along Ocean View Boulevard, in front of the property. The Monterey Bay Coastal Trail is a paved walking and bicycle path that runs for 18 miles between Lover’s Point Beach in Pacific Grove and Castroville, California, and is a major attraction for visitors of the Monterey Peninsula.



Figure 1: Location of Project Site in the Monterey Peninsula



Source: Comstock Homes

There are several private parking lots directly adjacent to the site that serve a local restaurant and the Pacific Grove Chamber of Commerce, at the corner of Eardley and Central Avenues, and across Eardley Avenue that serve a national chain restaurant and a local grocery store.

The site currently has a paid parking lot along Eardley Avenue to serve American Tin Cannery Outlet patrons, and an additional lot along Central Avenue for ATC employees only. There is paid metered parking on the streets around the site, along Eardley Avenue, Ocean View Boulevard, Dewey Street and Sloat Avenue.

Parking along Central Avenue is time limited only (2 hours), while along Ocean View Boulevard, north of ATC there is a Residential Parking Zone with a 2-hour time limit for non-residents.

Figure 2 below, provides a view of the site with existing buildings along Ocean View Boulevard, and the parking lots. Figure 3 shows the proposed site development from a similar angle and infill development of the parking lots along Sloat and Eardley Avenues.

The project proposes a hotel comprised of two wings, for groups and families in the lower level, between Sloat Avenue and Ocean View Boulevard, and for executives in the upper level, between Sloat and Central Avenues, with renovation of the former ATC space into retail and event/meeting space.



Figure 2: View of Existing Site Structures



Source: Google Maps

Figure 3: View of the Project Site Development



HART HOWERTON
ARCHITECT - SAN FRANCISCO, CA

JOHN CHILKALA
ARCHITECT - SAN FRANCISCO, CA

COMSTOCK HOMES
ARCHITECT - SAN FRANCISCO, CA

ATC HOTEL & COMMERCIAL PROJECT
109 Ocean View Blvd., Pacific Grove, California

Aerial View - Overall Project

September 5, 2019

Source: Comstock Homes

PROJECT PROGRAMMING

The American Tin Cannery hotel and commercial development project includes a program of hotel, retail, restaurant and bar and meeting/event space, as follows:

Guest Rooms

• Executive Wing Guestrooms	104 keys
• Family Wing Guestrooms	121 keys
<hr/>	
• Total Rooms	225 keys

Ancillary Uses

• Restaurant/Rooftop Bar/Lounge	9,310 sq. feet
• Spa/Fitness Center	8,835 sq. feet
• Ballroom/Meeting Space	22,340 sq. feet
• Street Retail	20,000 sq. feet

Parking

• Executive Wing	107 stalls
• Family Wing	153 stalls
• Upper Lot (Central Avenue)	44 stalls
<hr/>	
• Total Parking	304 stalls

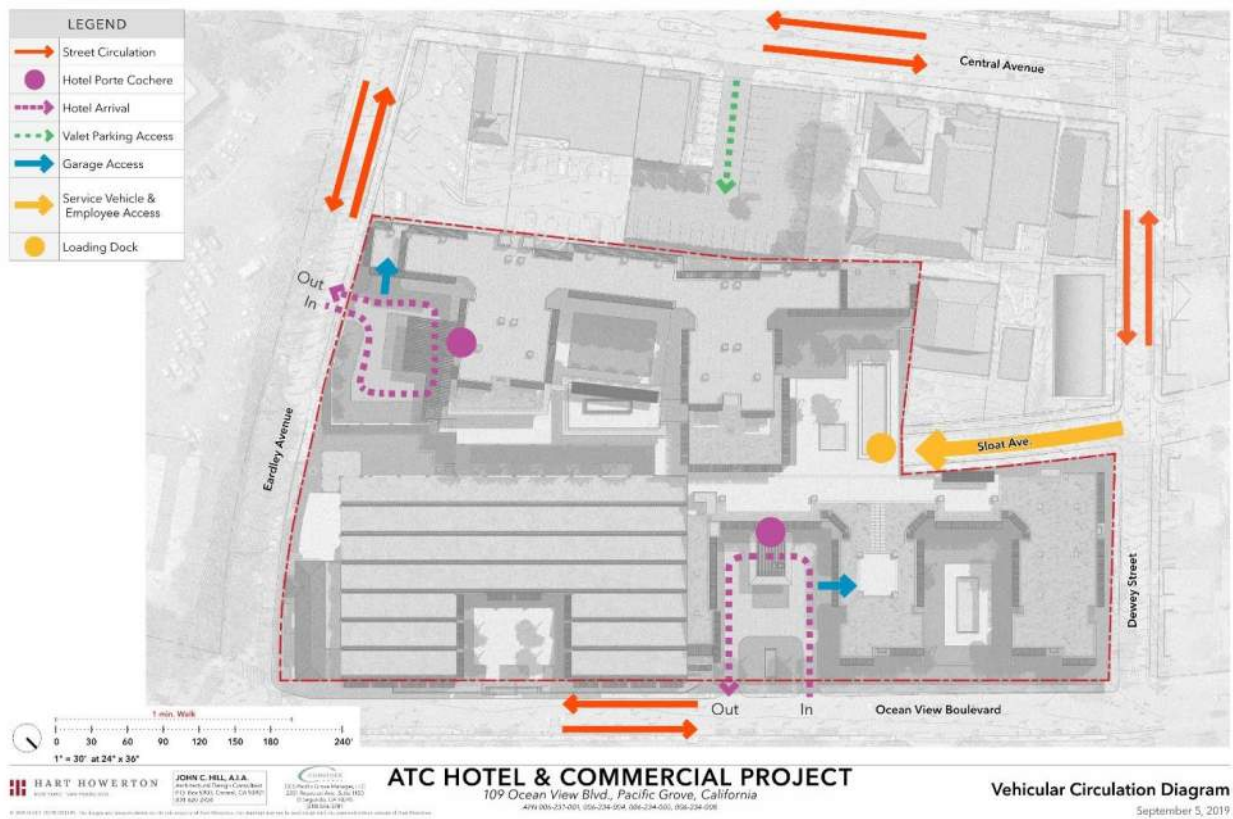
As shown in Figure 3, guest rooms are organized into two wings, family and executive, each with its own lobby that is accessed from the street via Ocean View Boulevard and Eardley Avenue, respectively. The building of the existing American Tin Cannery Outlets is converted into retail and event/meeting space. Restaurant, bar and spa/fitness center space although accessible to the public is generally concentrated near the two hotel lobbies, and primarily designed for enjoyment of hotel guests.

Figure 4 below shows a diagram of vehicle circulation for drop-off and pickup of hotel guests at the two lobbies and access to underground parking garages, as well as the service vehicles and employee entrance. Parking is provided in two garages, one under each hotel wing, and the existing upper lot on Central Avenue. All parking will be operated through valet parking. That is guests and employees will have access to their vehicles only through a valet.

The advantage of operating valet parking is that planned parking capacity can be fully utilized and used more flexibly according to needs. For instance, if additional parking capacity is needed for occasional events, this can be accommodated in the drive aisles of the parking garage or through stacked parking. Also, a valet operation puts use of rideshare services such as Uber and Lyft (also known as Transportation Network Companies or TNCs), at the same level of convenience for hotel guests, where they can summon a ride through an app as much as requesting their car from the valet operation.

This will create a disincentive for hotel guests to bring a car to the site, and it is a condition that the hotel operator can augment by providing direct shuttle service to the airport or nearby destinations, or by a direct financial incentive such as charging a daily fee for parking, or offering a credit to use a TNC service for trips to and from the hotel.

Figure 4: Vehicle Circulation and Parking Access Diagram

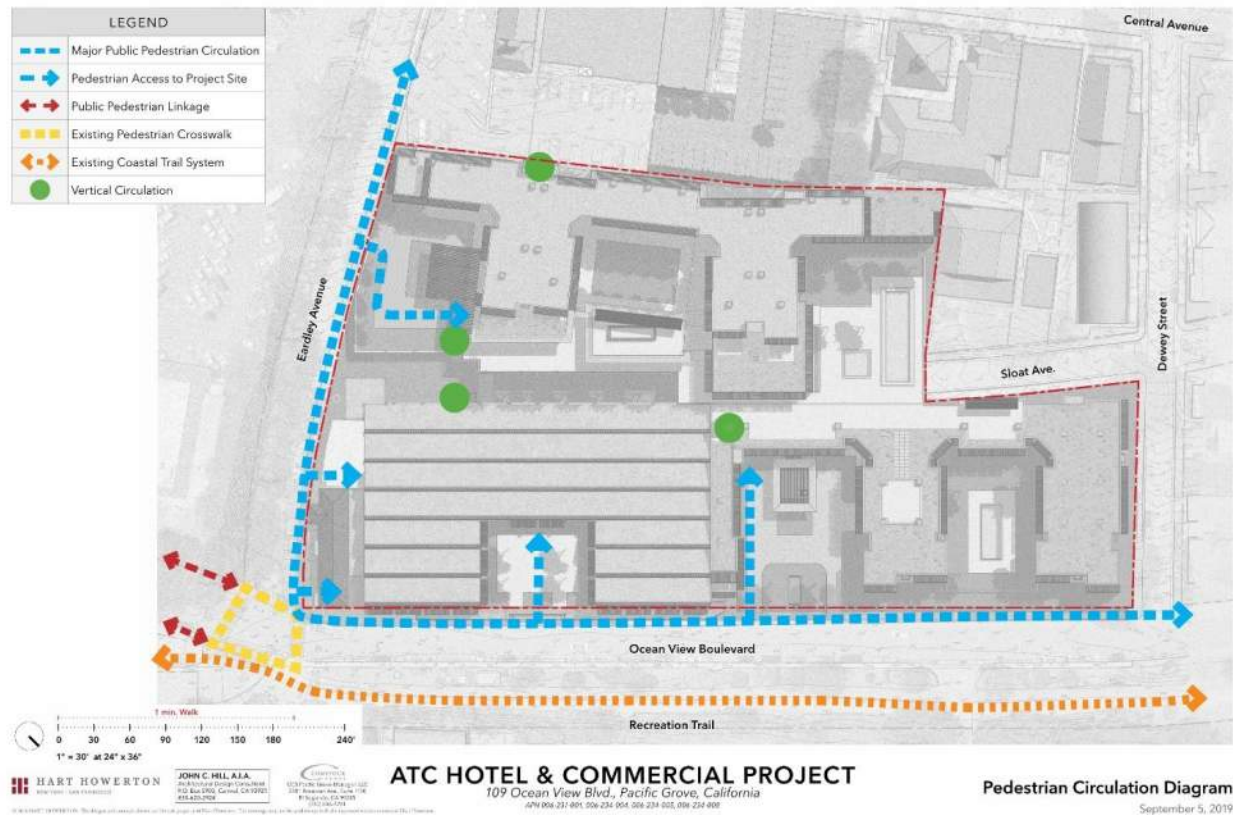


Source: Comstock Homes

Figure 5 below, shows the pedestrian circulation and access diagram. Eardley Avenue, Ocean View Boulevard and the Monterey Bay Coastal Trail are the most active sides of the development, because of the proximity to the Monterey Bay Aquarium and the Cannery Row entertainment district. In this regard the intersection of Eardley Avenue and Ocean View Boulevard is the most important point of connection and access for visitors of the development and hotel guests going out to visit the peninsula, and the retail space and meeting/event space at the former ATC building is the most public face of the development.

The direct connection to the Monterey Bay Coastal Trail is a major transportation asset for the development, one that can also be leveraged by providing guests with discounted access to bicycles, either through operation of a bike sharing system reserved for hotel guests, partnering with the city to install a bike share station near the hotel entrances, providing subsidies for bike rentals at nearby businesses, or discounted bike rentals at a shop inside the development. Bike racks will also be provided on-site for the use of guests and employees.

Figure 5: Pedestrian Circulation and Access Diagram



Source: Comstock Homes

SHARED PARKING ANALYSIS

Walker Consultants conducted a parking analysis of the project and estimated demand through a shared parking model, utilizing the 2nd edition of the Urban Land Institute (ULI) Shared Parking Model, to determine the recommended parking supply for the project’s land uses on a typical peak day (85th percentile), which is the level of parking demand for which Walker typically recommends the on-site parking supply be designed.

The shared parking model recommends that a typical peak day supply of 290 spaces be provided, 14 spaces less than the 304 spaces in the development proposal, or about 5 percent fewer parking spaces. There are many factors built into the model that are based on observed demand for parking and parking ratios at similar land use developments and urban contexts in California and elsewhere.

Among these factors, the model assumes that hotel guests will drive themselves 80 and 85 percent of the time on average, on weekdays and weekend days, respectively. A rate that is higher than driving ratios recently observed at hotels in suburban locations and resort developments (and documented by Walker and ULI in the development of the 3rd edition of the shared parking model that will be available next year).

The model also assumes that hotel employees will drive themselves 75 percent of the time on both weekdays and weekends. A rate that is higher than commute-to-work estimates from the latest U.S Census American Community Survey, which estimate driving alone at 60 percent for the City of Monterey, 76.5 percent for the City of Pacific Grove and 71 percent for Monterey County.

For this reason, Walker conducted several sensitivity analyses with the shared parking model to evaluate parking demand needs under different transportation demand management (TDM) scenarios. First, the parking analysis conducted by Walker evaluated demand on three different scenarios of occupancy to represent parking demand peaks at the 50th, 85th and 100th percentile level. These scenarios assumed 100 percent occupancy of all guest rooms, restaurant, bar, lounge and retail areas, and 40, 60 and 100 percent occupancy of event/meeting spaces, respectively. In other words, the shared parking model is estimating peak parking demand at the hotel when all uses are 100 percent occupied except for the meeting and event spaces. Meeting and event spaces can have a sizable impact on parking demand, especially when the occupancy of these spaces coincides with times of day when other hotel uses experience full occupancy. Thus, peak parking demand days will likely occur when meeting and event space is in use either partially or in full.

Figure 6 below, shows the recommended parking supply that is estimated with the shared parking model for 100 percent occupancy of hotel guest rooms and ancillary uses, and 40, 60 and 100 percent occupancy of meeting and event spaces, to produce estimates for an average peak parking event (50th percentile), typical peak parking event (85th percentile), and worst-case parking event (100th percentile), respectively. Parking demand figures represent drive ratios of a mixed-occupancy condition where 104 rooms are occupied by business travelers and 121 rooms are occupied by tourists.

Figure 6 shows that the planned parking capacity of 304 spaces will be enough to accommodate parking demand for all weekend day conditions and almost all weekday conditions except a worst-case parking scenario, where 100 percent of event/meeting space is occupied while all other hotel uses are fully occupied.

Figure 7 below, shows the recommended parking supply that is estimated with the shared parking model for the same levels of occupancy, but with driving ratios that have been adjusted to represent the potential outcome of implementing a TDM program. In this scenario, driving ratios of hotel guests have been reduced from 80 and 85 percent on weekdays and weekend days to 65 and 75 percent, respectively. These rates more closely follow the rates that are recommended on the 3rd edition of the shared parking model that will be released next year by the Urban Land Institute (which has been developed with the help of Walker Consultants and other parking consulting firms).

Similarly, driving ratios for hotel employees have been reduced from 75 percent on both weekdays and weekend days to 55 percent on weekdays and 65 percent on weekend days. These rates are about 16 percent lower than the drive alone average for Monterey County (71.1%) and 4 percent lower than the City of Monterey average, where drive alone mode share is 59.0 percent and transit use is 6.6 percent, for commute trips, as estimated by the latest American Community Survey of the U.S. Census Bureau.

Figure 7 shows that with implementation of a TDM program the plan parking capacity of 304 spaces will be enough to handle parking demand for all weekday and weekend day conditions, under the average peak, typical peak and worst-case parking events. The results of the analysis show that implementing TDM programs for both hotel guests and employees, that can reduce drive alone rates by as much as 15 percent, will reduce demand for parking well below the project's planned parking capacity on a typical peak parking event (85th percentile), and for the worst-case parking event (100th percentile).

Figure 6: Shared Parking Demand for Full Occupancy Scenario

Land Use	Recommended Parking Supply – WEEKDAY Adjusted Demand with Shared Parking			Recommended Parking Supply – WEEKEND Adjusted Demand with Shared Parking		
	Average Event (50 th Percentile)	Typical Peak Event (85 th Percentile)	Worst Case Event (100 th Percentile)	Average Event (50 th Percentile)	Typical Peak Event (85 th Percentile)	Worst Case Event (100 th Percentile)
Hotel						
Guest	96	96	96	107	107	105
Restaurant/Lounge/Rooftop Bar	29	29	29	37	37	34
Event Space	67	101	168	30	45	84
Employee	42	42	42	31	31	31
Retail						
Visitor	12	12	12	15	15	14
Employee	8	8	8	10	10	10
Hotel Spa/Wellness Center						
Visitor	--	--	--	--	--	--
Employee	2	2	2	1	1	1
Total Recommended Parking Supply	256	290	357	231	246	279
Planned Parking Capacity	304	304	304	304	304	304
Surplus / (Deficit)	48	14	(53)	73	58	25

Land Use	Weekday Drive Ratios			Weekend Drive Ratios		
Hotel						
Guest	80%	80%	80%	85%	85%	85%
Restaurant/Lounge/Rooftop Bar	60%	60%	60%	60%	60%	60%
Event Space	75%	75%	75%	75%	75%	75%
Employee	75%	75%	75%	75%	75%	75%
Retail						
Visitor	60%	60%	60%	60%	60%	60%
Employee	75%	75%	75%	75%	75%	75%

Source: Walker Consultants

Figure 7: Shared Parking Demand for Full Occupancy Scenario with TDM Measures

Land Use	Recommended Parking Supply – WEEKDAY Adjusted Demand with Shared Parking			Recommended Parking Supply – WEEKEND Adjusted Demand with Shared Parking		
	Average Event (50 th Percentile)	Typical Peak Event (85 th Percentile)	Worst Case Event (100 th Percentile)	Average Event (50 th Percentile)	Typical Peak Event (85 th Percentile)	Worst Case Event (100 th Percentile)
Hotel						
Guest	79	79	79	96	96	94
Restaurant/Lounge/Rooftop Bar	29	29	29	37	37	34
Event Space	58	87	145	30	45	84
Employee	31	31	31	27	27	27
Retail						
Visitor	12	12	12	15	15	14
Employee	6	6	6	8	8	8
Hotel Spa/Wellness Center						
Visitor	--	--	--	--	--	--
Employee	2	2	2	1	1	1
Total Recommended Parking Supply	217	246	304	214	229	262
Planned Parking Capacity	304	304	304	304	304	304
Surplus / (Deficit)	87	58	0	90	75	42

Land Use	Weekday Drive Ratios			Weekend Drive Ratios		
Hotel						
Guest	65%	65%	65%	75%	75%	75%
Restaurant/Lounge/Rooftop Bar	60%	60%	60%	60%	60%	60%
Event Space	65%	65%	65%	75%	75%	75%
Employee	55%	55%	55%	65%	65%	65%
Retail						
Visitor	60%	60%	60%	60%	60%	60%
Employee	55%	55%	55%	65%	65%	65%

Source: Walker Consultants

2. EXISTING PARKING AND MOBILITY OPTIONS

The shared parking analysis shows that the TDM plan will have to leverage, complement and/or expand existing mobility options to reduce driving ratios and ensure that parking demand does not exceed capacity for the typical peak parking event (85th percentile). The paragraphs below provide a brief summary of existing mobility options and infrastructure that is available to future guests and employees at or near the project site.

PARKING CONDITIONS

As described before, the streets surrounding the project site, in the City of Pacific Grove, have paid, metered parking, and the residential streets near the project have 2-hour limited parking, except for residents or those with a residential parking permit.

Streets in the Cannery Row district, Foam, Wave, Cannery Row and the cross streets are also metered every day of the week, from 9:00 a.m. to 8:00 p.m. at \$1.50 per hour. Off-street parking is provided at both public and private lots and garages for a fee. The City of Monterey operates two parking facilities in Cannery Row:

- The Cannery Row Garage: located on Foam Street (601 Foam Street) between Hoffman and Prescott Streets. One block away from Cannery Row and the Coastal Trail, two blocks from the Aquarium, and three blocks from the project site. A flat \$10 rate is charged at entry, cash or credit, valid until 6:00 a.m. the next day, with no in and out privileges. Monthly permits are available, as well as monthly bicycle locker rentals. The garage has capacity for 1,003 vehicles.
- The Cannery Row Lot 7 (CR7): located on Irving Avenue (160 Irving St) between Foam and Wave Streets. One block away from the Aquarium, Cannery Row and the Coastal Trail, and one block away from the project site. A flat rate of \$15.00 for all day and \$5.00 after 4:00 p.m. is charged on a pay-by-space station, cash or credit. Enforced every day from 9:00 a.m. to 8:00 p.m. The lot has capacity for 103 vehicles.

Figure 8 below shows the location of the project site in relation to Cannery Row parking facilities.

Figure 8: Cannery Row Parking Garages and Lots



Source: City of Monterey, CA. Walker Consultants

PUBLIC TRANSIT

Monterey-Salinas Transit (MST) is the regional public transit service provider in Monterey County. MST operates a wide array of transit services that include regular fixed route bus, community circulation shuttles, commuter express services and regional inter-city services that connect the Monterey-Salinas urban area, with destinations as far south as Paso Robles, and as far north as Watsonville, Santa Cruz and San Jose.

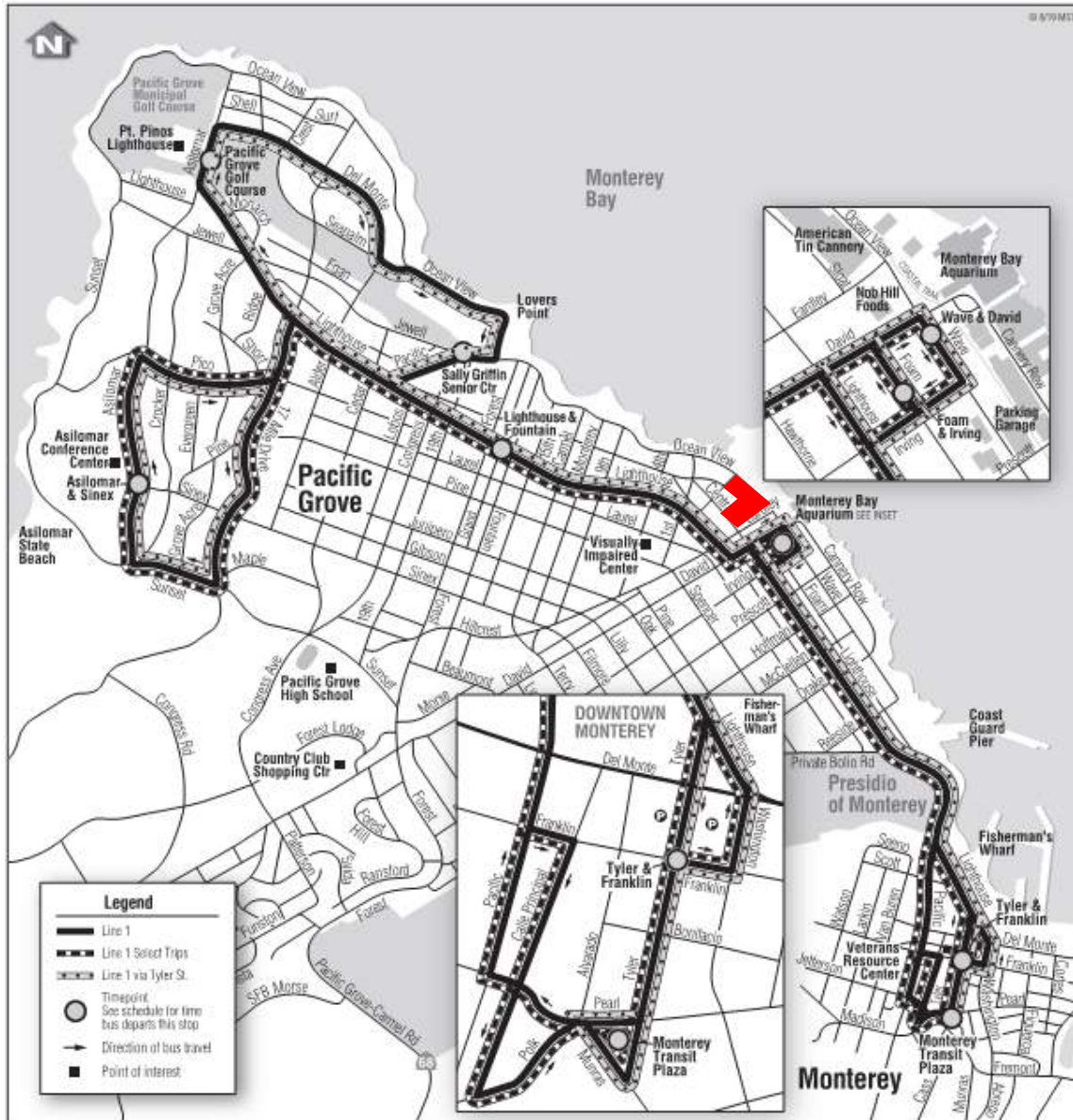
MST operates four service routes that provide service to the Cannery Row and the Monterey Bay Aquarium with a stop within one block from the project site, these services include Route 1, Route 2, Route 21 and Jazz A and B.

- **Route 1 – Asilomar to Monterey**, connects downtown Monterey with Pacific Grove and Asilomar with a stop at the Monterey Bay Aquarium (see Figure 9). Service is available seven days a week, from 5:45 a.m. to 11:00 p.m., with a frequency of every 60 minutes or once per hour.
- **Route 2 – Pacific Grove to Carmel**, connects Pacific Grove and Carmel via Lighthouse Avenue, the Monterey Bay Aquarium and downtown Monterey (see Figure 10). Service is available seven days a week from 6:00 a.m. to 11:00 p.m., with a frequency of every 60 minutes or once per hour.
- **Route 21 – Pebble Beach to Salinas Express**, is a commuter express service that connects Salinas with Pebble Beach via Marina, Monterey, Cannery Row and the Aquarium, and Pacific Grove (see Figure 11). Service is available seven days a week and providing three trips to Pebble Beach in the

morning (from 5:00 and 8:20 a.m.) and three trips to Salinas in the afternoon (from 2:30 to 6:30 p.m.).

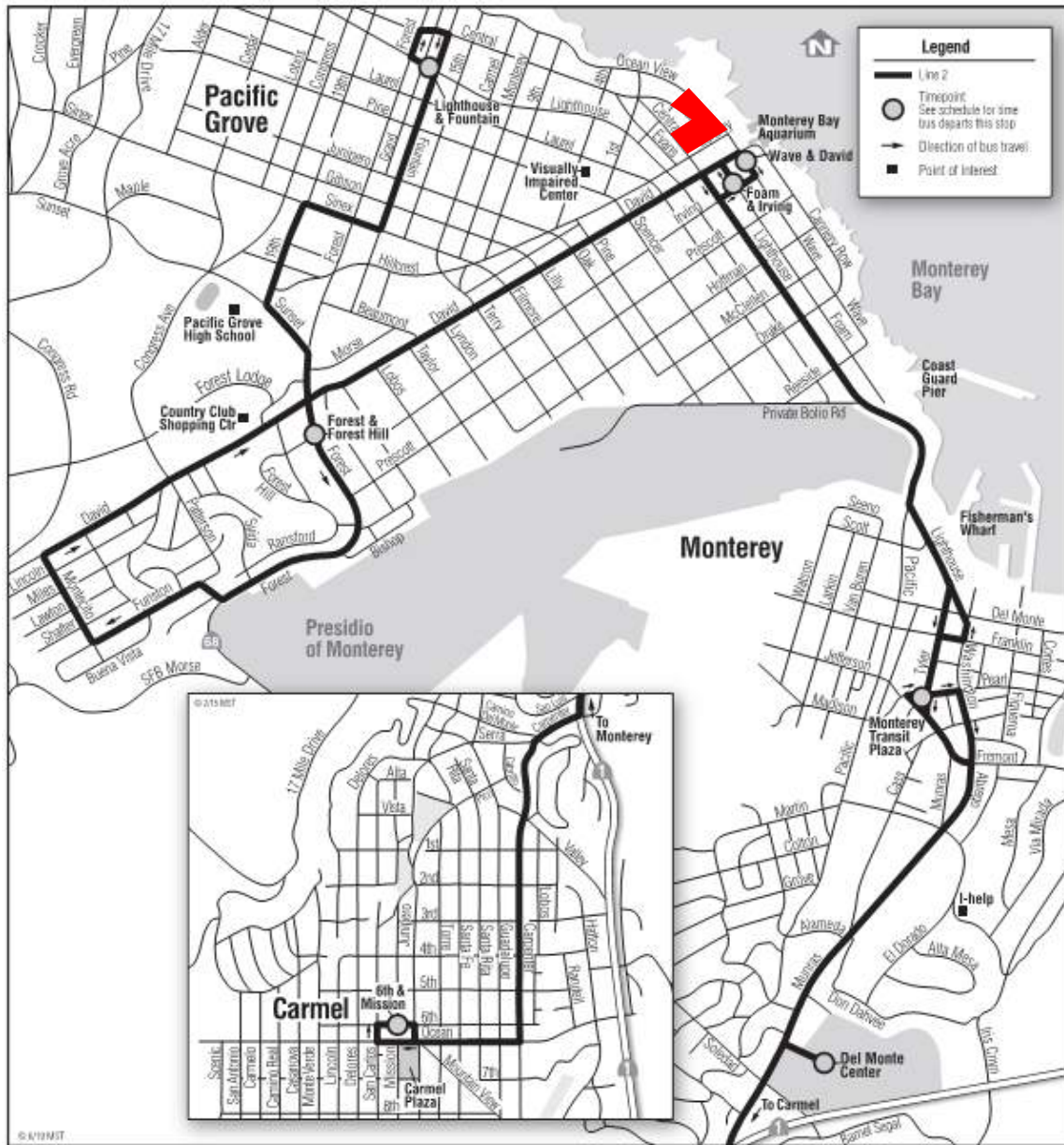
- **JAZZ A and B – Aquarium to Sand City**, provides a connection between Cannery Row and the Aquarium and Sand City via downtown Monterey and Seaside (see Figure 12). The service is available seven days a week from 6:30 a.m. to 3:00 a.m., except Sundays from 7:00 a.m. to 8:00 p.m. Buses run every 25-30 minutes.

Figure 9: MST Route 1 Alignment



Source: Monterey-Salinas Transit

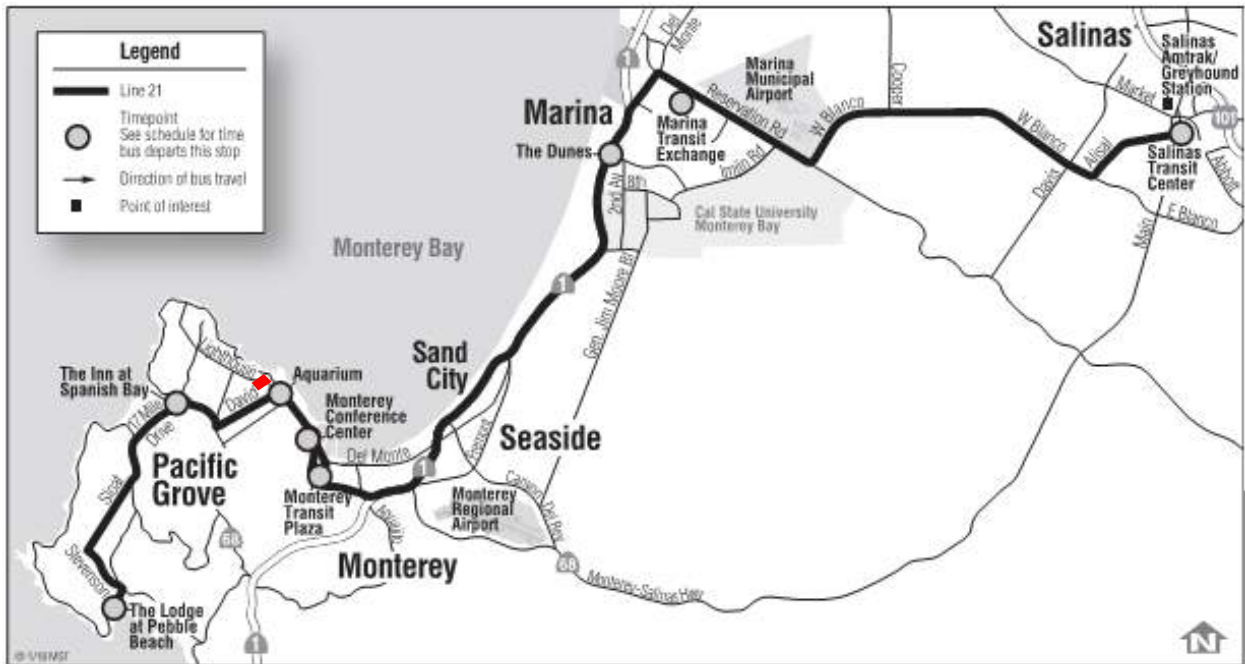
Figure 10: MST Route 2 Alignment



Source: Monterey-Salinas Transit

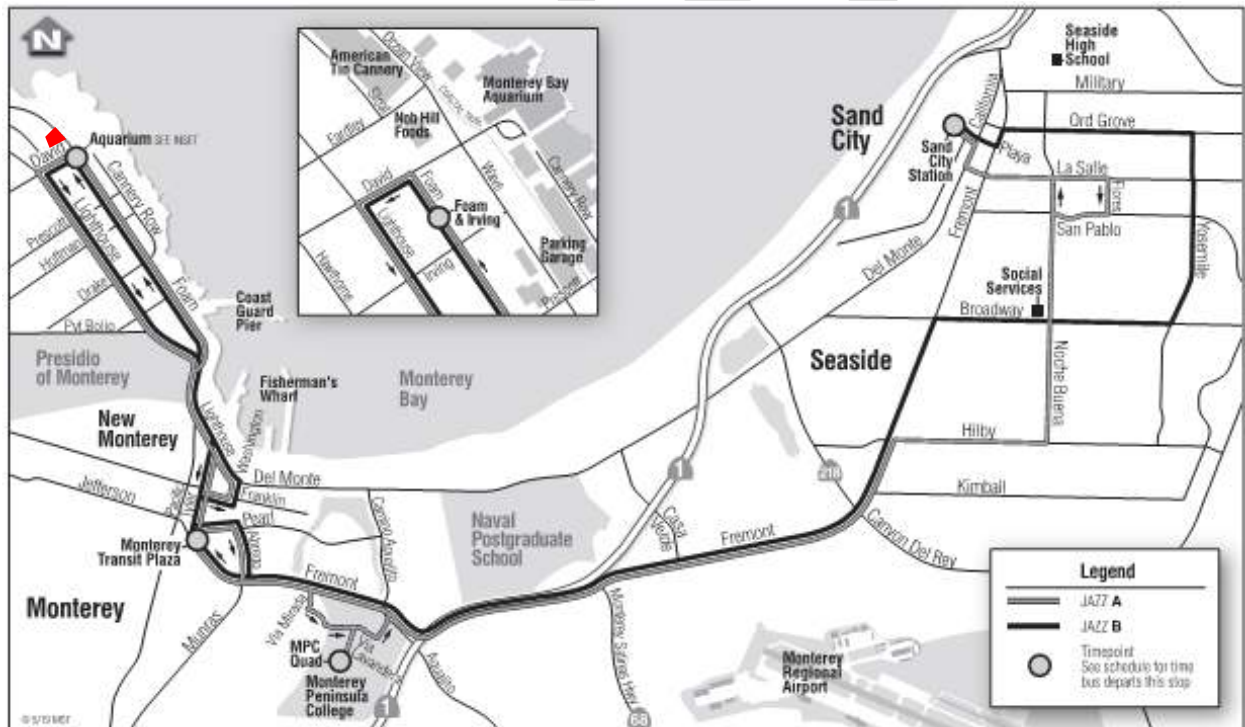
Routes 1, 2, 21 and Jazz A/B provide service to the Monterey Transit Plaza where riders can connect to more than two dozen service routes reaching all destinations in Monterey Bay and the peninsula.

Figure 11: MST Route 21 Alignment



Source: Monterey-Salinas Transit

Figure 12: Jazz A and B Route Map



Source: Monterey-Salinas Transit

MST TROLLEY

The City of Monterey also operates the MST Trolley connecting downtown with Cannery Row and the Aquarium. The service operates daily from Memorial Day Weekend through Labor Day Weekend. The route serves downtown Monterey parking garages, the Fisherman's Wharf, Cannery Row and the Monterey Bay Aquarium (see Figure 13).

The MST Trolley departs every 10 to 15 minutes from the downtown parking garages at Tyler Street and Del Monte Avenue (\$7.00 all day parking rate). There is no cost to ride the MST Trolley. Trolley vehicles are 100 percent electric, powered by batteries that are charged wirelessly at the end of the route in downtown Monterey.

Figure 13: City of Monterey Trolley Route Map



Source: City of Monterey, CA

BIKE FACILITIES

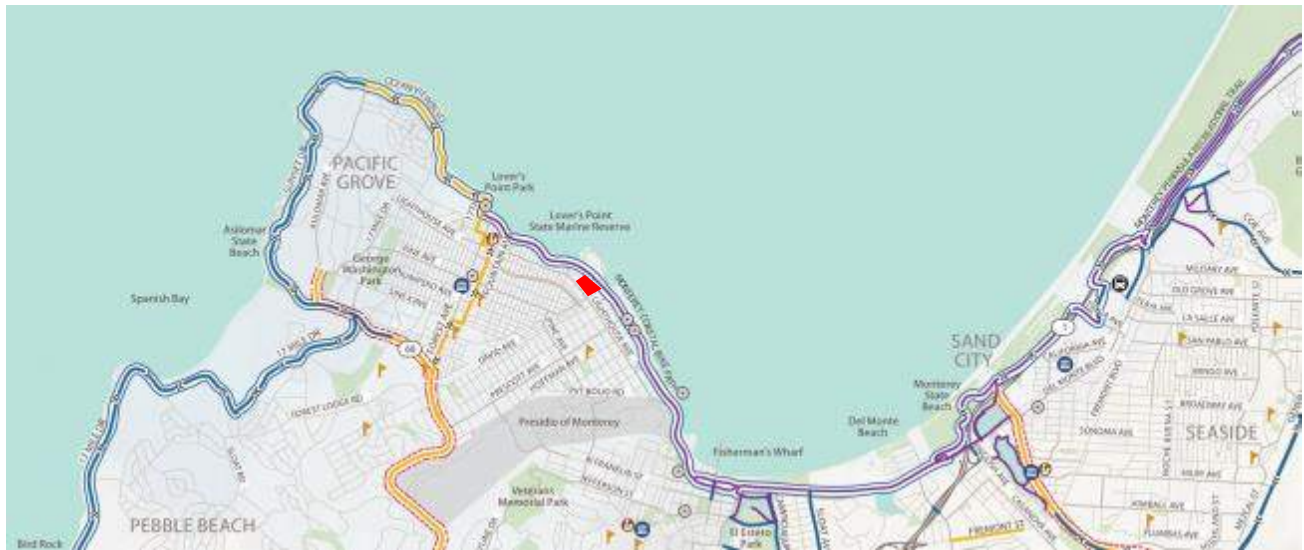
The main biking facility in the Monterey Bay and peninsula is the Monterey Bay Coastal Trail. The trail is a paved walking and bicycle path that runs for 18 miles between Pacific Grove and Castroville. Figure 14 below shows a snapshot of the Monterey County Bike Map produced by the Transportation Agency for Monterey County (TAMC). Biking facilities included in the map are grouped into four categories:

- **Separated Bike Path**, such as the Monterey Bay Coastal Trail, which are a segregated or protected path closed to cars and motorcycles.
- **Bike Lanes**, such as Sunset Drive and the 17 Mile Drive, which are a separate lane marked and/or buffered on the roadway.
- **Bike Routes**, such as Ocean View Boulevard west of Lover's Point Park in Pacific Grove, which are a shared roadway on lower traffic streets.

- **Regional Bike Routes**, such as the Monterey Peninsula Recreational Trail which is a regional bike route facility connecting cities in the Bay and peninsula, that includes segments of bike path, bike lane and bike route.

Figure 14 below shows the location of the project site in relation to the Monterey Peninsula Recreational Trail, and the extension of it as recreational facility for visitors and residents of the area.

Figure 14: Monterey Coastal Bike Path



Source: Transportation Agency for Monterey County (TAMC)

EMERGENCY RIDE HOME (ERH)

The TAMC also operates the Emergency Ride Home Program in Monterey County. ERH is a program for commuters, who would like to leave their car at home, but worry about being stranded if there is a family emergency or if they are suddenly asked to work until late. The program offers “peace of mind” to commuters by providing a reimbursement of up to \$60.00 for a taxi, ride share service or rental car in an emergency.

The program is available to commuters who live, work or go to school in Monterey County and use an alternative mode of transportation at least once a week. Commuters are also eligible to participate in the Emergency Ride Home program if they are signed up in the 511 RideMatch system. The 511 RideMatch service is the Bay Area’s service for finding carpools and vanpools.

Monterey-Salinas Transit and Santa Cruz Metro (the transit agency for Santa Cruz County) do not operate vanpools. Any carpools and vanpools in operation within Monterey County are provided by private operators.

CARSHARING

Zipcar is the only carsharing operator in the county with three locations at California State University Monterey Bay (CSUMB).

Car sharing generally refers to a fleet of vehicles offered for short-term rental by private or nonprofit companies.

DEVELOPERS CAN REDUCE PARKING VIA CARSHARING

Increasingly, cities are using parking policies to stimulate shared mobility through alternatives to personal ownership of automobiles. For example, In the recent adoption of its 2040 plan that permits duplexes and triplexes in most single-family-detached zones, the City of Minneapolis commits to “lead by example in city-owned parking facilities by supporting carpools, vanpools, and shared mobility vehicles which encourage private parking facility owners to do the same.”²

The City of Austin, Texas, amended its zoning code to reduce minimum off-street parking requirements by “twenty (20) spaces for every car-sharing vehicle provided in a program that complies with its requirements,” under which it approves binding contracts between developers and car-sharing companies to gain reductions of up to 40 percent of required off-street spaces.

HOTEL CARSHARING USES

Hotel developers also may benefit from including car-share parking spaces to reduce total numbers of parking spaces, or to more efficiently use the expensive parking spaces they do develop. Air travelers may prefer avoiding round-trip car rentals in favor of a one-way car-share trip between airports and hotels that do not have frequent transit at their arrival or departure times. Where hotels charge for parking, car-share vehicles—which do not incur such parking charges—may be more attractive to hotel guests or to their business employers. Some hotel guests may prefer to use car-share vehicles on an as-needed basis in preference to round-trip car rentals, which do incur parking charges in hotel garages. Car2go has partnerships with park-and-fly companies at several airport parking areas, and Zipcar vehicles are at more than 50 airports.

Some hotels have purchased their own cars and offer their use to guests. For example, a hotel in the Los Angeles area offers six Nissan Infiniti cars. Hotel and vacation resorts in Vail, Colorado and Newport Beach, California offer SUVs, and hotels in Carmel and Palo Alto, CA offer electric sedan vehicles.

MICROMOBILITY

BIKE SHARING & SCOOTER SHARING

Currently, there are no bike share or scooter share operators in the county. Lime came to the Monterey Peninsula in September 2018 when it partnered with CSU Monterey Bay to bring scooters to campus under a pilot agreement that ended in May 2019.

The Transportation Agency for Monterey county (TAMC) completed a feasibility study and implementation plan in 2013 that evaluated the potential for establishing a bicycle sharing program in Monterey County. Then, in June of 2016 a citywide bike share program was approved by the Monterey City Council, on the condition that it would collaborate with existing bike rental businesses, that is self-sustainable and does not require subsidies from the city.

Most recently, in February of 2019, TAMC developed resources to assist local jurisdictions with adopting policies to regulate dockless bike and scooter shared mobility programs, including a best practices document and sample ordinance.

² Urban Land Institute https://urbanland.uli.org/development-business/developers-reduce-parking-via-car-sharing/?utm_source=realmagnet&utm_medium=email&utm_campaign=HQ%20Urban%20Land%208/19/19%20ENL



Five cities had approached TAMC asking for guidance in adopting policies to regulate shared scooters and bikes: Marina, Monterey, Pacific Grove, Salinas and Seaside.⁴

However, TAMC board members were not willing to take a formal vote on adopting any official policies or draft ordinance wording for dockless bikes and scooters, despite the fact the vote would not commit or require cities or the county to take any action on their own.

DRAFT

⁴ TAMC board not ready yet to hitch a ride with shared scooters or bikes.

https://www.montereycountyweekly.com/blogs/news_blog/tamc-board-not-ready-yet-to-hitch-a-ride-with/article_8c611e1c-3ed6-11e9-9180-9bd872211c8b.html

3. TDM APPROACH

EXISTING TDM EFFORTS

The City of Monterey completed an Active Transportation & Demand Management study in 2017 with the purpose of developing a strategic plan for reducing traffic congestion, identifying alternative transportation opportunities to driving alone, improving the quality of life of city residents, and sustaining the city's vibrant economy. As part of that project the city developed TDM resources to aid businesses and community leaders with implementation of TDM strategies and plans. Resources include guidance for employers, hospitality businesses, and education and healthcare institutions to understand the range of TDM strategies that are possible, as well as the type of strategy, target audience, and implementation champion.

Walker complemented the City of Monterey TDM resources with the TDM Guidelines developed by C/CAG in San Mateo County to provide a consistent and compatible approach to develop this plan and recommend TDM strategies for the American Tin Cannery hotel and commercial development project.

TDM PROGRAM APPROACH

The goal of this TDM Plan is to identify and recommend a suite of TDM measures that working in concert can reduce the drive-alone rates of guests and employees by as much as 15 percent. This will ensure that the planned parking supply can accommodate 100 percent occupancy of all hotel land uses, on a typical peak event day.

The TDM measures and strategies for the project at 109 Ocean View Boulevard have been selected based on the physical attributes of the site, proposed building design, transportation facilities and services currently planned and available near the site, and the applicability of measures to hotel guests and employees.

Selected TDM measures follow and expand upon City of Monterey TDM strategies, industry best practices, and state of the practice and regulatory framework in California and San Mateo County, where many cities have adopted TDM policies and ordinances. The goal is that the property owner and hotel operator will be able to build upon this TDM plan and provide strategies that are tailored to future patterns of demand and needs of hotel guests and employees. TDM measures fall into two categories:

- **Design elements:** TDM measures that the developer of the property – Comstock Homes, will put into place in the architectural design and construction of the project. These include measures such as vehicle drop-off and pick up areas that will occur on-site in the arrival areas away from the street and sidewalk, a valet parking only operation, direct access to retail and event/meeting space from the sidewalk and the Monterey Bay Coastal Trail, hotel façade and gardens facing the street, and restaurant and seating area facing Eardley Avenue, that will become neighborhood amenities and increase the utility of alternative modes of transportation and active modes of transportation (bike and walk) to access the site.
- **Program operations:** TDM measures that would be tailored to the end user (employees and hotel guests) to incentivize and change transportation behaviors, and that may change or adapt during the life of the project, such as providing a shuttle service to transport guests to nearby destinations and connect both employees and guests with nearby transportation centers such as the airport and Monterey Transit Plaza, or incentives to carpool and use public transit options for employees to reduce drive alone rates and parking demand on site. TDM program operations would be required of the property manager and future tenants throughout the life of the project.

A monitoring and evaluation program will need to be developed and put in place by the property manager and future tenants to gauge the effectiveness of the TDM program overtime. This is described in more detail in Chapter 4. Monitoring and Reporting.

RECOMMENDED TDM STRATEGIES

The architectural design of the hotel and commercial development appeals to a younger generation that values experiences, social interaction, sharing and environmental sustainability. It has been documented that the millennial generation views, values and consumption of alternative transportation options is different and higher than previous generations. It has also been documented that as the Baby Boomer generation ages they are looking for more walkable places to live and reducing their dependence on driving.

The TDM plan supports these values and culture by proposing a valet parking only experience and passenger drop off and pick up area on each wing of the hotel, that makes it more suitable for the use of ride-hailing services and access through alternative transportation modes, such as first/last mile shuttle operations, micro-transit services, public transit service, and people riding bicycles and walking, or other personal mobility devices.

The TDM strategies that are recommended to be offered by this development include measures to encourage transit use, walking, biking and ridesharing for commute trips, and measures to encourage arrival of hotel guests without a car. As the part of the ethos of the project, the hotel should include in its marketing efforts a strong emphasis on providing tools, information, and incentives to hotel guests to plan their sight-seeing trips on alternative modes such as walking, biking, riding shuttles or carsharing. Similarly, hotel management should include a mobility coordinator to help employees plan their commute trips by bike, transit, or ridesharing.

Figure 15 below shows a comprehensive list of TDM measures that have been identified for potential implementation. The list was developed based on resources available at the City of Monterey's TDM website, Walker Consultants experience, and the TDM guidelines developed by San Mateo County's C/CAG for its Congestion Management Program. The list includes TDM measures that were deemed appropriate for implementation at the site, and compatible with the project's transportation sustainability goals.

The transportation outcomes of the selected TDM measures have the potential to reduce drive-alone mode share by as much as 15 percent and meet or exceed the parking demand reduction goals of the project, which according to the parking analysis would only show a deficit of 53 spaces under the worst-case scenario (100th percentile), which would only happen when all hotel guests and restaurant, bar and retail patrons are present at the same time, and the event and meeting space is also fully occupied, which is unlikely to occur because peak occupancy for the different uses will occur at different times of day.

Implementation of the selected TDM measures has been broken down into two phases of implementation:

- TDM measures in Phase 1 can be implemented at the outset to achieve desired reductions in driving rates and parking demand of hotel guest and employees.
- TDM measures in Phase 2 are presented as optional and can be implemented in the future, according to results of Phase 1 measures and/or property management objectives.

TDM measures listed in Figure 15 below also include the implementing party and target user.

Figure 15: Recommended TDM Measures for the Site by Phase of Implementation

ID	TDM Measure	Implemented by		Target User		Description/Rationale	Phase
		Developer	Operator	Employee	Guest		
Bicycle and Pedestrian Programs							
1	Discount at bike rental business or public bike sharing system, or operation of own bike share program.		X		X	Use of bikes can be encouraged by providing bicycles onsite, either through bike rental businesses, public bike-sharing station or own bike-sharing program.	1
2	Secured bike parking for employees.	X		X		Secured bike parking facilities allow employees to commute on bike with piece of mind that bike will be safe and available at the end of the work day for the trip home.	1
3	Showers and changing facilities	X		X		Access to showers and changing room allows employees to start the work day fresh and clean from bike commute trip.	1
4	Install bike racks near public entrances to building (within 100 feet of entrance).	X			X	Convenient bike parking encourages use of bicycles, especially in districts where there are good biking facilities on street or off-street trails.	2
5	E-bike purchase program for employees		X	X		E-bikes have demonstrated huge potential for short distance trips in warm weather and hilly terrain. Facilitating employee access to them ensures that employees commute in non-SOV modes.	2
6	Seek certification as bike-friendly business	X		X	X	A bike friendly business designation can be used to provide recognition and marketing to the hotel, as well as to show commitment to local sustainability.	2
Transportation Options							
7	Operation of a fixed-route shuttle service to airport for guests.		X		X	A shuttle service to/from airport allows visitors to not use a car when visiting the hotel and district.	1
8	Operation of on-demand shuttle service to nearby destinations (within 5 miles of ATC).		X		X	An on demand shared ride services allows visitors to access nearby destinations without need to drive.	1
9	Carshare service/discount		X		X	On-site access to carsharing services for hourly or daily rentals, allows guests to visit car-free.	2
10	TNC first/last mile partnership/discount		X	X	X	Partnering with TNCs to provide credits to registered guests and employees supports reliance on non-SOV mode for mobility needs.	2
11	Mobile app for shuttle service and other mobility services.		X	X	X	Availability of mobile app to track shuttles and other services, facilitates trip planning for guests and employees, and encourages use of alternatives.	2

ID	TDM Measure	Implemented by		Target User		Description/Rationale	Phase
		Developer	Operator	Employee	Guest		
Marketing and Information							
12	Travel information for visitors, information kiosk and collateral materials, computer connected to internet.		X		X	Availability of travel information and daily itineraries without a car supports efforts to not using car for visit to hotel.	1
13	Bike, walk and transit maps		X		X	Availability of maps helps visitors navigate district, familiarize with options and encourage alternative modes.	1
14	Live mobility concierge, desk and chairs for personalized trip planning consultation, on-site transit ticket sales.		X		X	Can provide more detail information and enhances guests access to options for day trips without a car, or other needs.	2
15	Install a "Transit Screen"		X	X	X	Aggregation of multimodal mobility information in one screen in real time increases reliability and usability of mobility options for commute and other trips.	2
TDM Support Programs							
16	Dedicated mobility coordinator, in charge of educational programs to support commute alternatives.		X	X		An internal mobility coordinator increases reach of program information and personalized delivery of information.	1
17	Ride-matching assistance		X	X		Formation of carpools and vanpools generally requires assistance from a coordinator to identify partners but also to provide information and answer questions.	1
18	New hire orientation package		X	X		Onboarding is a good opportunity to change commute behaviors because employees are in the process of considering new commute options.	1
19	Centralized information		X	X		Having all information about mobility options, programs, incentives, subsidies and policies in one place helps with maintenance of behaviors and administrative needs.	1
20	Individualized commute consultation		X	X		One-on-one consultation and assistance is most effective at changing behavior and customizing information through trip planning.	1
21	Guaranteed ride home		X	X		GRH is a primary support measure, very effective at providing alternative commuters with a safeguard option for getting back home in an emergency.	1
22	Annual survey of employees		X	X		Primary method of measuring progress toward reducing SOV mode share and collecting input to adjust programs to make them more effective to users.	1
23	Seasonal surveys of visitors		X		X	Primary method of measuring mode choice and behaviors of visitors and collecting input to improve offerings.	1

ID	TDM Measure	Implemented by		Target User		Description/Rationale	Phase
		Developer	Operator	Employee	Guest		
24	Local hiring preference		X	X		Giving advantage to local workers increases chances of them using alternative options for their trip to work.	1
Incentives and Subsidies							
25	Pre-tax commute benefits		X	X		Access to pre-tax commute benefits saves commuters money and encourages use of transit and vanpool options.	1
26	Discounted transit pass		X	X		Partial or full subsidy of monthly transit passes provides an incentive to use transit, especially in districts where parking is paid or limited.	1
27	Carpool preferential parking		X	X		Preferential parking location, near main entrance, provides an incentive to carpool and a reward for making the effort to not drive alone.	1
28	Vanpool preferential parking		X	X		Preferential parking location, near main entrance, provides an incentive to vanpool and a reward for making the effort to not drive alone.	1
29	Bike/walk rewards		X	X		Supports those that commute to work on non-motorized modes, which do not get pre-tax benefits or monthly pass subsidies.	1
30	Recognition programs		X	X		Supports behavior and reward for effort in using alternative commute modes of travel. They build loyalty and commitment.	1
31	Transit day pass for event participants		X		X	Encourages event attendees and hotel guests to use transit to travel to/from the hotel and avoid parking.	1
32	Visitor discounts or coupons for not parking		X		X	similarly, offering registered guests and event attendees a discount or coupon for not parking encourages use of alternative modes to access the hotel.	1
33	Carpool start-up incentive		X	X		Forming carpools often requires outside assistance and a nudge. Providing an incentive encourages formation of new carpools.	2
34	Carpool rewards		X	X		Providing a reward to established carpools is a good way to maintain their operation and monitor their status.	2
35	Vanpool start-up subsidy		X	X		Forming vanpools can be a complex task, providing an incentive to start a vanpool is a proven method to get people to participate and try it out.	2
36	Vanpool fare subsidy		X	X		Similarly, to transit passes, partial or full subsidy of vanpool fares provides an incentive to maintain vanpool groups.	2

ID	TDM Measure	Implemented by		Target User		Description/Rationale	Phase
		Developer	Operator	Employee	Guest		
37	Carshare membership subsidy		X	X		Facilitating access to on-site carshare provides piece of mind and flexibility for day time travel needs of employees.	2
38	Bike/scooter share membership subsidy		X	X		Facilitating access to public or private bike sharing systems provides an affordable and healthy option to employees for short-distance mobility needs.	2
39	Parking cash out or transportation allowance		X	X		Offering employees an allowance equivalent to cost of parking encourages switching to other modes and not driving alone to work on a regular basis.	2
Parking Management							
40	Shared parking	X		X	X	Designing development with shared parking reduces amount of empty space and allows design of buildings to face the street and increase accessibility from sidewalk and alternative modes of travel.	1
41	Valet parking		X		X	Allows for more efficient utilization of parking facilities, while increasing the cost of parking to solo drivers in both time and money.	1
42	Parking pricing for visitors		X		X	Disincentives the use of single occupant vehicles from visitors, and also provides a balanced environment for the district with parking charges on street and surrounding lots.	1
43	Parking pricing for employees		X	X		Disincentives the use of single occupant vehicles and encourages carpooling or use of other modes.	2
Land Use and District Collaboration							
44	Direct access and connections to non-motorized travel facilities	X		X	X	Providing a direct access to sidewalks, bike lanes or trails, encourages use of non-motorized modes of travel.	1
45	Participate in management district or TMA		X	X		The hotel will be inserted into a downtown like district. Parking management and traffic congestion would be better managed through a coordinated district-wide approach.	2
46	Coordinate TDM program with district employers		X	X		Coordinated TDM efforts can have a multiplier effect for all employers and employees in the district. As well as being more effective in terms of cost and more consistent in terms of policy.	2
47	Bike and pedestrian facilities/protection on streets that encourage non-motorized travel		X	X	X	Providing protected street facilities for both pedestrians and cyclists encourages use of active transportation modes.	2

Source: Walker Consultants

ESTIMATED TRIP CREDITS

Walker conducted a trip generation analysis of the project to understand the volume of daily trips and peak hour trips that will be generated by the development. Utilizing the methodology in the 10th edition of ITE's Trip Generation Manual, Walker estimates that the project core functions (hotel rooms, restaurant, bar and retail) will generate a total of 2,636 inbound and outbound trips per day, of which 182 trips will be generated in the peak hour of the morning rush hour and 221 trips will be generated in the peak hour of the evening rush hour. Meeting and event spaces are considered separate in the Trip Generation Manual and estimated to produce 100 trips in the peak hour of both the morning and evening rush hour. These numbers indicate that the project will generate a maximum of about 280 trips in the peak hour of the morning rush hour and 320 trips in the peak hour of the evening rush hour, on days that there are events scheduled to use all meeting and event space planned in the project. These estimates will be confirmed by a traffic study during the Environmental Impact Review process.

The TDM Guidelines for Implementation of the Congestion Management Program developed by C/CAG in San Mateo County, offer a good model for evaluating the TDM plan and for calculating peak hour trip reduction credits from implementation of TDM measures. Following this methodology, the hotel and commercial development project proposed at 109 Ocean View Boulevard would need to mitigate between 280 and 320 peak hour trips to comply with congestion management requirements.

The C/CAG Congestion Management Program establishes that all land use changes or new developments that require a negative declaration or an Environmental Impact Report (EIR) and that are projected to generate a net 100 or more trips per hour at any time during the morning or evening peak hour period, must be reported to C/CAG. Local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development.

Development of the TDM plan presented herein follows the C/CAG TDM Guidelines for evaluation of TDM measures and for calculation of peak-hour trip reduction credits. The TDM measures that were identified and recommended for implementation in Figure 15 add up to 481 trip reduction credits. They largely exceed the peak hour trip mitigation requirement under C/CAG guidelines and have the potential to exceed parking demand and driving ratio reduction goals identified in the shared parking analysis. For this reason, implementation of recommended TDM measures in the plan has been broken down into two phases of implementation. Figures 16 and 17 below show the TDM measures that are recommended for implementation in Phase 1 and Phase 2, respectively.

- TDM measures included in Phase 1 add up to 292 trip credits and have the potential to meet the goal of mitigating all new peak hour trips generated by the project. The TDM program that is implemented by the property owner or hotel manager/operator will be required to include a monitoring program to evaluate whether the goal has been achieved or maintained over time (see Chapter 4, Monitoring and Reporting).
- TDM measures included in Phase 2 add up to 189 trip credits. Implementation of these measures can be treated as optional or as additional implementation measures to strengthen the TDM program if reduction goals have not been met. The hotel manager/operator can choose to implement all TDM measures in Phase 2 and other measures, if deemed appropriate to achieve other property management objectives and strengthen hotel brand identity.

Figure 16: TDM Measures Recommended for Implementation in Phase 1

ID	TDM Measure	Number of trips credited	No. of Units	Trips per Unit	Total Trips	Notes/Assumptions	Phase
Bicycle and Pedestrian Programs							
1	Discount at bike rental business or public bike sharing system, or operation of own bike share program.	One peak-hour trip will be credited for every 4 bicycles provided.	20	0.25	5.0	Operate own bike-share program or partner with bike shop nearby or within development to provide free or discounted bike rentals to registered guests.	1
2	Secured bike parking for employees.	One peak hour trip will be credited for every 3 bike rack slots that are installed and maintained.	30	0.33	10.0	Provide a secure bike cage or bike lockers for up to 30 bikes at convenient location near employee entrance.	1
3	Showers and changing facilities	Ten peak hour trips will be credited for each shower and changing room combination installed. An additional 5 peak hour trips will be credited when installed with at least 5 bike lockers.	15	1.00	15.0	Provide access to a changing room for employees that includes showers and lockers.	1
Transportation Options							
7	Operation of a fixed-route shuttle service to airport for guests.	One peak-hour trip will be credited for each peak-hour round trip seat on the shuttle.	15	1.00	15.0	Operate at least one shuttle with capacity for 15 passengers, to provide at least one round trip per hour to airport and downtown.	1
8	Operation of on-demand shuttle service to nearby destinations (within 5 miles of ATC).	One peak-hour trip will be credited for each peak-hour round trip seat on the shuttle.	15	1.00	15.0	Operate at least one shuttle with capacity for 15 passengers, to provide at least one round trip per hour to nearby tourist destinations.	1
Marketing and Information							
12	Travel information for visitors, information kiosk and collateral materials, computer connected to internet.	One peak-hour trip will be credited for each feature added to the information center.	5	1.00	5.0	Provide transit maps and other collateral material at main entrances to family and executive wings. Consider installing an electronic and interactive kiosk to explore information.	1
13	Bike, walk and transit maps	Trip credits included in information kiosk.				Provide guests with walking and biking maps, including suggested itineraries to facilitate visit to Monterey peninsula.	1

ID	TDM Measure	Number of trips credited	No. of Units	Trips per Unit	Total Trips	Notes/Assumptions	Phase
TDM Support Programs							
16	Dedicated mobility coordinator, in charge of educational programs to support commute alternatives.	Similar to the live concierge, having an internal mobility coordinator or ETC, will help employees with access to mobility options, programs and incentives.	10	1.00	10.0	It should account for at least 10 peak-hour trip credits given the importance and influence of this role on success of program.	1
17	Ride-matching assistance	Seven peak-hour trips will be credited for each vanpool arranged by program. Increases to 10 peak-hour trips if a GRH is also in place.	2	10.00	20.0	Provide access to regional ride-matching database and/or create own database with help of a service provider such as Scoop, Waze Carpool or Enterprise Rideshare.	1
18	New hire orientation package	Included under mobility coordinator.				One of the Mobility Coordinator tasks will be to onboard employees.	1
19	Centralized information	Included under mobility coordinator.				Provide all commute benefits and transportation information, including parking in one place or website for staff to consult.	1
20	Individualized commute consultation	Included under mobility coordinator.				Mobility coordinator will provide ongoing assistance to staff with personalized commute planning and help adopting new behaviors.	1
21	Guaranteed ride home	One peak-hour trip will be credited for each GRH trip that is allowed in the program.	50	2.00	100	This can be implemented through participation in existing regional program, or through partnerships with Uber and Lyft, with restrictions such as no more than 3 trips in a calendar year, for employees that use an alternative commute option.	1
22	Annual survey of employees	Three peak-hour trips will be credited for a survey to be administered twice a year.	1	3.00	3	Conduct survey once a year with employees to measure SOV rates and monitor progress toward parking reduction goals.	1
23	Seasonal surveys of visitors	Included above. At least two surveys per year to employees and visitors.				Conduct survey at least once a year, possibly twice a year to control for seasonal variation.	1
24	Local hiring preference	One peak-hour trip will be credited for each employment opportunity reserved for employees recruited and hired from within five miles of the employment site.	10	1.00	10	Assumes 10 employment opportunities hired locally, within 5 miles of work site.	1

ID	TDM Measure	Number of trips credited	No. of Units	Trips per Unit	Total Trips	Notes/Assumptions	Phase
Incentives and Subsidies							
25	Pre-tax commute benefits	No trip credits offered.				Assumes all employees will be offered access to pre-tax benefits for parking and transit.	1
26	Discounted transit pass	One peak-hour trip will be credited for each transit pass that is subsidized at least \$20 per month for one year.	25	1.00	25	Assumes that 25 employees will be offered 50% subsidy of cost of MST basic pass, in addition to pre-tax commute benefits.	1
27	Carpool preferential parking	Two peak-hour trips will be credited for each parking spot reserved for carpoolers.	10	2.00	20	Assumes that ten parking spaces will be reserved for ten carpools.	1
28	Vanpool preferential parking	Seven peak hour trips will be credited for each parking space reserved for vanpools.	2	7.00	14	Assumes two parking spaces will be reserved for two vanpools.	1
29	Bike/walk rewards	One peak-hour trip will be credited for each employee that is subsidized at least \$20 per month for one year.	15	1.00	15	Assumes that 15 cyclists and walkers will get the monthly reward.	1
30	Recognition programs	No trip credits offered.				Assumes that alternative commute program participants will be entered into a quarterly drawing for prizes and rewards.	1
31	Transit day pass for event participants	No trip credits offered.				Registered guests and event attendees will be offered a day pass on MST services.	1
32	Visitor discounts or coupons for not parking	No trip credits offered.				Registered guests will be offered a \$10 coupon for not parking and arriving at the hotel car free.	1
Parking Management							
40	Shared parking	Five peak-hour trips will be credited for sharing parking or agreement with an existing property manager to share existing parking.	1	5.00	5	The project has been designed for a shared parking operation to maximize urban design features and support a vibrant street environment.	1
41	Valet parking	No trip credits offered.				The project has been designed for a valet parking operation to maximize utilization of limited parking resources.	1
42	Parking pricing for visitors	No trip credits offered.				Assumes hourly and daily parking fee for guests and visitors. Valet service included in the fee.	1

ID	TDM Measure	Number of trips credited	No. of Units	Trips per Unit	Total Trips	Notes/Assumptions	Phase
Land Use and District Collaboration							
44	Direct access and connections to non-motorized travel facilities	Five peak hour trips will be credited for each connection made.	1	5.00	5	Assumes wayfinding and direct pedestrian connection of hotel with Coastal Trail.	1

Source: Walker Consultants

Figure 17: TDM Measures Recommended for Implementation in Phase 2

ID	TDM Measure	Number of trips credited	No. of Units	Trips per Unit	Total Trips	Notes/Assumptions	Phase
Bicycle and Pedestrian Programs							
4	Install bike racks near public entrances to building (within 100 feet of entrance).	One peak hour trip will be credited for every 3 bike rack slots that are installed and maintained.	30	0.33	10.0	Install at least 1 bike rack at entrance of each wing - family and executive, with capacity for at least 15 bikes.	2
5	E-bike purchase program for employees	No trip credits offered.				Assist employees that commit to commute by bike at least 3 times a week with purchase of commuter bike or e-bike.	2
6	Seek certification as bike-friendly business	No trip credits offered.				Seek certification of bike-friendly business with League of American Bicyclists and other organizations.	2
Transportation Options							
9	Carshare service/discount	Five peak-hour trips will be credited for each vehicle provided.	4	5.00	20.0	Provide onsite parking for 4 carshare vehicles, partnering with Zipcar or other service, ideally with EV vehicles.	2
10	TNC first/last mile partnership/discount	No trip credits offered.				Provide a flat fee credit of \$5 for trips to/from hotel for registered guests and employees.	2
11	Mobile app for shuttle service and other mobility services.	No trip credits offered.				Partner with app provider to include hotel shuttles and aggregate with other options such as MST, Trolley, Uber and Lyft.	2

ID	TDM Measure	Number of trips credited	No. of Units	Trips per Unit	Total Trips	Notes/Assumptions	Phase
Marketing and Information							
14	Live mobility concierge, desk and chairs for personalized trip planning consultation, on-site transit ticket sales.	An additional peak-hour trip will be credited for each hour the center is staffed with a live person.	8	1.00	8.0	Train reception desk and concierge to provide advice on how to move around without a car, and access to all mobility options and incentives.	2
15	Install a "Transit Screen"	One peak-hour trip will be credited for each feature added to the information center. Similar to information kiosk.	2	1.00	2.0	Install two "Transit Screens" near main entrance to family and executive wings.	2
Incentives and Subsidies							
33	Carpool start-up incentive	No trip credits offered.				Assumes a one time offer to get ten carpools started and in operation.	2
34	Carpool rewards	No trip credits offered.				Assumes that carpool participants will be entered into a quarterly drawing for prizes and rewards.	2
35	Vanpool start-up subsidy	Included in vanpool fare subsidy				Assumes a one time offer to get two vanpools started and in operation.	2
36	Vanpool fare subsidy	One peak-hour trip will be credited for each vanpool participant that is subsidized at least \$20 per month for one year.	14	1.00	14	Assumes that 14 employees participating in 2 vanpools will be offered a 50% subsidy to pay vanpool fare.	2
37	Carshare membership subsidy	Included in carsharing availability and discount.				Assumes employer will offer 50% subsidy of annual membership in carshare system to employees.	2
38	Bike/scooter share membership subsidy	Included in bike/walk rewards.				Assumes employer will offer 100% subsidy of annual membership in bikeshare or scooter share system, or an annual credit for use in bike sharing and scooter sharing systems.	2
39	Parking cash out or transportation allowance	One peak-hour trip will be credited for each parking spot where the employee is offered a cash payment in return for not using parking on site.	20	1.00	20	Assumes up to 20 employees will take a transportation allowance instead of paying for parking.	2
Parking Management							
43	Parking pricing for employees	Two peak hour trips will be credited for each parking spot charged at least \$20 per month for one year.	50	2.00	100	Assumes no monthly parking permits for employees but a daily parking fee to incentivize use of alternative transportation modes.	2

ID	TDM Measure	Number of trips credited	No. of Units	Trips per Unit	Total Trips	Notes/Assumptions	Phase
Land Use and District Collaboration							
45	Participate in management district or TMA	Five peak-hour trips will be credited	1	5.00	5	Assumes future participation in Cannery Row management district, to coordinate issues affecting business, parking, traffic congestion, etc.	2
46	Coordinate TDM program with district employers	Five peak-hour trips will be credited	1	5.00	5	Assumes future coordination of TDM measures with district employers to attract and retain employees and have a coordinated impact in the district.	2
47	Bike and pedestrian facilities/protection on streets that encourage non-motorized travel	Five peak hour trips will be credited for each facility or design element included.	1	5.00	5	Assumes working with City of Pacific Grove to improve biking conditions on streets surrounding the hotel.	2

Source: Walker Consultants

4. MONITORING AND REPORTING

MONITORING AND REPORTING

This TDM Plan identifies a suite of proven and effective TDM strategies and its implementation priorities to achieve a reduction in drive-alone rates of hotel guests and employees of up to 15 percent and parking demand reduction at or below the project's planned capacity of 304 spaces to handle parking demand for the typical peak parking event (85th percentile) and to serve as contingency for the worst-case parking event when hotel guest rooms and ancillary uses, including meeting and event spaces, are 100 percent occupied.

It is anticipated that the TDM program may need to evolve over time as guests and employee travel behavior changes. The property owner or manager will be required to submit an annual monitoring report to the City of Pacific Grove summarizing the success of the TDM programs for hotel guest and employees. The details of the reporting and specific reduction goals will be determined in collaboration with the City but could include metrics of success related to parking occupancy and drive-alone mode share, to ensure that both parking occupancy does not exceed shared model estimates for a typical day, and that guests and employees driving ratios meet or exceed model estimates.

For instance, the shared parking model with TDM plan adjustments estimates parking demand for the worst-case parking event (or the busiest day of the year) at 304 spaces and occurring on a weekday around 7:00 a.m. or 11:00 p.m. when most guests are in the hotel, restaurant and bar uses are in operation, and event and meeting spaces are fully occupied. The model produces this estimate in the assumption that weekday driving ratios are 65 percent and 55 percent for guests and employees respectively.

Below are methods that can be used to help evaluate the effectiveness of the TDM program based on parking occupancy and drive-alone mode share metrics, on an annual basis.

- Hotel Employees
 - Provide a description of the current TDM programs and services offered to employees, and number of employees utilizing them on a monthly basis, as well as the cost of program operation and subsidies and incentives used.
 - Conduct an annual employee survey that captures data on how employees access the site and their attitudes toward alternative commute modes.
- Hotel Guests
 - Provide a description of the current TDM programs and services that are available to guests, and number of guests using them on a monthly basis, as well as the cost of program operation and subsidies and incentives used.
 - Conduct a guest survey twice a year, during peak and off-peak seasons, designed to capture data on how guests access the hotel, and what transportation modes and services do they use during their visit.
- Hotel Manager/Operator
 - Compile a report summarizing programs cost and utilization, and results of employee and guests surveys, and provide to the City of Pacific Grove.
 - Conduct periodic parking occupancy counts to understand variation throughout the year and correspondence with hotel room occupancy and special events.



If the findings in the report show that the TDM reduction goals have not been met, the owner and future property manager/tenants would work with City staff to identify if there are additional TDM measures that could feasibly be implemented to further reduce trip generation from the project.

DRAFT

Appendix N
Draft Parking Study



AMERICAN TIN CANNERY, PACIFIC GROVE, CA

601 California Street, Suite 820
San Francisco, CA 94108

415.644.0630

walkerconsultants.com

November 6, 2018

Mr. Robert Comstock
Founder
Comstock Homes
2301 Rosecrans Avenue, Ste. 1150
El Segundo, CA 90245

Re: Parking Consulting
American Tin Cannery
Pacific Grove, CA
Walker Project Number

Dear Mr. Comstock,

Walker is pleased to present our draft report of the parking study performed for American Tin Cannery.

Based on the reported programming information and assumptions received from Comstock Homes for the proposed land uses, the recommended parking supply is 327 parking spaces.

We thank you for the opportunity to provide our services, and we look forward to discussing the report with you at your earliest convenience.

Sincerely,

WALKER PARKING CONSULTANTS

A handwritten signature in black ink that reads "Chrissy Mancini Nichols".

Chrissy Mancini Nichols
Consultant

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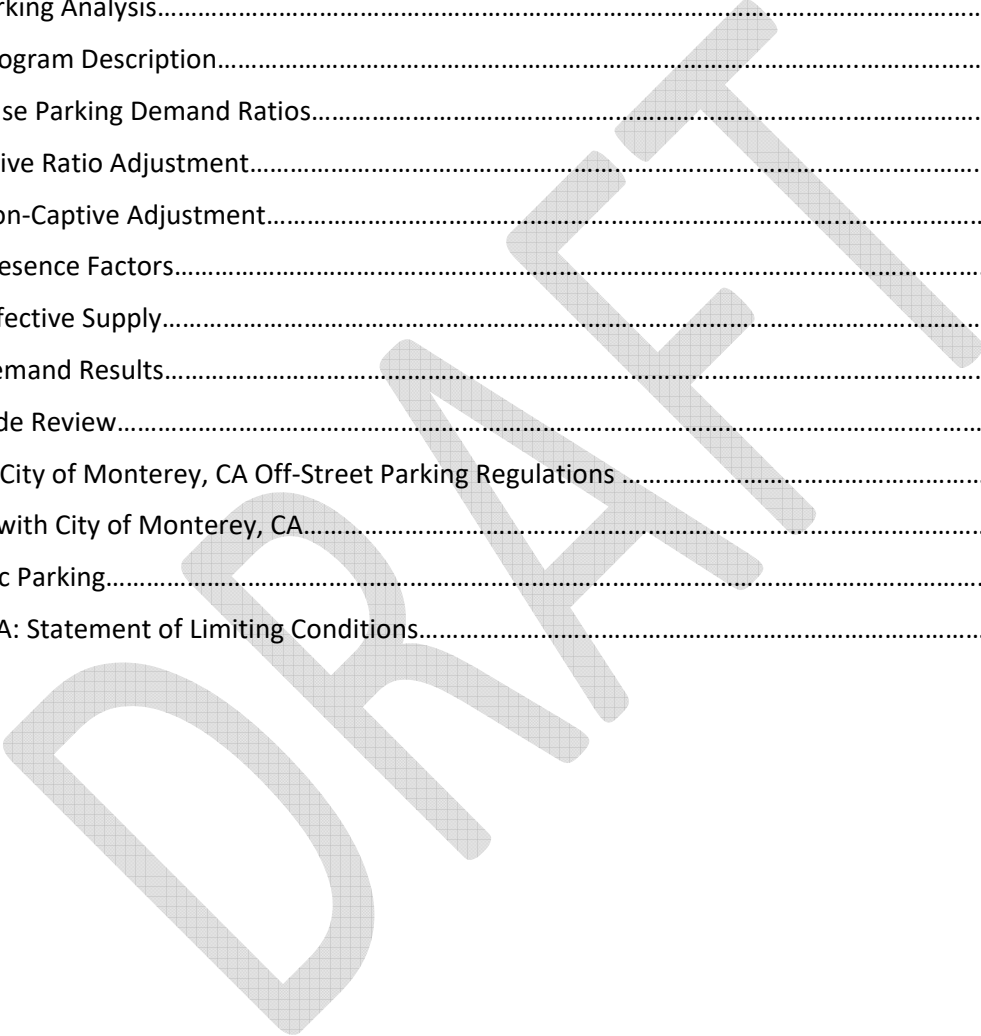
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EXECUTIVE SUMMARY

Walker utilized the Walker/Urban Land Institute Shared Parking Model to determine the recommended parking supply for the proposed redevelopment of American Tin Cannery on a typical peak event day (85th percentile), which is the level of parking demand for which Walker typically recommends the on-site parking supply should be designed. We also identified the recommended parking supply to accommodate an average event day (50th percentile) and worst-case event day when 100% of the event space is used (100th percentile) day.

As shown in Table 1 below, adjusting for drive ratios, captive effects, and shared parking, the recommended parking supply is 327± parking spaces.

Table 1: Recommended Parking Supply: Weekday

Land Use	Recommended Parking Supply Scenarios (Weekday) Adjusted Demand with Shared Parking		
	Typical Peak Event (85th Percentile)	Average Event (50th Percentile)	Worst Case Event (100th Percentile)
Hotel			
Guest	146	146	146
Event Space	90	60	150
Restaurant/Lounge/Rooftop Bar	5	5	5
Employee	29	29	29
Retail			
Visitor	14	14	14
Employee	8	8	8
Residential Guest	1	1	1
Residential Resident	32	32	32
Hotel Spa/Wellness Center			
Visitor	0	0	0
Employee	2	2	2
Total Recommended Parking Supply	327	297	387

Walker Consultants, 2018

BACKGROUND

Comstock Homes (“Comstock”) engaged Walker Consultants to perform a parking analysis of the proposed American Tin Cannery hotel redevelopment in Pacific Grove, California. The site is the original American Can Company building built in 1927. Since 1988, the site has been occupied by the American Tin Cannery Outlets, which is a retail, shopping and entertainment center. The redeveloped property is proposed to include a mix of hotel, retail, restaurant, and residential land uses.

Walker has been tasked to recommend a future parking supply of spaces to meet the operational demands of the planned development. In addition to assisting Comstock in “right-sizing” the parking needs, Walker reviewed the City of Pacific Grove code requirements as well as area public parking. The City’s code has not been

updated in some time and does not include any specific provisions for shared parking, which in practice tends to result in the need to build fewer parking spaces to accommodate multiple land uses on a site. It is likely that the Planning Commission will put forth requirements for parking at the site. The results of the shared parking analysis are intended to function as the parking plan for this project and for use with the Planning Commission.

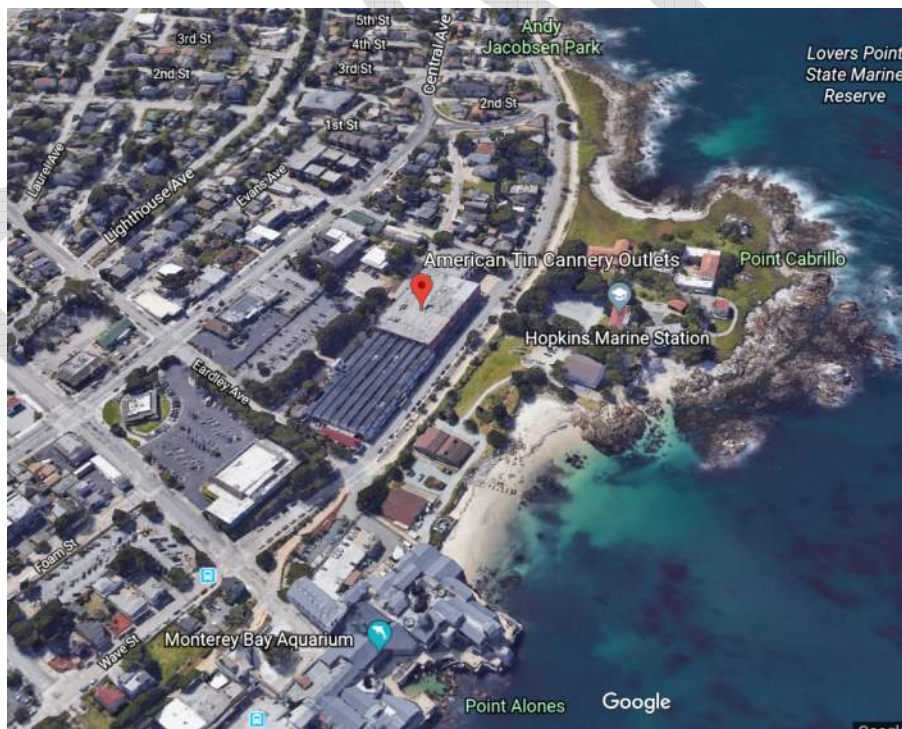
SUBJECT PROPERTY

The proposed project site is on the border between the cities of Pacific Grove and Monterey, CA. with frontage along Ocean View Blvd. The site is bound by residences to the north, a grocery store to the south, and Hopkins Marine Station, the marine laboratory of Stanford University, and the Pacific Ocean to the West. The location of the development is shown in Figure 1.

The site is a five-minute walk from the Monterey Aquarium and Cannery Row entertainment. Monterey Bay Coastal Trail is a paved walking and bicycle path that runs for 18 miles between Pacific Grove to Castroville, CA. The trail begins at the American Tin Cannery site.

There are several private parking lots directly adjacent to the site that serve Andronicho's Grocery Store and IL Vecchio Restaurant. The site has a parking lot to serve existing American Tin Cannery Outlet patrons, though parts of the lot may be redeveloped. There is paid on-street parking around the site.

Figure 1: Property Location



Source: Google Earth

PROJECT UNDERSTANDING

Walker's analysis is based on the programming assumptions provided by Comstock Homes. The project is anticipated to include the following:

- 225 key hotel with the following ancillary uses:
 - 8,000 sq. ft. spa/wellness center for use by hotel guests
- 20,000 sq. ft. meeting space
- 20,000 sq. ft. retail
- 40 units of staff housing, 200 sq. ft. each with unreserved parking
- 3,200 sq. ft., 145 seat restaurant/bar
- 2,500 sq. ft., 100 seat rooftop bar

SHARED PARKING METHODOLOGY

Walker's Shared Parking Model utilizes parking ratios expressed as a ratio of x spaces per y units. The units vary depending upon the land use – i.e., keys/rooms for a hotel, units for a residential complex, or square feet of building space. Additionally, parking generation rates for retail and restaurant land uses are based on the gross floor area (GFA).

Shared parking allows for the sharing of parking spaces among uses in a mixed-use environment—in lieu of providing a minimum number of parking spaces for each individual use. Shared parking commonly results in a reduction in the total need for parking spaces. This reduction, which is sometimes significant, depends on the quantities and mix of uses.

The key goal of a shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial and operational standpoint, while minimizing the negative aspects of excessive land area and capital costs devoted to parking. In general, a shared parking analysis considers the types, quantities and user groups of land uses for a development, as well as site-and market-specific characteristics. The ultimate goal of a shared parking analysis is to identify the peak period, or design day condition; according to ULI's Shared Parking, 2nd Edition, "A design day or design hour is one that recurs frequently enough to justify providing spaces for that level of parking activity."

Shared parking offers numerous benefits to a community at large, not the least of which is the environmental benefit of significantly reducing the amount of parking provided to serve commercial development.

The ability to share parking spaces is the result of two conditions:

1. Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses.
2. Relationships among the land uses that result in visiting multiple land uses on the same auto trip. For example, a substantial percentage of patrons at one business (restaurant) may be visitors to nearby shopping. This is referred to as the "effects of the captive market." These patrons are already parking and contribute only once to the number of peak hour parkers. In other words, the parking demand ratio for

individual land uses should be factored downward in proportion to the captive market support received from neighboring land uses.

Walker’s Shared Parking Model is based on the Urban Land Institute (ULI) and International Council of Shopping Center’s (ICSC) Shared Parking¹ publication. Walker led a team of consultants in writing the updated Shared Parking Second Edition, which was published in November of 2005, and features the most up-to-date parking demand model. The model is designed to project the parking needs of a mixed-use development from 6:00 a.m. to 12:00 midnight on a typical weekday and a Saturday for every month of the year.

Figure 2 provides an illustrative view of the steps involved in the shared parking analysis. This graphic is used within this document to help the reader understand the shared parking process.

Figure 2: Shared Parking Process

Land Use Units (Number of rooms, square footage, etc.)	X	Standard or Base Parking Generation Ratio	X	Monthly Factor	X	Hourly Factor	X	Non-Captive Ratio	X	Driving Ratio	=	TOTAL
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Source: Walker Consultants, 2018

SHARED PARKING ANALYSIS

LAND USE UNITS: BUILDING PROGRAM DESCRIPTION

Table 2 details the proposed uses analyzed with the unit of measure indicated for each use.

Table 2: Proposed American Tin Cannery Program

Use	Proposed	Scale
Hotel	225	Rooms
Restaurant/Lounge	3,200	Square Feet
Rooftop Bar	2,500	Square Feet
Event Space	20,000	Square Feet
Spa/Wellness Center (as part of hotel)	8,000	Square Feet
Retail	20,000	Square Feet
Residential	40	Dwelling Units

Source: Comstock Homes

¹ Shared Parking (Second Edition), 2005, The Urban Land Institute, Washington, D.C.

BASE PARKING DEMAND RATIOS

To begin a shared parking analysis, we first start with the type and quantity of land use to be analyzed. Each land use has a specific metric considered by the parking industry to be a reliable measure of parking demand for that use. For retail, that metric is square footage (gross leasable area or GLA), for hotels that metric is the number of rooms, etc. The parking demand is divided by the quantity for each metric to generate a base parking ratio for each land use based on that metric (i.e. for retail the ratio is presented as “spaces per thousand square feet of gross leasable area”; for hotel the ratio is presented as “spaces per room”).

Simply put, the base parking demand ratios represent how many spaces should be supplied to each use if the spaces are unshared, and the project is in a suburban context where the driving ratio is at or near 100 percent.

Tables 3 and 4 display the base parking demand ratios used for this analysis. These base parking rates were taken verbatim from the Second Edition of Shared Parking and informed by thousands of field parking occupancy studies performed by parking and transportation professionals over decades. These ratios have been vetted by a team of consultants who specialize in parking demand analyses and who mutually agreed upon the use of these ratios prior to the publication of the Second Edition of Shared Parking.

Table 3: Weekday Base Parking Demand Ratios

Land Use	Visitor	Employee/ Resident	Total	Unit
Hotel	0.9	0.25	1.15	/room
Hotel Restaurant/Lounge	10	0	10	/ksf
Hotel Rooftop Bar	10	0	10	/ksf
Hotel Event Space	20	0	20	/ksf
Hotel Spa/Wellness Center	6.6	0.4	7	/ksf
Retail	2.9	0.7	3.6	/ksf
Residential Studio	0.1	1	1.1	/unit

Walker Consultants, 2018

Table 4: Weekend Base Parking Demand Ratios

Land Use	Visitor	Employee/ Resident	Total	Unit
Hotel	0.9	0.25	1.15	/room
Hotel Restaurant/Lounge	10	0	10	/ksf
Hotel Rooftop Bar	10	0	10	/ksf
Hotel Event Space	10	0	10	/ksf
Hotel Spa/Wellness Center	5.5	0.25	5.75	/ksf
Retail	3.2	0.8	4	/ksf
Residential Studio	0.15	1	1.15	/unit

Walker Consultants, 2018

DRIVE RATIO ADJUSTMENT

A driving ratio adjustment is the percentage of patrons and employees that are projected to drive to the site in a personal vehicle, expressed as a ratio. This excludes all non-driving modes of transportation including shuttle bus, taxi, ride-hailing (Lyft/Uber), walking, and carpooling passengers. Driving-ratio adjustments were made to the base ratios based on Walker’s experience with hotel projects and settings, US Census data, and Monterey County Convention and Visitors Bureau Marketing Intelligence Report data from Fiscal Year 2017 and 2018.

Based on Walker’s experience with hotel projects, we assumed the following drive ratios described in Table 5.

Table 5: Drive Ratios

Land Use	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
Hotel				
Guest	90%	90%	90%	90%
Event Space	75%	75%	75%	75%
Employee	75%	75%	75%	75%
Retail				
Visitor	90%	90%	90%	90%
Employee	75%	75%	75%	75%
Restaurant/Lounge/Rooftop Bar				
Visitor	60%	60%	60%	60%
Employee	75%	75%	75%	75%
Residential Guest	90%	90%	90%	90%
Residential Resident	95%	95%	95%	95%
Hotel Spa/Wellness Center				
Visitor	0%	0%	0%	0%
Employee	75%	75%	75%	75%

Walker Consultants, 2018

NON-CAPTIVE ADJUSTMENT

“Captive market” is borrowed from market researchers to describe people who are already present in the immediate vicinity at certain times of the day. In the shared parking analysis, the term “captive market” reflects the adjustment of parking needs and vehicular trip generation rates due to the interaction among uses in an area. Traditionally, the non-captive adjustment is used to fine-tune the parking needs of restaurants and retail patronized by employees of adjacent office buildings, or in the case of the proposed project location, visitors to

Cannery Row, hotel guests, or other persons, generally long-term parkers, already counted as being parked for the day and not generating additional parking demand.

Generally, non-captive parking considerations for any mixed-use development take into account that some visitors to a specific land use may already be parked or have arrived at the site to visit multiple land uses on the site, such as when a hotel guests visits a restaurant within the same development. This is referred to as the “effects of a captive market,” as some of the restaurant’s patrons are already parking at the site; therefore, they contribute only once to the number of peak hour spaces utilizing the development’s parking supply. In other words, with shared parking, the parking demand ratio for individual land uses can be corrected downward in proportion to the captive market support of the neighboring land uses.

Walker, in designing a shared use analysis, uses the inverse or non-captive ratio, which is the percentage of parkers who are not already counted as being parked. There is usually a primary land use, in this case the hotel, which account for the longest parking durations of a vehicle. Additionally, the attraction of Cannery Row as an additional primary land use; many people go to for the day and visit restaurants and retail establishments during their trip.

Non-captive ratios can vary from one property to the next and from one function to the next within the same property. Typically, a reduction ranging from 20 to 70 percent has been used by parking and transportation professionals to fine tune the parking requirements for mixed-use projects with primary attractors and secondary attractors. The non-captive ratios included herein are intended to be reasonable and appropriate adjustments.

Based on Walker’s experience with hotel projects, we have assumed the following non-captive ratios described in Table 6 on page 9.

Table 6: Non-Captive Adjustment by Use

Land Use	Weekday		Weekend	
	Daytime	Evening	Daytime	Evening
Hotel				
Guest	100%	100%	100%	100%
Event Space	50%	50%	50%	50%
Employee	100%	100%	100%	100%
Retail				
Visitor	50%	70%	50%	70%
Employee	100%	100%	100%	100%
Restaurant/Lounge/Rooftop Bar				
Visitor	60%	80%	50%	70%
Employee	100%	100%	100%	100%
Residential Guest	100%	100%	100%	100%
Residential Resident	100%	100%	100%	100%
Hotel Spa/Wellness Center				
Visitor	0%	0%	0%	0%
Employee	100%	100%	100%	100%

Walker Consultants, 2018

PRESENCE FACTORS

Presence is the last factor applied to the shared parking model. It is expressed as a percentage of potential demand modified for time of day and time of year. Considering that parking demand for each land use may peak at different times generally means that fewer parking spaces are needed for the combination of land uses in a project than would be required if each land use were considered separately.

EFFECTIVE SUPPLY

It is an accepted principle in the parking industry that a parking facility or system cannot operate efficiently when it is filled to capacity. Some empty spaces should be available at all times to provide for more efficient circulation, and to ensure that motorists do not spend excessive time looking for the one or two remaining spaces in a large facility or area. It is also recognized that if a parking system is planned to meet demand exactly, there will inevitably be parking shortages due to misparked vehicles, repairs or other obstructions, and minor construction. Therefore, in evaluating the ability of a parking supply to meet demand, and in planning the size of future parking facilities, we use the "effective" supply rather than the full supply.

The effective supply is the supply that is realistically usable by patrons or employees, usually 5-10% smaller than the actual “full” supply depending on the space type and for whom those spaces are designed to serve. For example, in facilities dominated by employees, the effective supply factor is lower as drivers are familiar with the facility by virtue of parking in it most or all weekdays, whereas a facility at a retail center would have a higher effective supply factor due to a higher proportion of drivers who may not be familiar with the facility. Our shared parking model projections are for the number of spaces that are necessary to accommodate demand and the effective supply cushion is included within the projections.

PARKING DEMAND RESULTS

SUMMARY

Tables 7 and 8 on page 11 summarize the recommended effective parking supply to accommodate peak demand for each scenario for weekday and weekend, as well as the contributions each portion of the American Tin Cannery program makes to the projection.

Walker modeled several scenarios for the proposed American Tin Cannery site. Since Walker’s goal with shared parking analysis is to project the recommended parking supply for a typically busy event day or “85th percentile” day, multiple scenarios have been prepared related to the event space, as event space has the potential to drive peak parking demand.

The first is the typically busy day scenario, which would involve a large gathering utilizing almost, but not all, of the event space. The second is an average “50th percentile” day. The third is a worst-case scenario assuming all event spaces are being used simultaneously, a highly unlikely event. Walker recommends planning the parking supply to accommodate the typically busy day, with a contingency plan for the worst-case scenario. All scenarios involve full occupancy of the hotel rooms.

For the proposed land uses at American Tin Cannery, assuming that each of these land uses requires a separate pool of parking spaces, a weekday peak unshared parking demand for the typical peak event day (85th percentile) is 675 spaces. However, this figure assumes that the peak for each use is occurring at the same time and no two uses are sharing parking, a highly unlikely scenario and one that Walker would not recommend. In addition, building parking to this level would result in significant environmental and cost impacts for spaces that would go unused.

As shown in Table 7 on page 11, adjusting for drive ratios, captive effects, the projected weekday parking demand with shared parking is 327 parking spaces, which is the recommended parking supply. Table 7 also shows the adjusted demand with shared parking for the average event and worst-case event days.

Table 7: Recommend Parking Supply: Weekday

Land Use	Recommended Parking Supply Scenarios (Weekday) Adjusted Demand with Shared Parking		
	Typical Peak Event (85th Percentile)	Average Event (50th Percentile)	Worst Case Event (100th Percentile)
Hotel			
Guest	146	146	146
Event Space	90	60	150
Restaurant/Lounge/Rooftop Bar	5	5	5
Employee	29	29	29
Retail			
Visitor	14	14	14
Employee	8	8	8
Residential Guest	1	1	1
Residential Resident	32	32	32
Hotel Spa/Wellness Center			
Visitor	0	0	0
Employee	2	2	2
Total Recommended Parking Supply	327	297	387

Walker Consultants, 2018

As shown in Table 8, adjusting for drive ratios, captive effects and shared parking, the projected typical peak event parking demand in 297 parking spaces. Table 8 also shows the projected typical peak demand for an average event day and a worst-case scenario day adjusted for shared parking.

Table 8: Recommend Parking Supply: Weekend

Land Use	Recommended Parking Supply Scenarios (Weekend) Adjusted Demand with Shared Parking		
	Typical Peak Event (85th Percentile)	Average Event (50th Percentile)	Worst Case Event (100th Percentile)
Hotel			
Guest	182	162	182
Event Space	12	75	8
Restaurant/Lounge/Rooftop Bar	19	5	19
Employee	17	23	17
Retail			
Visitor	17	15	17
Employee	7	9	7
Residential Guest	5	2	5
Residential Resident	37	32	37
Hotel Spa/Wellness Center			
Visitor	0	0	0
Employee	1	1	1
Total Recommended Parking Supply	297	324	293

Walker Consultants, 2018

Table 9 displays the design day (85th percentile) weekday peak parking unadjusted demand compared to the recommend supply based on shared parking, as well as the adjustments to non-captive and drive ratio.

Table 9: Design Day Adjustments

SPM Output Land Use	Typical Peak Event (85th Percentile) Weekday					
	Unadjusted Demand	Peak Hour Adjustment 5PM	Monthly Peak Adjustment	Non-Captive (Daytime)	Drive Ratio (Daytime)	Recommended Supply Peak
Hotel						
Guest	203	80%	100%	100%	90%	146
Event Space	240	100%	100%	50%	75%	90
Restaurant/Lounge/Rooftop Bar	57	30%	86%	60%	60%	5
Employee	56					29
Retail						
Visitor	58	95%	57%	50%	90%	14
Employee	14	80%	95%	100%	75%	8
Residential Guest	4	40%	100%	100%	90%	1
Residential Resident	40	85%	100%	100%	95%	32
Hotel Spa/Wellness Center						
Visitor	0	N/A	N/A	N/A	N/A	0
Employee	3	100%	100%	100%	75%	2
Total Recommended Parking Supply	675					327

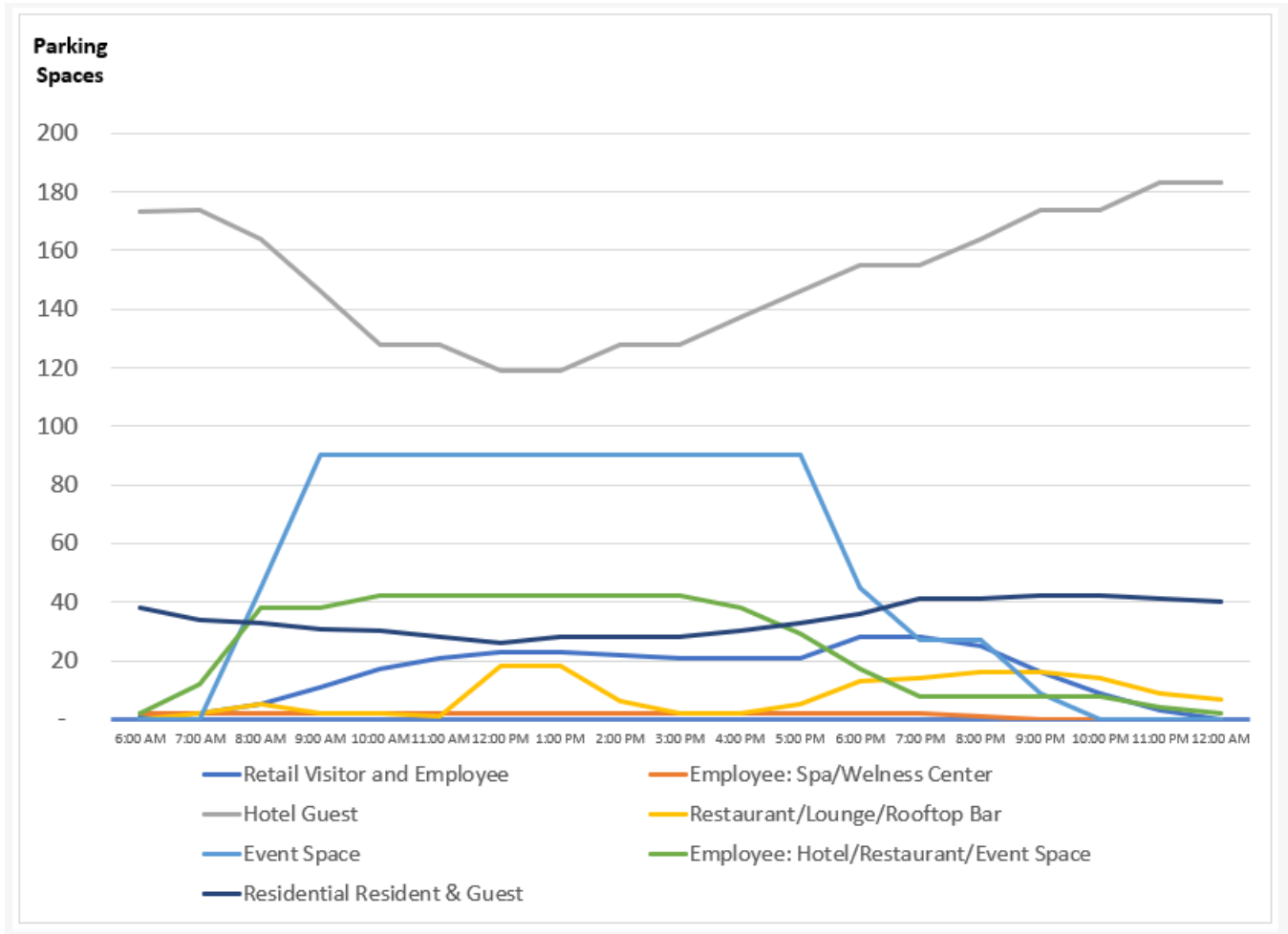
Walker Consultants, 2018

Figure 3 on page 12 displays the demand fluctuations for the proposed land uses throughout an entire day for the design day 85th percentile) scenario. The graph displays the fluidity of demand based on the uses and adjustments factored into the analysis.

Note that peak parking demand by use varies over the course of the day.

- Carry out food peaks at lunch
- Sit down restaurants peak in the evening
- Hotel guest parking peaks overnight

Figure 3: Shared Parking Model Output: Recommended Weekday Supply by Hour



ZONING CODE REVIEW

Minimum parking requirements for American Tin Cannery are governed by the City of Pacific Grove Municipal Code, Title 23 Zoning Chapter 23.64.190 Off-Street Parking, Storage. The code is limited in nature and does not specifically regulate or consider a project of the magnitude of the proposed American Tin Cannery redevelopment. For example, only a few of ATC's land uses have a specific parking requirement, such as residential and hotel. The hotel requirement is one space per every four guest rooms and residential requirement is one and one-half spaces for each unit having less than two bedrooms. There is no specified parking requirement for event space, spas, or retail. Restaurant and bars are not called out in the code, instead these uses might be applied under the term "social club.

For uses not defined in the code, Chapter 23.64.190 (g) states that, "Parking space required for other uses allowed in any district and not set forth above shall be determined by the planning commission and set forth as a condition to the granting of the use permit for such use."

Walker reviewed code requirements for American Tin Cannery with the City of Pacific Grove in a meeting with the Community & Economic Development Dept. on Wednesday, October 24, 2018. During the meeting, we were told that because this site is on the coast, that parking would be dictated based on the California Coastal Commission. Further that because the uses are not defined in the City of Pacific Grove Municipal Zoning Code, that the Planning Commission would determine parking requirements based on a standard for these types of uses.

REVIEW OF CITY OF MONTEREY, CA OFF-STREET PARKING REGULATIONS

To understand local comparisons, Walker reviewed the City of Monterey Zoning Code as well as held a call with the City of Monterey's Parking Division Manager, Cristie Steffy on Friday, November 2.

According to the City of Monterey Zoning Code, parking requirements in Cannery Row are regulated under Article 18, Off-Street Parking and Loading Regulations. Table 10 on page 15 compares parking requirements in the City of Monterey and City of Pacific Grove.

Table 10: City of Monterey, CA and City of Pacific Grove, CA Parking Requirements

Land Use	City of Monterey Parking Space Requirements	City of Pacific Grove Parking Space Requirements
Hotel	1 per guest room; plus 2 for every 50 rooms, plus parking as required for accessory uses	1 per 4 guest rooms
Hotel Restaurant/Lounge	1 per 50 sq. ft. of seating area	N/A
Hotel Rooftop Bar	1 per 50 sq. ft. of seating area	N/A
Hotel Event Space	N/A	N/A
Hotel Spa/Wellness Center	1 per 100 sq.ft. of weight room, 1 per 50 sq.ft. of aerobics area, and 3 per racquetball court	N/A
Retail	1 per 400 sq.ft. for the first 1,000 sq.ft.; 1 per 500 sq.ft. over 1,000 sq.ft.	N/A
Residential Studio	2	1.5 for each unit having less than two bedrooms

Source: City of Monterey, CA and City of Pacific Grove, CA
 Walker Consultants, 2018

While parking requirement in the City of Monterey seem higher than Pacific Grove, Monterey allows parking reductions and shared parking for both commercial and residential parking requirements.

SHARED PARKING

The City of Monterey Zoning Code, Article 18 Section 38.116 (E), Adjustments to Parking Standards, Shared Parking allows shared parking between similar uses in the same development:

“A use permit may be approved for parking serving more than one use or site and located in a district in which parking for the uses served is a permitted or conditional use. The maximum allowable reduction in the number of spaces to be provided shall not exceed 20 percent of the sum of the number required for each use served.”

The applicant must provide survey data and obtain a use permit for shared parking. The permit is conditioned on a written agreement between the property owner and the City and a use permit approved by the Planning Commission.

Survey data must prove that:

1. The spaces to be provided will be available as long as the uses requiring the spaces are in operation;
2. The peak hours of parking demand from all uses do not coincide so that peak demand is greater than the parking provided;
3. The adequacy of the quantity and efficiency of parking provided will equal or exceed the level that can be expected if collective parking is not provided; and
4. A use permit for shared parking is approved, conditioned on the following:

- a. A written agreement between landowner(s) and the City and approved by the Planning Commission. This agreement shall be in the form capable of and subject to being recorded to constitute a covenant running with the land and shall include:
 - i. A guarantee that there will be no substantial alteration in the uses that will create a greater demand for parking;
 - ii. A guarantee among the landowner(s) for access to and use of the shared parking facilities;
 - iii. The City may require additional parking facilities in addition to those originally approved if it is found that adequate parking has not been provided.
 - iv. The City may modify or terminate the agreement at any time.

FURTHER REDUCTIONS

The City of Monterey Zoning Code further reduces parking requirements for non-residential uses under Section 38-117: Reduced Parking for Other Uses as approved by the Planning Commission under the following conditions:

1. The parking demand will be less than the requirement in Schedule A or B; and
2. The probable long-term occupancy of the building or structure, based on its design, will not generate additional parking demand; or
3. There is significant public parking within a reasonable distance that has been provided or will be provided within a reasonable time.

PARKING IN-LIEU PAYMENTS

Section 38-118 allows off-street parking to be provided by a parking in-lieu payment, within designated parking districts, which includes Cannery Row.

INTERVIEW WITH CITY OF MONTEREY, CA

Walker held a call with the City of Monterey's Parking Division Manager, Cristie Steffy on Friday, November 2. Below is a list of questions Walker reviewed during the call. Some questions were not answered, and Walker is to be connected with Kimberly Cole, City of Monterey Community Development Director, for more information on zoning requirements.

1. How do you determine parking requirements on Cannery Row?
2. Confirming that the City of Monterey code allows shared parking under the Zoning Code.
3. Have Cannery Row establishments paid the parking in-lieu fee instead of providing off-street parking?
4. How is Coastal involved with parking on Cannery Row?
5. What is demand in public lots/garages/on-street?
6. Do hotels park guests in public areas? Do they pay the City a fee for this access?
7. Do employees park at hotels? Is there an employee parking plan?

8. How will you consider parking requirements for the proposed 465, 470, 565 and 570 Cannery Row also called Ocean View Plaza?²

Summary of call:

Off-Street parking and land use on Cannery Row

- The City's Parking Division (under the Public Works Dept.) and Planning Office (under the Community Development Dept.) are working to build a bridge between parking and land use that does not currently exist. This includes finding a connection between planning and parking on Cannery Row.
- From a planning perspective, the parking in-lieu fee is beneficial to the City and businesses take advantage of the policy. However, from the Parking Division's perspective, there is a concern that it could result in a lack of parking along Cannery Row.
- Residential developments on Cannery Row that do not provide parking instead purchase parking permits for residents. For example:
 - A new housing development on Cannery Row did not build parking and was required to purchase permits for tenants in Cannery Row garage.
 - New housing development on Wave Street was also required to purchase Cannery Row garage permits so residents do not park on street.
 - The mixed-use parking standard is one-half space; however the City has seen that even one space is not enough because residents have two vehicles. For example a residential development on Lighthouse provided one space. However residents are now requesting permits in public surface lots for their second vehicle.
- Clement Hotel provided parking as part of their project, some of their parking is in mechanical lifts.
 - Clement Hotel makes surplus parking available to the public.
 - When the hotel opened there was an issue because hotel employees were parked in the garage, while extra spaces at the hotel were made available to the public. The City corrected this because the hotel was parking employees in the garages for \$2/day and charging visitors \$20/day for hotel spaces that should have been provided to employees.³
- City has implemented a cap on the amount of permits available in public surface lots and garages.
 - Garage cap is fluid because not everyone is parking at the same time and people are constantly dropping out. Only time the City cut off permits in the garage was during construction because there was demand from worker parking.
 - Surface lots are more stringent to ensure there are visitor spaces. For example in Lot 21 (79 total spaces) the City will only lease a maximum of 50 permits.

²Ocean View Plaza is a proposed 3.5-acre project that includes both residential and retail space along with a community park and history center. In addition to the planned 51 condos, 100,000 square-feet of retail space and 377 parking spaces. There is a dispute over ownership of the site that is stalling development. For more information see <https://www.montereyherald.com/2018/09/20/fight-for-the-site-ownership-dispute-has-delayed-ocean-view-plaza-project/>

³ Note that \$20 is anecdotal and does not reflect the actual parking fee at The Clement Hotel, which is \$30 for valet parking.

- Unaware of the Ocean View Plaza project on Cannery Row.
- Not been involved with the California Coastal Commission on any projects.

Public parking and demand for parking on Cannery Row

- Most of Cannery Row parking is paid.
- Currently the City does not see a parking problem on Cannery Row. There is greater demand in the summer, the busiest time, but parking is available at all other times. However current parking may be unlikely to continue to support future development and growth.
- The trolley program has been helpful in reducing parking demand on Cannery Row as visitors and employees park downtown and take the trolley to Cannery Row.
- When paid parking was first implemented in the garages in Summer 2018, there was a decrease in garage parking and concern people were instead parking on-street. However the City found no change or increase in on-street parking.

Next Steps:

- Cristie is reaching out to Kimberly Cole, Community Development Director, for more information on zoning requirements.

AREA PUBLIC PARKING

Public parking on the streets surrounding American Tin Cannery on Eardley, Ocean View Boulevard, Dewey, and Sloat are paid metered with no time restriction. Regulations are in effect seven days a week from 9:00am to 8:00 pm. The City of Pacific Grove has several public parking lots located downtown, however those lots are a longer walk than what a typical patron is willing to make, at almost 15 minutes or 0.8 miles.

There are 1,273± public parking spaces located in the City of Monterey, less than a ten-minute walk of American Tin Cannery.⁴ Lots are enforced everyday 9:00 AM to 8:00 PM.

- Cannery Row Garage – 1,003± spaces. 601 Foam Street between Hoffman and Prescott Streets. A flat rate is charged at entry.
- Cannery Row Lot 7 – 103± spaces, 160 Irving St between Foam and Wave Streets. A flat rate of \$15.00 for all day, \$5.00 after 4:00 PM.
- Lot #21 – 79± spaces. Between Foam Street, Cannery Row and Reeside Avenue. \$1.50 per hour, \$10.00 all day
- Lot #24 – 9 spaces. Located between Cannery Row and Foam Street. Metered parking, \$1.50 per hour.
- San Carlos Beach Park – 48± spaces. Located between Cannery Row and Reeside Avenue, \$1.50 per hour.
- Breakwater Lot – 118± spaces. Located by the Coast Guard Pier at the south end of Cannery Row, \$1.50 per hour, \$10.00 per day.

⁴ City of Monterey

APPENDIX A**STATEMENT OF LIMITING CONDITIONS**

1. This report is to be used in whole and not in part.
2. Walker's report and recommendations are based on certain assumptions pertaining to the future performance of the local economy and other factors typically related to individual user characteristics that are either outside Walker's control or that of the client. To the best of Walker's ability, we analyzed available information that was incorporated in projecting future performance of the proposed subject site.
3. The financial projections presented in this report are conceptual estimates in nature and will differ from actual results.
4. Sketches, photographs, maps and other exhibits are included to assist the reader in visualizing the property. It is assumed that the use of the land and improvements is within the boundaries of the property described, and that there is no encroachment or trespass unless noted.
5. All information, estimates, and opinions obtained from parties not employed by Walker Parking Consultants/Engineers, Inc. are assumed to be true and correct. We assume no liability resulting from misinformation.
6. Unless noted, we assume there are no encroachments, zoning, violations, or building violations encumbering the subject property.
7. All mortgages, liens, encumbrances, leases, and servitudes have been disregarded unless specified otherwise.
8. None of this material may be reproduced in any form without our written permission, and the report cannot be disseminated to the public through advertising, public relations, news, sales, or other media.
9. We take no responsibility for any events or circumstances that take place subsequent to the date of our field inspections.
10. The quality of a parking facility's on-site management has a direct effect on a property's economic viability. The financial projections presented in the analysis assume responsible ownership and competent management. Any departure from this assumption may have a significant impact on the projected operating results.
11. The Preliminary Financial model is based upon an evaluation of the overall economy and does not take into account nor make provisions for the effect of any rise or decline in local or national economic conditions. We do not warrant that the projections will be attained, but they have been prepared on the basis of information obtained during the course of this study and are intended to reflect the expectations of a typical parking patron.
12. Many of the numeric figures presented in this report were generated using computer models that make calculations based on numbers carried out to three decimal places. In the interest of simplicity, most numbers have been rounded to the nearest thousand; therefore, these figures may be subject to small rounding errors.
13. This report was prepared by Walker Parking Consultants; all opinions, recommendations, and conclusions expressed during the course of this assignment are rendered by the staff of Walker Parking Consultants as employees, rather than as individuals.
14. The conclusions and recommendations presented were reached based on Walker's analysis of the information obtained from the client and our own sources. Information furnished by others, upon which portions of this study may be based, is believed to be reliable; however, it has not been verified in all cases. No warranty is given to the accuracy of such information; moreover, any significant differences



between these assumptions and actual performance may impact the financial projections for the subject parking operation.

DRAFT

Appendix O

Water Demand Analysis Memo

and

MPWMD Review Letter of Water Demand

To:	Scott Stone	From:	Autumn Glaeser, PE Don Donaldson, PE, LEED AP
	Comstock Homes		Stantec Consulting Services Inc.
File:	2064175100	Date:	January 7, 2020

Reference: American Tin Cannery Hotel Project Water Demand Technical Memorandum

BACKGROUND

Comstock Homes is in the feasibility stage of the American Tin Cannery Hotel Project (project). The project site is located at the corner of Ocean Avenue and Eardley Avenue in the City of Pacific Grove, California (see Figure 1). The proposed project site includes two existing commercial buildings and a portion of a parking lot. The existing water allocation is 18.53 acre-feet per year (AFY) provided by California – American Water Company.



Figure 1 – Proposed Project Site Location Map

The approach to the memorandum will be to calculate the proposed water demands per the Monterey Peninsula Water Management District (MPWMD) standards and demonstrate project specific water savings per the October 4, 2018 letter from Comstock Homes.

PROPOSED PROJECT WATER DEMAND CALCULATIONS

The proposed project includes a hotel with 225 guest rooms of various configurations, function space, restaurant and bar, roof top bar, fitness club and spa, and mixed-use retail. (Project details provided by Comstock Homes on December 9, 2019) The site will include garden space which will be irrigated through the proposed grey water reuse system. Reference is made to the Grey Water System Memo (Non-Potable

Reference: American Tin Cannery Hotel Project Water Demand

Water Balance) by Sherwood Design Engineers dated 11/21/2019 (see attachment).

There is no connection to the public reclaimed water system available at this site. The potable water service is provided by California – American Water Company. Per MPWMD, the proposed water demands are calculated using their published Rule 24 for non-residential uses. Table 1 below provides the proposed development water demand calculations based on Rule 24.

Table 1 – Proposed Development Water Demand Calculations (Per MPWMD Rule 24)

Description	Assumptions	Quantity	Unit	MPWMD Water Use Factors	Unit	Estimated Water Usage (AFY)
Hotel						
Hotel Guest Rooms (standard rms)	One bathroom, one shower head, and standard tub	197	ea.	0.064	AF/Room	12.61
Hotel Suites (junior & 1 bd)	One bathroom, one shower head, and large tub	24	ea.	0.094	AF/Room	2.26
Hotel Suites (2bd & presidential)	Two bathrooms, each with one shower head, one standard tub, and one large tub	4	ea.	0.094	AF/Room/+large tub	0.376
Meeting Space		7,010	sq. ft	0.0002	AF/SF	1.40
Ballroom Space		6,370	sq. ft	0.00007	AF/SF	0.45
Restaurant (includes 90 outdoor seats)		180	interior seats	0.02	AF/Interior Restaurant Seat	3.60
Fitness club & spa		8,835	sq. ft	0.00007	AF/SF	0.62
Pool		3,000	sq. ft	0.02	AF/100 SF of Surface area	0.60
Hotel Sub total						21.92
Additional Project Area						
Mixed use retail		21,570	sq. ft	0.00007	AF/SF	1.51
Additional Project Area Sub total						1.51

Table 2 displays the total water demand for the hotel combined with the additional project area usage.

Table 2 – Proposed Development Water Demand Totals

Project	Total Water Demand (AFY)
Hotel & Additional Project Area	23.43

Reference: American Tin Cannery Hotel Project Water Demand

WATER SAVINGS EVALUATION

The proposed project program indicates laundry will be washed offsite, the toilets will use grey water for flushing, and employee urinals will be waterless. Each of these uses are included in the standard water use factors and are calculated below to determine the estimated water savings.

Offsite Laundry Facilities

The proposed development is proposing offsite laundry which will reduce the water demand onsite. For the purposes of this memorandum, basic assumptions were made in order to evaluate water usage of a laundry facility onsite which will be used as the potential water savings for the proposed development. On average a luxury hotel with a pool, restaurants, room service and large banquets produces approximately 8 – 14 pounds per room per day of laundry¹. (Commercial Laundry Equipment Company has been operating for 50 years and generated this sizing formula based on their extensive experience.) Per the Alliance for Water Efficiency, the laundry use factors are based on 2 gallons of water per pound of laundry. This factor changes with the efficiency of the equipment used to wash the laundry and is an assumed number for the purposes of calculating potential water savings. It is our understanding from Comstock Homes that the MPWMD factors assume laundry use is on site, therefore Table 3 below shows the laundry estimated water demands for the proposed project based on a 76 percent occupancy rate. The actual laundry produced, and water demands may vary depending on a variety of factors. The information provided in this report is for estimation purposes only. To be conservative, 8 pounds of laundry per room per day is used in the table 3 below.

Table 3 – Estimated Laundry Water Usage

Number of Room	Lbs of laundry/room	gals/room	gal/day	AF/day	occupancy rate	Estimated Annual Water Use AFY
225	8	16	3,600	0.011	0.76	3.06

Reclaimed Water for Toilet Flushing

The proposed project will be using grey water for flushing of all toilets on the property. For the purposes of this report, it is assumed there will be enough grey water captured to replace all potable water within the facility for toilet flushing. Please refer to the Grey Water System Memo (Non-Potable Water Balance) by Sherwood Design Engineers dated 11/21/2019 (attached). This will eliminate the use of potable water for the proposed toilets on site and will provide savings in the estimated water use calculations. Per the Alliance for Water Efficiency², an assumption of 6 to 7 flushes per hotel guests per day is reasonable. (The Alliance for Water Efficiency is a stakeholder-based nonprofit organization dedicated to the efficient and sustainable use of water.) These flushes occur throughout the property and not only within the guest rooms. There are many variables that go into calculating the estimated water usage from toilets on the property. Below are the assumptions used in the calculations summarized in Table 4.

Assumptions:

1. Number of Guests per room:

¹ <https://commerciallaundryequip.com/wp-content/uploads/2014/07/equipment-sizing-guide.pdf>

² http://www.allianceforwaterefficiency.org/hotels_and_motels.aspx

Reference: American Tin Cannery Hotel Project Water Demand

- a. Business travelers average one person per room and occupy the standard room type five days a week.
- b. Couples and families average two to four persons per room and occupy the standard room type two days a week. Couples occupy the junior & 1 bd. Families occupy the 2 bd and presidential suites.

- Using a weighted average to determine assumed number of guests/day/room:

- Standard Rms: 1 person x (5/7 nights) + 3 persons x (2/7 nights) = 1.6
- Hotel Suites (junior & 1 bd): 2 persons
- Hotel Suites (2 bd & presidential): 2-4 persons (3 persons used in Table 4)

2. The City of Monterey publishes the average occupancy rates annually, the most current published rate was 76 percent for 2016-17, this average was applied to the number of assumed guests per day to accommodate varying occupancy rates over the course of a year.

Table 4 – Number of Guests per Day Assumptions per Hotel Room Type

Hotel Room Description	# of Rooms	# of toilets	Assumed Number of guests/day/room	# of guests/day (assumes 76% average occupancy rate per TOT occupancy rates)
Hotel Guest Rooms (standard rms)	197	197	1.6	239.55
Hotel Suites (junior & 1 bd)	24	24	2	36.48
Hotel Suites (2bd & presidential)	4	8	3	9.12
Assumed Total guests/day				285.15

Table 5 – Estimated Water Usage of Onsite Toilets

Number of Hotel Guests per Table 4	Number of flushes per guest (includes hotel room and all other spaces on property)	Proposed toilet gallons/flush (per MPWMD Rule 142 Water Efficiency Standards)	Total water usage (gallons per day)	Total water usage (AF/Day)	Total water usage (AFY)
285.15	6	1.28	2189.97	0.0067	2.45

Waterless Employee Urinals

Per MPWMD rule 142 urinals shall be Pint Urinals (0.125 gallons per flush) or Zero Waste Consumption Urinals. The project is proposing Zero Waste Consumption Urinals within the employee bathrooms which will allow for the potential of a small water savings. Below are the assumptions used in these calculations.

Reference: American Tin Cannery Hotel Project Water Demand

Table 6 – Estimated Water Usage of Employee Urinals

Description	# of employee urinals	Assumed # of flushes per day	Total Water Usage Pint Urinal (gpf)	Total water usage (gpd)	Total water usage (AF/Day)	Total water usage (AFY)
Hotel and Mixed Use	4	18	0.125	9.00	0.00003	0.010

Estimated Water Savings

Based on the above estimates Table 7 provides a summary of the estimated water savings that should be considered in the final water demand calculations.

Table 7 – Estimated Water Savings

Usage	Estimated Water Savings (AFY)
Laundry	3.06
Reclaimed Water for Toilets	2.45
Waterless Employee Urinals	0.01
Total Savings	5.52

CONCLUSION

In conclusion this memorandum calculated the proposed water demands per the MPWMD standards and demonstrated project specific water savings per the October 4, 2018 letter from Comstock Homes. Table 8 shows the comparison between the proposed development, adjusted calculations based on the estimated water savings, and existing water allocation of 18.53 AFY.

Table 8 – Water Demand Analysis Comparison

Water Demand Calculation	Proposed Project Water Demand (AFY)	Proposed Project Adjusted Water Demand (AFY) based on Table 7	Comparison to Existing Water Allocation Shortfall (excess) - (AFY)
Proposed Development Water Demand - Hotel & Additional Project Area	23.43	17.91	(0.62)

As submitted, the proposed project is projected to require approximately 23.43 AFY of potable water for the hotel, retail and meeting/ballroom uses. Based on planned water savings features using offsite laundry services and onsite grey water capture and reuse, the annual water savings is approximately 5.52 AFY. The adjusted Potable Water Demand for this project is calculated to be 17.91 AFY. The existing water allocation is 18.53 AFY, leaving an unused excess of 0.62 AFY.

Attachment: Grey Water System Memo (Non-Potable Water Balance) by Sherwood Design Engineers dated 11/21/2019

November 21, 2019

Kevin McIntosh
Blach Construction
40 Ragsdale Drive, Suite 140
Monterey, CA 93940-5790

Subject: **Non-Potable Water Balance**
American Tin Cannery Hotel & Commercial Project
Pacific Grove, California

Dear Kevin:

Sherwood Design Engineers, Inc. (SDE) is pleased to provide a technical letter summarizing a non-potable water, or graywater, balance for the American Tin Cannery Hotel & Commercial Project (ATC Hotel), located at 109 Ocean View Boulevard in Pacific Grove, CA. The ATC Hotel is a proposed development project consisting of a 225-room hotel, restaurant, bar and retail spaces. The focus of this water balance is to quantify the amount of graywater that can be reclaimed and reused for toilet flushing and exterior landscape irrigation at the site.

The results from this water balance estimates 4.86 acre-feet per year (AFY) of graywater can be reclaimed from guest shower, bath, and lavatory sink usage for onsite non-potable reuse. This volume of graywater can offset over 100% of the annual water demand from toilet flushing (2.45 AFY) and landscape irrigation (2.30 AFY).

COMPONENTS OF THE WATER BALANCE

This water balance compares the volume of graywater produced onsite (supply) with the volume of water that could be offset with graywater (demand). A previous study performed by Stantec (Stantec study)¹ estimated the volume of water that could be offset with graywater (graywater demand) at the project site. The assessment calculated the total volume of water required for guest toilet flushing onsite.

The scope of this water balance includes estimating graywater demand and supply using planning-level assumptions. Seasonal variation in hotel guests is not considered; instead, the analysis uses annual averages of occupancy. For the purposes of this analysis, graywater supply is defined as including all water produced from using the following fixtures: shower, bath, and bathroom faucet. Graywater demand is defined as including all water required for guest toilet flushing and landscape irrigation.

¹ Stantec, "ATC Hotel Project Water Savings Evaluation Draft Technical Memorandum", November 18, 2019.

ASSUMPTIONS

Occupancy assumptions

Overnight hotel guests - Effective daily guest count is estimated by calculating a weighted average of the three guest room types that will be offered by the hotel. The type and average occupancy of each room type are sourced from the Stantec study. An average occupancy rate of 76% is assumed for all rooms types². SDE understands hotels experience season variation in occupancy, but using the annual average is appropriate for the scope of this analysis. Table 1 details the overnight hotel guest occupancy calculations. The effective daily guest count is 285.15.

Table 1. ATC Hotel Overnight Guest Occupancy Estimates

Type of room	Number of rooms ¹	Guests per room per day	Average occupancy rate ²	Guests per day
Hotel guest rooms (standard)	197	1.6	76%	239.55
Hotel suites (junior & 1 bed)	24	2	76%	36.48
Hotel suites (2bd & presidential)	4	3	76%	9.12
Effective Daily Guests				285.15

1. Source: Stantec, "ATC Hotel Project Water Savings Evaluation Draft Technical Memorandum", October 21, 2019

2. Source: City of Monterey Visitor Accommodation Facilities Revenue (TOT) 2018/2019

Water fixture assumptions

Fixtures contributing to graywater supply in this analysis include baths, showers, and lavatory faucets. Toilets used by guests are the only fixtures contributing to interior graywater demand in this analysis.

Water efficiency values are sourced from the Monterey Peninsula Water Management District Rule 142 Water Efficiency Standards (MPWMD Rule 142)³. Average daily usage and usage duration for the shower and bath are sourced from the San Francisco Public Utilities District Commission's Single-Building Water Use Calculator⁴. Hotel guest toilet usage is sourced from the Stantec study. The lavatory faucet usage was set to match the toilet usage. Table 3 outlines all fixture water efficiency and usage assumptions.

² City of Monterey Visitor Accommodations Facilities Revenue (TOT), 2018/2019.

³ Monterey Peninsula Water Management District, "Rule 142 – Water Efficiency Standards", Updated May 16, 2015. <https://www.mpwmd.net/wp-content/uploads/Rule142.pdf>

⁴ San Francisco Public Utilities Commission, "Single-Building Water Use Calculator, Version 6", Revised December 26, 2018. <https://sfwater.org/index.aspx?page=686>

Table 2. Fixture Water Efficiency and Usage Assumptions

Fixture	Flow rate	Unit	Duration	Unit	Ave daily use
Toilet	1.28	gpf ¹	1	flush	6
Shower	2	gpm ²	8.4	minute	0.65
Lavatory faucet	1.20	gpm	0.25	minute	6
Bath	25	gal/bath	1	bath	0.1

1. gpf = gallons per flush

2. gpm = gallons per minute

Total daily water use from each fixture is calculated using the following equation:

$$Volume_x (gpd) = flow\ rate_x * duration_x * ave.\ daily\ use_x * no.\ of\ guests_x$$

Landscape irrigation assumptions

The ATC Hotel is proposing to include green roofs, ground cover, and shrubs throughout the hotel. Table 4 lists the approximate proposed square footages of each landscape type. These areas are estimates derived from the provided Preliminary Landscaping Plan, dated August 28, 2019.

Table 3. Proposed Landscaped Area

Landscape Type	Area (sf)
Green roof	24,000
Ground cover / shrub	45,000
Total landscaped area	69,000

Landscape irrigation for new developments shall comply with the MPWMD Rule 142, which allows a project to irrigate a non-residential landscaped area up to 0.45 of the natural evapotranspiration rate. This value, 0.45, is considered the evapotranspiration adjustment factor (ETAF). Monthly reference evapotranspiration (ET) values are sourced from the California Irrigation Management Information System, Zone 2⁵. Allowable irrigation volume is calculated by multiplying the ET, landscaped area, and ETAF. Table 5 lists the allowable irrigation volume by month.

⁵ California Irrigation Management Information System, "Reference EvapoTranspiration (ETo) Zones", 1999.

Table 4. Annual Evapotranspiration Rates and Allowable Irrigation Volume

Month	ET (in/month)	Monthly ET volume (gal)	Allowable irrigation volume (gal)
Jan	1.24	53,047	23,871
Feb	1.68	71,870	32,342
Mar	3.1	132,618	59,678
April	3.9	166,842	75,079
May	4.65	198,927	89,517
Jun	5.1	218,178	98,180
Jul	4.96	212,189	95,485
Aug	4.65	198,927	89,517
Sep	3.9	166,842	75,079
Oct	2.79	119,356	53,710
Nov	1.8	77,004	34,652
Dec	1.24	53,047	23,871

Total annual allowable irrigation volume (gpy) 750,982

RESULTS

Graywater daily supply (from showers, lavatory faucets, and baths) is approximately 4,340 gpd or 4.86 AFY. Table 6 outlines the graywater supply calculations.

Table 5. Total Graywater Supply

Fixture	Flow rate	Unit	Duration	Unit	Ave daily use	No. of guests	Daily use (gpd)
Shower	2	gpm	8.4	minute	0.65	285.15	3114
Lavatory faucet	1.20	gpm	0.25	minute	6	285.15	513
Bath	25	gal/bath	1	bath	0.1	285.15	713

4,340

Graywater interior demand is approximately 2,190 gpd or 2.45 AFY. Table 7 outlines the graywater interior demand calculation.

Table 6. Total Interior Graywater Demand

Fixture	Flow rate	Unit	Duration	Unit	Ave daily use	No. of guests	Daily use (gpd)
Toilet	1.28	gpf	1	flush	6	285.15	2,190

Graywater exterior demand (for green roofs, ground cover, and shrubs) is approximately 2,057 gpd or 2.30 AFY. The former value is calculated by dividing the total annual allowable irrigation volume (from Table 5) by the number of days a year.

CONCLUSION

This planning level water balance estimates that reclaiming and reusing graywater from all showers, baths, and lavatory sinks can offset over 100% of the water required for guest toilet flushing and irrigation at the ATC Hotel.

Thank you for the opportunity to provide these services on this project. Please contact me if you have any questions or need any additional information.

Sincerely,



PETER HAASE, MS, PE
Principal Engineer



KELLY ARCHER, EIT
Design Engineer I



January 31, 2020

Anastazia Aziz
Community Development Department Director
City of Pacific Grove
300 Forest Avenue, 2nd Floor
Pacific Grove, California 93950

Subject: MPWMD Comments on water Demand Technical Memorandum for the American Tin Cannery Hotel Project, Corner of Ocean Avenue & Eardley Avenue, Pacific Grove (APN: 006-231-001)

Dear Anastasia:

The Monterey Peninsula Water Management District (MPWMD or District) appreciates the opportunity to comment on the Water Demand Technical Memorandum dated January 7, 2020, for the American Tin Cannery Hotel Project in Pacific Grove. The project is described as a 225-room hotel with a fitness club, spa, retail, meeting rooms, restaurant, and bar. The 225-room hotel will occupy the Site¹ that currently consists of approximately 146,355 square-foot of Non-Residential buildings that contain restaurants and retail uses. The project will include garden space which will be irrigated through a Graywater reuse system. The Graywater system will also be used for flushing toilets on the property. The District is submitting these comments based on current rules and policies which are subject to revision by action of the Board of Directors. The District has the following comments:

Proposed Project Water Demand Calculations

According to the Technical Memorandum, the projected Water Use Capacity for the project would be approximately 23.430 Acre-Feet Annually (AFA). This estimate did not include additional water needed for double bedrooms in four suites. Two of the four bathrooms will have a Large Bathtub. Based on MPWMD Rule 24, Table 2: Non-Residential Water Use Factors, the Water Use Capacity is at least 23.746 AFA, resulting in unaccounted-for demand of 0.316 AFA.

Water Savings Evaluation

The Technical Memorandum refers to a Graywater system that would provide non-Potable water for the project. On October 15, 2018, the District's Board of Directors approved a finding of "Special Circumstances" for the American Tin Cannery Hotel Project for use of state-of-the-art water efficiency elements in the project design. Staff concurs with the projected water savings of approximately 5.52 AFA for the extraordinary measures that will result from using Alternative Water Sources for toilet flushing, installation of Zero Waterless Urinals, and no on-Site laundry.

¹ Capitalized terms are defined in MPWMD Rule 11.

Water Efficiency Standards in New Construction

Water Permit applications are processed in accordance with MPWMD Rules and Regulations. MPWMD requires Best Management Practices and highly water efficient fixtures in New Construction. Installation of water efficiency plumbing fixtures reduces the burden of new, expanded or modified uses on the water resources. Current MPWMD Rules and Regulations are available at the following website: www.mpwmd.net. All Non-Residential Users must comply with MPWMD's extensive water conservation and water efficiency standards.

MPWMD Water Efficient Landscape Requirements

New development projects that include Landscape Areas of 500 square-feet or more must install and maintain landscaping that complies with the District's requirements. MPWMD Rule 142.1 mandates landscape standards that minimize water use, eliminate Water Waste, and reduce storm water Runoff by requiring low water landscape plantings, design, and irrigation methods. Complete Landscape Documentation Packages and landscape plans must be submitted to the District.

Water Meters and Moratorium on New and Expanded Water Service Connections

On March 24, 2011, the California Public Utilities Commission (CPUC) approved a moratorium on new water service Connections in the Cal-Am system. This action enacted a moratorium on new or expanded water service Connections for projects that failed to obtain all necessary governmental permits before October 20, 2009. The moratorium on expanded water service Connections may affect the American Tin Cannery Hotel Project.

Conclusion

District staff appreciates the opportunity to comment on the Water Demand Technical Memorandum dated January 7, 2020, for the American Tin Cannery Hotel Project. The District concurs that the proposed project will have sufficient water supply to offset the water Capacity projections for the proposed project.

If you have any questions or would like to discuss our comments, please contact Stephanie Locke or Gabriela Bravo at 831-658-5601 or Locke@mpwmd.net or gabby@mpwmd.net.

Sincerely,



David J. Stoldt
General Manager

cc: Mr. Mike Zimmerman



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