Parker Flats Apartments Project

CEQA Class 32 Categorical Exemption Report

prepared by
City of Seaside
Resources Services Management
440 Harcourt Avenue
Seaside, California 93955

prepared with the assistance of
Rincon Consultants, Inc.
2511 Garden Road, Suite C250
Monterey, California 93940

April 2022

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Environmental Scientists Planners Engineers
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Categorical Exemption Report

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc., for the Parker Flats Apartments Project in the City of Seaside. The intent of the analysis is to document whether the project is eligible for a Class 32 Categorical Exemption (CE). The report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 32 exemption. This includes an analysis of the project's potential impacts in the areas of biological resources, traffic, air quality, noise, water quality, and public services/utilities. The report concludes that the project is eligible for a Class 32 exemption.

1. Introduction

The City of Seaside intends to adopt a Class 32 CE for the proposed Parker Flats Apartments project. The State CEQA Guidelines Section 15332 states that a CE is allowed when:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
(c) The project site has no value as habitat for endangered, rare or threatened species.
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
(e) The site can be adequately served by all required utilities and public services.

The consistency of the proposed project with these requirements is provided in Section 4 of this report.

Additionally, State CEQA Guidelines Section 15300.2 outlines exceptions to the applicability of a Categorical Exemption, including cumulative impacts, significant effects due to unusual circumstances, scenic highways, hazardous waste sites, and historical resources. A full listing of these exceptions and an assessment of their applicability to the proposed project is provided in Section 4 of this report.

2. Project Description

The proposed project would involve conversion of an existing abandoned military nursing barracks on the former Fort Ord into residential apartments with 42 dwelling units, including two one-bedroom units, 29 two-bedroom units, and 11 three-bedroom units. The project site is located at 4386 – 4387 Parker Flats Cut Off Road in the City of Seaside, within the former Fort Ord. Project activities would be contained entirely within the footprint of two existing three-story vacant military nursing barracks buildings, an existing paved parking lot, and an existing paved driveway. Throughout this document, "project site" will be used to refer to this already-disturbed area where project improvements would occur. The project site is located on a 4.9-acre parcel, which will be referred to as the "subject parcel" throughout this document. Figure 1 shows the location of the project site within a regional context and Figure 2 shows the project site and subject parcel boundaries.

The proposed project would involve the renovation the two existing buildings (Buildings A and B) on the project site to convert them into residential apartments. Building A is the southern building, oriented in a northwest-southeast direction near the existing parking area; Building B is the northern building, oriented in a northeast-southwest direction. The two buildings meet to form an "L" shape, as shown in Figure 2. The existing parking lot is located southwest of Building A.

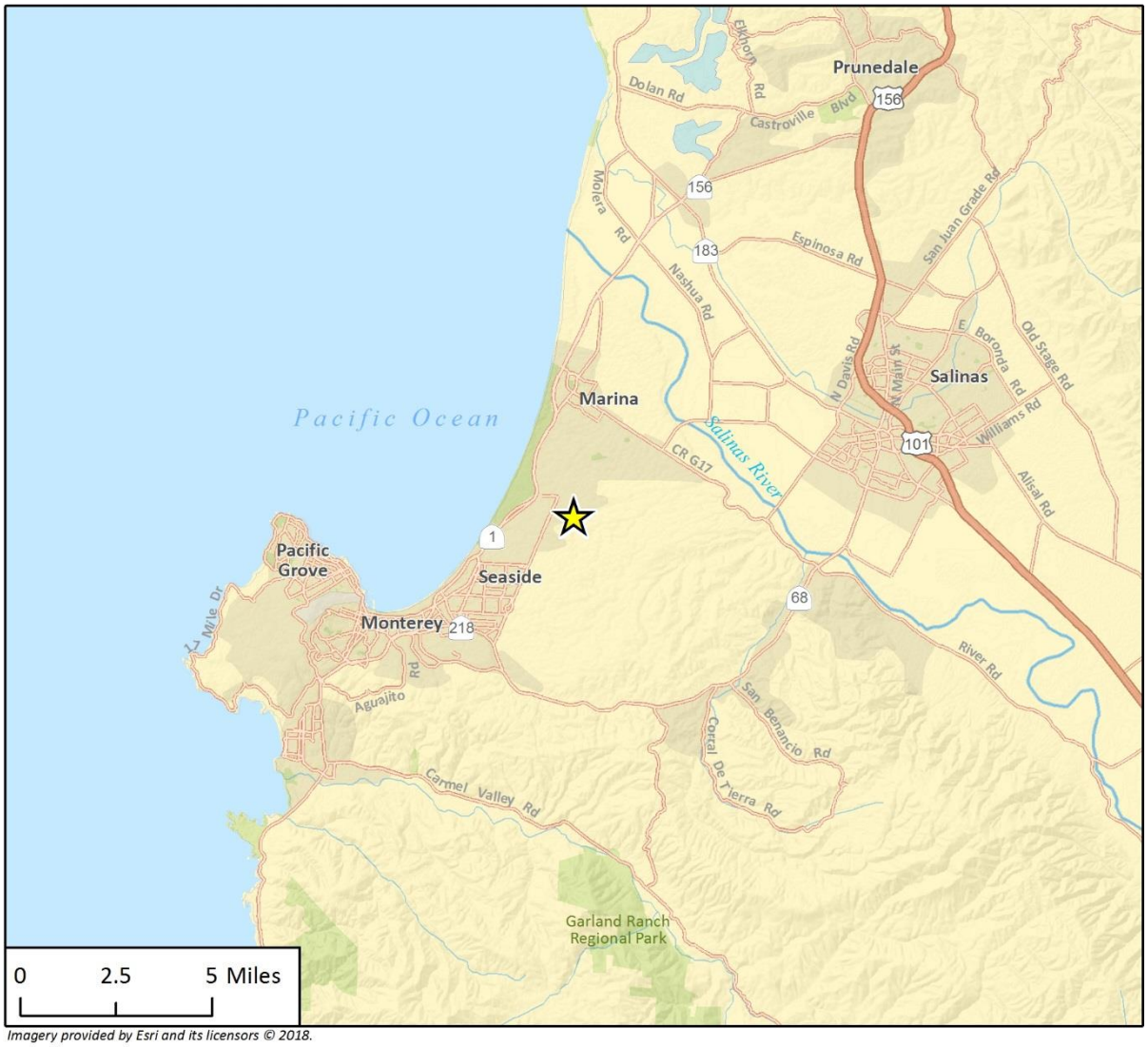
Building A has an existing footprint of 19,909 square feet (sf) and Building B has an existing footprint of 19,380 sf. Building A would house 21 dwelling units, including two one-bedroom, 14 two-bedroom and five three-bedroom units, as well as the laundromat and administration offices. Building B would house 21 dwelling units, including 15 two-bedroom and six three-bedroom units. Twenty percent, or nine units, would be deed restricted as affordable, including three very low income, three low income, and three moderate income units. The remaining 33 units would be affordable by design, given the units are physically smaller and more efficiently designed, and therefore would be expected to be below market value. The existing footprint of both buildings would be unchanged as a result of the project, other than the addition of a 157 square foot electrical room. The project characteristics, including building footprint, floor area, unit count, and parking is provided Table 1.

Table 1 Project Characteristics

	Building A	Building B
Building Footprint (existing)	19,909 sf	19,380 sf
Floor Area	2x 1-bedroom units (656 sf) = 1,312 sf 14x 2-bedroom units (848 sf) = 11,872 sf 5x 3-bedroom units (1,012 sf) = 5,060 sf Laundry-Admin Offices = 236 sf Total 18,780 sf	15x 2-bedroom units (848 sf) = 12,720 sf 6x 3-bedroom units (1,012 sf) = 6,072 sf Total 18,792 sf
Units	1-bedroom 2 units 2-bedroom 14 units 3-bedroom 5 units Total 21 units	2-bedroom 15 units 3-bedroom 6 units Total 21 units
Miscellaneous	3x Existing Stairwells (306 sf) = 918 sf Electrical Room (157 sf) = 157 sf Elevator and Mechanical Equipment (345 sf) = 345 sf Total 1,420 sf	
Parking	70 spaces (uncovered) 8 spaces (charging station) 6 spaces (guest parking) 84 spaces Total	

sf = square feet

Figure 1 Project Site Location



Imagery provided by Esri and its licensors © 2018.

Project Location

N

Fig 1 Regional Location

Figure 2 Subject Parcel and Project Site Boundary

The exteriors of the proposed buildings would consist of stucco and corrugated metal siding. Figure 4 and ; draft elevations are subject to change.

Figure 5 show the preliminary proposed building elevations.

The existing driveway from Parker Flats Cut Off Road would remain the primary access to the project site. The existing driveway is approximately 275 feet long and has a paved right-of-way ranging between 20 and 24 feet wide. The proposed project would repave the existing driveway and add a sidewalk with curb and gutter along the northern side of the driveway. The City of Seaside's Property Development Standards require a minimum width of 16 feet for all principal driveways. In addition, the Americans with Disability Act (ADA) requires a minimum sidewalk width of four feet. With an existing paved width of at least 20 feet, both the 16-foot driveway and a four-foot sidewalk would be accommodated within the existing paved right-of-way.

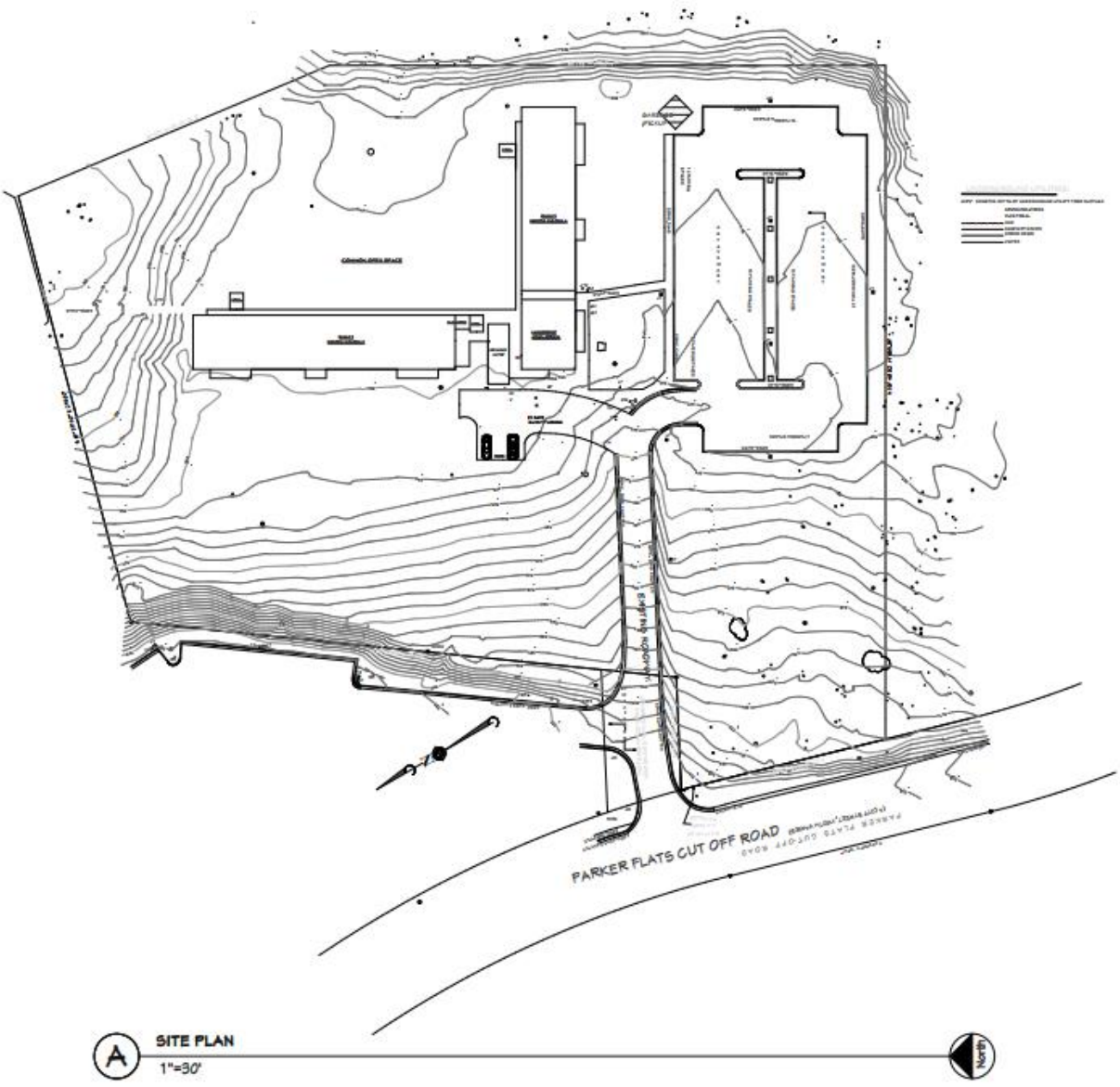
The existing parking lot, located southwest of Building A, would be resurfaced and striped to accommodate a total of 84 uncovered parking spaces.

As shown in the site plan in Figure 3, common open space would be provided between Building A and the existing parking lot, and immediately west of where Buildings A and B meet. The latter location is small (approximately 150 sf) and is currently paved. Open space would include a children's playground, walking paths, and benches.

Proposed lighting would consist of up/downlight wall sconces on the exterior of the apartment building, step lights between the driveway and the apartment building, recessed downlights at entries to the townhome building, and landscape spot lights. Safety lighting would be installed every 150 feet in the driveway, parking lot and walkways.

Construction and renovation activities are anticipated to occur over approximately four months. Because the project would be contained within the existing floor area of the abandoned barracks, no excavation, grading or pile-driving would occur. Similarly, the project would not result in a net increase in impermeable surfaces, nor require tree or vegetation removal.

Figure 3 Proposed Site Plan

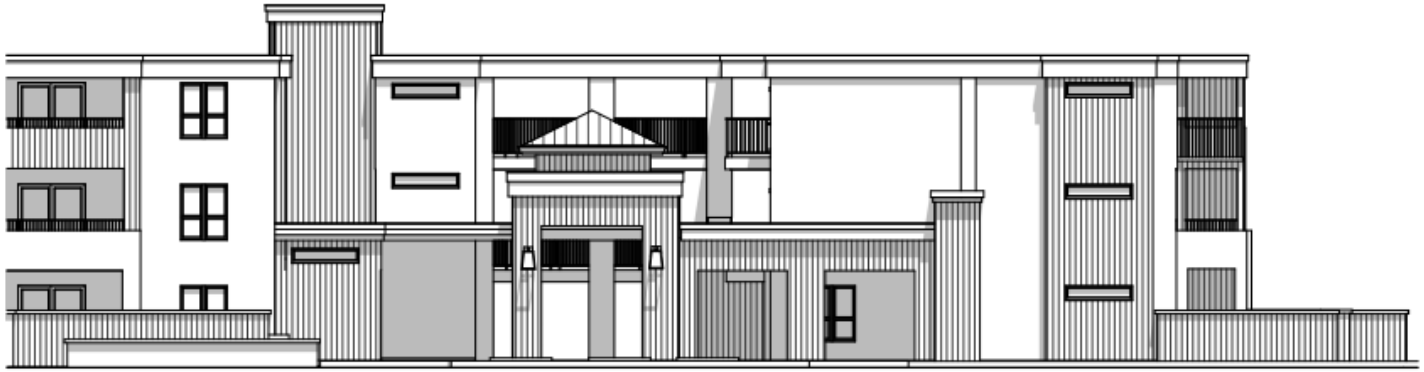


Source: Glover Enterprises and The Paul Davis Partnership, 2021

Figure 4 Draft Elevation

Source: Glover Enterprises and The Paul Davis Partnership, 2021; draft elevations are subject to change.

Figure 5 Draft Elevation



B PARTIAL WEST ELEVATION BUILDINGS A & B
1/4"=1'-0"

A PARTIAL SOUTH ELEVATION BUILDINGS A & B
1/4"=1'-0"

Source: Glover Enterprises and The Paul Davis Partnership; draft elevations are subject to change.

3. Existing Site Conditions

The subject parcel is located on a lightly sloped, roughly rectangular lot with frontage on Parker Flats Cutoff Road on the former Fort Ord within the City of Seaside, California. The subject parcel is 4.9 acres in size and has approximately 156 feet of frontage of Parker Flats Cut Off Road. The existing three-story buildings sit on the central portion of the subject parcel. The buildings have been vacant for over twenty years and have not been maintained. Many of the windows and doors are broken or missing, and there is visible damage to the walls and ceilings, as well as evidence of illegal human occupation. Photographs of the site are provided in Figure 6.

A paved parking lot measuring approximately 213 feet by 122 feet is located to the south of the existing buildings and is connected to the street by an approximately 175-foot long paved driveway.

Natural areas surrounding the building and parking lot consist of vegetation and bare ground. No formal landscaping remains, as the property has been vacant and not maintained for several decades. Vegetation communities on the project site include: Coast Live Oak Woodland, Iceplant Mats, and Landscaped Woodland. On-site and adjacent habitat is discussed further in Section 4 under *Habitat Value (Criterion C).*

The subject parcel is located within the city limits of the City of Seaside in the former Fort Ord. The site is designated High Density Residential (RH) in the Seaside General Plan and zoned High Density Residential (RH) in the Seaside Zoning Code. Existing surrounding development includes: a veterinary clinic, a medical clinic, an eight-story U.S. Department of Defense building, and parking lots to the north; a Defense Language Institute (DLI) immersion facility and single-family residences to the west, across Parker Flats Cut Off Road; and open space on the former Fort Ord to the south and east. The Central Coast Veterans Cemetery is located approximately 1,000 feet to the south. California State University, Monterey Bay (CSUMB), a major regional employer, is located approximately 0.4 mile to the north of the site.

4. Consistency Analysis

The State CEQA Guidelines Section 15332 states that a CE is allowed when:

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.

Figure 6 Site Photographs

Photo 1: Project site looking east from Parker Flats Cut Off Road.

Photo 2: Project site looking north from existing parking lot.

Photo 3: Project site looking northeast from existing parking lot.

Photo 4: Project site looking west from the open grassy area northeast of the building footprint.

Photo 5: Project site looking northeast from patio area between the building footprints.

Photo 6: Project site looking south from second story on north end of Building B.

The City of Seaside determined that the project is consistent with the general plan designation (High Density Residential, or RH) and all applicable general plan policies as well as with applicable zoning designation (High Density Residential, HR) and regulations in accordance with item (a) above. Specifically, given that 20 percent of the units would be deed restricted as affordable and the remainder would be affordable by design, the project would be consistent with the following Seaside General Plan policies:

- Policy H-1.1 Promote the repair, improvement and rehabilitation of housing in order to enhance the quality of life for Seaside residents
- Policy LU-4.3 Protect and preserve conforming and non-conforming multi-family residential in order to continue to provide low cost and alternative housing opportunities for Seaside residents
- Policy H-1.6 Ensure the units produced for extremely low, very low, low and moderate are maintained as affordable units through deed restrictions and other reasonable mechanisms.

The subject property is 4.9 acres and the City has determined that, due to its location on the former Fort Ord and the nature of surrounding development, the site meets the requirements of item (b) above. The focus of the analysis below is on biological resources, traffic, noise, air quality, water quality, and utilities/public services, in accordance with items (c) through (e).

Habitat Value (Criterion C)

Methodology

The results of the analysis presented in this memorandum were based on a review of available information and a reconnaissance-level site visit. The analysis consisted of a query of the California Natural Diversity Database (CNDDB) and review of aerial imagery. A biological reconnaissance field survey to document existing biological conditions within the site included identification of plant and wildlife species, vegetation communities, jurisdictional waters and wetlands, and the potential for presence of special-status species and/or habitat. The reconnaissance survey consisted of walking meandering transects throughout the site and buffer, where accessible, and visually scanning for sign of or observations of special status species or habitat PCEs indicative of potential presence of special status species. The results of the desktop analysis and survey were evaluated to assess potential impacts to special status species and project compatibility with a CE under CEQA.

Existing Conditions

Subject Parcel and Project Site

Project construction activities would be limited to the existing buildings, parking lot, disturbed area between the parking lot and existing buildings, and the existing driveway, defined as the “project site” (Figure 2), which comprises a portion of the subject property evaluated herein. The buildings have been vacant for several years and have not been maintained. Many of the windows and doors are open and the inside walls and ceilings are damaged. The area within five to ten feet of the project site has been notably disturbed from previous residential activity. The project site contains no natural habitat and has no wildlife or plant habitat value. Ground disturbance outside of the existing developed footprint would be limited to a narrow strip along the existing access road and minor disturbance in a narrow area between the parking lot and existing building. Vegetation and

bare ground occurs in the areas surrounding the buildings and parking lot within the subject property. Vegetation communities that would be directly affected by project activity are limited to highly disturbed iceplant mats immediately adjacent to the existing development and access road. Other vegetation communities are present within the subject property, but are not expected to have any direct impacts from project activity. All vegetation communities within the subject property are described below.

Vegetation Communities

Coast Live Oak Woodland

Holland (1986) and Sawyer et al. (2009) describe this community as singularly dominated by coast live oak (*Quercus agrifolia*) with an open underdeveloped understory of poison oak (*Toxicodendron diversilobum*) and fuchsia flowered gooseberry (*Ribes speciosum*). Some maritime chaparral species were also observed inter mixed with this community, including black sage (*Salvia mellifera*) and woolly leaf manzanita (*Arctostaphylos tomentosa*). Mammals and sign observed in this vegetation community include; black-tailed deer (*Odocoileus hemionus*), California ground squirrel (*Otospermophilus beecheyi*), Botta's pocket gopher (*Thomomys bottae*). Just outside the northern site boundary a Monterey dusky-footed woodrat (*Neotoma fuscipes luciana*) and midden were observed.

This community occurs around the edges of the north, east, and western boundaries of the project site, and connects to larger patches of natural habitat in the subject property and beyond on the former Fort Ord. In the subject property, oak woodland is general from 50 to 200 feet away from the project site; however, it occurs immediately adjacent to the south side of the existing parking area. No proposed development activity would occur within the limits of mapped oak woodland communities in the subject property.

Iceplant Mats

Iceplant species (*Carpobrotus edulis*, *C. chilensis*) are non-native invasive species, originally planted in the 1940s and 1950s for landscaping and dune stabilization (USACE, 1992). These perennial ground-hugging succulents form large monospecific mats (Sawyer et al., 2009). *Carpobrotus edulis* is an invasive species with a Cal ICP rating of "High" for its invasive tendencies. This hardy species spreads readily from landscaped areas into dune and scrub habitats, out competing native species for space, nutrients, and moisture. Within this community some native species such as deerweed (*Acmispon glaber*), coyote brush (*Baccharis pilularis*), woolly leaf manzanita, and bare patches were observed. Wildlife species and sign observed included Botta's pocket gopher and California ground squirrel (*Otospermophilus beecheyi*) burrows.

This community occurs toward the center of the project site between the buildings and along the edges of developed areas, and in the open area west of the project site. This community has no habitat value for plant or wildlife species. Although spineflower may occur in isolated patches of sand among iceplant mats, the highly invasive nature of iceplant poses significant risk to spineflower populations, and reduces the value of the habitat if not completely eradicated.

Landscaped Woodland

This community is not described by Holland (1986) or Sawyer et al. (2009), but consists of primarily non-native species in ornamental plantings such as; lawns, park strips, parking lots, commercial parks, baseball fields, etc. Tree species found in this community are highly variable and typically

non-native or not occurring as a natural community woodland. Species observed in the site are Monterey pine (*Pinus radiata*) and Monterey cypress (*Hesperocyparis macrocarpa*) with and understory of iceplant. This community occurs along Parker Flats Cut Off Road south of the driveway and sporadically around the buildings. Landscaped areas are not considered to have habitat value for any special status species; however, they can provide suitable nesting habitat for a number of common bird species.

Special-Status Species Assessment

The project site does not provide habitat for special status plants. The vegetation communities within portion of the site that would be developed are generally degraded from previous development and associated residential activity. However, marginal habitat for some special status plants and wildlife is present within the larger subject parcel, and the site is adjacent to natural habitats in undeveloped areas of the former Fort Ord. Potential effects to plants and wildlife in adjacent habitat could be offset with inclusion of standard conditions and best management practices in project design.

Special-status Plants

MONTEREY SPINEFLOWER AND MONTEREY GILIA

The subject parcel provides suitable habitat for Monterey spineflower (*Chorizanthe pungens* var. *pungens*), federally threatened; and Monterey gilia (*Gilia tenuiflora* ssp. *Arenaria*), federally endangered and state threatened. Monterey spineflower and Monterey gilia occur in sandy soils on coastal dunes and maritime chaparral and are known to occur in bare patches of iceplant mats in the vicinity of the site. If individuals are present, they may be disturbed by project activities, including heavy equipment used to renovate the existing buildings or excavations outside the developed area to repair utilities. If additional elements to provide outdoor space or landscaping are added, impacts could occur if individuals are removed.

If occupied, this habitat would be considered to have value for these species; therefore, recommendation 1 below is suggested to ensure avoidance of impacts.

Special-status Animals

MONTEREY DUSKY-FOOTED WOODRAT

Suitable habitat for Monterey dusky-footed woodrat, a California Species of Special Concern (SCC), occurs within subject parcel. This species typically builds large stick nests (called a midden) in oak woodlands, but may also use abandoned buildings. This species was observed in oak woodlands just north of the buildings during the reconnaissance survey, therefore it is assumed to be present within the site. Impacts to this species may occur if they are present inside the buildings during renovation, or if additional project elements were added to create trails through the oak woodlands surrounding the buildings. Given the small size of the site, and the presence of higher quality habitat on the adjacent former Fort Ord, incidental impacts are unlikely. See recommendation 2 below.

TOWNSEND'S BIG-EARED BAT

Townsend's big-eared bat (*Corynorhinus townsendii*) SSC may roost in abandoned buildings. The buildings on site have been fully remediated for asbestos down to the building shells, with no windows or doors, providing the opportunity for night roosting during foraging activities. This

species is very sensitive to disturbance however and the buildings are occasionally occupied by homeless, which could deter the use of these structures. Impacts to this species could occur if individuals were present during construction. See recommendation 2 below.

NORTHERN CALIFORNIA LEGLESS LIZARD AND COAST HORNED LIZARD

Sandy soils with sparse vegetation within the site provide habitat for the northern California legless lizard (*Anniella pulchra*) SSC and coast horned lizard (*Phrynosoma blainvillii*) SSC. Impacts to these species could occur if individuals were crushed by heavy equipment or excavated during ground disturbing activities. Both species are unlikely to be present in the limited areas where project activity is proposed; however, incidental effects could be avoided through implementation of recommendation 2, below.

CALIFORNIA TIGER SALAMANDER

California tiger salamander (*Ambystoma californiense*) are federally threatened and state threatened. This species breeds in vernal pools on the former Fort Ord and use ground squirrel and pocket gopher burrows as upland habitat. The site is approximately 1.4 miles from the nearest known breeding pond, which is within this species dispersal range and there are no significant barriers to movement. The developed footprint and iceplant mat areas immediately adjacent to the developed area where project activity is proposed do not provide suitable upland habitat for this species.

BURROWING OWL

The presence of California ground squirrels and suitable burrows provide habitat for burrowing owl (*Athene cunicularia*) SSC. Ground squirrel burrows were observed throughout the site. However, the area west of the buildings and north of the driveway provides the highest quality habitat. This area contains burrows with low surrounding vegetation, which this species prefers; however, there are no burrows present within any of the areas where development activity is proposed. This species may be impacted if individuals are present and construction occurred during the nesting season. See recommendation 3 below.

NESTING BIRDS

The site contains habitat, such as shrubs, trees, bare ground, and buildings that provide nesting habitat for birds, including raptors protected under the, MBTA and the CFGC. Impacts could, both directly (e.g., ground disturbance) and indirectly (e.g., construction noise, lighting, and fugitive dust), affect these species. Ground disturbing activities could result in the destruction of nests constructed by ground nesting birds and construction noise could result in the abandonment of nests in the adjacent trees. Birds nesting inside the buildings may also be destroyed or disturbed by construction activities. Additionally, recommended tree trimming to improve sight distance (see recommendation 4) at the project driveway could destroy nests if present. See recommendation 3 below.

Recommendations 2 and 3 outlined below are suggested to avoid impacts to plants and wildlife that have a small potential to be present in the immediate vicinity of the proposed development activity.

Conclusion and Recommendations

The project site does not include any natural habitat and is not considered to have any habitat value. The project site is located adjacent to natural oak woodland and scrub habitat, and special status species could occur in adjacent areas or incidentally on the project site. As such, the following recommendations should be included in project design to avoid impacts to special-status species.

1. **Botanical Surveys**. This measure only applies to ground disturbance outside paved areas of the project site. Focused surveys for special-status plants should be conducted by a qualified biologist during the appropriate blooming periods for those rare plants with potential to occur on the project site. If special status plant species are observed during botanical surveys, the proposed project should be designed to reduce impacts to these species through the establishment of buffers, to the extent feasible. If avoidance is infeasible, resource agencies should be consulted to determine the appropriate course of action for the project.

2. **Pre-construction Wildlife Survey**. The following measures should be implemented to avoid potential impacts to special status wildlife:

   - Not more than 14 days prior to commencement of construction activities, a qualified biologist should conduct a preconstruction survey of the project site to determine if special status wildlife species are present.
   - At minimum the survey should include the developed areas including the inside and outside of the buildings plus any other areas where work will occur. If additional elements are added to the project, the survey area should be altered to include these areas.
   - A pre-construction survey report should be submitted to the City of Seaside documenting the methods used and results of the pre-construction survey.
   - If special status species are determined to be present on the project site at the time of the pre-construction survey, consultation with the relevant resource agency should commence (e.g., USFWS for federally listed species, CDFW for state listed species) and measures should be implemented to avoid impacts to the species.
   - If non-listed special status wildlife species are present, wildlife species should be relocated by a City-approved qualified biologist. Species should be relocated to a City-approved off site location with suitable habitat to support that species.
   - If avoidance of federal or State listed wildlife species (i.e., Threatened or Endangered) is not possible, take permit(s) should be obtained from USFWS (federal listed species) and/or CDFW (State listed species).

3. **Nesting Bird Surveys**. If project activities will occur during the nesting season (February through August) preconstruction nesting bird surveys to determine the presence/absence, location, and status of any active nests onsite should be conducted. Nesting bird surveys are typically conducted within 7 days prior to construction activities, dependent on local agency requirements. At minimum the survey should include the developed areas including the inside and outside of the buildings plus any other areas where work will occur. If additional elements are added to the project, the survey area should be altered to include these areas.

   - If active nests are discovered on the project site or surrounding area (100 feet for passerines and 500 feet for raptors), a qualified biologist should establish a buffer around the nest. Typical buffers range from 100 feet for nesting birds and up to 500 feet for nesting raptors around active nests. No construction within the buffer is allowed until a qualified biologist

has determined that the nest is no longer active. Encroachment into the buffer can occur at the discretion of a qualified biologist in coordination with the City of Seaside.

- If burrowing owls are present, avoidance measures should be implemented in coordination with CDFW, such as: protective buffers, biological monitoring, and passive relocation.

Traffic (Criterion D-1)

Existing Conditions

As described in Appendix A-1, access to the project site is provided by Parker Flats Cut Off Road, which is a two-lane road with a 30 mile per hour (mph) posted speed limit that extends from the Central Coast Veterans Cemetery at Normandy Road on the south, across Gigling Road to Colonel Durham Street where it terminates. It has a 30-foot pavement width with no on-street parking. A sidewalk is provided along the east side of the street from the subject property to Colonel Durham Street. Only a short segment of sidewalk along the Department of Defense building immediately across from the project is provided along the west side of the street. No sidewalk is provided on either side of Parker Flats Cut Off Road south of the subject parcel. No bike lanes are provided along Parker Flats Cut Off Road.

Vehicle Miles Traveled

Under SB 743, the Governor's Office of Planning and Research (OPR) established VMT as the preferred metric for measuring transportation impacts of most projects in place of vehicle level of service (LOS) or related measures of congestion as the primary metric. The use of VMT for determining significance of transportation impacts has become commonplace since the certification of this provision and the release of OPR's Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018 and, as of July 1, 2020, is the required metric statewide.

As noted in OPR's Technical Advisory (2018), "a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations." As noted in the Project Description, 20 percent of the project's 42 units would be deed restricted as affordable, while the remaining 80 percent would be affordable by design. Adding affordable units to infill locations generally improves jobs-housing match, thereby shortening commutes and reducing VMT (OPR 2018). Because the project provides affordable, infill housing, the project is presumed to have a less than significant impact related to VMT, consistent with the OPR Technical Advisory (2018).

Additionally, the proposed project would reuse an existing building that was previously used as a nurses' barracks to house military personal at Fort Ord, which was decommissioned in 1991. A Base Reuse Plan (BRP) and Environmental Impact Report (EIR) were certified and adopted in 1997 (Fort Ord Reuse Authority [FORA] 1996, FORA 1997). CEQA Guidelines Section 15229 states that, "the determination of whether the reuse plan may have a significant effect on the environment may, at the discretion of the lead agency, be based upon the physical conditions which were present at the time that the federal decision for the closure or realignment of the base or reservation became final." Therefore, since Fort Ord was decommissioned in 1991, this can be considered the baseline for purposes of environmental analysis. In 1991, the project site was utilized for housing. According to the City of Seaside, not all medical personnel working at the on-

base hospital lived at the nurses' barracks (Damon 2022), and similarly, non-medical personnel also lived in the barracks. As such, the baseline use of the site functioned as a residential use at a similar intensity to the proposed project. Because the project would not change the land use or residential intensity compared to the baseline use, the project would not be expected to increase VMT.

Therefore, approval of the project would not result in any significant effects relating to traffic. Refer to Appendix A-2 for additional information.

Noise (Criterion D-2)

Noise Characteristics and Measurement

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

One of the most frequently used noise metrics that considers duration as well as sound power level is the equivalent noise level (L_{eq}). The L_{eq} is defined as the steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual varying levels over a period of time (essentially, L_{eq} is the average sound level). Another noise metric used in Seaside is the Day-Night average level (Ldn). Ldn is the time average of all A-weighted levels for a 24-hour period, with a 10 dBA upward adjustment added to those noise levels occurring between 10:00 P.M. and 7:00 A.M. to account for the general increased sensitivity of people to nighttime noise levels.

Noise Standards

The City of Seaside's current adopted Noise Element (revised in 2004) incorporates comprehensive goals, policies, and programs related to noise and acceptable noise levels. These policies address unnecessary, excessive, and annoying noise levels and sources, such as vehicles, construction, special sources (e.g., radios, musical instrument, animals) and stationary sources (e.g., heating and cooling systems, mechanical rooms). In addition, the City's noise ordinance (Seaside Municipal Code Section 9.12.030) prohibits excessive, unnecessary, or unusually loud noises from specified sources, such as loudspeakers, yelling, or vehicle radios. Section 9.12.030 also prohibits loud operation of specific equipment, including lawn mowers and construction equipment, as well as loud construction, demolition, excavation, erection, alteration, or repair activities before 7 A.M and after 7 P.M., Monday through Friday, and before 9 A.M. and after 7 P.M. on Saturday, Sunday, and holidays.

The subject parcel is zoned high-density residential. According to the City's Noise Element (2004), new residential development may not be sited in areas exceeding 65 CNEL dBA (City of Seaside 2004). In addition, Table 2 shows the maximum interior and exterior noise standards by the receiving land use, as contained in the Seaside General Plan Noise Element (2004) and the City's Municipal Code Section 17.30.060. As shown therein, the exterior allowable noise level at the project site (a residential use) is 65 CNEL dBA.

Table 2 Interior and Exterior Noise Standards

Land Use	Exterior Maximum Allowable Noise Level (CNEL dBA)	Interior Maximum Allowable Noise Level (CNEL dBA)
Residential	65	45
Mixed-Use Residential	70	45
Commercial	70	–
Office	70	50
Industrial	75	55
Public Facilities	70	50
Schools	50	50

Source: City of Seaside Municipal Code, Section 17.30.060, 2022

For traffic-related noise, impacts would be significant if project-generated traffic results in the exposure of sensitive receptors to a perceptible increase in roadway noise. Roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more.

Existing Ambient Noise Levels

The primary sources of noise near the project site are alarms and buzzers coming from the adjacent department of defense building as well as motor vehicle traffic, including light- and medium-duty vehicles. Parker Flats Cut Off Road, being adjacent to the project site, produces the highest level of noise from traffic among area roadways. Secondary sources of roadway noise include traffic on Gigling Road, located approximately 2,000 feet north of the project driveway. Additionally, aircraft overflights and motor vehicle activity in the adjacent medical facility parking lot contribute to the existing local noise environment. To determine existing ambient noise levels on the project site, three 15-minute noise measurements were taken on and around the subject parcel between 7:00 A.M. and 9:00 A.M. on February 23, 2018, using an Extech 407780A integrating sound level meter.

Figure 7 shows the location of this noise measurement at the center of the project site, between the two existing abandoned buildings. Table 3 identifies the measured noise levels. As shown therein, three measurements were taken to capture the ambient noise levels of: 1) the center of the subject parcel; 2) the medical and education facilities, the closest sensitive receptors; and 3) the residences west of Parker Flats Cut Off Road, the next-closest sensitive receptors.

Figure 7 Noise Measurement Locations

Table 3 Noise Measurement Results

Measurement Number	Measurement Location	Primary Noise Sources	Sample Time	Leq (dBA)
1	Center of project site, between two existing buildings	Alarms, traffic	Weekday A.M. peak hour	46.7
2	Along Parker Flats Cut Off Road, next to the Medical and Education Facilities (off site)	Traffic, pedestrians	Weekday A.M. peak hour	61.4
3	Residences across from Parker Flats Cut Off Road, along Nijmegen Road (off site)	Traffic, barking dogs	Weekday A.M. peak hour	52.3

Refer to Appendix B for noise monitoring data sheets.

Source: Field visit on February 23, 2018, using Extech 407780A Integrating sound level meter

As shown in Table 3, existing noise on the project site was measured at 46.7 dBA, which is below the maximum allowable level of 65 dBA for a residential use. In addition, the provisions of the State Noise Insulation Standards (Title 24) are enforced in Seaside, which would ensure that interior noise levels do not exceed 45 dBA (Seaside 2004). Therefore, the proposed project would meet comply with the interior and exterior noise standards listed in Table 2.

Sensitive Receptors

Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. For example, residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses. The nearest sensitive receptor to the proposed project is a school (the DLI immersion facility) located 150 feet to the west of the subject parcel, across Parker Flats Cut Off Road. As shown in Table 2, the Noise Element and the Municipal Code set a guideline of 50 dBA as a maximum outdoor noise level for schools.

Construction Noise

Construction of the proposed project would involve resurfacing the existing paved parking area and driveway and renovating the two existing buildings. Construction of the project would result in temporary noise level increases during site preparation, paving, renovation, and architectural coating. Construction noise modeling was conducted to estimate the expected noise levels during construction at the nearest sensitive receptors using Roadway Construction Noise Model (RCNM) Version 1.1. Complete noise modeling is provided in Appendix C. Table 4 shows noise levels associated with each construction phase, calculated at a distance of 150 feet (the distance between the subject parcel and the nearest sensitive receptor). As shown therein, the highest noise levels would occur during paving, when construction noise levels of 76.7 Leq dBA with a peak noise level of 75.5 Lmax would be possible at a distance of 150 feet. It should be noted that driveway resurfacing would occur within this distance; however, the bulk of the renovation activities would be another 250 feet to the east (for a total of 400 feet from the existing school), at the existing abandoned buildings. Therefore, the figures presented herein are conservative.

Table 4 Noise Levels by Construction Phase

Construction Phase	Anticipated Noise Levels at 150 Feet (dBA)	
	Lmax	Leq
Site Preparation	74.5	76.7
Grading	75.5	76.2
Renovation	74.5	75.6
Paving	74.5	74.9
Architectural Coating	68.1	64.1

Source: Appendix C

As previously mentioned, the City's noise ordinance (Seaside Municipal Code Chapter 9.12) prohibits loud noise before 7 A.M and after 7 P.M., Monday through Friday, and before 9 A.M. and after 7 P.M. on Saturday, Sunday, and holidays. All construction activities related to the proposed project would occur during hours stated in the Seaside Municipal Code as acceptable for use of construction-related equipment. Additionally, construction activities would temporarily and periodically increase the ambient noise level beyond the exterior noise standard for schools of 50 CNEL dBA. Although construction activities would be limited to daytime hours and would therefore comply with City regulations, recommendation 6 is suggested to further limit construction-related noise at nearby sensitive receptors.

Construction Vibration

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas most ambient noise is simply carried through the air. Thus, vibration is generally felt rather than heard. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. 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 groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Significant impacts may occur when vibration or groundborne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations, such as hospitals and recording studios, 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use, such as churches, schools, and office buildings

(FRA 2012). Therefore, 75 VdB is the threshold for vibratory noise impacts the closest sensitive receptor is a school located 150 feet west of the subject parcel.

Table 5 shows the typical peak vibration levels associated with various types of heavy construction equipment at a distance of 25 feet, as reported by the Federal Transit Administration (FTA) (2006). The vibration levels at a distance of 150 feet are also provided in the table using the attenuation methods provided in the *Transit Noise and Vibration Impact Assessment* (FTA 2006).

Table 5 Vibration Source Levels for Typical Construction Equipment

	Approximate VdB[1]	
Equipment	**25 feet**	**150 feet**
Clam shovel drop (slurry wall)	94	71
Hydromill (slurry wall)- in soil	66	43
Hydromill (slurry wall)- in rock	75	49
Vibratory Roller	94	71
Large Bulldozer	87	64
Caisson drilling	87	64
Loaded trucks	86	62
Jackhammer	79	55
Small Bulldozer	58	34

[1]FTA provides equipment vibration levels in approximate vibration levels (Lv VdB) at a distance of 25 feet. These were converted to VdB at other distances using methods provided in the *Transit Noise and Vibration Impact Assessment* (2006).

Source: FTA 2006

As shown in Table 5, none of the typical construction equipment used at the site would produce groundborne vibration exceeding the FTA's 75 VdB threshold at the nearest sensitive receptor.

Operational Noise

Existing uses near the project site would be subject to noises associated with operation of the proposed project, including noise that is typical of residential development, such as conversations, music, trash hauling, doors slamming, beeping from the locking and unlocking of motor vehicles, tire and engine noise from the movement of vehicles on driveways, as well as HVAC operation. As discussed above, the City's limit for ambient exterior and interior noise levels for residential land uses are 65 dBA and 45 dBA, respectively. As shown in Table 3, existing noise levels at the site are low (46.7 Leq dBA,). The addition of 40 residential units would not increase ambient noise above 65 dBA at the nearest sensitive receptors. In addition, the City's noise ordinance (Seaside Municipal Code Section 9.12.030) prohibits excessive, unnecessary, or unusually loud noises from specified sources, such as loudspeakers, yelling, or vehicle radios. Future tenant compliance with these requirements would further ensure that noise levels are maintained at an acceptable level.

Because the proposed project would result in increased occupancy at the project site, the project would generate additional traffic on area roadways and potentially increase roadway noise levels at

nearby receptors. As discussed in Appendix A-1, the proposed project would generate an estimated 293 new average daily trips, including 18 A.M. peak hour trips and 22 P.M. peak hour trips. All trips associated with the proposed project would use Parker Flats Cut Off Road to access the site. According to estimated existing traffic volumes derived from traffic counts along Parker Flats Cut Off Road during the noise measurements taken by Rincon Consultants, Inc. in February 2018, an average of 2,280 vehicles travel along Parker Flats Cut Off Road daily. The project's estimated net trip generation would result in an approximately 13 percent increase in trips on Parker Flats Cut Off Road. As mentioned above, roughly a doubling of traffic volume would be necessary to generate a perceptible increase in roadway noise levels of 3 dBA or more. As a result, the proposed project would not result in a perceptible increase in roadway noise.

Conclusion and Recommendations

The proposed project would not generate an increase in traffic volumes that would result in a perceptible increase in traffic noise, and operational noise would be typical of residential uses and would not exceed applicable standards. In addition, construction-related vibration would not exceed applicable thresholds at the nearest sensitive receptor.

Construction noise associated with development of the proposed project would temporarily and periodically increase ambient noise levels beyond the applicable standard. Recommendation 6 is suggested to further limit construction-related noise at nearby sensitive receptors. With these recommendations, the project would not result in any significant effects relating to noise.

1. **Construction Noise.** The following recommendations should be followed by the project contractor during construction to limit the effects of construction-related noise.
    - Establish a telephone hotline for use by the public to report construction-related noise complaints, and keep the number posted on-site during construction. If the telephone is not staffed 24 hours per day, the contractor should include an automatic answering feature, with date and time stamp recording, to answer calls when the phone is unattended.
    - Place stationary noise sources, such as generators and air compressors, away from affected noise-sensitive receptors. Place non-noise-producing mobile equipment, such as trailers, in the direct sound pathway between suspected major noise-producing sources and sensitive receptors.
    - Use construction equipment or modified equipment to the manufacturers' standards to reduce noise, such as electric instead of diesel-powered equipment, hydraulic tools instead of pneumatic tools, or electric saws instead of air- or gasoline-driven saws.

Air Quality (Criterion D-3)

A significant adverse air quality impact may occur when a project individually or cumulatively interferes with progress toward the attainment of the ozone standard by releasing emissions that equal or exceed the established long term quantitative thresholds for pollutants, or causes an exceedance of a state or federal ambient air quality standard for any criteria pollutant. The subject parcel falls under the jurisdiction of the Monterey Bay Area Air Resources District (MBARD) and is located within the North Central Coast Air Basin (NCCAB), which is designated nonattainment for the California Ambient Air Quality Standards for ozone and PM_{10}. The air basin is designated as unclassified/attainment for all the National Ambient Air Quality Standards. Therefore, air emissions generated during construction or operation of the proposed project would be significant if they

exceed MBARD emission standards, as those standards have been established to ensure the region's eventual achievement of ozone and PM_{10} attainment status.

Construction Emissions

As displayed in Table 6, MBARD has established a project-specific daily construction emission threshold of 82 pounds of PM_{10} per day. Construction of the proposed project would generate temporary criteria pollutant emissions primarily due to the operation of construction equipment, employee trips, and truck trips. The California Emissions Estimator Model (CalEEMod) version 2020.4.0 was used to estimate emissions associated with the construction period, based on parameters such as the duration of construction activity, and anticipated equipment used during construction. Complete results from CalEEMod and assumptions are included in Appendix D. Construction activities are expected to occur over a period of four months. Estimated construction emissions are presented in Table 6 and compared to applicable MBARD thresholds. As shown therein, construction emissions would not exceed any of MBARD's emission thresholds. Therefore, impacts from construction emissions would be less than significant.

Table 6 Maximum Daily Construction Emissions

	Emissions (lbs/day)				
	ROG	NO_X	CO	PM_{10}	$PM_{2.5}$
2023 Construction Emissions	2.7	27.6	18.8	21.0	11.3
2024 Construction Emissions	27.9	8.3	12.8	>1	>1
Maximum Daily Construction Emissions	27.9	27.6	18.8	21.0	11.3
MBARD Thresholds (lbs/day)	N/A	N/A	N/A	82	N/A
Exceeds Threshold?	N/A	N/A	N/A	No	N/A

See Appendix D for CalEEMod results. For a conservative estimate of project emissions, construction emissions were modeled and reported for the maximum day during the winter, since emission estimates are typically higher in the winter months compared to the summer months.

Source: CalEEMod v. 2040.4.0; MBARD 2008

Operational Emissions

Long-term operational emissions associated with the proposed project are those associated with vehicle trips (mobile emissions) and the use of natural gas, consumer products, and architectural coatings (area source emissions) upon buildout of the project. Pollutant emissions associated with the proposed project (shown in Table 7) were quantified using CalEEMod, version 2040.4.0, based on the proposed use and the number of associated vehicle trips generated by the project as informed by Appendix A-1.

Table 7 Maximum Daily Operational Emissions

	Emissions (lbs/day)				
	ROG	NOX	CO	PM_{10}	$PM_{2.5}$
Area	1.1	<0.1	3.5	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1
Mobile	0.8	1.2	7.9	1.4	0.4
Total	1.9	1.3	11.4	1.4	0.4
MBARD Thresholds (lbs/day)	137	137	550	82	55
Exceed Thresholds?	No	No	No	No	No

See Appendix D for CalEEMod results.

Source: CalEEMod v. 2040.4.0; MBARD 2008

As shown in Table 7, the emissions generated by the proposed project would not exceed the MBARD's daily operational emission thresholds for any criteria pollutant and would not significantly affect regional air quality. Therefore, the impact is less than significant.

Additionally, carbon monoxide (CO) "hotspots" are not a concern with the proposed project. A project's localized air quality impact is considered significant if the additional CO emissions resulting from the project create a "hot spot" where the California 1-hour standards of 20.0 parts per million (ppm) or the 8-hour standard of 9 ppm is exceeded. This typically occurs at severely congested intersections. According to MBARD, if the LOS at impacted intersections or road segments degrades from D or better to E or F, the project would have a significant impact associated with CO emissions (MBARD 2008). As discussed in Appendix A-1, nearby intersections or road segments would continue to operate at, or better than, the City of Seaside LOS C standard under cumulative or future conditions. Therefore, localized emission impacts would be less than significant.

Conclusion

The proposed project would not generate substantial air emissions, as neither the construction emissions nor the operational emissions generated by the proposed project would exceed applicable MBARD thresholds. Therefore, the project would not result in any significant effects relating to air quality.

Water Quality (Criterion D-4)

The subject parcel slopes roughly 0.5 percent from east to west, and stormwater follows this topography to enter existing storm drains on Parker Flats Cut Off Road. The proposed project would renovate existing buildings and repave an existing parking lot and driveway. No improvements would occur outside of already-developed areas. Therefore, the project would not increase impervious surface on the subject parcel, nor increase the overall volume of stormwater runoff from the site.

Although the project would not introduce new impervious surfaces, the project could impact water quality by introducing residential use to the site. Urban runoff, including from residential uses, can have a variety of deleterious water quality effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Heavy metals such

as lead, cadmium, and copper are the most common metals found in urban stormwater runoff. These metals can be toxic to aquatic organisms, and have the potential to contaminate drinking water supplies. Nutrients from fertilizers, including nitrogen and phosphorous, can result in excessive or accelerated growth of vegetation or algae, resulting in oxygen depletion and additional impaired uses of water.

To avoid adverse effects on water quality associated with stormwater runoff during construction and operation of the project, with the City of Seaside standard conditions of approval would include a requirement that the project develop and implement Best Management Practices (BMPs) to control erosion during construction and permanent features to treat stormwater runoff such as berms, swales, ditches, structures, vegetative filter strips and or catch basins. In addition, the proposed project would be required to comply with the current National Pollutant Discharge Elimination System (NPDES) Regional Municipal Stormwater Permit during construction and operation of the project. The Regional Municipal Stormwater Permit covers stormwater discharges from eight municipalities and local agencies in the Monterey Peninsula: Monterey, Carmel-By-The-Sea, Del Rey Oaks, Sand City, Seaside, Marina, Pacific Grove and the County of Monterey (City of Seaside 2017). This permit identifies low impact development (LID) techniques that the City of Seaside, as a permittee, must require of new development and redevelopment projects, for the purpose of reducing the discharge of pollutants in stormwater runoff and preventing increases in runoff flows (California Regional Water Quality Control Board, 2009). Pursuant to Section 16.11.030, landscaping would be required to minimize irrigation and runoff. Required compliance with City standard conditions and NPDES requirements would reduce the potential for adverse water quality and hydrology effects. Development of the proposed project would not result in a reduction in groundwater recharge or otherwise affect the underlying groundwater basin; would not result in substantial additional stormwater runoff to neighboring properties; and would not degrade the quality of stormwater runoff from the site.

Conclusion

The proposed project would not result in any significant effects related to water quality.

Utilities and Public Services (Criterion E)

The subject parcel is surrounded by existing development to the north and west in an area served by existing public services ant utilities. The buildings on the subject parcel have been vacant for over 20 years and therefore do not currently generate demand for these services. Although services are currently inactive due to long vacancy at the subject parcel, utility service channels exist on the project site and would be reused and maintained to service the proposed project. Any utility-related improvements would be limited to work within existing disturbed areas.

Fire protection, first response emergency medical services, and natural disaster preparedness services in Seaside and for the subject parcel are provided by the Seaside Fire Department (SFD). Law enforcement is provided by the Seaside Police Department (SPD). These agencies currently serve the surrounding project area and could adequately serve the proposed project.

Water and wastewater service would be provided by Marina Coast Water District (MCWD). MCWD provides water service to the Ord Community from three groundwater wells located in the lower 180-foot and 400-foot aquifers of the Salinas Valley Groundwater Basin. MCWD also owns the Marina Coast Water District Desalination Plant, a seawater desalination facility with a capacity of

approximately 300 acre-feet per year; however, the plant is currently not in use due to high energy costs and adequate available water supply to serve MCWD's customers (MCWD 2020).

Table 8 shows the current and projected water supplies for the MCWD's entire service area from 2020 to 2040. As shown therein, recycled water and desalinated water are expected to become contributing sources of supply by 2025 and 2030, respectively (MCWD 2020).

Table 8 MCWD Water Supplies – Current and Projected

	2020	2025	2030	2035	2040
Groundwater	3,367	5,391	6,540	7,335	7,821
Recycled Water	0	600	953	1,140	1,270
Desalinated Water	0	0	299	394	483
Total	3,367	5,991	7,792	8,869	9,574

Units in acre-feet per year
Source: MCWD 2020

Based on CalEEMod assumptions (see Appendix D), the proposed project is anticipated to demand approximately 13.7 acre-feet per year (AFY), which represents approximately 0.2 percent of MCWD's total supplies in 2025 and approximately 0.1 percent of MCWD's total supplies in 2040. A will-serve letter from MCWD will be required for the proposed project prior to permit issuance.

The MCWD Marina Wastewater Collection System Master Plan forecasts that the wastewater treatment plant (WWTP) will treat an average dry weather flow for 2020 of 1.8 million gallons per day and an average wet weather flow of 3.5 million gallons per day (MCWD 2005). As a single acre-foot of water equals approximately 325,851 gallons, the 13 acre-feet per year is equal to approximately 11,500 gallons per day. This is equivalent to approximately 0.6 percent of projected dry weather flow and 0.3 percent of projected wet weather flow. Therefore, the proposed project's contribution to the WWTP would be minimal, and would be adequately served by the existing WWTP.

Solid waste service would be provided by Green Waste of Seaside, with solid waste ultimately disposed of at the Monterey Peninsula Landfill in Marina. Currently, the Monterey Peninsula Landfill reaches a maximum height of 130 feet, roughly 50 percent of its permitted final elevation of 264 feet (Monterey Regional Waste Management District [MRWMD] 2017). Additionally, the landfill has a maximum permitted daily throughput of 3,500 tons (California Department of Resources Recycling and Recovery [CalRecycle] 2019). According to CalEEMod estimates, the proposed project would generate an estimated 19.3 tons of waste per year, or 0.05 tons per day. This represents less than 0.01 percent of the maximum permitted daily throughput of the landfill. As such, solid waste generated by the proposed project could be adequately served by the Monterey Peninsula Landfill.

Other services, including gas and electricity, would be provided to the proposed project by existing service providers. Although the existing on-site buildings are currently vacant, they are served by existing utilities. In addition, surrounding development is served by gas, electric, and other public service providers. Renovation of the existing buildings would be adequately served by existing public services and utilities. Thus, the project meets this criterion for exemption.

Conclusion

The proposed project would be adequately served by all required utilities and public services.

Exceptions

CEQA Guidelines Section 15300.2 outlines exceptions to the applicability of a Categorical Exemption. These exceptions and their applicability to the proposed project is provided in Table 9 below.

Table 9 Exceptions to a Categorical Exemption

Exception	Analysis
(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.	This exemption does not apply because Classes 3, 4, 5, 6, and 11 are not being used for the proposed project.
(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant	Cumulative development near the project site includes the Campus Town Specific Plan Area for the City of Seaside. Additionally, the CSUMB Master Plan incorporates growth and development through the year 2030, part of which is contained in Seaside's Campus Town Specific Plan. However, the proposed residential project would not be cumulatively considerable due to its insignificant contribution to development in the surrounding area. Future development nearby the subject parcel would not be immediately adjacent to or on the same site as the proposed project.
(c) Significant Effect. A categorical exemption shall not be used for any activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances	The City of Seaside reviewed the proposed project and determined that no unusual circumstances exist. Further, the analysis herein establishes that there would be no significant effects on the environment.
(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway	The proposed project is not visible from a designated scenic highway and would not damage any scenic resources, such as trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway.
(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code	The project site is not located on the Department of Toxic Substances Control (DTSC) EnviroStor or State Water Resources Control Board (SWRCB) GeoTracker databases (DTSC 2022; SWRCB 2022), and therefore is not on a list compiled pursuant to Section 65962.5 of the Government Code. Although portions of the former Fort Ord contain a variety of hazardous waste sites, Section 15300.2(e) pertains only to Section 65962.5 listings. Therefore, the proposed project would not satisfy this exception to the exemption.

Exception	Analysis
(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource	The existing on-site structures were constructed in 1974 and are therefore approximately 48 years old. In addition, the buildings on site have been fully remediated for asbestos down to the building shells, with no windows or doors remaining. Based on the age and condition of the buildings, the project is not anticipated to result in a substantial adverse change in the significance of an historic resource.

As shown in Table 9, none of the exceptions to the use of a Categorical Exemption apply to the proposed project or project site. Thus, the use of the Class 32 exemption is appropriate.

5. Summary

Based on the analysis in Section 4, the proposed Parker Flats Apartment Project meets all criteria for a Class 32 Categorical Exemption pursuant to Section 15332 of the *State CEQA Guidelines* and does not meet any of the exceptions to the exemptions.

6. References

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Appendix A-1

Traffic Impact Analysis

Keith Higgins

Traffic Engineer

March 7, 2018

Megan Jones, MPP
Rincon Consultants, Inc.
437 Figueroa Street Suite 203
Monterey, CA 93940

Re: Proposal for Parker Flats Apartments Traffic Impact Analysis, Seaside, CA

Dear Megan,

As you requested, this is a Traffic Impact Analysis for the proposed residential apartment project on the east side of Parker Flats Cut-Off Road, approximately 1,000 feet south of Gigling Road in Seaside, California. The project is proposed to consist of 40 apartment units in two existing vacant buildings that formerly housed nursing barracks on the former Fort Ord army base. The project location is shown in **Exhibit 1**. The draft project site plan is in **Exhibit 2**.

A. Existing Conditions

Access to the project site is provided by Parker Flats Cut-Off Road, which is a two-lane road with a 30 miles per hour posted speed limit that extends from the Central Coast Veterans Cemetery at Normandy Road on the south, across Gigling Road to Colonel Durham Street where it terminates. It has a 30-foot pavement width with no on-street parking. A sidewalk is provided along the east side of the street from the project site to Colonel Durham Street. Only a short segment of sidewalk along the Department of Defense building immediately across from the project is provided along the west side of the street. No sidewalk is provided on either side of Parker Flats Cut-Off Road south of the project site. No bike lanes are provided along Parker Flats Cut-Off Road. In order to provide improved circulation for pedestrians and bicyclists, the City of Seaside should consider constructing sidewalks where they are not currently provided on one or both sides of the street. Shared lane markings, also known as “sharrows,” should be considered along Parker Flats Cut-Off Road as well.

The following four intersections would be most affected by traffic from the study project:

1. Gigling Road / Parker Flats Cut-Off Road
2. General Jim Moore Boulevard / Gigling Road
3. Parker Flats Cut-Off Road / Normandy Road
4. General Jim Moore Boulevard / Normandy Road

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The *Monterey Downs and Monterey Horse Park and Central Coast Veterans Cemetery Specific Plan Subsequent Environmental Impact Report,* RBF Consulting, March 2015, analyzed operations at these intersections. The report found that the existing operations at these intersections are as follows:

1. Gigling Road / Parker Flats Cut-Off Road – Overall LOS A (AM and PM), Side-Street LOS C (AM) and LOS (PM)
2. General Jim Moore Boulevard / Gigling Road – Overall LOS C (AM), LOS B (PM)
3. Parker Flats Cut-Off Road / Normandy Road – Overall LOS A (AM and PM), Side-Street LOS A (AM and PM)
4. General Jim Moore Boulevard / Normandy Road – Overall LOS B

All four intersections currently operate at or better than the City of Seaside level of service (LOS) "C" standard. No improvements are required for existing conditions. A description of levels of service is included as Appendix A.

B. Project Trip Generation

The proposed project is composed of 40 apartment units. **Exhibit 3** tabulates the trip generation estimate for the project, which uses trip rates from *Trip Generation Manual,* 10th Edition, published by the Institute of Transportation Engineers in 2017. The project would generate approximately 293 daily trips, with 18 trips (4 in, 14 out) during the AM peak hour and 22 trips (14 in, 8 out) during the PM peak hour.

Exhibit 4 shows the anticipated trip distribution and assignment for the project. When the project trips are distributed over the adjacent street network, the project would not add more than five peak hour trips to any of the movements at any of the four study intersections.

C. Operational Assessment

The project would not impact traffic operations on the surrounding street network. This is because the project would not add more than five trips to any peak hour movement at any of the study intersections. These are virtually imperceptible increases in traffic. Since all four study intersections currently operate acceptably, operations at all four intersections will continue to operate acceptably with project traffic.

D. Project Access Evaluation

A review of the *Monterey Downs and Monterey Horse Park and Central Coast Veterans Cemetery Specific Plan Subsequent Environmental Impact Report* found that through traffic near the project's sole access on Parker Flats Cut-Off Road would be less than 120 vehicles per hour, or approximately two vehicles per minute. This level of traffic would not require a southbound left turn lane or northbound right turn lane on Parker Flats Cut-Off Road at the project driveway, nor would it lead to deficient operations at the driveway itself.

Sight distance availability at the project driveway was evaluated. Sight distance to the north is over 300 feet south on Parker Flats Cut-Off Road, which accommodates travel speeds of over 35 miles per hour. The Caltrans minimum sight distance required at a driveway on roadways like Parker Flats Cut-Off Road – speed limit of 30 miles per hour – is 200 feet. Sight distance to the north is adequate.

Sight distance to the south is about 150 feet, which accommodates a travel speed of 25 miles per hour. This is less than the minimum requirement of 200 feet and is therefore inadequate. The sight distance at the driveway is limited to the south by existing trees on the southerly corner of the driveway. It is recommended that these trees be trimmed or removed to improve available sight distance. If trimmed, there should be a clear view from the ground to 6 feet above the elevation of the driveway. This improvement is the responsibility of the project.

A “Stop” sign appears to be missing from the existing post at the project driveway. It is recommended that this stop sign be replaced. The “Stop” pavement legend, limit line and centerline striping are all faded. They should be restriped. These improvements would be the responsibility of the project.

The project proposes to add a dedicated on-site pedestrian access between the proposed apartment buildings and the street. This will provide continuous pedestrian access to the project buildings. However, the pedestrian route would cross the existing secondary entrance to the U.S. Department of Defense (USDOD) parking area that intersects with the project access road. To improve pedestrian visibility and provide advance warning of pedestrian activity, it is recommended that a crosswalk be added across this USDOD secondary parking entrance, connecting either end of the intersecting pedestrian pathway. This improvement would be the responsibility of the project.

E. Cumulative Operational Assessment

The *FORA Fee Reallocation Study: Deficiency Analysis and Fee Reallocation*, Kimley Horn, April 27, 2017 and *Monterey Downs and Monterey Horse Park and Central Coast Veterans Cemetery Specific Plan Subsequent Environmental Impact Report,* Kimley Horn, March 2015 predict that all four study intersections – in combination with planned roadway network improvements in the Fort Ord Reuse Authority Capital Improvement Plan – would continue to operate at or better than the City of Seaside LOS C standard under cumulative, or future conditions. The main improvement is the widening of Gigling Road from its current 2 lanes to 4 lanes from General Jim Moore to Eastside Road. This roadway is forecasted to operate at a deficient LOS E assuming its current 2-lane configuration. It will operate at LOS B with widening to 4 lanes. According to the 2017-2018 this improvement is scheduled to be designed in fiscal years 2017-2018 and 2018-2019 and constructed by the end of 2021. This improvement will be funded by FORA traffic impact fees and other sources.

No major traffic capacity improvements will be required on Parker Flats Cut-Off Road or Normandy Road. General Jim Moore widening has already been completed.

The project would also not impact operations on the surrounding street network during future conditions. However, it will add incrementally to cumulative impacts requiring the improvements programmed by FORA.

F. Other Circulation Issues

There is an existing mid-block crosswalk on Parker Flats Cut-Off Road approximately 130 feet north of project driveway, which connects the U.S Department of Defense buildings on either side of Parker Flats Cut-Off Road. There are no warning signs in advance of this crosswalk. It is recommended that warning signs be added to this crosswalk to better alert approaching traffic of the potential for crossing pedestrians. This would include "Pedestrian Crossing" (W11-2) signs at and in advance of this crosswalk, as required by the California Manual on Uniform Traffic Control Devices (CA MUTCD). This improvement would be the responsibility of the City of Seaside.

G. Conclusions

In summary, the proposed project would generate 293 daily trips, with 18 trips (4 in, 14 out) during the AM peak hour and 22 trips (14 in, 8 out) during the PM peak hour. The project would not add more than five trips to any peak hour movement at any of the study intersections. The project would therefore not impact operations of the surrounding street network, including under cumulative conditions.

1. The following improvement is recommended to be installed by the City of Seaside.
   a. Warning signs should be added to the mid-block crosswalk on Parker Flats Cut-Off Road north of the project driveway to better alert approaching traffic of the potential for crossing pedestrians. This would include "Pedestrian Crossing" (W11-2) signs at and in advance of this crosswalk, as required by the California Manual on Uniform Traffic Control Devices (CA MUTCD).

2. The following improvements should be considered by the City of Seaside.
   a. Construct sidewalks along one or both sides of Parker Flats Cut-Off Road.
   b. Install shared-lane markings ("sharrows") along Parker Flats Cut-Off Road.

3. The project is responsible for the following mitigations.
   a. Improve sight distance to the south of the project driveway for traffic exiting the project driveway by trimming or removing trees on the southerly side of the driveway.
   b. A crosswalk should also be added across the secondary entrance to the U.S. Department of Defense parking area that intersects with the project access road.
   c. Install a "Stop" sign on the existing sign post at the project driveway.
   d. Repaint the existing "Stop" pavement legend, limit line and centerline striping on the project driveway.
   e. Pay Fort Ord Reuse Authority (FORA) traffic impact fees.

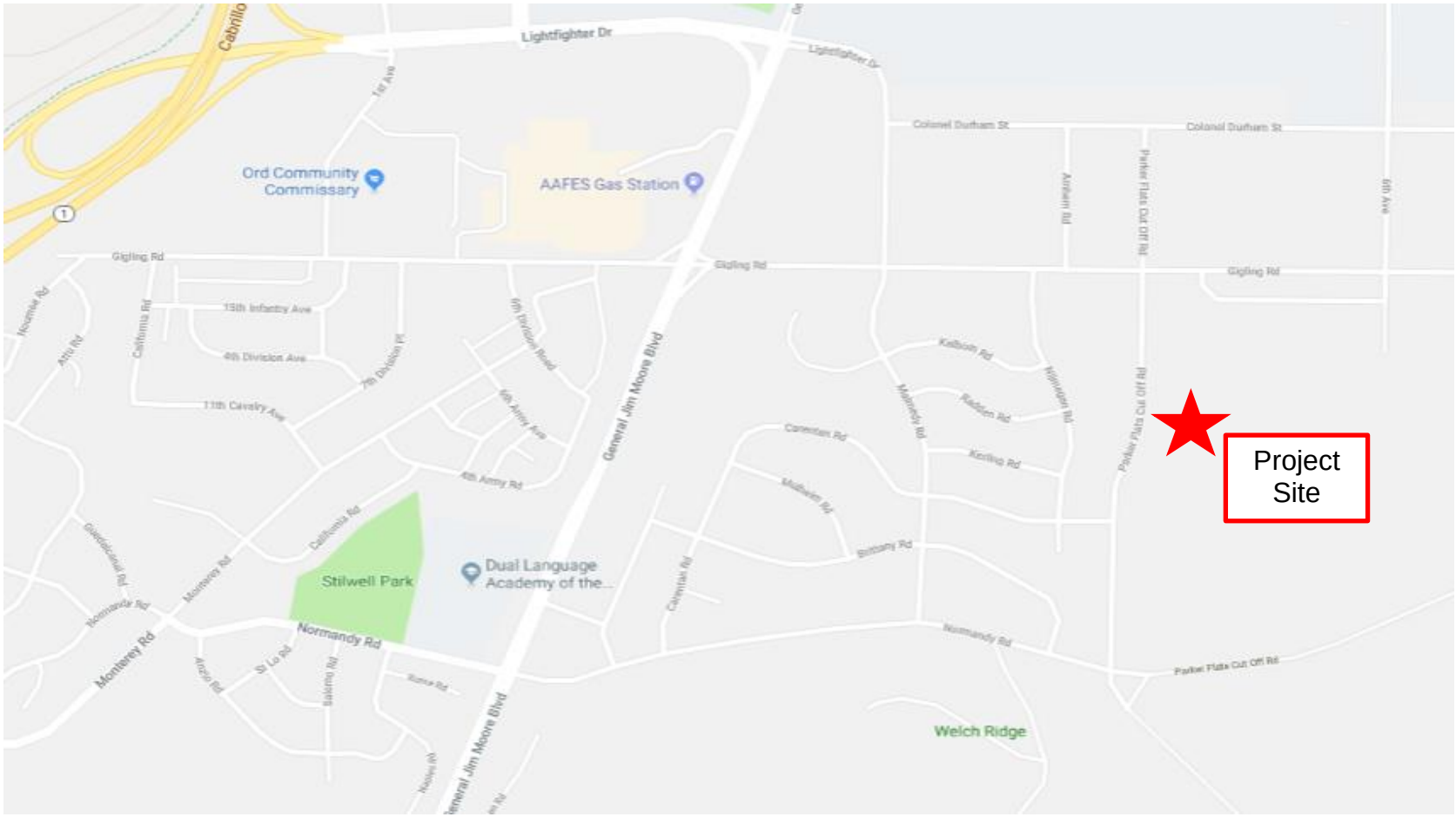
Megan Jones
March 7, 2018

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

Respectfully submitted,

Keith B. Higgins

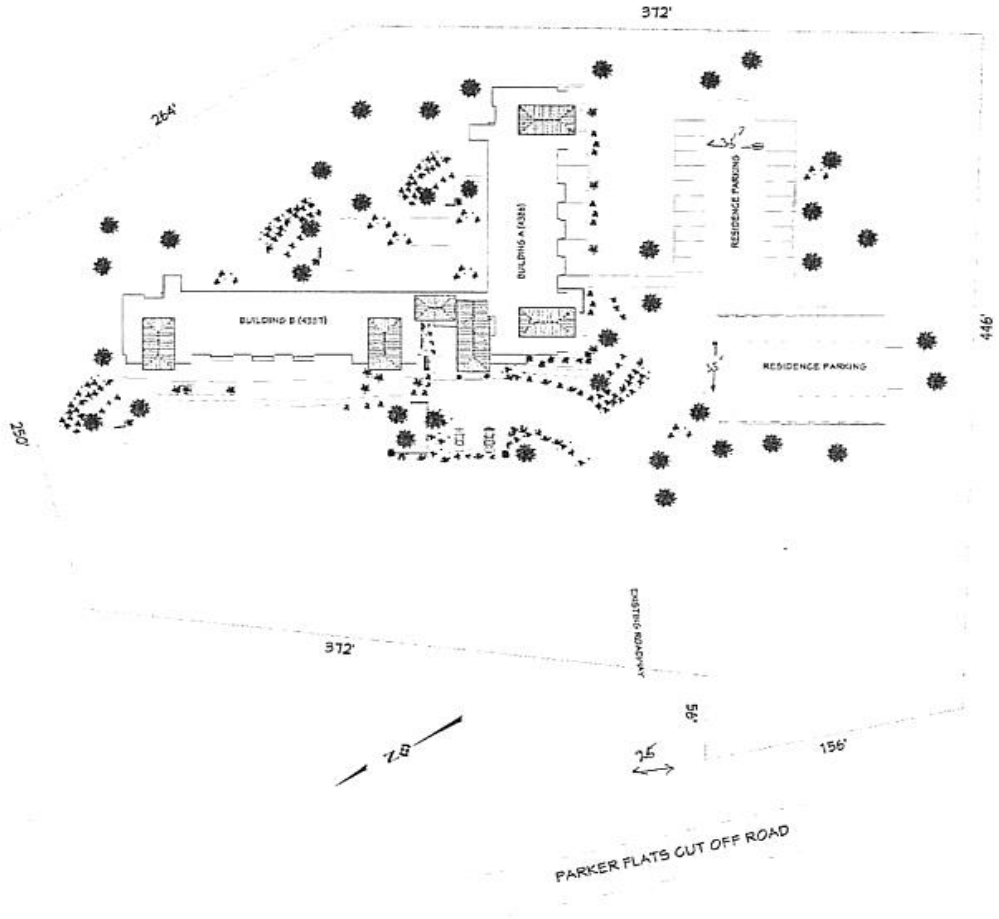
Keith B. Higgins, PE, TE
enclosures



Basemap Source: Google Maps, 2018.

Keith Higgins
Traffic Engineer

Exhibit 1
Project Location Map

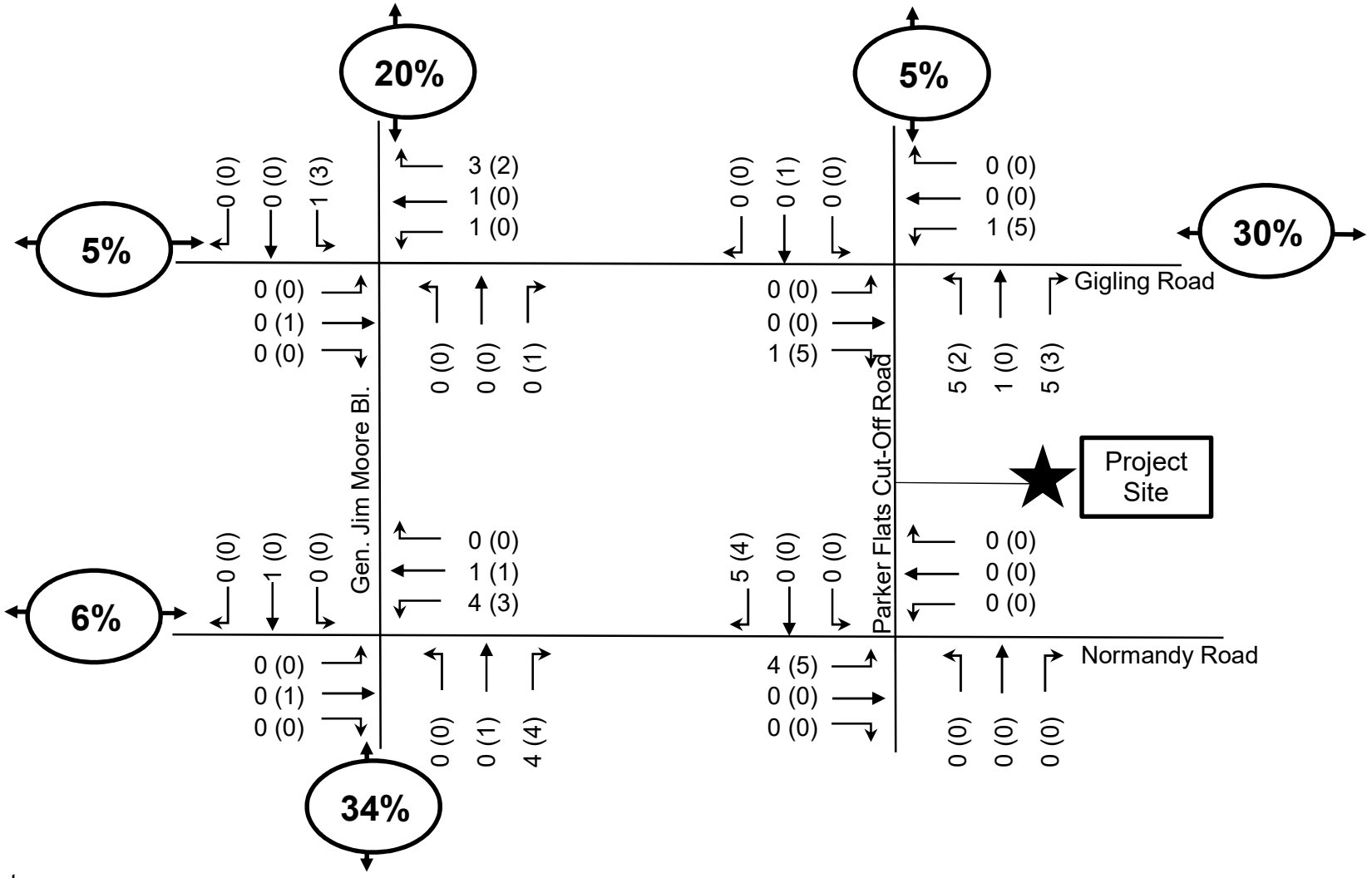


Source: The Paul Davis Partnership, October 2017.

TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR PEAK HOUR RATE	AM PEAK HOUR % OF ADT	AM PEAK HOUR % IN	AM PEAK HOUR % OUT	PM PEAK HOUR PEAK HOUR RATE	PM PEAK HOUR % OF ADT	PM PEAK HOUR % IN	PM PEAK HOUR % OUT
Apartments (per unit)	220	7.32	0.46	6%	23%	77%	0.56	8%	63%	37%

PROPOSED USE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR PEAK HOUR TRIPS	AM PEAK HOUR % OF ADT	AM PEAK HOUR TRIPS IN	AM PEAK HOUR TRIPS OUT	PM PEAK HOUR PEAK HOUR TRIPS	PM PEAK HOUR % OF ADT	PM PEAK HOUR TRIPS IN	PM PEAK HOUR TRIPS OUT
Apartments	40 units	293	18	6%	4	14	22	8%	14	8
Subtotal:		**293**	**18**		**4**	**14**	**22**		**14**	**8**

Notes:
1. Trip generation rates published by Institute of Transportation Engineers (ITE) "Trip Generation Manual," 10th Edition, 2017.
2. sq. ft. = square feet



Notes:
1. XX (YY) = AM (PM) peak hour volumes.
2. Drawing not to scale.

Keith Higgins
Traffic Engineer

Exhibit 4
Project Trip Distribution and Assignment
AM and PM Peak Hours

Appendix A
Level of Service Descriptions

APPENDIX A1

LEVEL OF SERVICE (LOS) DESCRIPTION
SIGNALIZED INTERSECTIONS

The capacity of an urban street is related primarily to the signal timing and the geometric characteristics of the facility as well as to the composition of traffic on the facility. Geometrics are a fixed characteristic of a facility. Thus, while traffic composition may vary somewhat over time, the capacity of a facility is generally a stable value that can be significantly improved only by initiating geometric improvements. A traffic signal essentially allocates time among conflicting traffic movements that seek to use the same space. The way in which time is allocated significantly affects the operation and the capacity of the intersection and its approaches.

The methodology for signalized intersection is designed to consider individual intersection approaches and individual lane groups within approaches. A lane group consists of one or more lanes on an intersection approach. The outputs from application of the method described in the HCM 2000 and 2010 are reported on the basis of each lane. For a given lane group at a signalized intersection, three indications are displayed: green, yellow and red. The red indication may include a short period during which all indications are red, referred to as an all-red interval and the yellow indication forms the change and clearance interval between two green phases.

The methodology for analyzing the capacity and level of service must consider a wide variety of prevailing conditions, including the amount and distribution of traffic movements, traffic composition, geometric characteristics, and details of intersection signalization. The methodology addresses the capacity, LOS, and other performance measures for lane groups and the intersection approaches and the LOS for the intersection as a whole.

Capacity is evaluated in terms of the ratio of demand flow rate to capacity (v/c ratio), whereas LOS is evaluated on the basis of control delay per vehicle (in seconds per vehicle). The methodology does not take into account the potential impact of downstream congestion on intersection operation, nor does the methodology detect and adjust for the impacts of turn-pocket overflows on through traffic and intersection operation.

LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS

(Reference 2000 and 2010 Highway Capacity Manuals)

Level of Service	Control Delay (seconds / vehicle)
A	**<10**
B	**>10 - 20**
C	**>20 - 35**
D	**>35 - 55**
E	**>55 - 80**
F	**>80**

APPENDIX A2

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH ALL-WAY STOP CONTROL (AWSC)

AWSC intersections require every vehicle to stop at the intersection before proceeding. Since each driver must stop, the judgement as to whether to proceed into the intersection is a function of traffic conditions on the other approaches. While giving priority to the driver on the right is a recognized rule in some areas, it is not a good descriptor of actual intersection operations. What happens is the development of a consensus of right-of-way that alternates between the drivers on the intersection approaches, a consensus that depends primarily on the intersection geometry and the arrival patterns at the stop line.

If no traffic is present on the other approaches, a driver can proceed immediately after the stop is made. If there is traffic on one or more of the other approaches, a driver proceeds only after determining that there are no vehicles currently in the intersection and that it is the driver's turn to proceed. Since no traffic signal controls the stream movement or allocates the right-of-way to each conflicting stream, the rate of departure is controlled by the interaction between the traffic streams themselves.

For AWSC intersections, the average control delay (in seconds per vehicle) is used as the primary measure of performance. Control delay is the increased time of travel for a vehicle approaching and passing through an AWSC intersection, compared with a free-flow vehicle if it were not required to slow down or stop at the intersection.

The criteria for AWSC intersections have different threshold values than do those for signalized intersections, primarily because drivers expect different levels of performance from different kinds of traffic control devices (i.e., traffic signals, two way stop or all way stop, etc.). The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection and a higher level of control delay is acceptable at a signalized intersection for the same LOS.

For AWSC analysis using the HCM 2010 method, the LOS shown reflects the weighted average of the delay on each of the approaches.

LEVEL OF SERVICE (LOS) CRITERIA FOR AWSC INTERSECTIONS
(Reference 2010 Highway Capacity Manual)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

APPENDIX A3

LEVEL OF SERVICE (LOS) DESCRIPTION
UNSIGNALIZED INTERSECTIONS WITH TWO-WAY STOP CONTROL (TWSC)

TWSC intersections are widely used and stop signs are used to control vehicle movements at such intersections. At TWSC intersections, the stop-controlled approaches are referred to as the minor street approaches; they can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs are referred to as the major street approaches. A three-leg intersection is considered to be a standard type of TWSC intersection if the single minor street approach (i.e. the stem of the T configuration) is controlled by a stop sign. Three-leg intersections where two of the three approaches are controlled by stop signs are a special form of unsignalized intersection control.

At TWSC intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgment. In the presence of a queue, each driver on the controlled approach must use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction.

Thus, the capacity of the controlled legs is based on three factors:

- the distribution of gaps in the major street traffic stream;
- driver judgment in selecting gaps through which to execute the desired maneuvers; and
- the follow-up time required by each driver in a queue.

The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incident, control, traffic or geometric delay. Average control delay for any particular minor movement is a function of the capacity of the approach and the degree of saturation and referred to as level of service.

LEVEL OF SERVICE (LOS) CRITERIA FOR TWSC INTERSECTIONS

(Reference 2010 Highway Capacity Manuals)

Level of Service	Control Delay (seconds / vehicle)
A	**0 - 10**
B	**>10 - 15**
C	**>15 - 25**
D	**>25 - 35**
E	**>35 - 50**
F	**>50**

Appendix A-2

Vehicle Miles Traveled Assessment

Kimley»Horn

Memorandum

To: Megan Jones, MPP
Principal
Rincon Consultants, Inc.

From: Chris Gregerson, P.E., T.E., PTOE, PTP
Mike Schmitt, AICP CTP, PTP, RSP_1

Re: DRAFT Vehicle Miles Traveled (VMT) Assessment
Parker Flats Apartments Project, City of Seaside

Date: March 31, 2022

This memorandum documents SB 743 compliant analysis completed for the proposed Parker Flats Apartments Project ("project") located at 4386 – 4387 Parker Flats Cut Off Road in the City of Seaside, CA. The proposed project is expected to renovate two existing buildings previously used to house nurse's working on Fort Ord into 40 two- and three-bedroom apartments. With the passage of SB 743, Vehicle Miles Travelled (VMT) has become an important indicator for determining if new development will result in a "significant transportation impact" under the California Environmental Quality Act (CEQA). This memorandum summarizes the VMT analysis and resultant findings for the proposed development.

Purpose of Analysis

SB 743 is part of a long-standing policy effort by the California legislature to improve California's sustainability and reduce greenhouse gas emissions through denser infill development, a reduction in single occupancy vehicles, improved mass transit, and other actions. Recognizing that the current environmental analysis techniques are, at times, encouraging development that is inconsistent with this vision, the legislature has taken the extraordinary step to change the basis of environmental analysis for transportation impacts from Level of Service (LOS) to Vehicle Miles Travelled (VMT). VMT is understood to be a good proxy for evaluating Greenhouse Gas (GHG) and other transportation related impacts that the State is actively trying to address. While the use of VMT to determine significant transportation impacts has only been considered recently, it is by no means a new performance metric and has long been used as a basis for transportation system evaluations and as an important metric for evaluating the performance of Travel Demand Models.

In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of SB 743 modifications. The Guidelines' changes were approved by the Office of Administrative Law and are now in effect. Specific to SB 743, Section 15064.3(c) states, "A lead agency may elect to be governed by the provisions of this section immediately. The provisions apply statewide as of July 1, 2020."

To help aid lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project's transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.

- OPR recommends measuring VMT for residential and office projects on a "per rate" basis.
- OPR recommends that a per capita or per employee VMT that is fifteen percent below that of existing development average may be a reasonable threshold. In other words, an office project that generates VMT per employee that is more than 15 percent less than the regional average VMT per employee could result in a significant impact. OPR notes that this threshold is supported by evidence that connects this level of reduction to the State's GHG reduction goals.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

As the proposed project is reusing an existing building that was previously used as a nurses' barracks to house military personal at Fort Ord, CEQA Section 15229 states that, "the determination of whether the reuse plan may have a significant effect on the environment may, at the discretion of the lead agency, be based upon the physical conditions which were present at the time that the federal decision for the closure or realignment of the base or reservation became final." Therefore, since Fort Ord was decommissioned in 1991, this would be considered its baseline instead of any more recent year. Other items of note when considering the analysis of this project include:

- The proposed project is "affordable by design" meaning that it is intended to meet the need for moderate income or below market housing in the region. In addition, 20-percent of the proposed project's units will be deed restricted to "affordable."
- The project is located just south of the Campus Town Specific Plan, previously analyzed in 2020. The Campus Town Specific Plan covered the area north of Gigling Road generally located between General Jim Moore Boulevard and 7th Avenue. The analysis for the Campus Town Specific Plan found that it does not result in a significant VMT impact. The proposed project is much smaller than the Campus Town Specific Plan and the socioeconomic distribution of its intended residents would have a lower average household income which generally leads to a lower overall average VMT per capita.

Analysis

The following sections detail the analysis completed:

Residential Land Use

The VMT for the proposed project land use was computed by totaling the production VMT for all Home-Based trip purposes. The external VMT for the proposed project was determined by multiplying the calibrated external trip distance by Traffic Analysis Zone (TAZ) determined using big data (Teralytics) by the total internal-external (I-X) Home-Based Work trips for that TAZ.

The City of Seaside intends to adopt a Class 32 Categorical Exemption (CE) for the proposed project. The State CEQA Guidelines Section 15332 states that a CE is allowed when:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
c) The project site has no value as habitat for endangered, rare or threatened species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
e) The site can be adequately served by all required utilities and public services.

The City of Seaside determined that the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations in accordance with item (a) above. The subject property is 4.9 acres, and the City has determined that, due to its location on the former Fort Ord and the nature of surrounding development, the site meets the requirements of item (b) above.

Regarding item (d) above, a determination of whether the project results in a significant effect relating to traffic using the VMT metric. As the proposed project is located on the former Fort Ord, it should be noted that a Base Reuse Plan (BRP) and Environmental Impact Report (EIR) were certified and adopted in 1997 and are available at https://www.fora.org/BRP.html. CEQA states that all public and private activities taken pursuant to or in furtherance of a reuse plan for which an EIR was prepared and certified pursuant to Section 21083.8.1 shall be deemed to be a single project (Pub. Res. Code Section 21083.8.1(b)(2); CEQA Guidelines Sections15125(b) and 15229(c)). The proposed project is taken pursuant to and in furtherance of the BRP. In addition, the BRP is implemented by the City of Seaside's 2004 General Plan, which has been certified by FORA as consistent with the BRP (Gov. Code Section 67675.5(b), FORA 1997c, FORA 2005). The proposed project implements the City's certified General Plan which designates the project site as "High Density Residential" (City of Seaside 2004, Figure LU-2). Further, specialized procedures for Reuse Plan CEQA baselines are provided under Pub. Res. Code Sections 21083.8.1(b)(1) and CEQA Guidelines Section 15229, which were intended to help expedite CEQA review and to fulfill the goals of the Fort Ord Reuse Authority Act. These provisions state in part:

> "the determination of whether the reuse plan may have a significant effect on the environment may, at the discretion of the lead agency, be based upon the physical conditions which were present at the time that the federal decision for the closure or realignment of the base or reservation became final. These conditions shall be referred to as the "baseline physical conditions." Impacts which do not exceed the baseline physical conditions shall not be considered significant."

Therefore, as noted above, the effects of the reuse of Fort Ord have already been accounted for in the EIR. While VMT was not an unknown consideration when the EIR was adopted, it was not analyzed as a part of the EIR. As the proposed project is consistent with the City of Seaside's General Plan and the General Plan implements the BRP, the proposed project is presumed to have a less than significant impact.

It should be noted that since 1991, there have already been a total of at least 1,766 existing/replacement dwelling units built within the former Fort Ord area and one of the goals of the reuse of Fort Ord is to provide for the reuse and development of the base area in ways that enhance the economy and quality of life of the Monterey Bay community. In addition, it is difficult to determine to VMT generated by the use in 1991 as the trips generated by the nurse's living within the dwelling units are interrelated to the base's hospital and the base itself. Therefore, it is not reasonable to solely analyze the VMT of this site as the uses were interrelated in 1991.

Findings

Based on the results of this analysis, the following findings are made:

- The proposed Project qualifies as a categorical exemption and as it is consistent with the City of Seaside's General Plan which implements the Base Reuse Plan for Fort Ord, its impacts have already been considered. As such, additional analysis under SB 743 is not required.

Appendix B

Noise Data

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 53.0 - 2018/02/23 07:16:42
- Level Range : 40-100
- SEL : 76.2
- Leq : 46.7
-

No.s	Date Time	(dB)
1	2018/02/23 07:11:40	44.3
2	2018/02/23 07:11:41	44.9
3	2018/02/23 07:11:42	43.9
4	2018/02/23 07:11:43	43.4
5	2018/02/23 07:11:44	43.6
6	2018/02/23 07:11:45	42.9
7	2018/02/23 07:11:46	43.9
8	2018/02/23 07:11:47	43.7
9	2018/02/23 07:11:48	43.1
10	2018/02/23 07:11:49	43.0
11	2018/02/23 07:11:50	43.5
12	2018/02/23 07:11:51	44.3
13	2018/02/23 07:11:52	46.4
14	2018/02/23 07:11:53	45.1
15	2018/02/23 07:11:54	44.5
16	2018/02/23 07:11:55	45.4
17	2018/02/23 07:11:56	46.4
18	2018/02/23 07:11:57	44.4
19	2018/02/23 07:11:58	44.4
20	2018/02/23 07:11:59	46.1
21	2018/02/23 07:12:00	44.3
22	2018/02/23 07:12:01	43.9
23	2018/02/23 07:12:02	44.5
24	2018/02/23 07:12:03	44.4
25	2018/02/23 07:12:04	45.2
26	2018/02/23 07:12:05	45.2
27	2018/02/23 07:12:06	45.6
28	2018/02/23 07:12:07	46.1
29	2018/02/23 07:12:08	46.3
30	2018/02/23 07:12:09	45.8
31	2018/02/23 07:12:10	45.6
32	2018/02/23 07:12:11	45.7
33	2018/02/23 07:12:12	44.7
34	2018/02/23 07:12:13	45.2
35	2018/02/23 07:12:14	46.1
36	2018/02/23 07:12:15	46.6
37	2018/02/23 07:12:16	48.0
38	2018/02/23 07:12:17	46.4
39	2018/02/23 07:12:18	46.2
40	2018/02/23 07:12:19	47.0
41	2018/02/23 07:12:20	46.9
42	2018/02/23 07:12:21	47.7
43	2018/02/23 07:12:22	47.9
44	2018/02/23 07:12:23	47.5
45	2018/02/23 07:12:24	47.1
46	2018/02/23 07:12:25	48.3
47	2018/02/23 07:12:26	43.8
48	2018/02/23 07:12:27	44.0
49	2018/02/23 07:12:28	43.7
50	2018/02/23 07:12:29	43.5
51	2018/02/23 07:12:30	43.5
52	2018/02/23 07:12:31	44.8
53	2018/02/23 07:12:32	45.2
54	2018/02/23 07:12:33	45.2
55	2018/02/23 07:12:34	45.1
56	2018/02/23 07:12:35	45.2
57	2018/02/23 07:12:36	45.8
58	2018/02/23 07:12:37	46.7
59	2018/02/23 07:12:38	46.3
60	2018/02/23 07:12:39	45.5
61	2018/02/23 07:12:40	45.0
62	2018/02/23 07:12:41	43.4
63	2018/02/23 07:12:42	45.1
64	2018/02/23 07:12:43	45.0
65	2018/02/23 07:12:44	45.2
66	2018/02/23 07:12:45	44.6
67	2018/02/23 07:12:46	44.3
68	2018/02/23 07:12:47	44.3
69	2018/02/23 07:12:48	44.3
70	2018/02/23 07:12:49	43.0
71	2018/02/23 07:12:50	44.0
72	2018/02/23 07:12:51	44.7
73	2018/02/23 07:12:52	43.4
74	2018/02/23 07:12:53	44.6
75	2018/02/23 07:12:54	43.9
76	2018/02/23 07:12:55	43.8
77	2018/02/23 07:12:56	43.7
78	2018/02/23 07:12:57	45.3
79	2018/02/23 07:12:58	45.2
80	2018/02/23 07:12:59	45.0
81	2018/02/23 07:13:00	44.6
82	2018/02/23 07:13:01	44.7
83	2018/02/23 07:13:02	45.9
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517	2018/02/23	07:20:16	48.5
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519	2018/02/23	07:20:18	47.9
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521	2018/02/23	07:20:20	48.8
522	2018/02/23	07:20:21	48.6
523	2018/02/23	07:20:22	47.0
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776	2018/02/23	07:24:35	46.2
777	2018/02/23	07:24:36	46.0
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797	2018/02/23	07:24:56	46.8
798	2018/02/23	07:24:57	46.0
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811	2018/02/23	07:25:10	46.5
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813	2018/02/23	07:25:12	48.3
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815	2018/02/23	07:25:14	48.1
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878	2018/02/23	07:26:17	48.6
879	2018/02/23	07:26:18	48.5
880	2018/02/23	07:26:19	47.9
881	2018/02/23	07:26:20	48.1
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886	2018/02/23	07:26:25	49.8
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894	2018/02/23	07:26:33	48.7
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897	2018/02/23	07:26:36	47.4
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- Time Weight : FAST
- Level Range : 40-100
- Max dB : 77.0 - 2018/02/23 07:48:33
- Level Range : 40-100
- SEL : 90.9
- Leq : 61.4
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6	2018/02/23 07:37:11	57.1
7	2018/02/23 07:37:12	58.8
8	2018/02/23 07:37:13	64.2
9	2018/02/23 07:37:14	67.6
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11	2018/02/23 07:37:16	58.4
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474	2018/02/23	07:44:59	48.2
475	2018/02/23	07:45:00	46.5
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893	2018/02/23	07:51:58	56.5
894	2018/02/23	07:51:59	55.5
895	2018/02/23	07:52:00	53.3
896	2018/02/23	07:52:01	53.6
897	2018/02/23	07:52:02	53.1
898	2018/02/23	07:52:03	54.2
899	2018/02/23	07:52:04	53.4
900	2018/02/23	07:52:05	54.4

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 72.5 - 2018/02/23 08:15:36
- Level Range : 40-100
- SEL : 81.8
- Leq : 52.3
-

No.s	Date Time	(dB)
1	2018/02/23 08:03:42	42.8
2	2018/02/23 08:03:43	40.8
3	2018/02/23 08:03:44	43.0
4	2018/02/23 08:03:45	42.8
5	2018/02/23 08:03:46	42.8
6	2018/02/23 08:03:47	39.4
7	2018/02/23 08:03:48	39.1
8	2018/02/23 08:03:49	39.8
9	2018/02/23 08:03:50	39.7
10	2018/02/23 08:03:51	40.7
11	2018/02/23 08:03:52	41.4
12	2018/02/23 08:03:53	41.1
13	2018/02/23 08:03:54	41.2
14	2018/02/23 08:03:55	40.3
15	2018/02/23 08:03:56	40.2
16	2018/02/23 08:03:57	41.1
17	2018/02/23 08:03:58	41.3
18	2018/02/23 08:03:59	41.4
19	2018/02/23 08:04:00	40.4
20	2018/02/23 08:04:01	39.5
21	2018/02/23 08:04:02	40.2
22	2018/02/23 08:04:03	44.2
23	2018/02/23 08:04:04	41.0
24	2018/02/23 08:04:05	40.3
25	2018/02/23 08:04:06	39.9
26	2018/02/23 08:04:07	40.5
27	2018/02/23 08:04:08	40.2
28	2018/02/23 08:04:09	40.4
29	2018/02/23 08:04:10	40.4
30	2018/02/23 08:04:11	40.4
31	2018/02/23 08:04:12	41.4
32	2018/02/23 08:04:13	42.7
33	2018/02/23 08:04:14	43.3
34	2018/02/23 08:04:15	41.2
35	2018/02/23 08:04:16	41.4
36	2018/02/23 08:04:17	40.6
37	2018/02/23 08:04:18	41.7
38	2018/02/23 08:04:19	40.7
39	2018/02/23 08:04:20	41.9
40	2018/02/23 08:04:21	42.8
41	2018/02/23 08:04:22	40.8
42	2018/02/23 08:04:23	41.8
43	2018/02/23 08:04:24	43.4
44	2018/02/23 08:04:25	41.0
45	2018/02/23 08:04:26	40.6
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47	2018/02/23 08:04:28	40.2
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51	2018/02/23 08:04:32	40.7
52	2018/02/23 08:04:33	43.3
53	2018/02/23 08:04:34	39.8
54	2018/02/23 08:04:35	42.1
55	2018/02/23 08:04:36	39.9
56	2018/02/23 08:04:37	40.1
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58	2018/02/23 08:04:39	40.9
59	2018/02/23 08:04:40	41.4
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63	2018/02/23 08:04:44	41.6
64	2018/02/23 08:04:45	41.2
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66	2018/02/23 08:04:47	42.5
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70	2018/02/23 08:04:51	41.0
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72	2018/02/23 08:04:53	42.0
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81	2018/02/23 08:05:02	41.0
82	2018/02/23 08:05:03	43.1
83	2018/02/23 08:05:04	46.3
84	2018/02/23 08:05:05	50.3
85	2018/02/23 08:05:06	52.4

86	2018/02/23	08:05:07	55.7
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88	2018/02/23	08:05:09	70.2
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131	2018/02/23	08:05:52	43.4
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133	2018/02/23	08:05:54	40.2
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135	2018/02/23	08:05:56	40.4
136	2018/02/23	08:05:57	39.2
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402	2018/02/23	08:10:23	39.1
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415	2018/02/23	08:10:36	40.5
416	2018/02/23	08:10:37	42.0
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418	2018/02/23	08:10:39	40.6
419	2018/02/23	08:10:40	39.6
420	2018/02/23	08:10:41	40.0
421	2018/02/23	08:10:42	39.1
422	2018/02/23	08:10:43	39.3
423	2018/02/23	08:10:44	39.1
424	2018/02/23	08:10:45	40.2
425	2018/02/23	08:10:46	39.0
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427	2018/02/23	08:10:48	39.5
428	2018/02/23	08:10:49	39.1
429	2018/02/23	08:10:50	39.6
430	2018/02/23	08:10:51	40.5
431	2018/02/23	08:10:52	38.7
432	2018/02/23	08:10:53	39.0
433	2018/02/23	08:10:54	40.1
434	2018/02/23	08:10:55	40.8
435	2018/02/23	08:10:56	41.0
436	2018/02/23	08:10:57	42.5
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438	2018/02/23	08:10:59	44.7
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441	2018/02/23	08:11:02	50.9
442	2018/02/23	08:11:03	52.2
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444	2018/02/23	08:11:05	55.3
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446	2018/02/23	08:11:07	65.7
447	2018/02/23	08:11:08	65.8
448	2018/02/23	08:11:09	58.0
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452	2018/02/23	08:11:13	47.9
453	2018/02/23	08:11:14	44.7
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455	2018/02/23	08:11:16	48.2
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460	2018/02/23	08:11:21	50.4
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838	2018/02/23	08:17:39	37.4
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844	2018/02/23	08:17:45	36.0
845	2018/02/23	08:17:46	35.5
846	2018/02/23	08:17:47	37.9
847	2018/02/23	08:17:48	35.5
848	2018/02/23	08:17:49	35.3
849	2018/02/23	08:17:50	36.1
850	2018/02/23	08:17:51	36.6
851	2018/02/23	08:17:52	36.7
852	2018/02/23	08:17:53	35.6
853	2018/02/23	08:17:54	39.1
854	2018/02/23	08:17:55	36.1
855	2018/02/23	08:17:56	38.2
856	2018/02/23	08:17:57	35.9
857	2018/02/23	08:17:58	36.1
858	2018/02/23	08:17:59	36.8
859	2018/02/23	08:18:00	35.2
860	2018/02/23	08:18:01	35.6
861	2018/02/23	08:18:02	35.4
862	2018/02/23	08:18:03	35.8
863	2018/02/23	08:18:04	36.9
864	2018/02/23	08:18:05	36.0
865	2018/02/23	08:18:06	36.4
866	2018/02/23	08:18:07	37.3
867	2018/02/23	08:18:08	38.6
868	2018/02/23	08:18:09	36.2
869	2018/02/23	08:18:10	37.3
870	2018/02/23	08:18:11	37.4
871	2018/02/23	08:18:12	37.0
872	2018/02/23	08:18:13	38.5
873	2018/02/23	08:18:14	58.5
874	2018/02/23	08:18:15	55.8
875	2018/02/23	08:18:16	44.1
876	2018/02/23	08:18:17	40.6
877	2018/02/23	08:18:18	37.7

878	2018/02/23	08:18:19	41.7
879	2018/02/23	08:18:20	40.7
880	2018/02/23	08:18:21	40.9
881	2018/02/23	08:18:22	37.7
882	2018/02/23	08:18:23	39.4
883	2018/02/23	08:18:24	38.6
884	2018/02/23	08:18:25	41.6
885	2018/02/23	08:18:26	39.3
886	2018/02/23	08:18:27	37.8
887	2018/02/23	08:18:28	37.2
888	2018/02/23	08:18:29	35.9
889	2018/02/23	08:18:30	37.7
890	2018/02/23	08:18:31	36.1
891	2018/02/23	08:18:32	37.9
892	2018/02/23	08:18:33	38.8
893	2018/02/23	08:18:34	40.9
894	2018/02/23	08:18:35	49.6
895	2018/02/23	08:18:36	41.6
896	2018/02/23	08:18:37	37.9
897	2018/02/23	08:18:38	36.5
898	2018/02/23	08:18:39	37.8
899	2018/02/23	08:18:40	37.9
900	2018/02/23	08:18:41	37.2

Appendix C

Construction Noise Modeling

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Descr Parker Flats - site prep

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
medical/ed	Residential	61.4	61.4	61.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40		81.7	150	0
Dozer	No	40		81.7	150	0
Dozer	No	40		81.7	150	0
Backhoe	No	40		77.6	150	0
Backhoe	No	40		77.6	150	0
Tractor	No	40	84		150	0
Tractor	No	40	84		150	0

Results

Equipment	Calculated (dBA) *Lmax	Leq	Noise Limits (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax
Dozer	72.1	68.1	N/A	N/A	N/A	N/A	N/A
Dozer	72.1	68.1	N/A	N/A	N/A	N/A	N/A
Dozer	72.1	68.1	N/A	N/A	N/A	N/A	N/A
Backhoe	68	64	N/A	N/A	N/A	N/A	N/A
Backhoe	68	64	N/A	N/A	N/A	N/A	N/A
Tractor	74.5	70.5	N/A	N/A	N/A	N/A	N/A
Tractor	74.5	70.5	N/A	N/A	N/A	N/A	N/A
Total	74.5	76.7	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Noise Limit Exceedance (dBA)						
	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Descr Parker Flats - Grading

		---- Receptor #1 ----		
		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Medical/Ec	Residential	61.4	61.4	61.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	150	0
Grader	No	40	85		150	0
Dozer	No	40		81.7	150	0
Backhoe	No	40		77.6	150	0
Backhoe	No	40		77.6	150	0
Tractor	No	40	84		150	0

			Results				
	Calculated (dBA)		Noise Limits (dBA)				
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Excavator	71.2	67.2	N/A	N/A	N/A	N/A	N/A
Grader	75.5	71.5	N/A	N/A	N/A	N/A	N/A
Dozer	72.1	68.1	N/A	N/A	N/A	N/A	N/A
Backhoe	68	64	N/A	N/A	N/A	N/A	N/A
Backhoe	68	64	N/A	N/A	N/A	N/A	N/A
Tractor	74.5	70.5	N/A	N/A	N/A	N/A	N/A
Total	75.5	76.2	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

		Noise Limit Exceedance (dBA)				
	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Descr Parker Flats - Renovation

---- Receptor #1 ----

	Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Medical/Ec	Residential	61.4	61.4	61.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	150	0
Man Lift	No	20		74.7	150	0
Man Lift	No	20		74.7	150	0
Man Lift	No	20		74.7	150	0
Generator	No	50		80.6	150	0
Tractor	No	40	84		150	0
Tractor	No	40	84		150	0
Backhoe	No	40		77.6	150	0
Welder / Torch	No	40		74	150	0

	Calculated (dBA)		Results Noise Limits (dBA)				
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Crane	71	63	N/A	N/A	N/A	N/A	N/A
Man Lift	65.2	58.2	N/A	N/A	N/A	N/A	N/A
Man Lift	65.2	58.2	N/A	N/A	N/A	N/A	N/A
Man Lift	65.2	58.2	N/A	N/A	N/A	N/A	N/A
Generator	71.1	68.1	N/A	N/A	N/A	N/A	N/A
Tractor	74.5	70.5	N/A	N/A	N/A	N/A	N/A
Tractor	74.5	70.5	N/A	N/A	N/A	N/A	N/A
Backhoe	68	64	N/A	N/A	N/A	N/A	N/A
Welder / Torch	64.5	60.5	N/A	N/A	N/A	N/A	N/A
Total	74.5	75.6	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

		Noise Limit Exceedance (dBA)				
	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Descr Parker Flats - Paving

---- Receptor #1 ----

	Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Medical/Ec	Residential	61.4	61.4	61.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	150	0
Concrete Mixer Truck	No	40		78.8	150	0
Paver	No	50		77.2	150	0
Paver	No	50		77.2	150	0
Paver	No	50		77.2	150	0
Roller	No	20		80	150	0
Roller	No	20		80	150	0
Tractor	No	40	84		150	0

	Results						
	Calculated (dBA)		Noise Limits (dBA)				
			Day		Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Concrete Mixer Truck	69.3	65.3	N/A	N/A	N/A	N/A	N/A
Concrete Mixer Truck	69.3	65.3	N/A	N/A	N/A	N/A	N/A
Paver	67.7	64.7	N/A	N/A	N/A	N/A	N/A
Paver	67.7	64.7	N/A	N/A	N/A	N/A	N/A
Paver	67.7	64.7	N/A	N/A	N/A	N/A	N/A
Roller	70.5	63.5	N/A	N/A	N/A	N/A	N/A
Roller	70.5	63.5	N/A	N/A	N/A	N/A	N/A
Tractor	74.5	70.5	N/A	N/A	N/A	N/A	N/A
Total	74.5	74.9	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

		Noise Limit Exceedance (dBA)				
	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report dat ########
Case Descr Parker Flats - Arch Coating

---- Receptor #1 ----

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Medical/Ec	Residential	61.4	61.4	61.4

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	150	0

	Calculated (dBA)		Results Day		Noise Limits (dBA) Evening		Night
Equipment	*Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Compressor (air)	68.1	64.1	N/A	N/A	N/A	N/A	N/A
Total	68.1	64.1	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

		Noise Limit Exceedance (dBA)				
	Day		Evening		Night	
Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Appendix D

CalEEMod Results

Parker Flats Apartments 2022 AQ revisions - Monterey Bay Unified APCD Air District, Annual

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

Parker Flats Apartments 2022 AQ revisions

Monterey Bay Unified APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	84.00	Space	0.00	33,600.00	0
Apartments Mid Rise	42.00	Dwelling Unit	4.90	38,692.00	120

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.8	**Precipitation Freq (Days)**	53
Climate Zone	4			**Operational Year**	2023
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Parker Flats project is in the city of Seaside and would be served by PG&E

Land Use - 42 DU and 38,692 sf of building space. 84 parking lot spaces. Acreage = 4.9

Construction Phase - Default construction schedule but demolition is removed

Off-road Equipment - Default construction equipment

Vehicle Trips - Default trip generation rates

Woodstoves - Keeping default assumption about natural gas fireplaces, conservative addition

Table Name	Column Name	Default Value	New Value
tblLandUse	LandUseSquareFeet	42,000.00	38,692.00
tblLandUse	LotAcreage	0.76	0.00
tblLandUse	LotAcreage	1.11	4.90

Parker Flats Apartments 2022 AQ revisions - Monterey Bay Unified APCD Air District, Annual

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

2.0 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					
2023	0.2212	1.9414	2.2444	4.1000e-003	0.1275	0.0911	0.2186	0.0524	0.0855	0.1380	0.0000	357.8496	357.8496	0.0753	4.4800e-003	361.0672
2024	0.2515	0.0153	0.0248	4.0000e-005	7.2000e-004	7.5000e-004	1.4800e-003	1.9000e-004	7.4000e-004	9.3000e-004	0.0000	3.7115	3.7115	4.1000e-004	2.0000e-005	3.7269
Maximum	**0.2515**	**1.9414**	**2.2444**	**4.1000e-003**	**0.1275**	**0.0911**	**0.2186**	**0.0524**	**0.0855**	**0.1380**	**0.0000**	**357.8496**	**357.8496**	**0.0753**	**4.4800e-003**	**361.0672**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2212	1.9414	2.2444	4.1000e-003	0.1275	0.0911	0.2186	0.0524	0.0855	0.1380	0.0000	357.8492	357.8492	0.0753	4.4800e-003	361.0668
2024	0.2515	0.0153	0.0248	4.0000e-005	7.2000e-004	7.5000e-004	1.4800e-003	1.9000e-004	7.4000e-004	9.3000e-004	0.0000	3.7115	3.7115	4.1000e-004	2.0000e-005	3.7269
Maximum	**0.2515**	**1.9414**	**2.2444**	**4.1000e-003**	**0.1275**	**0.0911**	**0.2186**	**0.0524**	**0.0855**	**0.1380**	**0.0000**	**357.8492**	**357.8492**	**0.0753**	**4.4800e-003**	**361.0668**

Parker Flats Apartments 2022 AQ revisions - Monterey Bay Unified APCD Air District, Annual

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**1-2-2023**	**4-1-2023**	0.5758	0.5758
2	**4-2-2023**	**7-1-2023**	0.5429	0.5429
3	**7-2-2023**	**10-1-2023**	0.5489	0.5489
4	**10-2-2023**	**1-1-2024**	0.4863	0.4863
5	**1-2-2024**	**4-1-2024**	0.2497	0.2497
		Highest	0.5758	0.5758

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	0.1914	5.0000e-003	0.4343	2.0000e-005		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	0.7096	0.7096	6.9000e-004	0.0000	0.7267
Energy	1.9000e-003	0.0162	6.9000e-003	1.0000e-004		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	34.8987	34.8987	2.9700e-003	6.6000e-004	35.1697
Mobile	0.1342	0.1904	1.2732	2.4600e-003	0.2328	2.2800e-003	0.2351	0.0623	2.1400e-003	0.0644	0.0000	229.3461	229.3461	0.0165	0.0119	233.2950
Waste						0.0000	0.0000		0.0000	0.0000	3.9218	0.0000	3.9218	0.2318	0.0000	9.7161
Water						0.0000	0.0000		0.0000	0.0000	0.8682	1.9287	2.7968	0.0895	2.1400e-003	5.6725
Total	**0.3274**	**0.2116**	**1.7144**	**2.5800e-003**	**0.2328**	**5.9900e-003**	**0.2388**	**0.0623**	**5.8500e-003**	**0.0681**	**4.7900**	**266.8831**	**271.6730**	**0.3414**	**0.0147**	**284.5800**

Parker Flats Apartments 2022 AQ revisions - Monterey Bay Unified APCD Air District, Annual

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

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1914	5.0000e-003	0.4343	2.0000e-005		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	0.7096	0.7096	6.9000e-004	0.0000	0.7267
Energy	1.9000e-003	0.0162	6.9000e-003	1.0000e-004		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	34.8987	34.8987	2.9700e-003	6.6000e-004	35.1697
Mobile	0.1342	0.1904	1.2732	2.4600e-003	0.2328	2.2800e-003	0.2351	0.0623	2.1400e-003	0.0644	0.0000	229.3461	229.3461	0.0165	0.0119	233.2950
Waste						0.0000	0.0000		0.0000	0.0000	3.9218	0.0000	3.9218	0.2318	0.0000	9.7161
Water						0.0000	0.0000		0.0000	0.0000	0.8682	1.9287	2.7968	0.0895	2.1400e-003	5.6725
Total	**0.3274**	**0.2116**	**1.7144**	**2.5800e-003**	**0.2328**	**5.9900e-003**	**0.2388**	**0.0623**	**5.8500e-003**	**0.0681**	**4.7900**	**266.8831**	**271.6730**	**0.3414**	**0.0147**	**284.5800**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/2/2023	1/6/2023	5	5	
2	Grading	Grading	1/7/2023	1/18/2023	5	8	
3	Renovation/Building Construction	Building Construction	1/19/2023	12/6/2023	5	230	

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

4	Paving	Paving	12/7/2023	1/1/2024	5	18	
5	Architectural Coating	Architectural Coating	1/2/2024	1/25/2024	5	18	

Acres of Grading (Site Preparation Phase): 7.5

Acres of Grading (Grading Phase): 8

Acres of Paving: 0

Residential Indoor: 78,351; Residential Outdoor: 26,117; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 2,016 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Renovation/Building Construction	Cranes	1	7.00	231	0.29
Renovation/Building Construction	Forklifts	3	8.00	89	0.20
Renovation/Building Construction	Generator Sets	1	8.00	84	0.74
Renovation/Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Renovation/Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	130	0.42
Paving	Paving Equipment	2	6.00	132	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Renovation/Building Construction	9	44.00	10.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0688	0.0456	1.0000e-004		3.1700e-003	3.1700e-003		2.9100e-003	2.9100e-003	0.0000	8.3627	8.3627	2.7000e-003	0.0000	8.4303
Total	**6.6500e-003**	**0.0688**	**0.0456**	**1.0000e-004**	**0.0491**	**3.1700e-003**	**0.0523**	**0.0253**	**2.9100e-003**	**0.0282**	**0.0000**	**8.3627**	**8.3627**	**2.7000e-003**	**0.0000**	**8.4303**

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

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.2600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3011	0.3011	1.0000e-005	1.0000e-005	0.3042
Total	**1.5000e-004**	**1.1000e-004**	**1.2600e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3011**	**0.3011**	**1.0000e-005**	**1.0000e-005**	**0.3042**

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					0.0491	0.0000	0.0491	0.0253	0.0000	0.0253	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0688	0.0456	1.0000e-004		3.1700e-003	3.1700e-003		2.9100e-003	2.9100e-003	0.0000	8.3627	8.3627	2.7000e-003	0.0000	8.4303
Total	**6.6500e-003**	**0.0688**	**0.0456**	**1.0000e-004**	**0.0491**	**3.1700e-003**	**0.0523**	**0.0253**	**2.9100e-003**	**0.0282**	**0.0000**	**8.3627**	**8.3627**	**2.7000e-003**	**0.0000**	**8.4303**

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

3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.1000e-004	1.2600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3011	0.3011	1.0000e-005	1.0000e-005	0.3042
Total	**1.5000e-004**	**1.1000e-004**	**1.2600e-003**	**0.0000**	**3.6000e-004**	**0.0000**	**3.6000e-004**	**1.0000e-004**	**0.0000**	**1.0000e-004**	**0.0000**	**0.3011**	**0.3011**	**1.0000e-005**	**1.0000e-005**	**0.3042**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8400e-003	0.0717	0.0590	1.2000e-004		3.1000e-003	3.1000e-003		2.8500e-003	2.8500e-003	0.0000	10.4243	10.4243	3.3700e-003	0.0000	10.5085
Total	**6.8400e-003**	**0.0717**	**0.0590**	**1.2000e-004**	**0.0283**	**3.1000e-003**	**0.0314**	**0.0137**	**2.8500e-003**	**0.0166**	**0.0000**	**10.4243**	**10.4243**	**3.3700e-003**	**0.0000**	**10.5085**

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

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.5000e-004	1.6800e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4015	0.4015	1.0000e-005	1.0000e-005	0.4056
Total	**2.0000e-004**	**1.5000e-004**	**1.6800e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4015**	**0.4015**	**1.0000e-005**	**1.0000e-005**	**0.4056**

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					0.0283	0.0000	0.0283	0.0137	0.0000	0.0137	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.8400e-003	0.0717	0.0590	1.2000e-004		3.1000e-003	3.1000e-003		2.8500e-003	2.8500e-003	0.0000	10.4242	10.4242	3.3700e-003	0.0000	10.5085
Total	**6.8400e-003**	**0.0717**	**0.0590**	**1.2000e-004**	**0.0283**	**3.1000e-003**	**0.0314**	**0.0137**	**2.8500e-003**	**0.0166**	**0.0000**	**10.4242**	**10.4242**	**3.3700e-003**	**0.0000**	**10.5085**

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3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.5000e-004	1.6800e-003	0.0000	4.8000e-004	0.0000	4.8000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4015	0.4015	1.0000e-005	1.0000e-005	0.4056
Total	**2.0000e-004**	**1.5000e-004**	**1.6800e-003**	**0.0000**	**4.8000e-004**	**0.0000**	**4.8000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4015**	**0.4015**	**1.0000e-005**	**1.0000e-005**	**0.4056**

3.4 Renovation/Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1809	1.6543	1.8681	3.1000e-003		0.0805	0.0805		0.0757	0.0757	0.0000	266.5755	266.5755	0.0634	0.0000	268.1608
Total	**0.1809**	**1.6543**	**1.8681**	**3.1000e-003**		**0.0805**	**0.0805**		**0.0757**	**0.0757**	**0.0000**	**266.5755**	**266.5755**	**0.0634**	**0.0000**	**268.1608**

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3.4 Renovation/Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6300e-003	0.0585	0.0185	2.4000e-004	7.5900e-003	3.7000e-004	7.9600e-003	2.1900e-003	3.6000e-004	2.5500e-003	0.0000	22.8701	22.8701	2.0000e-004	3.3600e-003	23.8762
Worker	0.0165	0.0127	0.1420	3.6000e-004	0.0403	2.6000e-004	0.0405	0.0107	2.4000e-004	0.0110	0.0000	33.8554	33.8554	1.1900e-003	1.0600e-003	34.2014
Total	**0.0182**	**0.0712**	**0.1604**	**6.0000e-004**	**0.0479**	**6.3000e-004**	**0.0485**	**0.0129**	**6.0000e-004**	**0.0135**	**0.0000**	**56.7254**	**56.7254**	**1.3900e-003**	**4.4200e-003**	**58.0776**

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	0.1809	1.6543	1.8681	3.1000e-003		0.0805	0.0805		0.0757	0.0757	0.0000	266.5751	266.5751	0.0634	0.0000	268.1605
Total	**0.1809**	**1.6543**	**1.8681**	**3.1000e-003**		**0.0805**	**0.0805**		**0.0757**	**0.0757**	**0.0000**	**266.5751**	**266.5751**	**0.0634**	**0.0000**	**268.1605**

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

3.4 Renovation/Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.6300e-003	0.0585	0.0185	2.4000e-004	7.5900e-003	3.7000e-004	7.9600e-003	2.1900e-003	3.6000e-004	2.5500e-003	0.0000	22.8701	22.8701	2.0000e-004	3.3600e-003	23.8762
Worker	0.0165	0.0127	0.1420	3.6000e-004	0.0403	2.6000e-004	0.0405	0.0107	2.4000e-004	0.0110	0.0000	33.8554	33.8554	1.1900e-003	1.0600e-003	34.2014
Total	**0.0182**	**0.0712**	**0.1604**	**6.0000e-004**	**0.0479**	**6.3000e-004**	**0.0485**	**0.0129**	**6.0000e-004**	**0.0135**	**0.0000**	**56.7254**	**56.7254**	**1.3900e-003**	**4.4200e-003**	**58.0776**

3.5 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.8000e-003	0.0747	0.1036	1.6000e-004		3.7000e-003	3.7000e-003		3.4200e-003	3.4200e-003	0.0000	13.9218	13.9218	4.3700e-003	0.0000	14.0312
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8000e-003**	**0.0747**	**0.1036**	**1.6000e-004**		**3.7000e-003**	**3.7000e-003**		**3.4200e-003**	**3.4200e-003**	**0.0000**	**13.9218**	**13.9218**	**4.3700e-003**	**0.0000**	**14.0312**

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

3.5 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.3000e-004	4.7700e-003	1.0000e-005	1.3500e-003	1.0000e-005	1.3600e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.1374	1.1374	4.0000e-005	4.0000e-005	1.1491
Total	**5.5000e-004**	**4.3000e-004**	**4.7700e-003**	**1.0000e-005**	**1.3500e-003**	**1.0000e-005**	**1.3600e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.1374**	**1.1374**	**4.0000e-005**	**4.0000e-005**	**1.1491**

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	7.8000e-003	0.0747	0.1036	1.6000e-004		3.7000e-003	3.7000e-003		3.4200e-003	3.4200e-003	0.0000	13.9218	13.9218	4.3700e-003	0.0000	14.0311
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**7.8000e-003**	**0.0747**	**0.1036**	**1.6000e-004**		**3.7000e-003**	**3.7000e-003**		**3.4200e-003**	**3.4200e-003**	**0.0000**	**13.9218**	**13.9218**	**4.3700e-003**	**0.0000**	**14.0311**

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3.5 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.5000e-004	4.3000e-004	4.7700e-003	1.0000e-005	1.3500e-003	1.0000e-005	1.3600e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.1374	1.1374	4.0000e-005	4.0000e-005	1.1491
Total	**5.5000e-004**	**4.3000e-004**	**4.7700e-003**	**1.0000e-005**	**1.3500e-003**	**1.0000e-005**	**1.3600e-003**	**3.6000e-004**	**1.0000e-005**	**3.7000e-004**	**0.0000**	**1.1374**	**1.1374**	**4.0000e-005**	**4.0000e-005**	**1.1491**

3.5 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-004	4.1400e-003	6.1100e-003	1.0000e-005		2.0000e-004	2.0000e-004		1.8000e-004	1.8000e-004	0.0000	0.8190	0.8190	2.6000e-004	0.0000	0.8255
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.4000e-004**	**4.1400e-003**	**6.1100e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.8190**	**0.8190**	**2.6000e-004**	**0.0000**	**0.8255**

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

3.5 Paving - 2024

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	3.0000e-005	2.0000e-005	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0653	0.0653	0.0000	0.0000	0.0660
Total	**3.0000e-005**	**2.0000e-005**	**2.6000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0653**	**0.0653**	**0.0000**	**0.0000**	**0.0660**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.4000e-004	4.1400e-003	6.1100e-003	1.0000e-005		2.0000e-004	2.0000e-004		1.8000e-004	1.8000e-004	0.0000	0.8190	0.8190	2.6000e-004	0.0000	0.8255
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.4000e-004**	**4.1400e-003**	**6.1100e-003**	**1.0000e-005**		**2.0000e-004**	**2.0000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.8190**	**0.8190**	**2.6000e-004**	**0.0000**	**0.8255**

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

3.5 Paving - 2024

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	3.0000e-005	2.0000e-005	2.6000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0653	0.0653	0.0000	0.0000	0.0660
Total	**3.0000e-005**	**2.0000e-005**	**2.6000e-004**	**0.0000**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0653**	**0.0653**	**0.0000**	**0.0000**	**0.0660**

3.6 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.2491					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0110	0.0163	3.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	**0.2507**	**0.0110**	**0.0163**	**3.0000e-005**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3012**

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

3.6 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.8000e-004	2.1000e-003	1.0000e-005	6.4000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5292	0.5292	2.0000e-005	2.0000e-005	0.5343
Total	**2.5000e-004**	**1.8000e-004**	**2.1000e-003**	**1.0000e-005**	**6.4000e-004**	**0.0000**	**6.5000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5292**	**0.5292**	**2.0000e-005**	**2.0000e-005**	**0.5343**

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	0.2491					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0110	0.0163	3.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	2.2979	2.2979	1.3000e-004	0.0000	2.3012
Total	**0.2507**	**0.0110**	**0.0163**	**3.0000e-005**		**5.5000e-004**	**5.5000e-004**		**5.5000e-004**	**5.5000e-004**	**0.0000**	**2.2979**	**2.2979**	**1.3000e-004**	**0.0000**	**2.3012**

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

3.6 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.5000e-004	1.8000e-004	2.1000e-003	1.0000e-005	6.4000e-004	0.0000	6.5000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5292	0.5292	2.0000e-005	2.0000e-005	0.5343
Total	**2.5000e-004**	**1.8000e-004**	**2.1000e-003**	**1.0000e-005**	**6.4000e-004**	**0.0000**	**6.5000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5292**	**0.5292**	**2.0000e-005**	**2.0000e-005**	**0.5343**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1342	0.1904	1.2732	2.4600e-003	0.2328	2.2800e-003	0.2351	0.0623	2.1400e-003	0.0644	0.0000	229.3461	229.3461	0.0165	0.0119	233.2950
Unmitigated	0.1342	0.1904	1.2732	2.4600e-003	0.2328	2.2800e-003	0.2351	0.0623	2.1400e-003	0.0644	0.0000	229.3461	229.3461	0.0165	0.0119	233.2950

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	228.48	206.22	171.78	625,729	625,729
Parking Lot	0.00	0.00	0.00		
Total	228.48	206.22	171.78	625,729	625,729

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	10.80	7.30	7.50	44.00	18.80	37.20	86	11	3
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.506503	0.051891	0.195413	0.154205	0.030404	0.007208	0.010263	0.009176	0.001229	0.000594	0.027829	0.001330	0.003956
Parking Lot	0.506503	0.051891	0.195413	0.154205	0.030404	0.007208	0.010263	0.009176	0.001229	0.000594	0.027829	0.001330	0.003956

5.0 Energy Detail

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

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.1130	16.1130	2.6100e-003	3.2000e-004	16.2724
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	16.1130	16.1130	2.6100e-003	3.2000e-004	16.2724
NaturalGas Mitigated	1.9000e-003	0.0162	6.9000e-003	1.0000e-004		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	18.7857	18.7857	3.6000e-004	3.4000e-004	18.8973
NaturalGas Unmitigated	1.9000e-003	0.0162	6.9000e-003	1.0000e-004		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	18.7857	18.7857	3.6000e-004	3.4000e-004	18.8973

Parker Flats Apartments 2022 AQ revisions - Monterey Bay Unified APCD Air District, Annual

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

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	352031	1.9000e-003	0.0162	6.9000e-003	1.0000e-004		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	18.7857	18.7857	3.6000e-004	3.4000e-004	18.8973
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9000e-003**	**0.0162**	**6.9000e-003**	**1.0000e-004**		**1.3100e-003**	**1.3100e-003**		**1.3100e-003**	**1.3100e-003**	**0.0000**	**18.7857**	**18.7857**	**3.6000e-004**	**3.4000e-004**	**18.8973**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	352031	1.9000e-003	0.0162	6.9000e-003	1.0000e-004		1.3100e-003	1.3100e-003		1.3100e-003	1.3100e-003	0.0000	18.7857	18.7857	3.6000e-004	3.4000e-004	18.8973
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9000e-003**	**0.0162**	**6.9000e-003**	**1.0000e-004**		**1.3100e-003**	**1.3100e-003**		**1.3100e-003**	**1.3100e-003**	**0.0000**	**18.7857**	**18.7857**	**3.6000e-004**	**3.4000e-004**	**18.8973**

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

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	162390	15.0249	2.4300e-003	2.9000e-004	15.1735
Parking Lot	11760	1.0881	1.8000e-004	2.0000e-005	1.0988
Total		**16.1130**	**2.6100e-003**	**3.1000e-004**	**16.2724**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	162390	15.0249	2.4300e-003	2.9000e-004	15.1735
Parking Lot	11760	1.0881	1.8000e-004	2.0000e-005	1.0988
Total		**16.1130**	**2.6100e-003**	**3.1000e-004**	**16.2724**

6.0 Area Detail

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

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1914	5.0000e-003	0.4343	2.0000e-005		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	0.7096	0.7096	6.9000e-004	0.0000	0.7267
Unmitigated	0.1914	5.0000e-003	0.4343	2.0000e-005		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	0.7096	0.7096	6.9000e-004	0.0000	0.7267

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

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0249					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1533					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0132	5.0000e-003	0.4343	2.0000e-005		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	0.7096	0.7096	6.9000e-004	0.0000	0.7267
Total	**0.1913**	**5.0000e-003**	**0.4343**	**2.0000e-005**		**2.4000e-003**	**2.4000e-003**		**2.4000e-003**	**2.4000e-003**	**0.0000**	**0.7096**	**0.7096**	**6.9000e-004**	**0.0000**	**0.7267**

Parker Flats Apartments 2022 AQ revisions - Monterey Bay Unified APCD Air District, Annual

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

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0249					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1533					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0132	5.0000e-003	0.4343	2.0000e-005		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	0.7096	0.7096	6.9000e-004	0.0000	0.7267
Total	**0.1913**	**5.0000e-003**	**0.4343**	**2.0000e-005**		**2.4000e-003**	**2.4000e-003**		**2.4000e-003**	**2.4000e-003**	**0.0000**	**0.7096**	**0.7096**	**6.9000e-004**	**0.0000**	**0.7267**

7.0 Water Detail

7.1 Mitigation Measures Water

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

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.7968	0.0895	2.1400e-003	5.6725
Unmitigated	2.7968	0.0895	2.1400e-003	5.6725

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.73647 / 1.72517	2.7968	0.0895	2.1400e-003	5.6725
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.7968**	**0.0895**	**2.1400e-003**	**5.6725**

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

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.73647 / 1.72517	2.7968	0.0895	2.1400e-003	5.6725
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.7968**	**0.0895**	**2.1400e-003**	**5.6725**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.9218	0.2318	0.0000	9.7161
Unmitigated	3.9218	0.2318	0.0000	9.7161

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

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	19.32	3.9218	0.2318	0.0000	9.7161
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**3.9218**	**0.2318**	**0.0000**	**9.7161**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	19.32	3.9218	0.2318	0.0000	9.7161
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**3.9218**	**0.2318**	**0.0000**	**9.7161**

9.0 Operational Offroad

Parker Flats Apartments 2022 AQ revisions - Monterey Bay Unified APCD Air District, Annual

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

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation