

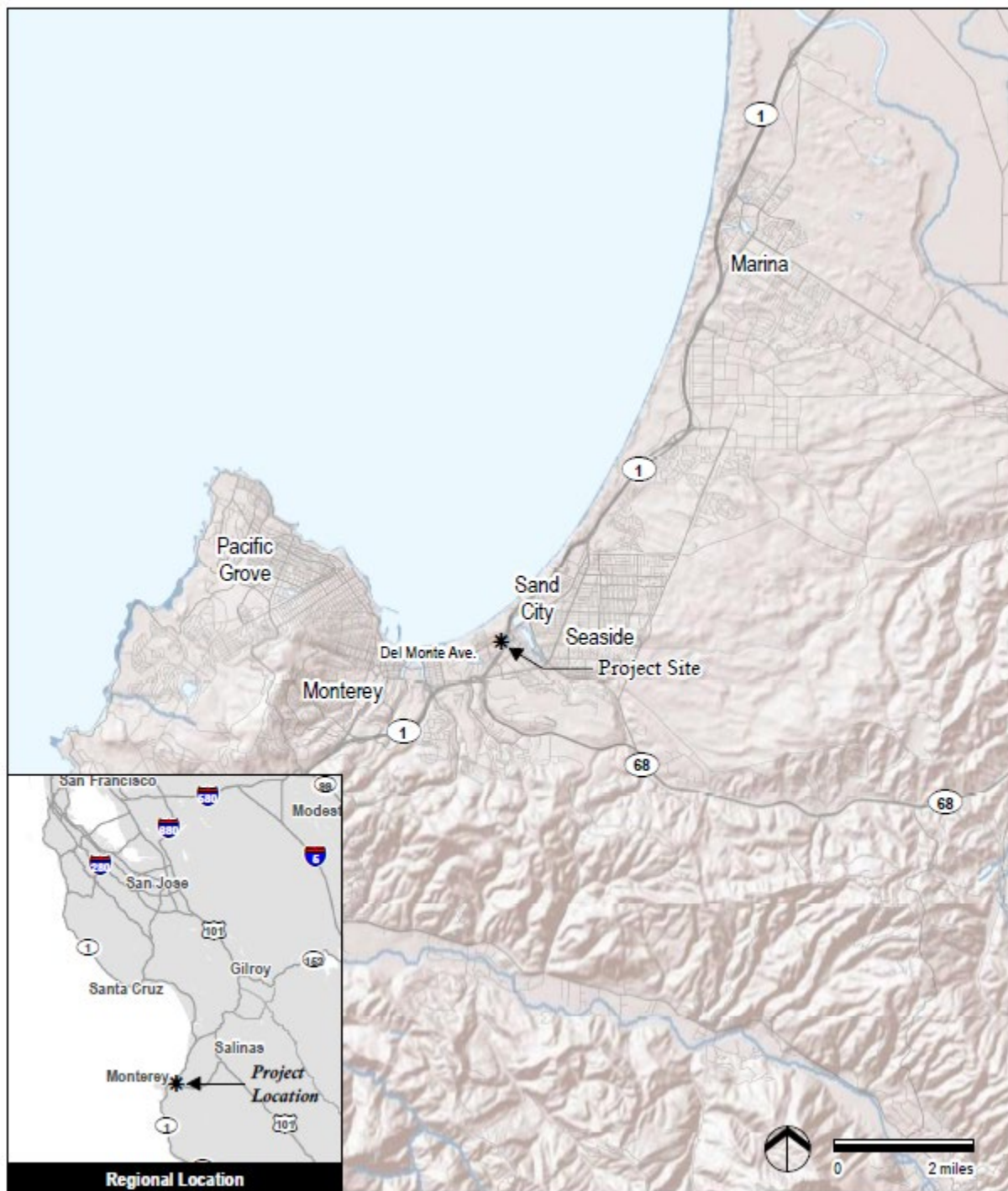
**City of Monterey
Environmental Checklist Form**

1. **Project title:** U-Haul U-Box Storage Facility
2. **Lead agency name and address:** City of Monterey, 570 Pacific St. Monterey, CA 93940
3. **Contact person and phone number:** Christy Sabdo, AICP, Senior Associate Planner, 831-646-3758
4. **Project location:** 2330 Del Monte Avenue, Monterey, CA
5. **Project sponsor's name and address:** Kathryn Avila, Avila Construction, 12 Thomas Owens Way, Ste 200, Monterey, CA 93940
6. **General Plan designation:** Commercial
7. **Zoning:** C-3-D2-ES
8. **Description of project:** The proposed project consists of the demolition of an existing 6,250 square foot existing warehouse building, the construction of a new 20,708 square foot warehouse building to accommodate U-Haul U-Boxes, and other site improvements.

PROJECT LOCATION

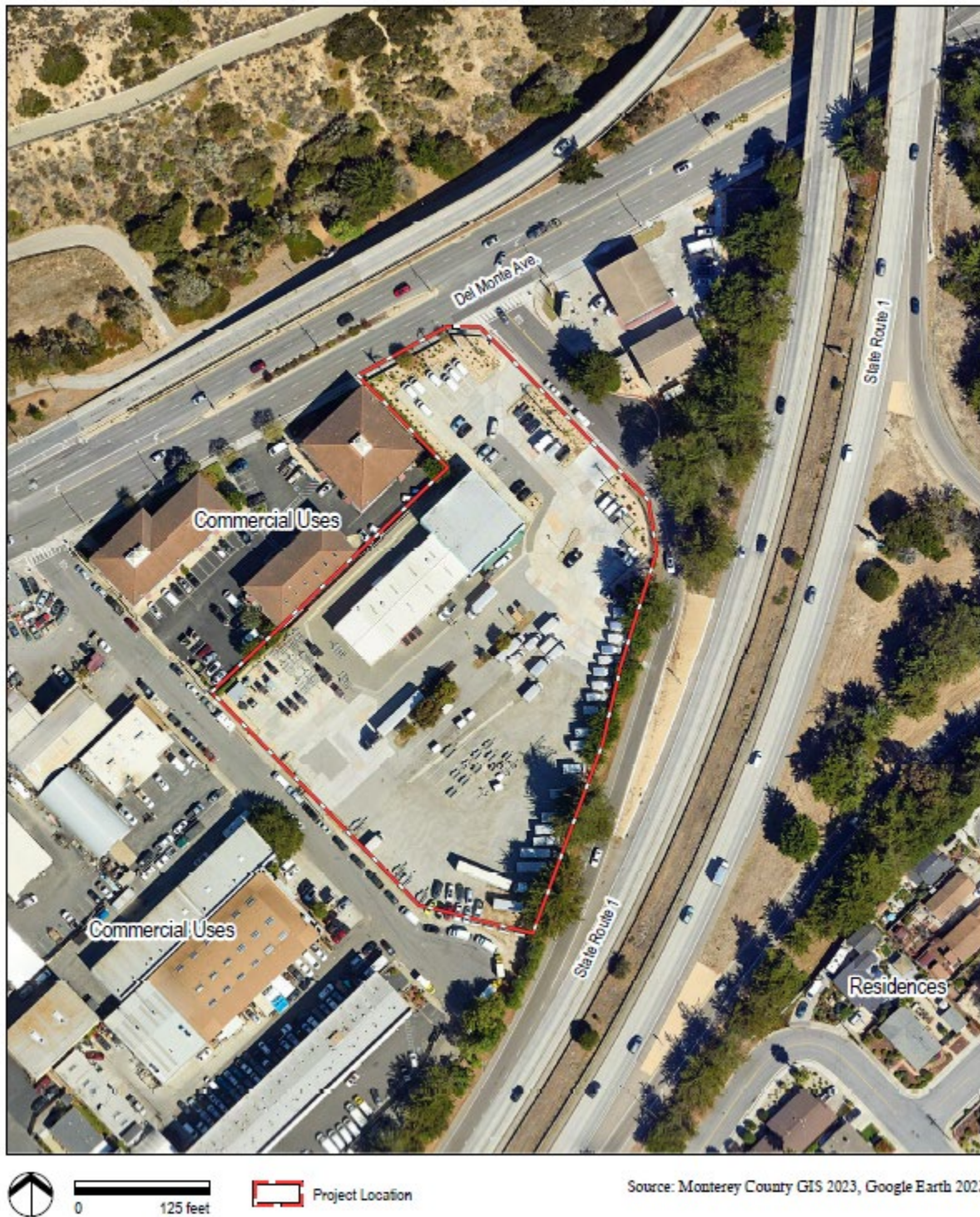
The project is located at 2330 Del Monte Avenue in a commercial area between Del Monte Avenue to the north and Highway 1 to the south. The Highway 1 on-ramp is located adjacent, east and south of the project site, and Ramona Avenue is located adjacent, west of the project site (Figure 1 and 2).

Figure 1. Project Vicinity and Location



Source: ESRI 2014

Figure 2. Surrounding Uses



PROJECT BACKGROUND

The project site is currently operated as a U-Haul truck rental, shipping and packing retail operation. The existing truck rental and retail operation would remain in the current office building. Customers access this existing office from Hannon Avenue. The existing storage building, situated behind the existing office, would be demolished to facilitate the new project.

PROJECT DESCRIPTION

The project site is a 2.84-acre (123,710 square feet) parcel. The proposed project consists of the demolition of an existing 6,250 square foot existing warehouse building and the construction of a new 20,708 square foot warehouse building to accommodate U-Haul U-Boxes (Table 1). The new building would be approximately 32 feet in height from natural grade at the lowest natural grade (approximately maximum 29-foot ridge height with 3-foot parapet) with large interior clear spans to stack U-Boxes approximately three high and facilitate the use of heavy equipment which move the U-Boxes. A loading dock is incorporated for the delivery and unloading of U-Boxes.

Table 1. Existing and Proposed Building Area

Building A Existing Showroom, Office, and Breakroom	11,010 SF
Demolition	-6,250 SF
Building B New Warehouse Building	20,708 SF
Total	25,468 SF

Note: SF = square feet

The new warehouse would be used as a distribution and storage point for U-Boxes. U-Boxes are large containers that are delivered to homes and businesses to be filled with personal items, then either stored or shipped by U-Haul. The new U-Box storage building would not be open to the public and is for storage and distribution of U-Boxes only. U-Box users would not have direct on-site access to their boxes. The existing truck rental and retail operation would continue with customers continuing to visit to rent U-Haul trucks.

Other site improvements include new landscaping, stormwater improvements (i.e., new bioretention basin), removal and/or replacement of ~80,000 square feet of existing pavement (in part to meet current stormwater control standards), repaving and new striping of parking spaces, additional fence screening along Highway 1, relocation of outdoor storage of U-Haul vehicles for rent, installation of nine (9) Electric Vehicle (EV) charging stations, nineteen (19) EV capable spaces, exterior lighting, and utility improvements. A total of 75 parking spaces are proposed, including twenty (20) visitor/employee parking spaces and sixty-one (55) rental vehicle parking spaces are proposed. Based on the existing and proposed uses, only 23 parking spaces are required.

The project includes the removal of five existing Red Flowering Gum trees (i.e., type of Eucalyptus) currently located in the parking lot islands. The trees would be removed when the asphalt parking lot is removed. The trees will be replaced at a 3:1 ratio. As shown on the Landscape Plan (Attachment 1), any existing trees adjacent to Highway 1 would remain and would be enhanced consistent with the required 3:1 mitigation ratio for tree replacement. Seventeen (17) new 15-gallon Monterey Cypress trees and the addition of multiple new shrubs would be planted on the southern boundary of the project site adjacent to the Highway 1 right-of-way.

The Monterey Peninsula Water Management District has confirmed water is available for the project.

The project will require the following City of Monterey Planning Department permits:

- Use Permit for building square footage in excess of 5,000 square feet and height in excess of 25 feet
- Architectural Review Permit for Preliminary and Final Design
- Tree Removal Permit

The project also requires building permits from the Permits and Inspections Department.

9. **Surrounding land uses and setting:** The property is bounded by Ramona Avenue to the west; Hannon Avenue and the Highway 1 on-ramp to the east, Highway 1 to the south, and Del Monte Avenue to the north. The site is bordered by commercial uses on the west and east.

10. **Other public agencies whose approval is required:**
Monterey Peninsula Water Management District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

-Aesthetics
-Agriculture Resources
-Air Quality
-x.....Biological Resources
-x.....Cultural Resources
-Geology/Soils
-x.....Greenhouse Gas Emissions
-Hazards & Hazardous Materials
-Hydrology/Water Quality
-Land Use Planning
-Mineral Resources
-Noise
-Population/Housing
-Public Services
-Recreation
-Transportation/Traffic
-Utilities/Service Systems
-x.....Mandatory Findings of Significance

DETERMINATION: On the basis of this initial evaluation:

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

Public Review Period

Begins: October 5, 2023
Ends: November 6, 2023

Public Meeting

Date: November 14, 2023
Time: 4:00 p.m.
Location: City of Monterey Council Chamber
Reviewing Body: Planning Commission

Anyone interested in this matter is invited to comment on the document by written response or by personal appearance at the hearing.

Signature:  **Date:** October 5, 2023

Printed name: Christy Sabdo, AICP
Title: Senior Associate Planner
Address: 580 Pacific Street
Phone Number: 831-646-3758

- Attachments:
1. Project Plans
 2. Air Quality, Greenhouse Gas, and Energy Study
 3. Vehicle Miles Traffic (VMT) Assessment
 4. Geotechnical Study

c: City Council
POST (Outside City Clerk's Office)
County Clerk, 240 Church Street, Salinas, CA 93901
State Clearing House, CEQA Submit

e: City Council
Planning Commission
Architectural Review Committee
Planning Secretary
Association of Monterey Bay Area Governments
California Coastal Commission
California Regional Water Quality Control Board
California Native Plant Society
Caltrans District 5
CA Department of Fish and Wildlife
CA Department of Parks and Recreation, Monterey District Superintendent
Isaac Boroquez, Chairman, Kakoon TaRuk Band of Ohlone-Costanoan Indians of Big Sur Rancheria
Jana Nason, Esselen Tribe of Monterey County
Tom Little Bear Nason, Chairman, Esselen Tribe of Monterey County
LandWatch of Monterey County
League of Women Voters
Louis J. Miranda Ramirez, OCEN Tribal Chairwoman
Molly Erickson
Monterey Bay Air Resources District
Monterey Commercial Property Owners
Monterey County Airport Land Use Commission
Monterey County Health Department
Monterey Bay Air Resources Board
Monterey Peninsula Airport Land Use Commission
Monterey Regional Airport District
Monterey Peninsula Water Management District
Sierra Club, Ventana Chapter
Transportation Agency for Monterey County
U.S. Fish and Wildlife Service

Note: A copy of this document, as well as informational sources referenced herein, can be reviewed at the City of Monterey Planning Office (580 Pacific Street, Monterey) as well as the City's Website:
https://monterey.org/city_hall/departments/planning/index.php.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
I. AESTHETICS – Would the project:					
a) Have a substantial adverse effect on a scenic vista?			X		- City of Monterey General Plan Map 2, Special Places
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X		- City of Monterey Planning Division, City of Monterey Tree Preservation Standards
c) In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X		- City of Monterey General Plan, Urban Design Element
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			X		- City of Monterey General Plan

Existing Setting:

The City of Monterey (City) consists of approximately 10 square miles of coastal lands and forested hills. Much of the City is urbanized; however, its coastline and wooded ridges are devoted primarily to open space and recreational uses. Located an hour away from San Jose and an hour and a half from San Francisco, Monterey is frequently a vacation destination for inland and city residents. The Monterey region is well known for its scenic visual character. The City’s coastal areas provide expansive views of the Pacific Ocean (Monterey Bay). The adjacent beach and coastal bluff areas are visually intriguing and offer a variety of passive and active recreational opportunities. Fisherman’s Wharf and Cannery Row provide a variety of shops, art and craft galleries, boutiques, and restaurants in an historic seaport setting.

As identified in the City’s General Plan, all major roads leading to Monterey are scenic corridors. Highway 1, south of the City, is a State designated scenic highway. State Highway 68 (Monterey Salinas Highway) from Highway 1 to the Salinas River is a State and County designated scenic highway. In addition, Highway 68 along the western boundary of the City is identified as a “Proposed Scenic Road” in the City’s General Plan.

Discussion:

a - c) The City’s General Plan identifies “special places” which are considered to have significant visual resources. The proposed project site is located adjacent to Highway 1, a City-designated scenic road (Figure 3) and a scenic corridor. General Plan Policy h.9 state, “Landscape buffers should be provided at least 100 feet

in width from the ultimate planned right-of-way of State-designated state highways.” Highway 1 is a *City-designed Scenic Road*. In this location Highway 1 is not an officially designated state scenic highway, but rather an eligible state scenic highway (Figure 4) (General Plan, Amended 2019; Caltrans State Scenic Highways 2023). Therefore, General Plan Policy h.9 does not apply to the project site.

Figure 3. Special Places, Project Area

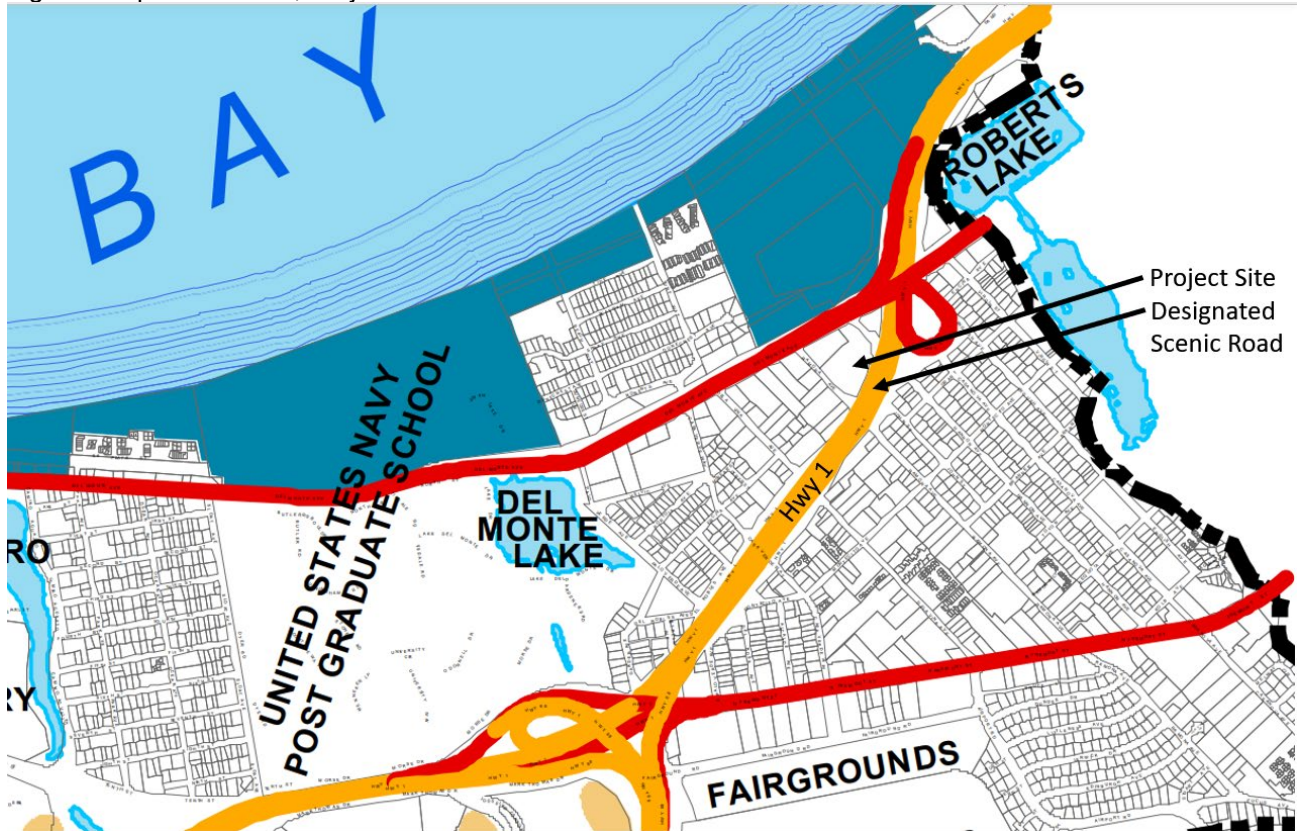
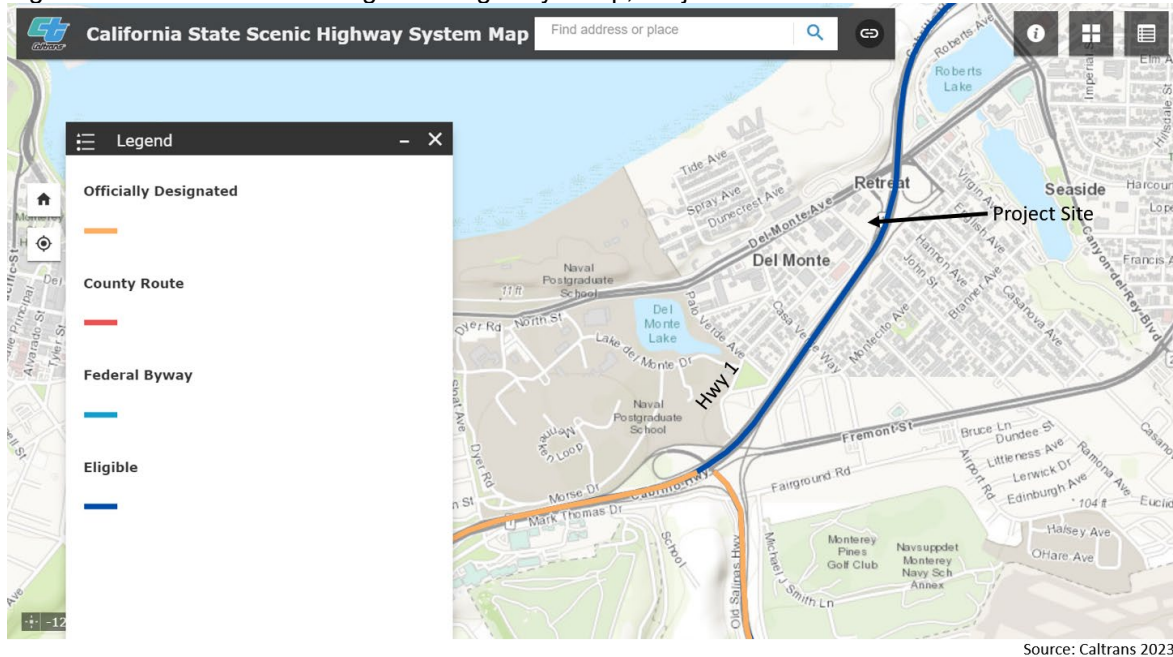


Figure 4. California State Designated Highways Map, Project Area



The new warehouse building would be setback approximately 100 feet from Highway 1 to reduce potential visual impacts from Highway 1. The new building as designed would be finished primarily in vertical insulated metal panels in a warm white color and a horizontal wood-looking accent material in a walnut color. Subtle six-inch metal fins would accent the building in colors such as light blue and light green. These finishes would blend in with the surrounding environment and enhanced landscaping on the site.

The project would result in the removal of five existing Red Flowering Gums (i.e., type of Eucalyptus) trees located within parking islands in the existing parking lot, which is situated at the center of the project site. The removal of these trees would not impact the City-designed scenic road as they are located internal to the site and are not visible from Highway 1. As shown on the Landscape Plan (Attachment 1), any existing trees adjacent to Highway 1 would remain and would be enhanced consistent with the required 3:1 mitigation ratio for tree replacement. Seventeen (17) new 15-gallon Monterey Cypress trees and the addition of multiple new shrubs would be planted on the southern boundary of the project site adjacent to the Highway 1 right-of-way. In addition, the existing black metal fence would be modified with a fence material that would attach to existing fence to reduce transparency of the site from Highway 1. The combination of a new 30-foot buffer of enhanced landscaping (i.e., existing trees to remain, and new trees and shrubs), and a modified, less transparent fence would substantially screen the outdoor storage of U-Haul vehicles and the new warehouse building from Highway 1 (Figure 5).

Figure 5. Proposed Project shown from Highway 1



The project would not have a substantial adverse effect on a scenic vista, would not substantially damage scenic resources as the project is not located along a state scenic highway, and would not conflict with applicable zoning and other regulations governing scenic quality; therefore impacts would be **less than significant**.

- c) The project includes maintenance of existing lights and the removal and replacement of pole lights. Exterior wall sconce lights would be installed on the new warehouse building. This new lighting would be a dark sky compliant LED architectural wall sconce (i.e., Lithonia lighting WDGE2-LED) that would be fully shielded and downlit reducing light and glare (Attachment 1, Sheet A1.2, Site Lighting Plan). In addition, four existing light poles would be removed within the proposed 30' landscape buffer along the south end of the property, and replaced just outside of this landscape buffer to provide security lighting for the U-Haul rental vehicles. The pole lights will be replaced in-kind with the same type of pole light that is down-lit to prevent up-lighting and glare. The project would not create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area; therefore, impacts are **less than significant**.

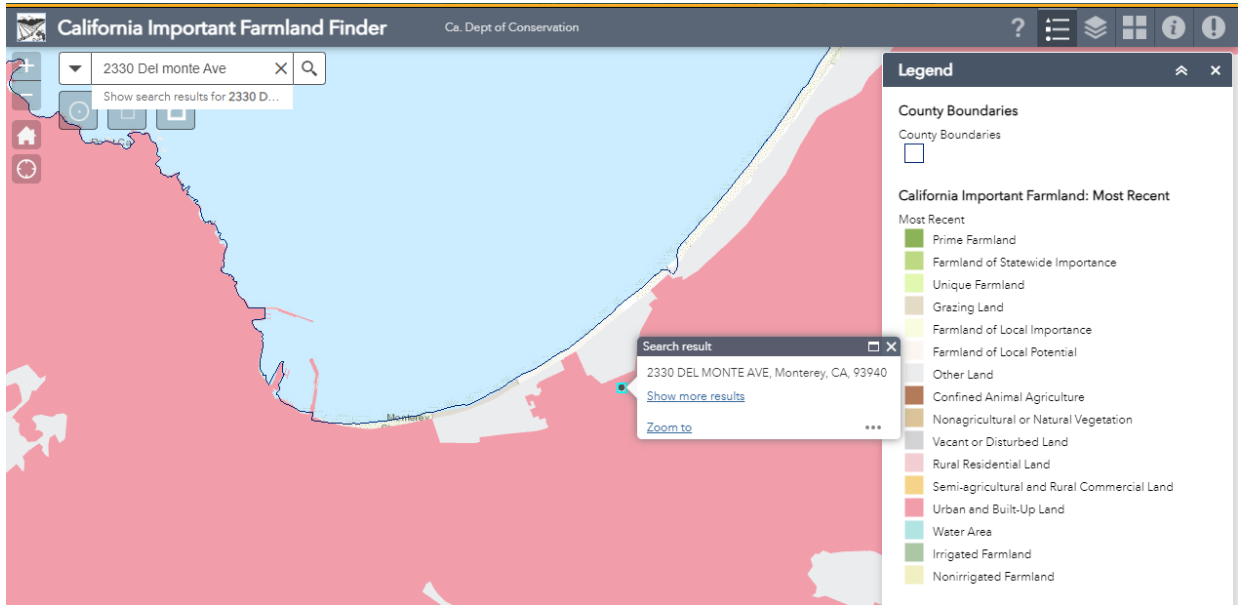
SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
II. AGRICULTURE AND FOREST RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element - City of Monterey General Plan EIR 2004 - City of Monterey Zoning Ordinance - Important Farmland Finder (California Department of Conservation, 2023)
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element - City of Monterey General Plan EIR 2004 - City of Monterey Zoning Ordinance - Monterey County Office of Agricultural Commissioner, Williamson Act, 2023.
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code Section 12220g), timberland (as defined by Public Resources Code Section 4526) or timberland zoned Timberland Production (as defined by Government Code Section 51104g)?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element - City of Monterey Tree Preservation Ordinance
d) Result in the loss of forest land or conversion of forest land to non-forest use?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element - City of Monterey General Plan EIR 2004 - City of Monterey Zoning Ordinance

Existing Setting:

While much of Monterey County is known for, and associated with, an abundance of agricultural operations, the City itself has no agricultural operations or potential for future agriculture resources or activities. The City does not have any forest lands zoned for Timberland Production. The City is primarily an urbanized environment.

Discussion:

a-c) The proposed project would not affect any identified agriculture resources, land identified for potential agricultural production, lands zoned for agricultural use, or lands under a Williamson Act contract or as protected by the federal Farmland Protection Policy Act. The subject property is identified as Urban and Built Up Land on the California Dept. of Conservation Important Farmland Finder. Agriculture operations are not an allowable use in the City’s Zoning Code. Therefore, there would be **no impact** to farmland, agricultural land, forest land, or timberland.



d-e) The City does not have any identified forest land use, nor land identified for potential timberland production or use. The project would result in the removal of five (5) existing non-native Red Flower Gum trees located in the parking lot islands. Consistent with the City of Monterey Tree Preservation Ordinance a 3:1 ratio, three replacement trees for each existing tree removed, 15 new trees are required to be planted on-site. As shown on the Landscape Plan (Attachment 1), seventeen (17) new 15-gallon Monterey Cypress trees and the addition of multiple new shrubs would be planted on the southern boundary of the project site adjacent to the Highway 1 right-of-way. Therefore, impacts to forest resources as a result of the proposed project would be **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element, Policy c.2 - Monterey Bay Air Resources District (MBARD), <i>2012-2015 Air Quality Management Plan (AQMP)</i>. - MBARD, 2008. CEQA Air Quality Guidelines. - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element Goal c and Policies c.1–c.3 - Monterey Bay Air Resources District (MBARD), <i>2012-2015 Air Quality Management Plan (AQMP)</i>. - MBARD, 2008. CEQA Air Quality Guidelines. - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).
c) Expose sensitive receptors to substantial pollutant concentrations?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element Goal c and Policies c.1–c.3 - Monterey Bay Air Resources District (MBARD), <i>2012-2015 Air Quality Management Plan (AQMP)</i>. - MBARD, 2008. CEQA Air Quality Guidelines. - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan - MBARD, 2008. CEQA Air Quality Guidelines. - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).

Existing Setting:

Regional Climate and Topography

The project site is located on Monterey Bay in Monterey County. The County is in the North Central Coast Air Basin (air basin). The air basin covers an area of 5,159 square-miles along the central coast of California, encompassing Monterey, Santa Cruz and San Benito Counties. Monterey Bay is a 25-mile-wide inlet, which allows marine air at low levels to penetrate the interior. The Salinas Valley is a steep-sloped coastal valley which opens out on Monterey Bay and extends southeastward with mountain ranges of two to three thousand feet elevation on either side. The broad area of the valley floor near the mouth is twenty-five miles wide, narrowing to about six miles at Soledad, which is forty miles inland, and to three miles wide at King City, which is about sixty miles from the coast. At Salinas, near the northern end of the Valley, west and northwest winds occur about one-half the time during the entire year. Although the summer coastal stratus rarely extends beyond Soledad, the extended sea breeze, which consists of warmer and drier air currents, frequently reaches far down the Salinas Valley.

Criteria Air Pollutants

The six most common and widespread air pollutants of concern, or “criteria pollutants,” are ground level ozone, nitrogen oxides, particulate matter, carbon monoxide, and sulfur dioxide. In addition, reactive organic gases are a key contributor to the criteria pollutants because they react with other substances to form ground level ozone. These pollutant types are summarized as follows:

- **Ozone (O₃):** Ground-level ozone is created by complex chemical reactions between nitrogen oxides and reactive organic gases in the presence of sunlight. Since ground-level ozone is not emitted directly into the atmosphere, but is formed because of photochemical reactions, it is considered a secondary pollutant. If project-generated concentrations of reactive organic gases and/or nitrogen oxides exceed the applicable thresholds of significance, concentrations of ground level ozone resulting from these pollutants could potentially result in significant resulting in adverse human health impacts.
- **Reactive Organic Gases (ROG):** Reactive organic gases are emitted from a variety of sources, including liquid and solid fuel combustion, evaporation of organic solvents, and waste disposal.
- **Nitrogen Oxides (NO_x):** Most nitrogen oxides are created during combustion of fuels. Nitrogen oxides are a major contributor to ozone formation. Like ozone, nitrogen dioxide is not directly emitted, but is formed through a reaction between nitric oxides and atmospheric oxygen. Nitrogen dioxide also contributes to the formation of particulate matter (see discussion below).
- **Particulate Matter (PM₁₀):** Particulate matter refers to a wide range of solid or liquid particles in the atmosphere, including smoke, dust, aerosols, and metallic oxides. Particulate matter with diameter of 10 micrometers or less is referred to as PM₁₀. Particulate matter is directly emitted to the atmosphere as a byproduct of fuel combustion, wind erosion of soil and unpaved roads, and from construction or agricultural operations.
- **Carbon Monoxide (CO):** Carbon monoxide is a component of motor vehicle exhaust, which contributes about 56 percent of all carbon monoxide emissions nationwide. Other non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all carbon monoxide emissions nationwide. Carbon monoxide can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues. Carbon monoxide contributes to the formation of ground-level ozone.

Toxic Air Contaminants

Toxic air contaminants are pollutants that may be expected to result in an increase in mortality or serious illness or may pose a present or potential hazard to human health. Diesel exhaust is the predominant toxic air contaminant in urban air. Diesel engines emit a complex mix of pollutants including nitrogen oxides, particulate matter, and toxic air contaminants. The most visible constituents of diesel exhaust are very small carbon particles or soot, known as diesel particulate matter (DPM). Diesel exhaust also contains over 40 cancer-causing substances, most of which are readily adsorbed on the soot particles. Diesel exhaust is especially common during the grading stage of construction and can be common where a project generates significant volumes of diesel truck traffic.

Construction Emissions

Emissions generated during construction are "short-term" in the sense that they would be limited to the actual periods of site development and construction. Short-term construction emissions are typically generated by the use of heavy equipment, the transport of materials, and construction employee commute trips. Construction-related emissions consist primarily of reactive organic gases, nitrogen oxides, DPM, respirable and fine particulate matter, and carbon monoxide. Emissions of reactive organic gasses, nitrogen oxides, DPM, and carbon monoxide are generated primarily by the operation of gas and diesel-powered motor vehicles, asphalt paving activities, and the application of architectural coatings. Respirable and fine particulate matter emissions are generated primarily by wind erosion of exposed graded surfaces.

Sensitive Receptors

Although air pollution can affect all segments of the population, certain groups are more susceptible to its adverse effects than others. Children, the elderly, and the chronically or acutely ill are the most sensitive population groups. These sensitive receptors are commonly associated with specific land uses such as residential dwelling units, schools, day care centers, nursing homes, and hospitals. In addition, certain air pollutants, such as carbon monoxide, only have significant effects if they directly affect a sensitive population. The air district's CEQA Guidelines suggests that the proximity of sensitive individuals (receptors) to a construction site constitutes a special condition and may require a more comprehensive evaluation of toxic DPM impacts.

The closest residential receptors to the site are approximately 500 feet to the east. Notably, they are separated from the site by State Route 1. Air emissions from existing vehicle travel on the highway would be the dominate influence on exposure of these residents to criteria air emissions and toxic air contaminants.

Regulatory Setting:

For purposes of this report, the regulatory setting focuses on direction provided by the air district for evaluating impacts of local land use projects. Air district guidance is rooted in compliance with the California Clean Air Act, which in turn takes direction in significant part from the Federal Clean Air Act.

The federal Clean Air Act requires areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop plans, known as State Implementation Plans. State Implementation Plans are comprehensive plans that describe how an area will attain national ambient air quality standards. State Implementation Plans are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. California grants air districts explicit statutory authority to adopt indirect source regulations and transportation control measures, including measures to encourage the use of ridesharing, flexible work hours, or other measures that reduce the number or length of vehicle trips. Local air districts prepare State Implementation Plan elements and submit them to CARB for review and approval. CARB forwards State Implementation Plan revisions to the EPA for approval and publication in the Federal Register.

Monterey Bay Air Resources District

The Monterey Bay Air Resources District (“air district”) was created in 1965 by the Monterey County Board of Supervisors. Within the air district are the counties of Monterey, San Benito, and Santa Cruz; these counties comprise the air basin. The air district has regulatory authority over stationary sources of air emissions, monitoring air quality within the air basin, providing guidelines for analysis of air quality impacts pursuant to CEQA, and preparing an air quality management plan to maintain or improve air quality in the air basin. The air district has developed thresholds of significance for criteria air pollutants. These are contained in the CEQA Air Quality Guidelines (“CEQA Guidelines”) (Monterey Bay Unified Air Pollution Control District 2008).

The air basin is in non-attainment with state mandated thresholds for ozone and suspended particulate matter. The air district is delegated with the responsibility at the local level to implement both federal and state mandates for improving air quality in the air basin through an air quality plan(s), whose implementation is designed to attain State and national air quality standards. These plans also report on progress in improving air quality and provide a road map to guide the air district’s future activities.

The 2012-2015 Air Quality Management Plan was adopted by the air district in March 2017. This remains the currently adopted plan. It focuses on achieving the 8-hour component of the California ozone standard (the air basin has already attained the 1-hour standard), by continuing successful programs carried forward from the prior air quality management plan. Ozone exceedances at monitoring stations have declined from 63 (2006-2008), to 16 (2009-2011) to 9 (2013-2015). Mobile source NO_x emissions in the air basin have dropped significantly during the period 2000 to 2015, from about 56 tons per day to about 23 tons per day, largely attributable to state fuel and fuel efficiency standards. The NO_x emissions transported into the air basin from the San Francisco Bay Area and San Joaquin Air Basins are forecast to decline through the year 2030 (Monterey Bay Air Resources District 2017).

Air Quality Significance Threshold Criteria:

Guidance from the air district’s CEQA Guidelines is used to assess significance of air quality impacts relative to the thresholds listed above.

Air Quality Plan Consistency

A consistency determination is a process by which the Lead Agency demonstrates that the population associated with proposed housing projects in their area is accommodated by the Association of Monterey Bay Area Governments (“AMBAG”) regional growth forecasts. AMBAG’s regional growth forecasts for population and dwelling units are embedded in the emission inventory projections used in the air quality plan. Projects consistent with AMBAG’s regional growth forecasts have been accommodated in the air quality plan, and are therefore consistent with the air quality plan. Projects that are not consistent with AMBAG’s regional growth forecasts may require mitigation to ensure uniformity with the air quality plan.

Construction Emission Thresholds

Construction activities are temporary impacts that, depending on the size and type of project, commonly occur in limited time periods. Construction emissions have the potential to significantly impact local air quality, or pose localized health risks. The district’s construction impact thresholds for inhalable particulates, ozone, and other pollutants are as follows:

- Construction activities that directly generate 82 pounds per day or more of PM10 would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. Excavation and earthmoving activities generate about 38 pounds of PM10 per day per acre, and minimal grading generates about 10 pounds per day per acre. Absent modeling, an impact is assumed when daily major earthwork exceeds 2.2 acres or minimal grading exceeds 8.1 acres. However, air district-approved PM10 dispersion modeling can be used to refute (or validate) this determination. If modeling demonstrates that direct emissions under individual or cumulative conditions would not cause the exceedance of the State PM10 standard [50micrograms per cubic meter (µg/m3)] at existing receptors as averaged over 24 hours, the impact would not be considered significant. If ambient air quality in the project area already exceeds the State standard, a project would contribute substantially to this violation if it would emit 82 pounds per day or more. If there are existing PM10 emissions in the project area, dispersion modeling should be undertaken to determine if the project and existing emissions would cause a violation of the State PM10 standard;
- Construction projects using typical construction equipment, such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit ozone precursors, are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant impact on the attainment and maintenance of the ozone standard. The air district should be consulted regarding emissions from non-typical equipment such as grinders and portable equipment; and
- Construction projects that may cause or substantially contribute to the violation of other State or national air quality standards, or that could emit TACs, could result in temporary significant impacts.

Operational Emissions Thresholds:

The majority of adverse impacts on air quality come from the long-term operations of a project.

Criteria Air Pollutants

Table 2, Thresholds of Significance for Criteria Air Pollutants, provides project-level thresholds of significance for criteria air pollutants during operation of a project.

Table 2. Thresholds of Significance for Criteria Air Pollutants

ROG	137 lb/day (direct + indirect) ²
NO _x , as NO ₂	137 lb/day (direct + indirect) ²
PM ₁₀	82 lb/day (on-site) ³
CO	550 lb/day (direct)

Source: Monterey Bay Unified Air Pollution Control District 2008

Notes:

1. Projects that emit other criteria pollutant emissions would have a significant impact if emissions would cause or substantially contribute to the violation of state or national ambient air quality standards. Criteria pollutant emissions could also have a significant impact if they would alter air movement, moisture, temperature, climate, or create objectionable odors in substantial concentrations. When estimating project emissions, local or project-specific conditions should be considered.
2. Because of the complexities of predicting ground level ozone concentrations in relation to the state and national ambient air quality standards, the air district has developed mass emissions thresholds for VOC and NOX that can be used to make significance determinations. The air district ties these thresholds to the local attainment status of ozone. Exceedance of VOC and/or NOX thresholds indicates that a project would be inconsistent with ozone standards, resulting in a significant contribution to ground level ozone impacts.
3. The air district’s 82 pounds per day operational phase threshold of significance applies only to onsite emissions and project-related exceedances along unpaved roads. These impacts are generally less than significant. On large development projects, almost all travel is on paved roads (0% unpaved), and entrained road dust from vehicular travel can exceed the significance threshold. Please contact the air district to discuss estimating emissions from vehicular travel on paved roads. Air district-approved dispersion modeling can be used to refute (or validate) a determination of significance if modeling shows that

emissions would not cause or substantially contribute to an exceedance of California and national ambient air quality standards.

Discussion:

a) Projects that are consistent with AMBAG's regional growth forecasts for population have been accommodated in the air quality plan, and are therefore consistent with the air quality plan. Because the project would not increase population, it would not be inconsistent with the air quality plan, **no impact** would occur as a result of the project.

b–c) Construction Criteria Air Pollutants Emissions.

Emissions from construction activities (e.g., excavation, grading, on-site vehicles) represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project. Construction activities which generate levels of PM10 that exceed the established threshold of significance (82 pounds per day) would be considered to have significant impact on local air quality. The air district has established screening thresholds for construction-related activities with minimal earthmoving (8.1 acres per day). Construction projects below the screening level threshold are not considered to have a significant impact. Since the total project area of 2.92-acres is below the screening threshold, only a portion of the site will be affected by construction activities, and site grading/excavation will be minimal, the project would not generate construction PM10 emissions that would exceed the air district threshold of significance.

As discussed under the Air Quality Setting, the air district's CEQA Guidelines state that ozone precursor emissions from construction projects using typical equipment were accounted for in the emission inventories of the Air Quality Plan. The project would use typical construction equipment; therefore, ozone precursor emissions from project construction are accounted for in the emission inventories and would not have a significant impact on the attainment and maintenance of the national or state ambient air quality standards for ozone. Construction activities would have a **less than significant** air quality impact.

Operational Criteria Air Pollutants Emissions.

Air Quality Significance Thresholds Criteria, above, summarizes the project-level thresholds of significance for operational impacts by pollutant. An exceedance of any threshold would represent a significant impact on local or regional air quality.

Projects which could generate 82 pounds per day or more of PM10 at the project site (e.g., quarries, truck stops) would result in substantial air emissions and have a significant impact on local air quality. This threshold of significance applies only to onsite emissions and project-related exceedances along unpaved roads. Due to the small scale of the project, its minimal operational intensity, and the fact that the all travel will take place on paved roads, the project would not exceed the significance threshold for PM10.

The air district's CEQA Guidelines provide reference for indirect sources with potentially significant impacts on ozone. CEQA Guidelines Table 5-4, Indirect Sources with Potentially Significant Impacts on Ozone, identifies project types and sizes below which ozone impacts can be screened out as less than significant. The table references VOCs and NOx as the components of ozone. ROG's are a class of VOCs, and for analysis purposes, the two are assumed to be equivalent. Light industrial is the land use type in the table that best approximates the proposed project type. Operationally, light industrial uses generally are substantially more intensive that would be the proposed use. The proposed project would generate a net increase of 14,458 square feet of building area. The screening threshold for light industrial use is 1,040,000 square-feet, which is about 98.5 percent greater than the project building square footage. Therefore, ROG and NOx emissions would be **less than significant**.

Regarding CO emissions, the planned net increase in building square footage would be minimal. The magnitude of CO emissions generation from it can be qualitatively evaluated by comparing the emissions volumes from other project types/sizes relative to the proposed project. The air quality analyses in two recent CEQA documents prepared by EMC Planning Group are representative. The first, an 18,187 square-foot grocery store with 72 parking spaces was found to emit 58.64 pounds per day of CO, well

below the air district thresholds of 550 pounds per day (EMC Planning Group 2022). The second, a highly intensive agricultural cooler project with 270,000 square feet of building, was modeled as generating a maximum of 51.5 pounds per day of CO (EMC Planning Group 2023). Project types of much higher use intensity remain substantially under the CO threshold of significance. This clearly indicates that the proposed project would not exceed the CO threshold of significance.

- d) The primary source of concern regarding exposure of sensitive receptors to substantial pollutant concentrations is from project generation of toxic air contaminants in the form of diesel exhaust from diesel equipment used during construction and from diesel truck trips during operations. As noted previously, the closest residential receptors to the site are approximately 500 feet to the east. Notably, they are separated from the site by State Route 1. Toxic air contaminant emissions from existing vehicle travel on the highway would be the dominate influence on exposure of these residents to toxic air contaminants.

The air district's CEQA Guidelines do not provide screening thresholds for toxic air contaminants generated by construction equipment. Therefore, this analysis is qualitative. Construction activities for the project would not require substantial use of diesel-powered equipment, and would occur over a short period of time. These factors, combined with the distance to and dominant influence of existing State Route 1 diesel truck emissions on the nearest receptors would combine to assure that exposure to project construction sources of toxic air contaminants would be negligible.

The air district's CEQA Guidelines do not provide screening thresholds for toxic air contaminants generated by mobile sources – typically diesel truck. A threshold can be inferred from the Air Quality and Land Use Handbook: A Community Health Perspective (California Air Resources Board 2005), which recommends avoiding siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. This threshold is used to determine potentially significant impacts to human health resulting from prolonged exposures to concentrations of mobile-source TACs. Based on Caltrans data, State Route 1 at State Route 218 carried about 58,000 average daily vehicle trips per day and 2,800 truck trips in 2021 (California Department of Transportation 2021). Even if all daily truck trips from the project traveled on State Route 1 to or from the site, the project contribution of up to 10 diesel truck trips per day (.003 percent) to the highway would have a negligible effect on exposing these or other existing sensitive receptors located along the highway to toxic air contaminants from this source.

Given the above factors, the project would have a **less than significant** impact from exposing sensitive receptors to substantial pollutant concentrations.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
IV. BIOLOGICAL RESOURCES – Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element Goal d, Policies d.1–d.6 and Programs d.1.1–d.6.6 - City of Monterey, Monterey City Code (M.C.C.), Chapter 37, Preservation of Trees and Shrubs
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element Policy b.4 and Program d.6.3
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element Policy b.4 and Program d.6.3 -
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X			<ul style="list-style-type: none"> - City of Monterey, General Plan
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X		<ul style="list-style-type: none"> - City of Monterey, Monterey City Code (M.C.C.), Chapter 37, Preservation of Trees and Shrubs
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X	<ul style="list-style-type: none"> - City of Monterey Planning Division

Existing Setting:

Monterey County consists of more than 3,324 square miles of land (over two million acres) with a variety of habitats from rocky Pacific shores to open grasslands to high mountains at elevations exceeding 5,000 feet. The Monterey Bay area, located in northern Monterey County, is home to a diverse population of animal, bird, and plant species. The waters of Monterey Bay and the adjacent Pacific Ocean off the central California coast have been designated and protected as the Monterey Bay National Marine Sanctuary since 1992. The climate of the site is typical of the California central coast with mild year-round and morning coastal fog, generally cleared by afternoon breezes. Monterey typically experiences cool summer months, with temperatures averaging in the high 50s to low 60s, and warm "Indian Summer" weather in the fall. The average yearly rainfall is approximately 18 inches and is concentrated in the winter and early spring months.

Regulations

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) establishes special protection for migratory birds by regulating hunting or trade in migratory birds. The MBTA prohibits anyone to take, possess, buy, sell, purchase, or barter any migratory birds list in 50 CFR 10, including feathers or other part, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The definition of “take” includes any disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young).

Monterey Tree Protection Ordinance

Monterey’s image is that of a small-scale residential community beside the bay, framed by a forested hill backdrop and drawing its charm from a rich historical background, certain commercial enterprises, and natural scenic beauty. Trees within the City significantly contribute to this image. The Preservation of Trees and Shrubs Ordinance is intended to assure preservation of trees and replacement of trees when removal is unavoidable. The Ordinance also establishes a Landmark Tree Program.

General Plan Conservation Element

The City’s Conservation Element contains a variety of goals, policies and programs. Its elements protect the character and composition of existing native vegetative communities, as well as provide policy to conserve, manage, and restore habitats for endangered species, and protect biological diversity represented by special-status plant and wildlife species in the City of Monterey.

Special-Status Species and Sensitive Habitats

The proposed project site was evaluated for the presence or potential presence of special-status plant and wildlife species. Special-status species are those plants and animals that have been formally listed or proposed for listing as endangered or threatened, or are candidates for such listing under the Federal Endangered Species Act (ESA) or the California Endangered Species Act (CESA). Listed species are afforded legal protection under the ESA and CESA. Species that meet the definition of Rare or Endangered under the California Environmental Quality Act (CEQA) Section 15380 are also considered special-status species. Species that meet this definition are typically provided management consideration through the CEQA process, although they are not legally protected under the ESA or CESA include: DFW species of special concern and fully protected species; species listed on the DFW’s California Natural Diversity Database (CNDDB) with no formal status designation but thought by experts to be rare or in serious decline; plants listed as rare under the California Native Plant Protection Act (CNPPA) or on the California Native Plant Society (CNPS) California Rare Plant Ranks (CRPR) 1A and 1B; raptors and other migratory birds protected under the federal Migratory Bird Treaty Act (MBTA) of 1918 and California Fish and Game Code; and marine mammals protected under the Marine Mammal Protection Act of 1972 (MMPA).

- a) The project site is developed with existing buildings, pavement, and landscaping. The project would result in the removal of five existing Red Flowering Gums (i.e., type of Eucalyptus) trees located within parking islands in the existing parking lot, which is situated at the center of the project site. A large number of existing trees are preserved on the southern end of the site adjacent to SR1. As shown on the Landscape Plan (Attachment 1), any existing trees adjacent to Highway 1 would remain and would be enhanced consistent with the required 3:1 mitigation ratio for tree replacement. Seventeen (17) new 15-gallon Monterey Cypress trees and the addition of multiple new shrubs would be planted on the southern boundary of the project site adjacent to the Highway 1 right-of-way. Therefore, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. This impact is considered **less than significant**.
- b) The project site contains three existing Monterey Cypress (*Cupressus macrocarpa*) trees at the southern end of the site adjacent to SR1. These trees would be preserved and seventeen (17) new 15-gallon Monterey Cypress trees and the addition of multiple new shrubs would be planted on the southern boundary of the project site adjacent to SR1 right-of-way. The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. This this impact is considered **less than significant**.

- c) The project site is developed with existing buildings, pavement, and landscaping. There are no wetlands (including but not limited to marsh, vernal pool, coastal, etc.) on the site. **No impact** would result from the proposed project.
- d) The project would have the potential to impact migratory birds protected by the Migratory Bird Treaty Act. The project would involve the removal of five existing Red Flowering Gums (i.e., type of Eucalyptus) trees. The individual Red Flowering Gum trees are isolated specimens located within the existing parking islands in the existing parking lot. However, the project site is located across the street from a portion of Del Monte Beach and sand dunes, and is in proximity to Roberts Lake and Laguna Grande Parke and Lake. The removal of the five existing trees could have the potential to interfere with the movement of migratory wildlife (avian) species, but would not interfere with native terrestrial species or wildlife corridors. This impact is **less than significant with the implementation of Mitigation Measure 1**.

Mitigation Measure 1: Preconstruction Bird Surveys

The applicant shall schedule all on-site tree removal and grading to occur between August 31st and March 1st of any given year to avoid the Central Coast bird nesting season. If this schedule is not practical, the project sponsor shall fund the engagement of a qualified biologist to conduct preconstruction nesting bird surveys no more than two weeks prior to removal of trees and grading. If no active bird nests are observed, no additional measures are required. If nesting birds are observed, the biologist will establish a buffer zone where no tree removal or grading will occur until the biologist confirms that all chicks have fledged.

- e) The project would result in the removal of five existing Red Flowering Gums (i.e., type of Eucalyptus) trees located within parking islands in the existing parking lot, which is situated at the center of the project site. A large number of existing trees are preserved on the southern end of the site adjacent to SR1. As shown on the Landscape Plan (Attachment 1), any existing trees adjacent to Highway 1 would remain and would be enhanced consistent with the required 3:1 mitigation ratio for tree replacement. Seventeen (17) new 15-gallon Monterey Cypress trees and the addition of multiple new shrubs would be planted on the southern boundary of the project site adjacent to the Highway 1 right-of-way. Therefore, this impact is considered **less than significant**.
- f) The City does not have an adopted Habitat Conservation Plan or Natural Community Conservation Plan that addresses the proposed project site. Therefore, **no impact** will result.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
V. CULTURAL RESOURCES – Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				X	- City of Monterey, Monterey City Code (M.C.C.), Chapter 38, Zoning Code, Article 15 H Historic Overlay District - City of Monterey, Historic Preservation Program - City of Monterey, Historic Master Plan - City of Monterey, Historic Ordinance
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X			- Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004 - Achasta Archeological Services. 2023. Preliminary Phase 1 Archeological Assessment.
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X			- City of Monterey, General Plan - Achasta Archeological Services. 2023. Preliminary Phase 1 Archeological Assessment.

Existing Setting:

According to the City’s General Plan, the City is one of the most historic cities in the United States, and preservation of historic resources has long been a concern of Monterey citizens. Over the past three centuries, the City has served, at various times, as a Spanish mission, a center of government, a major commercial port, and a cultural center. The dramatic ocean scenery, abundant wildlife, pine forests, and historic communities continue to attract explorers, dignitaries, seafarers, artists, writers, and vacationers. Today, Monterey thrives as a cultural center and tourist destination. The City currently has a population of almost 30,000 people and is host to more than two million visitors annually.

Discussion:

- a) The project would involve the demolition of a 6,250 square foot existing warehouse building, which is a portion of the existing building that was constructed on or after 2004. The building is less than 50 years old; therefore, no historic resources will be affected by the project. **No impact** will result.
- b-c) The proposed project would include ground disturbing activities. Only a small portion of the site, adjacent to Del Monte Avenue, is located within a Sensitive Archeological Area as identified in the General Plan EIR (General Plan Figure 8). A Phase 1 Preliminary Archeological Assessment was prepared by Achasta Archeological Services on May 2023. As indicated in the Phase 1, *“the subject parcel has undergone moderate to high use resulting moderate to high ground disturbance from at least 1888 until present. In the 1960’s, the subject parcel was utilized as the Shell Oil depot and distribution center. More recently, the subject parcel has been developed and used for light industrial equipment rental and storage from at least 1998 until present.”* The results of the Phase I assessment were negative. Pursuant to public resources code 15064.5(c)(4), the Phase I evaluation indicates that no archaeological resources would be impacted by the proposed Project as designed, resulting in no adverse impact on the environment. No archaeological resources are expected to occur in this area according to the citywide archaeological survey. However, there is the possibility of unidentified (e.g., buried) cultural resources being found during any construction. The project would not cause a substantial adverse change in the significance of an archeological resource or inadvertently disturb any human remains. This impact is **less than significant with the implementation of Mitigation Measure 2.**

Mitigation 2: Inadvertent Discoveries of Cultural Resources

In the event of inadvertent discoveries, we recommend the following standard language, or equivalent, be included in any permits issued for the subject parcel:

- A cultural resource sensitivity training led by a qualified archaeologist shall be conducted for all construction personnel prior to any ground-disturbing activities
- In the event cultural resources are impacted during construction, work shall stop within 150-ft of the find until a qualified archaeologist has an opportunity to evaluate the find and provide treatment recommendations. If the resource is considered significant, ground disturbance shall be halted until an archaeological consultant has been retained, and a comprehensive Archaeological Research Design and Treatment Plan is developed and approved by the Lead Agency and Project proponent.
- In the event that human remains are encountered on site, ground disturbing activities on site shall immediately halt. The remains shall be covered with steel plates (where feasible) and the location shall be kept confidential among Project personnel to prevent vandalism and additional disturbance. The Monterey County Sheriff-Coroner shall be notified immediately, and no work shall resume in within a 150-ft radius of the find until a Most Likely Descendent (MLD) has be assigned to the Project and provided the Project proponent with treatment recommendations. Photographs of remains shall be prohibited, unless requested by the coroner and permitted by the MLD.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VI. ENERGY – Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X		- EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X		- EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).

Existing Setting:

Energy Use and Conservation

For more than two decades, federal, state, and regional energy agencies and energy providers have been focused on reducing growth in fossil fuel-based energy demand, especially in the form of transportation fuels and electricity. Key related environmental goals have been to reduce air pollutants and GHGs. Public and private investments in a range of transportation technology, energy efficiency and energy conservation programs and technologies to improve transportation fuel efficiency have been increasing, as has the focus on land use planning as a tool to reduce vehicle trips/lengths and transportation-related energy use.

To minimize the need for additional electricity generation facilities, both the state and regional energy purveyors have focused investments on energy conservation and efficiency. Energy purveyors have also focused on obtaining larger shares of retail power from renewable sources.

Regulatory Setting:

Energy efficiency, energy conservation and transportation fuel efficiency (through vehicle trip reduction and improved mileage) goals of the federal and state governments are embodied in many federal, state, and local statutes and policies. Representative state energy efficiency and conservation, and transportation energy demand guidance, regulations, and legislation are summarized in Section 3.2 of this report. The California Energy Code and CALGreen Code as discussed in that section are particularly relevant to the proposed project.

Thresholds of Significance:

CEQA Guidelines Appendix G is a sample initial study checklist that includes a number of factual inquiries related to the subject of energy, as it does on a whole series of additional environmental topics. Lead agencies, in this case the City of Monterey, are under no obligation to use these inquiries in fashioning thresholds of significance on the subject of energy impacts. CEQA grants agencies discretion to develop their own thresholds of significance. Even so, it is a common practice for lead agencies to take the language from the inquiries included in Appendix G and to use that language as requisite thresholds of significance. Therefore, for purposes of this GHG analysis, a significant impact would occur if implementation of the proposed project would:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The analysis below addresses potential project impacts in the context of these thresholds. There is no established quantified level of energy demand from any one or more energy source at which energy impacts are deemed significant. Consequently, the analysis below is inherently qualitative.

Discussion:

- a-b)** The two primary sources of project energy consumption will be fuel use in vehicles traveling to and from the project site and electricity in the new storage building. Each of these energy consumption sources is described below. As previously stated, the project would not result in demand for energy in the form of natural gas.

Transportation Fuel

The proposed project will generate new traffic trips that increase VMT. New vehicle trips will increase demand for and consumption of transportation fuel. However, the project would generate only about 12 vehicle-trips per day during the peak summer season (Hexagon Transportation Consultants, 2023). This is primarily due to increased truck traffic (6-10 trips per day), as well as one additional employee at the proposed facility, who would generate two daily trips. The very small increase in trips would generate a very minor increase in transportation fuel demand.

Electricity

The project represents a common land use development type whose energy demand would not be excessive. There are no sources of notable electricity demand associated with the project. Interior and exterior building lighting are the main sources and their demand would be negligible. The City enforces the California Building Standards Code and CALGreen Code through the development review/building permit process. That enforcement is the primary mechanism through which the project will be required to implement state and locally mandated energy efficiency/conservation measures that are within the control of the applicant and the City.

Given that the project will result in minimal increases in fuel and electricity demand, that the project represents a common land use type, and that the project must be constructed consistent with applicable energy conservation and efficiency regulations, the proposed project would not result in inefficient, wasteful, and unnecessary consumption of energy. The energy impacts of this project would be **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VII. GEOLOGY AND SOILS – Would the project:					
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey, General Plan, Map 11-Showing Seismic Hazards
ii) Strong seismic ground shaking?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7
iii) Seismic-related ground failure, including liquefaction?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7
iv) Landslides?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey, General Plan Safety Element Policies b.1–b.6 - City of Monterey, General Plan, General Plan Map 12-Showing Steep Slopes
b) Result in substantial soil erosion or the loss of topsoil?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey, General Plan
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Safety Element Goal a, Policies a.1–a.7 - City of Monterey, General Plan, General Plan Map 12-Showing Steep Slopes
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X		<ul style="list-style-type: none"> - Grice Engineering, Inc. Geotechnical Soils-Foundation and Pavement Report Update, 2023.

Existing Setting:

The City is underlain by a major geologic feature, the Salinian Block, which in turn is underlain by granitic basement rock. The Salinian Block is bounded on the northeast by the San Andreas Fault and on the southwest by the Palo

Colorado-San Gregorio Fault. The block is approximately 50 miles wide and 300 miles long. The types of soils and geologic formations that underlie the City are varied, ranging from unconsolidated dune sands along the Monterey Bay to exposed granite and sandstone.

California is one of the most active seismic regions in the United States. The City lies adjacent to the boundary zone between the North American and Pacific tectonic plates. The faults associated with this zone are predominantly northwest-trending strike-slip faults that have a right-lateral slip. The General Plan identifies three faults that traverse the City, including the Chupines Fault, the Navy Fault, and the Berwick Fault. Information available on the activity of these faults is generally not conclusive, but each is assumed to be potentially active.

Topography and slope within the City is quite variable. Lands along the margin on Monterey Bay tend to be relatively flat, but sloped towards the bay. Much of the upland portion of the City is incised by a series of intermittent stream channels that have cut into surface soil and subsurface geologic formations, leaving a series of mesas that trend towards the bay. Much of the City is built on these mesas and on the more level margins of the bay. The northern terminus of the Santa Lucia Mountains is the major regional landform that forms the backdrop to the City. Due to slope and access constraints, development within this area tends to be less dense. Steep slopes within the City tend to be located along stream channels and within the hillside areas.

Numerous soil types are located within the City. Each soil type has unique characteristics and potential development limitations and erosion characteristics. Generally, the erosion potential of soils and their expansion properties (soil expansion and contraction can result in damage to building foundations, roads, etc.) are of the greatest interest from a development impact perspective.

Coastal areas along Monterey Bay, especially dune deposits, are highly susceptible to coastal erosion from waves and tidal events. Erosion potential varies along the length of the coast. Variability in erosion rates is caused by several factors, including sea level, wave patterns influenced by the form of the ocean floor, storm patterns, and the structure and character of dunes in localized areas. Historic average coastal bluff retreat rates have been highest in the former Fort Ord area, averaging up to eight feet per year. Average erosion rates decrease down coast to about three to five feet per year in Sand City. Further south, within the City, average erosion rates are believed to be about one to two feet per year (PWA, 2008). Coastal erosion would be a significant factor for any development proposed along the margin of Monterey Bay.

Discussion:

a.i) The City of Monterey is not located in an Alquist-Priolo Earthquake Fault Zone as mapped by the State Geologist. The nearest known active or potentially active fault is the Monterey Bay-Tularcitos, located approximately 1 mile from the site. Earthquakes on any of the local faults or on other faults located in the vicinity or region could produce significant seismic shaking at the proposed project. However, as identified in the City General Plan EIR there are no known active faults, faults on which movement has occurred within the last 11,000 years, within the City and no Alquist-Priolo Special Studies Zones. Therefore, there is minimal potential for surface rupture and impacts are **less than significant**.

a.ii-a.iii) As described above, the proposed project may be subject to strong ground shaking in the event of a major earthquake. The City General Plan EIR identifies seismic shaking as the most significant hazard across the City. Hazards from liquefaction, differential settlement, and slope failure are anticipated to be much less widespread as the surface and subsurface conditions that give rise to liquefaction during seismic shaking event is geographically limited. Seismic impacts will be minimized by adhering to City requirements and policies within the City's General Plan. The project will be designed to comply with all applicable California Building Standards Codes (Title 24, California Code of Regulations). Therefore, potential impacts associated with the exposure of people or structures to potential adverse effects of seismic ground shaking is **less than significant**.

a.iv, b, c, d) The proposed project would involve the demolition of an existing 6,250 square foot existing warehouse building, the construction of a new 20,708 square foot warehouse building. The majority of the project site slopes from approximately 30 - 31 feet adjacent to SR1 on the east to 29 feet in elevation adjacent to the west (APN: 013-045-034-000), and a small portion of the site that extends to Del Monte Avenue on the

west is 25 feet in elevation. The City requires that all pre and post storm water flows are equal (no increase). To ensure no increased off-site flows and soil stability, the City Building Division requires a Soils Report prior to any construction to ensure the building meets all California Building Standards Code (Title 24, California Building Code of Regulation) soil stability requirements. In addition, as required by Monterey City Code 31.5-15(b), a Storm Water Control (SWCP) has been prepared and will be required to be implemented subject to the review and approval of the Plans and Public Works Department prior to issuance of a grading or building permit. The SWCP will help prevent any construction erosion as well as water quality. The proposed project would not increase risk to life or property to potential adverse effects involving landslides, lateral spreading, liquefaction or collapse, or expansive soils. Therefore, this impact would be **less than significant**.

- e) The proposed project does not propose to install septic tanks or alternative wastewater disposal systems. **No impact** would occur as a result of the proposed project.

- f) Based on soil borings, the project site consists of unqualified fill soils and disturbed native soils. The native soils are sandy soils with trace to few amounts of silt and clays depending on the depth. Due to previous construction, site development and past demolition, extensive loose and disturbed soils may be encountered. Further, fill concrete is also present and could be as thick as 3 or 4 feet. There are no rock outcroppings or geologic features that will be disturbed or destroyed by the construction footprint, and thus the risk of impact to paleontological resources is considered **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
VIII. GREENHOUSE GAS EMISSIONS – Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X			<ul style="list-style-type: none"> - California Air Resources Board, 2005. - Bay Area Air Quality Management District. 2022 - Monterey Bay Air Resources District, 2017 - Monterey Bay Unified Air Pollution Control District, 2008 - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X			<ul style="list-style-type: none"> - California Air Resources Board, 2005. - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).

Existing Setting:

Environmental Setting

The international scientific community has concluded with a high degree of confidence that human activities are causing an accelerated warming of the atmosphere. The resulting change in climate has serious global implications and consequently, human activities that contribute to climate change may have a potentially significant effect on the environment.

Climate effects in California are projected to include rising temperatures, reduced Sierra Nevada snowpack and associated reduced water supply, changes in rainfall levels and distribution, more frequent and intense storms, sea level rise and intensified coastal hazards, diminished air quality, increased social vulnerability, and increased illness/adverse health effects.

Regulatory Setting:

Myriad national, state, regional, and local climate change policies and regulations have been passed to tackle foreseeable adverse climate change effects. Because California has been at the forefront of addressing climate change, its suite of policies and regulations is generally more comprehensive and stringent than is the Federal government's. The discussion here focuses on local/regional guidance for assessing GHG impacts, but includes a broad overview of California's framework of legislation and regulation.

State

The California Legislature has enacted a series of statutes addressing the need to reduce GHG emissions across the state. These statutes can be categorized into four broad categories: (i) statutes setting numerical statewide targets for GHG reductions, and authorizing California Air Resources Board to enact regulations to achieve such targets; (ii) statutes setting separate targets for increasing the use of renewable energy for the generation of electricity throughout the state; (iii) statutes addressing the carbon intensity of vehicle fuels, which prompted the adoption of regulations by California Air Resources Board; and (iv) statutes intended to facilitate land use planning

consistent with statewide climate objectives. These are summarized below, as are recent building code requirements intended to reduce energy consumption.

Current applicable statutes setting statewide GHG reduction targets include Senate Bill 32 and the recently adopted AB 1279. SB 32 requires California to reduce its statewide GHG emissions to 40 percent below 1990 levels by the year 2030. AB 1279 states that it is the policy of the state both to achieve net zero GHGs as soon as possible, but no later than 2045, achieve and maintain net negative greenhouse gas emissions thereafter, and ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below 1990 levels.

Over time, the state has adopted a variety of targets for using renewable energy to generate electricity. These efforts started in the early 2000s. SB 100, passed in 2018, requires that 60 percent of the state's electricity supply be generated by renewable resources by December 31, 2030 and that 100 percent be generated by clean energy, including renewables, by 2045. AB 1020, passed in 2022, revises state policy to provide that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales by December 31, 2040, 100 percent to California end-use customers by December 31, 2045, and 100 percent of electricity to serve all state agencies by December 31, 2035.

Actions to reduce the carbon intensity of vehicle fuels have been on-going in the state since 2002 with passage of Assembly Bill 1493, the Pavley Clean Cars Standards. The Advanced Clean Cars program, adopted in 2012, is aimed at reducing both smog-causing pollutants and GHG emissions for vehicles model years 2017-2025. In 2022, CARB approved the Advanced Clean Cars II rule that sets California on a path to rapidly expanding the zero-emission car, pickup truck and SUV market. The rule establishes a year-by-year roadmap so that by 2035, 100 percent of new cars and light trucks sold in California will be zero-emission vehicles, including plug-in hybrid electric vehicles. The regulation realizes and codifies the light-duty vehicle goals set out in Governor Newsom's Executive Order N-79-20, adopted in 2020, which set statewide goals for phasing out gasoline-powered cars and trucks in California.

Statutes intended to facilitate land use planning consistent with statewide climate objectives focus on SB 375, Sustainable Communities Strategy. This 2008 legislation is designed to coordinate land use and transportation on a regional level to reduce miles traveled by passenger vehicles and light trucks and associated GHGs. CARB is required to set GHG reduction targets for each metropolitan region. Each of California's metropolitan planning organizations then prepares a sustainable communities strategy that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the California Building Standards Code, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated every three years by the California Energy Commission as the Building Energy Efficiency Standards to allow consideration and possible incorporation of new energy efficiency technologies and construction methods. The current 2022 Energy Code includes actions/features which continue to support California's gradual transition away from use of fossil fuels, and improve environmental quality. The 2022 update encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and promote electrification of the vehicle fleet by expanding standards for electric vehicle infrastructure (e.g., electric vehicle charging stations) for residential and non-residential development. The Code is intended to achieve major reductions in interior and exterior building energy consumption. CALGreen institutes mandatory minimum environmental performance standards (Tier 1) for all ground-up new construction of commercial, residential, and state-owned buildings, as well as schools and hospitals. It also includes voluntary measures (Tier 2) which go above and beyond the mandatory standards.

Regional/Local

The City of Monterey adopted the City of Monterey Climate Action Plan in 2016. However, it no longer qualifies as a plan against which consistency of the proposed project can be assessed because it identifies GHG reduction measures that are targeted towards achieving statewide GHG reduction goals for the year 2020.

To date, the air district has not adopted regulations or CEQA guidance for analysis of GHG effects of land use projects; nor has it prepared a qualified GHG reduction plan for use/reference by local agencies.

Thresholds of Significance:

CEQA Guidelines Appendix G is a sample initial study checklist that includes a number of factual inquiries related to the subject of GHGs, as it does on a whole series of additional environmental topics. Lead agencies, in this case the City of Monterey, are under no obligation to use these inquiries in fashioning thresholds of significance on the subject of GHG impacts. CEQA grants agencies discretion to develop their own thresholds of significance. Even so, it is a common practice for lead agencies to take the language from the inquiries included in Appendix G and to use that language as thresholds. The City has done so here. Therefore, for purposes of this GHG analysis, a significant impact would occur if implementation of the proposed project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of Given the absence of a local or regional threshold of significance or plan for reducing GHGs, the City is referencing guidance provided by the adjacent air district, the Bay Area Air Quality Management District (BAAQMD) as the basis to assess the significance of impacts of GHGs generated by the project on the environment. BAAQMD recently adopted a performance standard-based analysis approach for evaluating GHG impacts in CEQA documents. The guidance can be found in the CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans (Bay Area Air Quality Management District 2022). That guidance suggests that a project which meets the following key performance standards would have a less-than-significant impact:

1. No natural gas: Projects shall be designed and constructed without natural gas infrastructure;
2. The project will not result in wasteful, inefficient, or unnecessary energy use;
3. Electric vehicle (EV) ready: Projects shall meet the current California Green Building Code (CALGreen) Tier 2 standards for EV spaces; and
4. The project is found to have a less than significant VMT impact.

This BAAQMD guidance is design to reduce GHG impacts from land development projects based on substantial evidence contained in the threshold guidance document. In this function, the guidance also serves as the applicable plan for reducing GHG emissions. greenhouse gases.

Discussion:

a-b) The proposed project’s consistency with the GHG performance standards is summarized below.

Performance Standard 1: No Natural Gas

The applicant has indicated that the proposed project does not require using natural gas and consequently, will not include permanent natural gas infrastructure. However, as designed and with the implementation of Mitigation Measure 2 to ensure compliance with this standard, the project would meet Performance Standard 1.

Mitigation 3: Demonstration of No Natural Gas

The final improvement plans shall demonstrate that no permanent natural gas infrastructure will be installed to serve the new building. As designed and with the recommended condition of approval, the project would meet performance standard 1.

Performance Standard 2: Electric Vehicle Ready

The project plan set indicates that there are twenty-eight EV charging stations, including nine (9) level 2 EV charging stations, as well as nineteen (19) additional EV capable spaces. However, at the current phase in the design development, the applicant is uncertain if the proposed EV support infrastructure is

consistent with CALGreen Tier 2 standards. The project will meet Performance Standard 2 with the implementation of Mitigation Measure 2.

Mitigation 4: EV Infrastructure To Meet Tier 2 Standards

The final improvement plans shall show EV support infrastructure consistent with Tier 2 standards and that such improvements be installed prior to approval of an occupancy permit.

Standard 3: Energy Use

The two primary sources of project energy consumption would be fuel use in vehicles traveling to and from the project site and electricity in the new storage building. The project would not result in demand for energy in the form of natural gas. Given that the project will result in minimal increases in fuel and electricity demand, and that the project represents a common land use type, the proposed project would not result in inefficient, wasteful, and unnecessary consumption of energy. Refer to Section VI, Energy, for a discussion of project energy use. The proposed project meets this performance standard.

Performance Standard 4: Less Than Significant Vehicle Miles Traveled Impact

The City of Monterey's current VMT policy, adopted in March 2021, provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects. The City's screening thresholds are intended to identify when a project should be expected to result in a less-than-significant impact without conducting a detailed VMT evaluation. The screening thresholds are based on project size, maps, transit availability, and provision of affordable housing. Once screening threshold states that projects which generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact on VMT (City of Monterey 2021).

A VMT analysis for the proposed project was prepared by Hexagon Transportation on April 4th, 2023. The analysis concluded that the project would generate up to 10 daily truck trips during the summer peak season and fewer than 2 daily truck trips during the non-summer season, as well as one additional employee that would generate two daily trips, resulting in a maximum net increase of 12 vehicle trips per day (Hexagon Transportation Consultants 2023). Since the estimated trip volume is far below the screening threshold, the project would have a less than significant impact on VMT. Therefore, the project meets performance standard 4.

With the implementation of Mitigation Measure 3 and 4 to ensure the project is designed with no permanent natural gas infrastructure and required to meet CALGreen Tier 2 EV standards, the project meets all four BAAQMD GHG reduction performance standards. Consequently, **with the implementation of Mitigation Measure 3 and 4**, the proposed project would have a **less than significant impact** from generating GHG emissions and would not conflict with the applicable plan for reducing GHG emissions (the BAAQMD GHG guidance).

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				X	- City of Monterey, General Plan Safety Element Goal G
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X		- City of Monterey, General Plan
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X	- City of Monterey, General Plan
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X	- California Department of Toxic Substances, EnviroStor Database - City of Monterey Fire Department
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			X		- City of Monterey, General Plan - Airport Land Use Commission, <i>Monterey Regional Airport Land Use Compatibility Plan, 2019.</i>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X		- City of Monterey, General Plan
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X	- Monterey City Code (M.C.C.), Chapter 13, Fire Protection - General Plan Map 14, Showing Fire Hazard Severity Zones

Existing Setting:

The setting information provided below is based on information provided in the City’s General Plan and General Plan EIR.

Hazardous Materials

In terms of hazardous materials usage, many types of hazardous wastes are used throughout the City in residential, commercial, and industrial applications. The Monterey County Environmental Health Division is responsible for managing the use, storage, and disposal of hazardous materials in amounts over a specific threshold (the threshold varies among uses and types of materials). The Environmental Health Division keeps an inventory of hazardous materials users and is responsible for working with users to develop plans that ensure the materials are safely used, stored, transported, and disposed.

Fire

Fire hazards can generally be divided into two main types: (1) fires within urban areas that primarily involve specific sites and structures; and (2) fires within undeveloped or minimally developed areas, commonly called wildland fires. Most of the land within the present city limits is developed with urban uses. The City of Monterey Fire Department responds to both structure and wildland fires within the planning area. The City of Monterey Fire Department maintains three stations and operates several fire prevention programs. In the event that the City does not have the capacity to safely handle a structural or wildland fire, it can request additional firefighting resources through the Monterey County Mutual Aid Plan. The Monterey County Mutual Aid Plan enables any jurisdiction that participates in the plan to receive support from fire protection services of other jurisdictions that participate in implementing the plan. Response times to nearly all areas of the City are within the Department's recommended range of five to seven minutes.

The Monterey City Code (M.C.C.) Chapter 13, Fire Protection, adopted the 2007 California Fire Code pursuant to Monterey City Ordinance No. 3398 (effective January 1, 2008). Amendments to this chapter of the code, as well as amendments to the City's General Plan Map 14, Showing Fire Hazard Severity Zones, were adopted by the City Council on June 2, 2009, to be in compliance with legislation (Government Code Section 51175). This legislation calls for the California Department of Forestry and Fire Protection (CAL FIRE) Director to evaluate fire hazard severity in Local Responsibility Areas and make a recommendation to the local jurisdiction when the Very High Fire Hazard Severity Zone (VHFHSZ) exists. Based on the findings of the CAL FIRE Director, there are both High and Very High Fire Hazard Severity Zone within the City of Monterey City limits (See Map 14 at the City's website: <http://www.monterey.org/Portals/0/Policies-Procedures/Planning/GeneralPlan/14-Fire-Zone-Map.pdf>).

Airport Safety

Monterey Peninsula Airport operations have the potential to create safety issues related to safe operation of approaching and departing aircraft. The Monterey Peninsula Airport District's Airport Layout Plan shows "runway protection zones" at each end of the main airport runway. These zones are areas 2,500 feet wide and 5,000 feet long. Within these areas, land use controls are exercised to minimize potential safety conflicts with activities that take place within the zones. Such controls and guidelines include the prohibition or limitation of uses that involve large assemblages of people, limitations on building heights and heights of other potential obstructions, and prohibition of new structures. Existing land uses that are within the western approach safety zone include much of the U.S. Navy Golf Course, the Monterey County Fairgrounds, and a small section of residential development. Uses within the eastern protection zone include commercial and residential development at the Highway 218/Highway 68 intersection. Smaller additional safety areas extend beyond the primary protection zone wherein specific development standards apply in order to minimize conflicts with airport operations.

Emergency Preparedness/Emergency Response

The City of Monterey Fire Department and City of Monterey Police Department coordinate emergency response within the City. The City operates its Emergency Operations Center (EOC) as the center of emergency response coordination and actions. During an emergency, all response activities are managed by the EOC, including information, equipment, volunteers, and other resources. Plans for responses to emergency situations are formulated by fire and police officials, and actions to implement those plans are communicated to emergency response teams that operate out of the EOC and throughout the City. The City also operates the Citizens Emergency Response Training (CERT). The main goal of the CERT program is to help the citizens of Monterey to be self-sufficient in a major disaster by developing multifunctional teams that are cross-trained in basic skills. The City's emergency response efforts are coordinated under the broader umbrella of the State of California Office of Emergency Services. The County of Monterey also has an emergency response office, but the City is not a participating jurisdiction in the County's response program. The County Environmental Health Division Hazardous Materials Branch and the City of Seaside Hazardous Materials Team would likely be the first agencies to provide support to the City in the event that the City does not have the capacity or capability to fully address a hazard. Both agencies are fully trained and equipped to respond to a variety of hazardous materials related incidents.

Discussion:

- a) The proposed project does not involve the routine transport, use, or disposal of hazardous materials. Additionally, the proposed project would comply with all pollution and environmental control rules,

regulations, ordinances, and statutes that apply to the proposed project. As such, there would be **no impact**.

- b) Short-term impacts may occur during repair activities as a result of storing and using hazardous materials. Hazardous materials may be temporarily stored and used on site during construction, including petroleum products, solvents, and cleaners, primarily used for operation and maintenance of construction equipment. These materials would be stored properly within the staging area, in accordance with BMPs and applicable regulations, and the staging area would be secured from public access and identified per city requirements. Runoff controls would be implemented to prevent water quality impacts. Any waste products resulting from construction operations would be stored, handled, and recycled or disposed of in accordance with federal, state, and local laws. Therefore, this would be a **less than significant impact**.
- c) There are no schools within one-quarter mile of the proposed project site. The closest school site is San Carlos School, which is located 2.2 miles from the project site. In addition, the proposed project does not propose emitting or handling acutely hazardous materials. Adherence to federal, state, and local regulations would reduce potential hazardous materials impacts. Therefore, **no impacts** related to these topics are anticipated.
- d) The proposed project site is not located on a site listed as a hazardous materials site (California Department of Toxic Substances, 2023). Therefore, **no impacts** related to these topics are anticipated.
- e) The project site is located 4,061 feet from the Monterey Regional Airport. The project site is located in the Airport Influence Area, but is not located in an Airport Safety Zone as shown on Exhibit 4C of the Comprehensive Land Use Plan (ALUCP) for the Monterey Regional Airport (Monterey County Airport Land Use Commission, 2019). The Monterey Peninsula Airport 14 CFR FAR Part 150 Study concludes that the site is outside of the 2033 CNEL Noise Exposure Contour. Therefore, there is no impact associated with an airport land use plan that could result in a safety hazard for people residing or working in the project area; this impact would be **less than significant**.
- f) The proposed project site is adjacent to an evacuation route as identified in the City's General Plan. Specifically, SR1 is an evacuation route. The proposed project would not result in any conditions that are not already assumed in the emergency response or emergency evacuation plans. Therefore, this would be a **less than significant impact**.
- g) The proposed project does not have the potential to expose people or structures to wildland fires. Therefore, **no impacts** related to these topics are anticipated.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
X. HYDROLOGY AND WATER QUALITY – Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X		<ul style="list-style-type: none"> - Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - City of Monterey, General Plan Public Facilities Element Policy 1.2, Urban Design Element Policy d.1, Conservation Element Water Quality policies b.1 through b.4 - City of Monterey Plans & Public Works Department - Central Coast Regional Water Quality Control Board - Monterey Regional Storm Water Management Program (MRSWMP) - Preliminary Storm Water Control Plan for U-haul Monterey (Ruggeri-Jensen-Azar, 2023)
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X		<ul style="list-style-type: none"> - City of Monterey Plans & Public Works Department - City of Monterey, General Plan Conservation Element - Monterey Peninsula Water Management District (2023)
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i) result in a substantial erosion or siltation on- or off-site; ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) impede or redirect flood flows?			X		<ul style="list-style-type: none"> - Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - General Plan Public Facilities Element Policy I.2 - City of Monterey Plans & Public Works Department - Preliminary Storm Water Control Plan for U-haul Monterey (Ruggeri-Jensen-Azar, 2023)
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X	<ul style="list-style-type: none"> - General Plan Public Facilities Element Policy I.2, Safety Element Flood Hazards Program c.1-c.4, Public Facilities Storm Drain Policy I.1 - General Plan Safety Element Program c.1.a

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
					<ul style="list-style-type: none"> - Monterey City Code (M.C.C.) Chapter 9, Building Regulations, Article 7, Flood Damage Prevention - Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - FEMA Flood Map Service Center, 2017 FIRM Map - California Department of Conservation, 2023 - City of Monterey Plans & Public Works Department - Preliminary Storm Water Control Plan for U-haul Monterey (Ruggeri-Jensen-Azar, 2023)
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X		<ul style="list-style-type: none"> - General Plan Public Facilities Element Policy I.2 - City of Monterey Plans & Public Works Department - Monterey Regional Storm Water Management Program (MRSWMP) - Preliminary Storm Water Control Plan for U-haul Monterey (Ruggeri-Jensen-Azar, 2023)

Existing Setting:

The setting information provided below is based on information provided in the City’s General Plan, General Plan EIR, and the Monterey Regional Storm Water Management Program.

Drainage Patterns

The City owns and maintains a storm drainage system that collects and transports stormwater to the Monterey Bay. The system includes over 10 miles of pipelines and drainage channels. Stormwater runoff is collected through catch basins and stormwater inlets that direct runoff into the pipelines and channels. A series of stormwater outfalls are located along the margin of the Bay through which stormwater is discharged.

Flooding

Areas of the City of Monterey are located in 100-year and 500-year flood zones and are subject to significant storm wave inundation that causes erosion of coastal bluffs and potential damage to property. As shown on the FEMA Flood Insurance Rate Maps (FEMA FIRM) (Community-Panel Number 06053C0326H) the proposed project site is located outside both the 100-year and 500-year floodplains. The proposed project site is not subject to flood hazard from tsunamis, or seismic sea waves, which are generated by submarine earthquakes, volcanic eruptions, and landslides. California, in particular, has numerous potentially active submarine faults offshore and therefore is at risk for a tsunami. The proposed project is not subject to coastal flooding, wave action, storm surge and seismic effects, and related issues.

Water Quality and Storm Water Regulation

The City maintains approximately 10 miles of storm drainage infrastructure – drainage channels, storm drains, pipelines, culverts, pump stations, and outfalls - within the City of Monterey. The existing drainage system collects non-point surface water runoff and conveys it through channels, pipelines, and culverts that, in most instances, eventually terminate at the Monterey Bay.

Monterey's storm water collection system is not tied into the sanitary sewer collection system. Therefore, storm water flows are, for the most part, not treated prior discharge. Storm water flows are discharged to local waterways including the Monterey Bay at multiple drainage outfalls located throughout Monterey's coastal area.

Monterey's discharge of storm water to local surface waters is regulated by the federal Clean Water Act, National Pollutant Discharge Elimination System (NPDES) Permit Program, and the California Porter-Cologne Act, and permitted through the Central Coast Regional Water Quality Control Board. The City storm water permit and ordinance require local regulation of water pollution and prevention through the mandated implementation of best management practices (BMPs) to protect the water quality of local waterways.

Storm water design requirements for public and private development projects, such as LID, are mandated by the State and Central Coast Regional Water Quality Control Board (RWQCB) through the City's Phase II municipal storm water permit coverage. Through Monterey Municipal Code Chapter 31.5 Article 2 Urban Storm Water Quality Management and Discharge Control, the City implements storm water regulations in compliance with State Water Resources Control Board (SWRCB) Water Quality Order No. 2013-0001-DWQ National Pollutant Discharge Elimination System (NPDES) General Permit No. CAS000004 Waste Discharge Requirements for Storm Water Discharges from Small Municipal Separate Storm Sewer Systems ("NPDES General Permit"). This includes the implementation and enforcement of the Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032 Post-Construction Stormwater Management Requirements for Development Projects in the Central Coast Region to reduce pollutants in storm water discharges from land development to the maximum extent practicable and to protect water quality. Along with many other components, improvements to the planning area must address storm water drainage and management, including permit mandates that require LID, such as water quality treatment, retention, and/or peak flow management (hydromodification). Specific required steps will be taken when the specific project is funded and therefore ready to be designed. These steps including determining the subject site's watershed management zone, amount of impervious surface proposed across development site, and whether water quality management measures are required as a part of the design of the project. Site specific engineering analyses will be necessary and required to for drainage design purposes.

To address regional urban runoff issues and develop innovative approaches to storm water management, the City collaborates with other local permittees in the Monterey Regional Storm Water Management Program (MRSWMP). The MRSWMP is a regional storm water management, implementation, and education program that assists the City and region with permit compliance. By Ordinance and permit implementation, the City regulates applicable new and redevelopment projects for storm water control; construction activities for erosion, sediment, and discharge control; identifies and enforces illicit connections and illicit discharges; and implements good housekeeping practices for municipal operations to protect local water quality.

Water Supply

It is the goal of the City of Monterey and the General Plan to obtain a long-term, sustainable water supply, including evaluation of water supply options outside the present Monterey Peninsula Water Management District (MPWMD) framework. Water is supplied to most of the Monterey Peninsula by the California American Water Company (Cal Am) through wells in Carmel Valley, dams on the Carmel River, and a well on the Seaside Aquifer. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the district.

The Monterey Peninsula is subject to a Cease and Desist Order (CDO) imposed by the State Water Resources Control Board (SWRCB) on California American Water (the water purveyor) in 2009. Both the CDO and the action by the California Public Utilities Commission (Decision 11-03-048 rendered March 24, 2011) implemented a water moratorium on customers of California American Water. All projects are subject to both orders for Change or Intensification of Use and the addition of New Connections.

According to the General Plan, the City had reached the limits of its allocation and still has very little water available to meet the City's goals. The MPWMD has not provided a stable, long-term source of water, and many of the alternatives proposed by the district would provide only enough water for short-term needs. The City has a limited amount of water available for new residential or commercial development. To mitigate this problem, the City has incorporated programs to address water capacity, including giving preference in the City's water allocation process to projects meeting fair-share housing goals and to affordable housing projects. In addition, the City of Monterey

has established an internal allocation system, whereby water allotments are established for residential, commercial, and industrial uses.

Discussion:

- a) A Preliminary Storm Water Control Plan (Ruggeri-Jensen-Azar, 2023) has been prepared and will be subject to the review and approval of the Plans and Public Works Department prior to issuance of a grading or building permit. Additionally, a Storm Water Pollution Prevention Plan will be required, pursuant to Monterey City Code section 31.5-15, and will be subject to review and approval of the Plans and Public Works Department prior to issuance of grading or building permits. Therefore, the impact will be **less than significant**.
- b-e) The Monterey Peninsula Water Management District has confirmed that they agree with the applicant's water estimates for the project. A building permit will not be issued until approval of these agencies is obtained. Therefore, the impact is considered **less than significant**.
- c) The proposed project would not create or contribute runoff which would exceed the existing or planned stormwater drainage system nor provide substantial additional sources of polluted runoff. The applicant has prepared a Storm Water Control Plan (Ruggeri-Jensen-Azar, 2023), as required by the Central Coast Water Board. The proposed project would not substantially alter the existing drainage pattern of the site or area in a manner which would increase flooding on- or off-site. Therefore, the impact is considered **less than significant**.
- d) The proposed project would not place housing or structures within a 100-year flood hazard area. The project site is not located within a 100-year flood hazard area. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam (Department of Water Resources, 2023). The project site is not located in an area prone to seiche and tsunami (California Department of Conservation). The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones; therefore, **no impacts** would result.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XI. LAND USE AND PLANNING – Would the project:					
a) Physically divide an established community?				X	– City of Monterey, General Plan
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X		– City of Monterey, General Plan and Area Plans – City of Monterey Coastal Local Use Plans – City of Monterey, Monterey City Code (M.C.C.) Chapter 38, Zoning Ordinance

Existing Setting:

The City of Monterey is a small-scale community that is largely residential and visitor serving in nature. The majority of land in the City already contains some development. Primary land uses include residential development at low to moderate density and visitor-serving, professional office, and retail commercial uses. A number of small, vacant parcels do exist within the City. Most are designated for single-family residential development. Approximately 138 acres of land located east of the Ryan Ranch industrial park that were part of the former Fort Ord were annexed to the City just prior to the 2005 General Plan Update, and this area represents the most significant vacant land resource in the City.

Discussion:

- a) The project would involve infill development on an existing developed U-Haul site; therefore, would not physically divide the community. **No impact** would occur as a result of the proposed project.
- b) The project site is zoned C-3-D2-ES with a Commercial General Plan land use designation. The project would involve the construction of a new warehouse and storage, limited use, which is permitted in the C-3 zoning district. The warehouse and storage, limited use allows for provision of storage space for household or commercial goods within an enclosed building without direct public access to individual storage spaces. The applicant has applied for an architectural review permit, use permit, and tree removal permit to demolish an existing 6,250 square foot warehouse building and to construct a new 20,708 square foot warehouse building to accommodate the storage of U-Haul U-Boxes. U-Haul U-Boxes would be delivered to customers and would not involve direct public access to individual U-Haul U-Boxes on-site. The existing truck rental and retail operation would continue with customers continuing to visit to rent U-Haul trucks. An architectural review permit is required for the construction of a new building in the C-3 District. A use permit is required for a building that would be in excess of 5,000 square feet and a height in excess of 25 feet.

The proposed use is also consistent with the Commercial land use designation as the use would continue as a commercial operation. Other applicable General Plan policies are related to the landscaped setbacks along Del Monte Avenue. Del Monte Avenue is a designated scenic entrance [Monterey City Code (MCC 38-33 J)]. Applicable General Plan policies include: General Plan Policy h.10 requires developments visible from scenic entrances should blend into the natural surroundings, General Plan Policy f.6 requires screening of commercial areas along Del Monte Avenue; and General Plan Policy g.2 states that landscaping should favor native species. The Proposed Landscape Plan (Attachment 1), shows enhanced landscaping along Del Monte Avenue while preserving some of the existing landscaping. Proposed new plant species along Del Monte Avenue include a majority of native species such as: three new Monterey Cypress trees and native perennials/shrubs such as Blue Fescue and Flannel Bush. The remainder of this landscaped area includes other non-native perennials/shrubs. Further, as stated in Aesthetics, Section 1, General Plan Policy h.9 does not apply to this site.

The project would be consistent with East Del Monte Area Plan, which requires landscaping within the 15-foot setback required along Del Monte Avenue (Area 4 Standard). The site layout exceeds the 15-foot setback requirement. Along the Del Monte Avenue frontage, the deep parking stalls have been eliminated and enhanced landscaping is proposed to screen the commercial area consistent with the General Plan. Plant selections include a mix of existing plant species and the recommended plant species list identified in the Area Plan.

The proposed project site is not located within the Monterey County Comprehensive Land Use Plan area for Monterey Peninsula Airport District, Primary Planning Area (Monterey County Airport Land Use Commission, 2019). The proposed project would not conflict with any applicable land use plans, policies or regulations. Therefore, this would be a **less than significant impact**.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XII. MINERAL RESOURCES – Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element - City of Monterey, General Plan EIR
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Conservation Element - City of Monterey, General Plan EIR

Existing Setting:

While there are, at present, small-scale mineral extraction operations around the City of Monterey, limited to commercial sand removal operations in the Sand City/Marina area, there are no mineral resources within the City's limits.

Discussion:

a–b) No mineral resources exist within the proposed project site and **no impacts** are anticipated.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIII. NOISE – Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Noise Element goals, policies, and programs - City of Monterey, General Plan Noise Element Policies b.1–b-5
b) Generation of excessive groundborne vibration or groundborne noise levels?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Noise Element goals, policies, and programs
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Map 17-Showing Airport Noise Contours - Monterey Regional Airport Land Use Compatibility Plan (Monterey County Airport Land Use Commission, 2019)

Existing Setting:

The City of Monterey General Plan identified the major noise sources affecting the community as motor vehicles (autos, trucks, buses, motorcycles) and aircraft. Motor vehicles and aircraft continued to be the primary noise sources. Some events at the fairgrounds have also generated noise complaints. No stationary source, such as an industrial plant, is known to create noise at an unacceptable level.

Discussion:

- a) Construction could result in a temporary increase in ambient noise levels. This impact is less than significant because the City limits construction between the hours of 7 am to 7 pm (Monday – Friday), 8 am to 6 pm (Saturday) and 10 am to 5 pm (Sunday). Furthermore, the project site is located in a commercial zoned area surrounded by a major arterial (Del Monte Avenue) and Highway 1 (a State Route). Most of the noise from the U-Haul U-Box operation would be interior to the new warehouse building; however, some noise would occur at the loading docks exterior to the warehouse. No substantial permanent operational long-term noise impact would occur from the new use, U-Haul U-Box distribution. Therefore, this would be a **less than significant impact**.
- b) The construction equipment would not create substantial ground vibration or noise. **No impacts** are anticipated.
- c) The project site is located 4,061 feet from the Monterey Regional Airport, but is located outside of the 2033 CNEL Noise Contours (Exhibit 2E; Monterey Regional Airport Land Use Compatibility Plan, 2019). No mitigation is required. **No impacts** are anticipated.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIV. POPULATION AND HOUSING – Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X	- City of Monterey, General Plan - AMBAG 2023
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X	- City of Monterey, General Plan - AMBAG 2023

Existing Setting:

According to the 2014 - 2023 Regional Housing Needs Allocation Plan for the 5th Housing Element Cycle prepared by the Association of Monterey Bay Area Governments (AMBAG), the City of Monterey was identified with a future housing need in Monterey of 650 new dwelling units for the period of 2014 - 2023. The City's General Plan is required to show adequate sites for the 650 units to be in compliance with state law requirements. The City of Monterey is working towards compliance with the 6th Housing Element Cycle for the 2023 – 2031 planning period. AMBAG's RHNA Plan for this cycle has identified the need for 3,654 new housing units in the City of Monterey.

Discussion:

a-b) The proposed project will not create a need for new or expanded services. The project site is vacant and does not displace housing units or people. As such, there would be **no impact**.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XV. PUBLIC SERVICES – Would the project Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
a) Fire protection?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Public Facilities Element Goal c, Policies c.1–c.5 - City of Monterey Fire Department
b) Police protection?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Public Facilities Element Goal b, Policies b.1–b.3 - City of Monterey Police Department - Project Plans
c) Schools?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Public Facilities Element Goal d, Policies d.1–d.6 - Monterey Peninsula Unified School District
d) Parks?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Public Facilities Element Goal j, Policies j.1–j.6 - City of Monterey Recreation & Community Services Department - City of Monterey Maintenance Division-Parks & Beaches
e) Other public facilities?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Public Facilities Element Goals a, e, f–i, k–p ; Policies f.1–f.7, i.1–i.3, k.1–p.2 ; Programs m.1.1–m.2.1 - City of Monterey Public Works Department - City of Monterey Maintenance Division-Streets & Utilities - City of Monterey Recreation and Community Services Department

Existing Setting:

The major public facilities in the City of Monterey are police and fire, park and recreation facilities, schools, military, cultural, conference center, health care, civic center, cemeteries, harbor, sewage treatment, storm drain system, water supply, and reduction and recycling of waste.

Discussion:

a-e) No significant impacts will occur. As part of the Building Permit process, the project would require the payment of fees to: Monterey Peninsula Unified School District (MPUSD), Monterey Peninsula Water Management District (MPWMD), Monterey 1 Water (M1W), and Transportation Agency for Monterey County (TAMC) fees. As a result, the project would result in **less than significant impacts** to public services.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVI. RECREATION					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X	<ul style="list-style-type: none"> - City of Monterey, General Plan Public Facilities Element Goal j, Policies j.1-j.6 - Monterey City Code (M.C.C.) Chapter 38, Zoning Ordinance, Article 9, Open Space District - Monterey City Code (M.C.C.) Chapter 33, Subdivision, Article 3, §33-29(c) Park and Recreation dedication and fees
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?				X	<ul style="list-style-type: none"> - City of Monterey Recreation and Community Services Department

Existing Setting:

The City of Monterey Recreation and Community Services Department manages a wide range of park and recreation facilities. The Open Space Element provides background information and goals and policies regarding the City’s open space and park resources implemented by the Parks Master Plan. Significant recreation facilities include the Monterey Sports Center, community centers, neighborhood park facilities, and beach parks. Neighborhood parks also include various athletic fields, tennis courts, and other park facilities.

Discussion:

- a) The proposed project would not increase the demand for recreation facilities. Therefore, **no impacts** would result from the proposed project.
- b) The proposed project would not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, **no impacts** would result from the proposed project.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVII. TRANSPORTATION – Would the project:					
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan, Circulation Element - City of Monterey VMT Policy, 2021 - City of Monterey Plans & Public Works Department, Traffic Engineering Division - Hexagon Transportation Consultants, Inc. (2023)
b) Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?			X		<ul style="list-style-type: none"> - City of Monterey, General Plan Circulation Element - City of Monterey Plans & Public Works Department, Traffic Engineering Division - Hexagon Transportation Consultants, Inc. (2023)
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X	-Project Site Plan (2023) (Attachment 1)
d) Result in inadequate emergency access?				-X	<ul style="list-style-type: none"> - City of Monterey, General Plan, Circulation Element - City of Monterey Fire and Police Departments

Existing Setting:

The setting information provided below is based on information provided in the City’s General Plan and General Plan EIR.

Roadway Classification

The City has a roadway classification system, which includes freeways, major arterials, minor arterials, collectors, and local streets.

Vehicle Miles Traveled Standard

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

City of Monterey VMT Policy

The City of Monterey’s VMT policy was adopted in March 2021 and provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects. The City’s policy is based on guidelines published by the Governor’s Office of Planning and

Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018. The City's screening thresholds are intended to identify when a project should be expected to cause a Less than significant impact without conducting a detailed VMT evaluation. The City's screening thresholds are based on project size, maps, transit availability, and provision of affordable housing. The City's screening threshold criteria are listed below.

- **City policy recommends that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less than significant impact on VMT.**
- City policy recommends that projects (including office, residential, retail, and mixed-use developments) proposed within ½ mile of an existing major transit stop may be presumed to have a less than significant impact on VMT.
- City policy recommends that local-serving retail developments (considered to be less than 50,000 square feet in size) may be assumed to cause a less than significant impact on VMT.
- City policy recommends that 100 percent affordable residential development in infill locations be presumed to have a less than significant impact on VMT.
- City policy recommends that local-serving essential services (considered to be less than 50,000 square feet in size and is a proposed day care center, public K-12 school, police or fire facility, medical/dental office building, or government services facility) may be assumed to cause a less than significant impact on VMT.
- City policy recommends that office or residential projects not exceeding a level of 15 percent below existing VMT per capita and employee may indicate a less-than-significant impact on VMT.
- City policy recommends that a redevelopment project which replaces an existing VMT generating land use without resulting in a net overall increase (or remains equal) in VMT may be assumed to cause a less than significant impact on VMT.

Daily Trip Generation Estimates

Daily site-generated vehicular traffic for the proposed storage facility is estimated based on the proposed operations provided by the applicant. Customers will not have access to the storage facility. Therefore, trips generated will consist of only employee and truck traffic.

It is anticipated that during the summer peak season, up to 5 trucks would serve the proposed new Ubox storage facility per day. During the non-peak season (fall/winter/spring seasons), it is estimated that up to 6 trucks would serve the facility per week. Therefore, the new U-box storage facility will generate up to 10 daily truck trips during the summer peak season and fewer than 2 daily truck trips during the non-summer season.

Additionally, 1 employee would be assigned to work at the proposed new facility. Therefore, the employee will generate 2 daily trips.

As proposed, there would be no changes to the existing truck rental and retail operation on-site. The retail operation is not anticipated to increase customer or truck traffic on-site. Therefore, no additional trips would be generated by the existing truck rental and retail operation.

Overall, the project is estimated to result in a maximum net increase of 12 vehicle-trips per day, which would occur during the summer peak season.

Project Trip Volumes

Estimates of maximum daily project trip volumes at the site driveways and nearby intersections are shown in Figure 6. The trip estimates utilize the following assumptions:

- The majority of project trips are expected to use Highway 1 via the Del Monte Avenue/English Avenue interchange.
- Inbound trips from the north will use the Highway 218 (Canyon Del Rey Boulevard) offramp and Del Monte Avenue to access the site.
- Outbound trips to the north will use Del Monte Avenue and English Avenue on-ramp.

- Inbound trips from the south will use the English Avenue off-ramp and Del Monte Avenue to access the site.
- Outbound trips to the south will use the Hannon Avenue on-ramp.
- Approximately half of the project trips would arrive from and depart to areas north and east of the project location (including Seaside and Marina), while the remaining half of the project trips would arrive from and depart to areas south and west of the project location (including Monterey, Pacific Grove, and Carmel).
- Truck traffic servicing the proposed facility will primarily access the site via two existing driveways along Hannon Avenue, with secondary access provided via another existing driveway along Ramona Avenue. It is expected that vehicles entering/exiting off of Ramona Avenue will be smaller vehicles and emergency vehicles.

Figure 6. Site Plan and Daily Project Trips



Transit Service

Monterey-Salinas Transit (MST) is the principal transit service for the City and the surrounding communities. MST is a joint powers agency with a board of directors that includes a representative from the City. Thirteen MST routes currently serve the citizens of the community. Simoneau Plaza located in downtown Monterey is the transfer center for all routes serving the City. Senior and disabled citizens can use the MST fixed-route and Direct Area Response Transit (DART). MST also operates the RIDES program for disabled citizens. These routes operate on weekdays and Saturdays from approximately 7:00 AM to 11:00 PM and from approximately 7:30 AM to 5:30 PM on Sundays and holidays.

Existing Bikeway and Pedestrian Facilities

The City maintains an extensive network of Class 1, 2, and 3 bicycle paths and pedestrian sidewalks. The most notable bicycle and pedestrian path is the City's Recreational Trail that is located along the Monterey Bay coastline. The Recreational Trail is a dual use facility that offers people destination opportunities, such as the restaurants or retail stores along Cannery Row or Fisherman's Wharf, or one of many parks for relaxing or wildlife viewing and sightseeing. The City maintains sidewalks on almost all City roadways, and some roadways have bicycle lanes.

Parking

Parking conditions throughout the City vary greatly. Some areas, mostly in the residential neighborhoods, have on-site and street parking, while much of the retail areas, such as Cannery Row, have street parking and public garages

available and a minimal amount of on-site parking. The City's goal is to fully utilize the valuable commercial land opportunities throughout the City by implementing a variety of parking programs. Some programs include shared parking, which provides users with different peak parking requirements to share the same parking facilities. Also, the City provides bicycle and pedestrian infrastructure throughout the City as an incentive to walk or ride a bike rather than drive. The available incentives help to reduce the demands on parking throughout the City.

Discussion:

- a-b)** Truck traffic servicing the new U-box warehouse facility will primarily access the site via two existing driveways along Hannon Avenue, with additional access provided via another existing driveway along Ramona Avenue. The existing truck rental/retail operation will remain in the current office building on-site and would continue to be served via the existing driveways along Hannon Avenue. Unlike the existing rental/retail operation, the proposed new U-Box warehouse facility will be accessible to U-Haul employees only and will not be directly accessible to customers.

Hexagon Transportation Consultants has completed a vehicle-miles traveled (VMT) assessment for the proposed project (Hexagon Transportation Consultants, 2023; Attachment 3). As concluded in the assessment: Per the City's VMT screening threshold recommendations, since the daily trips estimated to be generated by the proposed new facility would be less than 110 trips, the proposed project may be presumed to be a small project and would therefore have a less than significant impact on VMT. The City guidelines suggest that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT.

Therefore, the proposed project would not conflict with any programs, plans, ordinances, or policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, and these impacts would be **less than significant**.

- c-d)** The proposed project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). The project would not result in the construction of any new roadways and, therefore, would not increase hazards due to design features. Additionally, this proposed project would not result in a change in air traffic patterns or interfere with emergency access/response routes. **No impact** would result from the proposed project.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XVIII. TRIBAL CULTURAL RESOURCES – Would the project:					
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing on the California Register of Historical Resources, or in a local register of historical resources as defined by PRC section 5020.1(k), or				X	- Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004 - Achasta Archeological Services. 2023. Preliminary Phase 1 Archeological Assessment.
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.				X	- Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004 - Achasta Archeological Services. 2023. Preliminary Phase 1 Archeological Assessment.

Existing Setting:

The City is located within the ethnographic territory, indigenous homeland and language family of the Ohlone/Costanoan-Esselen Nation (OCEN).

Discussion:

a.i-ii) In compliance with Assembly Bill 52 (AB 52) the City of Monterey sent AB52 notification letters on July 3, 2023 to the three Native American Tribes that have requested consultation through AB52; including, Ms. Jana Nason, Tribal Administrator with the Esselen Tribe of Monterey County; Mr. Isaac Boroquez, Tribal Chairman with the KaKoon Ta Ruk Band of Ohlone-Costanoan; and Ms. Louise J. Miranda Ramirez, Tribal Chairwoman with the Ohlone Costanoan Esselen Nation. The City did not receive any responses requesting tribal consultation. There would be **no impacts** to tribal cultural resources.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X		<ul style="list-style-type: none"> - City of Monterey Plans and Public Works Department - City of Monterey, General Plan - Monterey One Water - Preliminary Storm Water Control Plan for U-haul Monterey (Ruggeri-Jensen-Azar, 2023)
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X		<ul style="list-style-type: none"> - City of Monterey Plans and Public Works Department - City of Monterey, General Plan - Water Management District - California American Water Company - Monterey One Water - Preliminary Storm Water Control Plan for U-haul Monterey (Ruggeri-Jensen-Azar, 2023)
c) Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X		<ul style="list-style-type: none"> - City of Monterey Plans and Public Works Department - Monterey City Code (M.C.C.) Chapter 31.5, Storm Water Management - City of Monterey, General Plan Public Facilities Element subsection I. Storm Drain - Preliminary Storm Water Control Plan for U-haul Monterey (Ruggeri-Jensen-Azar, 2023)
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X		<ul style="list-style-type: none"> - Monterey Peninsula Water Management District
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X		<ul style="list-style-type: none"> - City of Monterey Plans and Public Works Department - Monterey One Water - City of Monterey, General Plan Public Facilities Element subsection k. Sewer - Preliminary Storm Water Control Plan for U-haul Monterey (Ruggeri-Jensen-Azar, 2023)

Existing Setting:

The setting information provided below is based on information provided in the City's General Plan and General Plan EIR.

Wastewater

The City maintains the sanitary sewer collection system within its jurisdictional boundaries. The existing sanitary sewer collection system conveys sewage from sewer point sources within the City, such as homes, businesses, and public facilities, to a regional wastewater treatment plant for treatment and disposal. The sanitary sewer collection system operated by the City consists of approximately 102 miles of sewer pipeline maintained by City personnel and seven sewer lift stations.

Monterey's sewage is conveyed through pipelines to the Monterey Regional Water Pollution Control Agency (MRWPCA) sewer treatment plant in the City of Marina for treatment and disposal. Per the MRWPCA, sixty percent (60%) of incoming wastewater is highly treated through their water recycling facility and distributed for irrigation uses on farmlands in northern Monterey County. MRWPCA performs secondary treatment of the remaining wastewater, which is then discharged through an ocean outfall two miles into Monterey Bay.

Local sewer collection pipelines of various capacities exist underground within the City and eventually flow to larger sewer mains that feed into the MRWPCA interceptor pipeline. The interceptor pipeline receives sewer flows from both Pacific Grove and Monterey and carries those flows to the wastewater treatment plant. Monterey's existing sewer collection system is an aged one, and requires on-going maintenance and rehabilitation. The City is completing a multiyear program to repair and replace sanitary sewer collection system structures. The existing capacity of the system is adequate to convey the sewer loads generated.

Water Supply - Potable Water

The Planning Area is served by the California-American Water Company (Cal-Am). It is the goal of the City of Monterey and the General Plan to obtain a long-term, sustainable water supply, including evaluation of water supply options outside the present Monterey Peninsula Water Management District (MPWMD) framework. Water is supplied to most of the Monterey Peninsula by the California American Water Company (Cal Am) through wells in Carmel Valley, dams on the Carmel River, and a well on the Seaside Aquifer. The City is wholly within the MPWMD, which is responsible for developing long-term water supply for the Monterey Peninsula cities in the district.

Cal-Am supplies water to the residential, municipal, and commercial needs of the Monterey Peninsula area communities. Cal-Am's water distribution system distributes water from two main sources: the Carmel River and the Seaside Basin coastal subarea.

State Water Resources Control Board Order Number 95-10

In 1995, in response to complaints that Cal-Am was illegally taking water from the Carmel River, the State Water Resources Control Board (State Water Board) issued Order No. WR 95-10 directing Cal-Am to implement actions to terminate its unlawful diversion. Order No. 95-10 recognized that Cal-Am had legal rights to divert 3,376 acre-feet annually (afa) of water from the Carmel River Basin, but found that Cal-Am was diverting a total of 14,046 afa for this purpose, an excess of approximately 10,730 afa, "without a valid basis of right." The Order also determined that such diversions have historically had an adverse effect on the riparian corridor along portions of the river, wildlife that depend on riparian habitat, and steelhead and other fish which inhabit the river. The 3,376 afa rights are not subject to instream flow requirements.

On November 30, 2007, both MPWMD and Cal-Am jointly obtained an additional right to divert water from the river. Due to the overdraft condition of the Seaside Groundwater Basin, the State Water Board issued Permit 20808A authorizing the diversion of up to 2,246 afa water from the river to underground storage in the Seaside Groundwater Basin from December through May of each year, if specified streamflow requirements are met. On November 30, 2011, a second right (Permit 20808C) was authorized for up to 2,900 afa subject to instream flow requirements. The State Water Board also issued Cal-Am an appropriative right for 1,484 afa (Table 13), subject to instream flow requirements, but this may only be used in the Carmel River Basin. The amount of rights authorized by the State Water Board is a maximum; the actual availability of water is dependent on streamflow. The MPWMD estimates the long-term average yield of rights subject to instream flows totals approximately 2,400 afa. However, due to physical constraints in the Cal-Am system, not all of this water may currently be produced.

Through various conservation efforts over the past 13 years, Cal-Am has reduced its annual illegal diversion of the Carmel River Basin to approximately 7,150 acre-feet. Cal-Am continues its effort towards providing an alternative potable water source.

State Water Resources Control Board Cease and Desist Order

On October 20, 2009, the State Water Resources Control Board issued a Cease and Desist Order (CDO) to Cal-Am. Among other matters, the CDO alleges that Cal-Am has failed to comply with Condition 2 of Order 95-10 that requires Cal-Am to terminate its unauthorized diversions from the river, that Cal-Am's diversions continue to have adverse effects on the public trust resources of the river and should be reduced, and that the ongoing diversion is a violation of Water Code Section 1052 prohibiting the unauthorized diversion or use of water.

The CDO seeks to compel Cal-Am to reduce the unauthorized diversions by specified amounts each year, starting in water year 2008-09 and continuing through water year 2016 when Cal Am must cease all unauthorized diversions. The adopted CDO prohibits Cal-Am from providing new service connections and increasing use at existing service addresses that were not provided a "will serve commitment" (or similar commitment) before October 20, 2009.

Water availability within the Cal-Am system remains under careful state scrutiny since State Water Resources Control Board Order No. 95-10 was imposed in 1995. State Board Order No. 95-10 requires Cal-Am to reduce the water it pumps from the Carmel River by 20 percent now, and up to 75 percent in the future. Also, any new water that is developed must first completely offset Cal-Am's unlawful diversions from the Carmel River, an estimated 10,730 acre-feet (AF) per year, before any water produced by Cal-Am can be used for new construction or expansions in use.

MPWMD Water Use Credit and Transfer Programs

In 1992, as part of its oversight of water allocation and distribution, MPWMD adopted Ordinance 60 establishing a program whereby a water customer may obtain and reuse water use credits when water use on a particular property is reduced or discontinued. A reduction of water use, whether by changing to a less-intensive use, by retrofitting equipment with water conserving devices, or by demolishing a building, results in a water use credit that may be used later on the same site. When a residential property owner applies to MPWMD for the water use credit, MPWMD calculates the amount of the credit based upon the number and types of water-using fixtures that will be discontinued. When a commercial property owner applies to the MPWMD for a water use credit, the MPWMD will determine credits based upon one of several methods:

The commercial water use factor associated with the historical use(s) may be used when a use is either being abandoned or permanently reduced to a lower intensity use; a quantification of water saved may be used when inefficient equipment is replaced with highly water efficient equipment; or historic records may be used to determine the past (abandoned) use. With a few exceptions, the water use credit is valid for 60 months and can be extended for 60 months. After the 60-month period, any remaining unused water use credit expires. Water use credits affected by the CDO will be reinstated at its conclusion with a term equal to the amount of time the CDO impacted the credit.

In 1993, MPWMD adopted Rule 28 to allow Water Use Credit Transfers between commercial properties. The rule was amended in 1995, to allow Water Use Credit Transfers from an existing commercial use to a jurisdiction's water allocation. The Water Use Credit rules are designed to provide incentives for undertaking extraordinary retrofitting and/or installation of proven new technology and to provide a mechanism for offsetting potential intensification in use.

The Water Credit rules also allow former uses to be reoccupied if a Water Credit has not been abandoned and expired or moved to another Site. Water savings after the Water Credits have been applied to a Water Permit can be minimal. The goal is that there is no increase in use.

City of Monterey Allocation

In 1981, MPWMD's Resolution 81-7 authorized an annual allocation of 5,746 acre-feet of potable water to the City. Subsequent annual allotments were made and were adjusted up to 6,125.48 acre-feet to more accurately reflect the City's actual water use. In 1993, the City received from MPWMD a water allocation of 308 afa from Cal-Am's Paralta Well in the Seaside Basin coastal subarea. This was the last allocation from MPWMD.

In 1986, the City Council reserved the remaining supply of the City's allocation for seven categories of uses and established procedures for determinations of water usage. The purpose for establishing the unallocated reserve was to provide a water account that could be used to address unanticipated or emergency water requests, such as increased usage caused by increased visitors, use by the Federal Government, State and other agencies beyond the jurisdiction of the City, and unanticipated emergencies. The categories have changed over time, and since 2006, are assigned as follows: 1) Affordable Housing, 2) Public Projects (reserve), 3) Public Projects (high priority), 4) Single Family Remodels, 5) Other Residential, 6) Commercial Projects, and 7) Economic and Environmental Sustainability.

The MPWMD has adopted rules that allow the transfer of water between uses and adjacent sites under the same ownership, though these rules are under strict regulation by MPWMD. The City conducted an inventory of water usage and availability helped to determine the presence of water credits on a particular site that may be available for an expanded use. The identification of water credits assisted in the identification of opportunity sites that could achieve Project objectives prior to the identification and delivery of a new water source to the City.

Storm Water

See discussion in section X.

Solid Waste

The regional waste collection facility is located in the City of Marina and is operated by the Monterey Regional Waste Management District. Locally, there is a transfer facility in Ryan Ranch operated by Monterey Disposal Service.

Discussion:

- a) The project would connect to existing water, and other utility connections present on the project site. An electrical service upgrade for the entire site is required due to the EV requirements for the site. The PG&E subsurface transformer is in the Hannon right-of-way and the electrical would be undergrounded on-site within the proposed construction area. The new electrical line would not pose a fire risk as they would be installed underground. Furthermore, the electrical lines would be installed underground on the project site in areas that have previously been disturbed, are not within areas that are archeologically sensitive, and would not require removal of existing trees. No significant environmental impacts would occur as a result of the expanded electrical utilities; therefore, this impact would be **less than significant**.
- b) The Monterey Peninsula Water Management District has confirmed that they agree with the applicant's water estimates for the project. A building permit will not be issued until approval of these agencies is obtained. The project would not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities; therefore, the impact would be **less than significant**.
- c) The proposed project would include the construction of a new bioretention basin, to be located at the southwest end of the property along Ramona Avenue, as detailed by the Preliminary Storm Water Control Plan (Ruggeri-Jensen-Azar, 2023). The proposed project would not include expansions of, or impacts to, existing public stormwater facilities. Therefore, the project will result in a **less than significant impact**.
- d-e) The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. The project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. This impact is **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XX. WILDFIRE					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X		- City of Monterey, General Plan
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?			X		- FEMA Flood Map Service Center, 2007
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			X		- City of Monterey Planning Division - Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004 Achasta Archeological Services. 2023. Preliminary Phase 1 Archeological Assessment.
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			X		- FEMA Flood Map Service Center, 2007

Existing Setting:

The City of Monterey General Plan Safety Element identifies goals and policies related to emergency response and emergency evacuation and identifies emergency evacuation routes throughout the city. Map 15 of the General Plan shows major evacuation routes, including SR1, SR68, and Carmel Valley Road.

Thresholds for Significance:

Impacts related to wildfire would be significant if the project is located in or near state responsibility areas or lands classified as very high fire hazard severity zones, and the project would:

- 1) Substantially impair an adopted emergency response plan or emergency evacuation plan.
- 2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- 3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- 4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

a) Hannon Avenue is the main entrance to the U-Haul site with Ramona Avenue being the secondary access. Both Hannon Avenue and Ramona Avenue are accessed from Del Monte Avenue. Map 15 of the City's General Plan shows that Del Monte Avenue serves as access to major evacuation routes, including SR 1 and SR 68. Implementation of the project would involve the demolition of an existing 6,250 square foot existing warehouse building, the construction of a new 20,708 square foot warehouse building to accommodate U-Haul U-Boxes, and other site improvements. The project would not impair access to or alter Del Monte Avenue and would not impair implementation of the City's evacuation plan. Therefore, the project would not result in an impact to adopted emergency response or evacuation plan, and impacts would be **less than significant**.

- b) As shown on maps prepared by the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not within a local responsibility area and is not within a Fire Hazard Severity Zone (FHSZ). The nearest FHSZ is located along Josselyn Canyon Road, approximately 1-mile southwest of the project site (CAL FIRE 2007). The project site is located in a commercial area between Del Monte Avenue to the north and Highway 1 to the south with Hannon Avenue and the Highway 1 on-ramp located adjacent, east of the project site and Ramona Avenue to the east. Existing commercial uses surround the project site except north of Del Monte Avenue where the Highway 1 on-ramp exists as a buffer to land, owned largely by the State of California, that consists of sand dunes, natural vegetation, and the recreation trail. Consistent with typical California wildfire behavior, wildfire would spread most rapidly on sloped terrace areas. Although the project site is located on a moderate slope, the slope would not substantially facilitate extreme wildfire activity. The nearest slope that would facilitate spread of a wildfire is located along Josselyn Canyon Road to the southwest. Prevailing winds in the City of Monterey typically blow west to east in the summer, and north to south in the winter (WeatherSpark 2023). Accordingly, prevailing winds would typically spread fire and smoke to the south and west, away from the project site. Therefore, the project would not exacerbate wildfire risk and expose project occupants to the uncontrolled spread of a wildfire. Impacts would be **less than significant**.
- c) The project site is currently developed with an existing U-Haul truck rental, shipping and packing retail operation. The project would connect to existing water, and other utility connections present on the project site. An electrical service upgrade for the entire site is required due to the EV requirements for the site. The PG&E subsurface transformer is in the Hannon right-of-way and the electrical would be undergrounded on-site within the proposed construction area. The new electrical line would not pose a fire risk as they would be installed underground. Furthermore, the electrical lines would be installed underground on the project site in areas that have previously been disturbed, are not within areas that are archeologically sensitive, and would not require removal of existing trees. The installation of new electrical lines would not exacerbate a fire risk or result in temporary or ongoing impacts to the environment. The impacts are **less than significant**.
- d) As described above under b above, the project site is currently developed and there are no wildfire fuels on or near the project site. These current conditions would not be expected to experience extreme wildfire behavior. Further, although the project site is moderately sloped, the project would not increase the risk of flooding or landslides, as site topography and designated flood zones would not be modified substantially from existing conditions. The proposed project site is located outside both the 100-year and 500-year floodplains (FEMA 2017). Therefore, any changes to the risk of wildfire impacts facilitated by the project regarding post-fire slope instability or drainage changes would be very low. The project would not expose people or structures to a significant risk involving wildfires, flooding, or landslides, nor exacerbate the risk of wildfire. Impacts would be **less than significant**.

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
XXI. MANDATORY FINDINGS OF SIGNIFICANCE					
<p>a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?</p>		X			<ul style="list-style-type: none"> - City of Monterey, General Plan - Archaeological Sensitivity Map, Figure 8, Draft EIR, City of Monterey General Plan Update, July 2004 - Achasta Archeological Services. 2023. Preliminary Phase 1 Archeological Assessment. - California Air Resources Board, 2005. - Bay Area Air Quality Management District. 2022 - Monterey Bay Air Resources District, 2017 - Monterey Bay Unified Air Pollution Control District, 2008 - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)</p>			X		<ul style="list-style-type: none"> - City of Monterey, General Plan - California Air Resources Board, 2005. - Bay Area Air Quality Management District. 2022 - Monterey Bay Air Resources District, 2017 - Monterey Bay Unified Air Pollution Control District, 2008 - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>		X			<ul style="list-style-type: none"> - City of Monterey, General Plan

SUBJECT AREA	Potentially Significant Impact	Less-than-significant with Mitigation	Less-than-significant Impact	No Impact	SUPPORTING INFORMATION
					<ul style="list-style-type: none"> - California Air Resources Board, 2005. - Bay Area Air Quality Management District. 2022 - Monterey Bay Air Resources District, 2017 - Monterey Bay Unified Air Pollution Control District, 2008 - EMC Planning Group, June 14, 2023. Air Quality, Greenhouse Gas, and Energy Analysis (Appendix 2).

Discussion:

- a) The proposed project would not degrade the quality of the environment as documented herein. Potentially significant impacts to biology, cultural resources, and greenhouse gases have been addressed through proposed mitigation measures 1-4. With the implementation of these mitigation measures, the proposed project's **potentially significant impacts** would be **less than significant**.

- b) The proposed project would result in **less than significant** impacts to aesthetics, agricultural resources, air quality, geology/soils, hazards and hazardous materials, hydrology/water quality, land use planning, mineral resources, noise, population/housing, public services, recreation, transportation/traffic, and utilities/service systems. When considered cumulatively along with past, current, and probable future projects that may occur in the area, the proposed project's contribution is considered negligible and would not be cumulatively considerable.

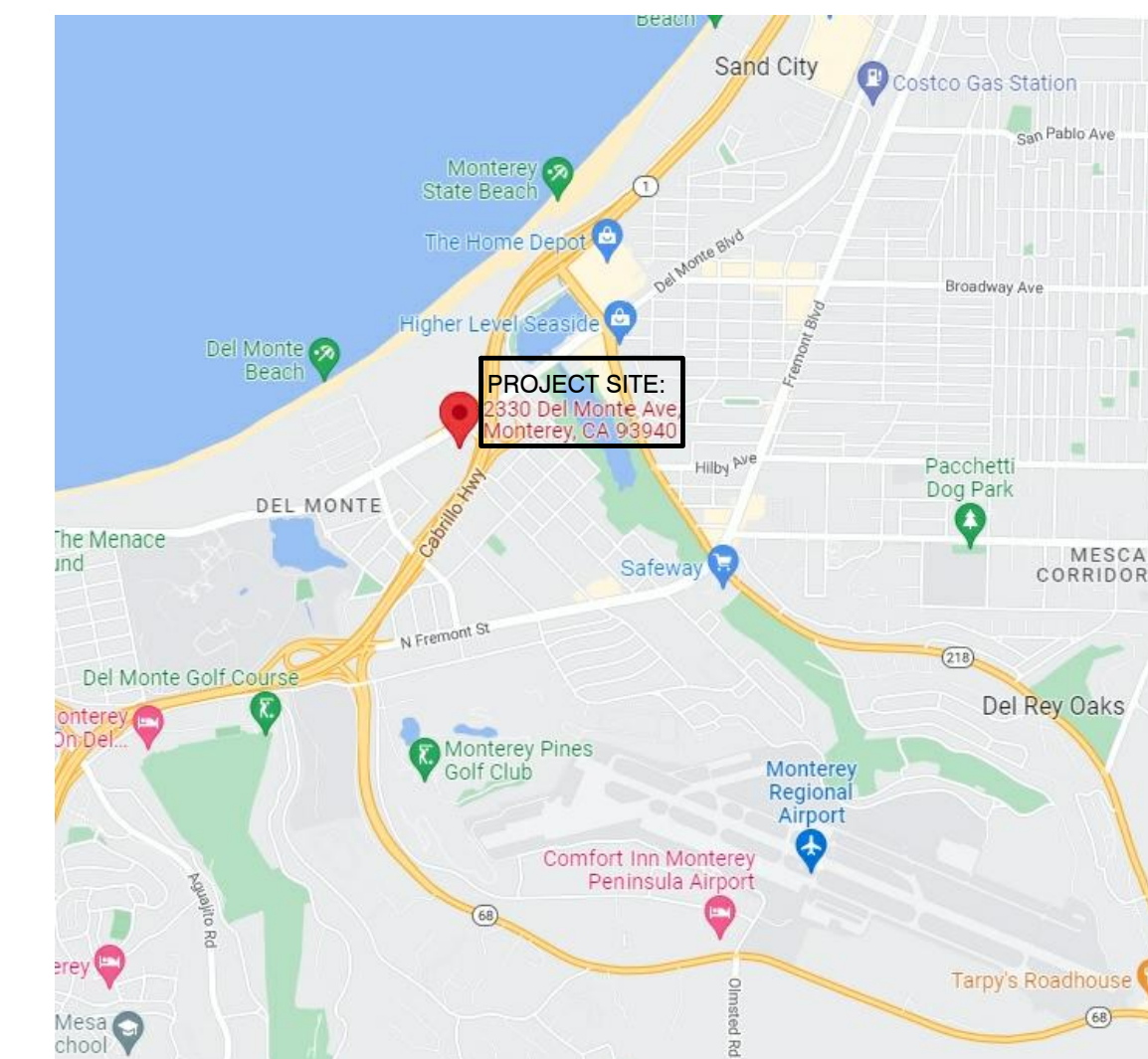
- c) The proposed project will not result in substantial adverse effects on human beings, directly or indirectly. Potential adverse effects on human beings through impacts to cultural resources, and greenhouse gas emissions have been addressed through proposed mitigation measures. With implementation of these mitigation measures, the proposed project's **potentially significant impacts** would be **less than significant**.

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[a](https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca)
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VICINITY MAP



Project / Owner:

Avila U-Haul

2330 DEL MONTE AVE
MONTEREY, CA 93940

APN.: 013-045-035-000

PROJECT OWNER:
OXFORD LIFE INSURANCE COMPANY
2721 NORTH CENTRAL AVE.
PHOENIX, AZ 85004
(602) 277-5901

CONTRACTOR / APPLICANT:
AVILA CONSTRUCTION COMPANY
12 THOMAS OWENS WAY, SUITE 200
MONTEREY, CA 93940
(831) 373-5580 PHONE
(831) 372-5584 FAX
CONTACT: KATHRYN AVILA

THE PAUL DAVIS PARTNERSHIP
ARCHITECTS & PLANNERS

The Paul Davis Partnership, LLP
286 Eldorado Street
Monterey, CA 93940
(831) 373-2784 FAX (831) 373-7459
EMAIL: info@pauldavispartnership.com

PROJECT DATA

PROJECT ADDRESS: 2330 DEL MONTE AVE., MONTEREY, CA 93940

APN: 013-045-035-000

SITE AREA: 2.84 AC / 123,710 SF

ZONING: C-3-D2-ES

GENERAL PLAN: COMMERCIAL

PERMITTED USES: RETAIL, AUTOMOBILE RENTALS, VEHICLE / EQUIPMENT RENTALS, WAREHOUSING / STORAGE LTD

DESCRIPTION OF WORK: USE PERMIT FOR NEW CONSTRUCTION OF APPROXIMATELY 21,000 SF U-BOX STORAGE BUILDING NEXT TO EXISTING BLDG., OUTDOOR STORAGE AND DISPLAY OF MERCHANDISE, DEMO 6,250 SF WAREHOUSE PORTION OF EXISTING BLDG. A, AND SITE IMPROVEMENTS TO INCLUDE LANDSCAPING AND NEW PARKING SPACES STRIPING.

HEIGHT LIMIT: 2 STORIES / 25 FT MAX. FOR ZONE 4 (EXIST. BLDG) PER MCC 38-30
30 FT MAX. FOR EAST DEL MONTE AREA PLAN
PROPOSED 1 STORY / 29 FT w/ 3FT PARAPET (SEE EXCEPTION BELOW)

HEIGHT LIMIT EXCEPTION PER SEC. 38-106:
Parapet walls extending not more than 4 ft above bldg. height limit.

EXISTING BUILDING HEIGHT TO REMAIN: 24'-8"±
PROPOSED BUILDING RIDGE HEIGHT: 29'± MAX. with PARAPET 31'-10"±
MAX. FROM (E) LOWEST GRADE

BUILDING AREA: BLDG A (SHOWROOM) EXISTING = 11,010 SF
DEMO = -6,250 SF
ADDITION U BOX NEW = 20,708 SF
TOTAL = 25,468 SF

LOT COVERAGE: 50% (61,855 SF) MAX ALLOWED
20% (25,133 SF) PROPOSED & EXISTING

F.A.R.: 20% OF PARCEL

IMPERVIOUS SURFACE: 95,396 SF
PERVIOUS SURFACE: 28,120 SF
TOTAL: 123,516 SF

REQUIRED SETBACKS:
FRONT = 10 to 15'
SIDE = 0'
REAR = 0'
CORNER SIDE = 0'

PARKING REQUIRED: SEE CIVIL SHEET 3

USE	AREA (SF)	RATIO	# SPACES REQ'D
(E) Vehicle/Equipment repair (Bldg A)	872	1:400	2
(E) Sales Area (Bldg A)	3,888	1:500	8
New Warehouse addition	20,708	1:2500	8
Outdoor Storage	11,173	1:2500	5
			23

PROPOSED PARKING:	TOTAL
Visitor/Employee	20
Rental Vehicle	55

ACCESSIBLE PARKING REQUIRED: 1 VAN SPACE REQUIRED
1 VAN & 1 STANDARD SPACE PROVIDED

NONRESIDENTIAL VOLUNTARY MEASURES

TOTAL NUMBER OF ACTUAL PARKING SPACES	EV PARKING PER CALGREEN TABLE A5.106.5.3.2	
	TIER 2 NUMBER OF REQUIRED EV CAPABLE SPACES	TIER 2 NUMBER OF EVCS (EV CAPABLE SPACE PROVIDED WITH EVSE)
51-75	28	9*

* EVSE IN COLUMN 3 COUNT TOWARD THE TOTAL NUMBER OF REQUIRED EV CAPABLE SPACES SHOWN IN COLUMN 2

ACCESSIBLE EV REQUIRED PER CBC 11B-228.3
FOR 5-25 EVCS = 1 VAN & 1 STANDARD SPACE REQUIRED
= 1 VAN & 1 STANDARD SPACE PROVIDED

Drawn By:



AP/AC

Drawing Date:

08.29.2023

Project Number:

2226

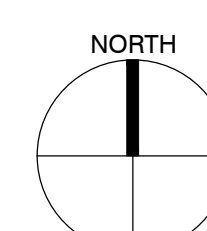
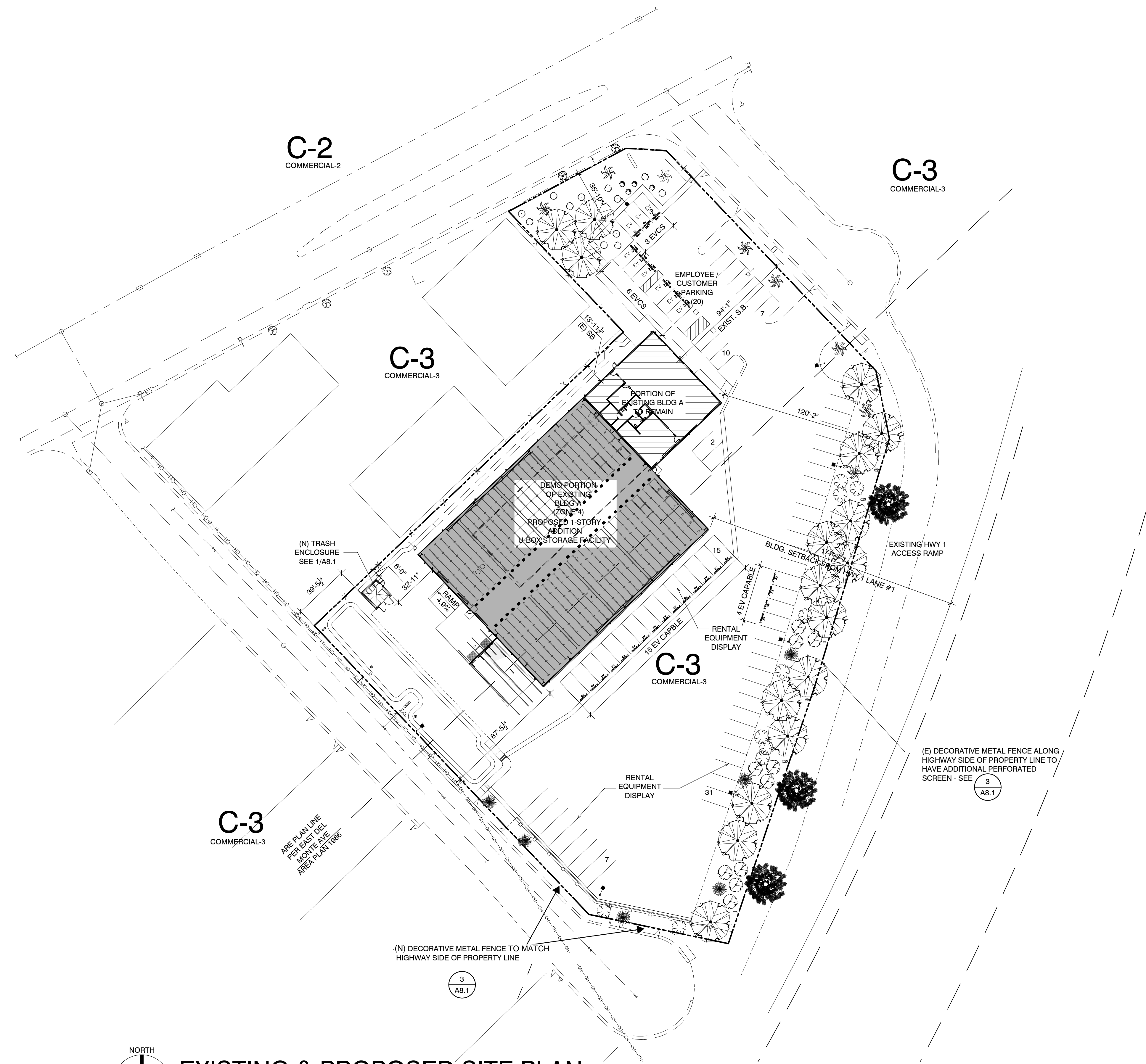
Revisions:

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Sheet Title:
EXISTING & PROPOSED SITE PLAN

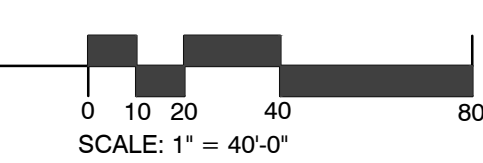
Sheet Number:

A1.1



EXISTING & PROPOSED SITE PLAN

SCALE: 1" = 40'-0"



SCALE: 1" = 40'-0"

Project / Owner:

Avila U-Haul

2330 DEL MONTE AVE
MONTEREY, CA 93940

APN.: 013-045-035-000

PROJECT OWNER:
OXFORD LIFE INSURANCE COMPANY
2721 NORTH CENTRAL AVE.
PHOENIX, AZ 85004
(602) 277-5901

CONTRACTOR / APPLICANT:
AVILA CONSTRUCTION COMPANY
12 THOMAS OWENS WAY, SUITE 200
MONTEREY, CA 93940
(831) 373-5580 PHONE
(831) 372-5584 FAX
CONTACT: KATHRYN AVILA

LIGHT FIXTURE SCHEDULE		
XA	EXTERIOR WALL PRECISION REFRACTIVE, 8'-0" ABOVE FIN. GRADE OR LANDING TO BOTTOM OF FIXTURE FIXTURE SHALL HAVE FACTORY INSTALLED EMERGENCY BATTERY WITH 90-MIN. RATING	LITHONIA LIGHTING WDGE2-LED

ELECTRICAL SYMBOL

- ⊠ LUMINAIRE - POLE OR POST MOUNTED - MATCH (E) - SEE PHOTO BELOW
- ⊠ LUMINAIRE - WALL MOUNTED SEE SCHEDULE.

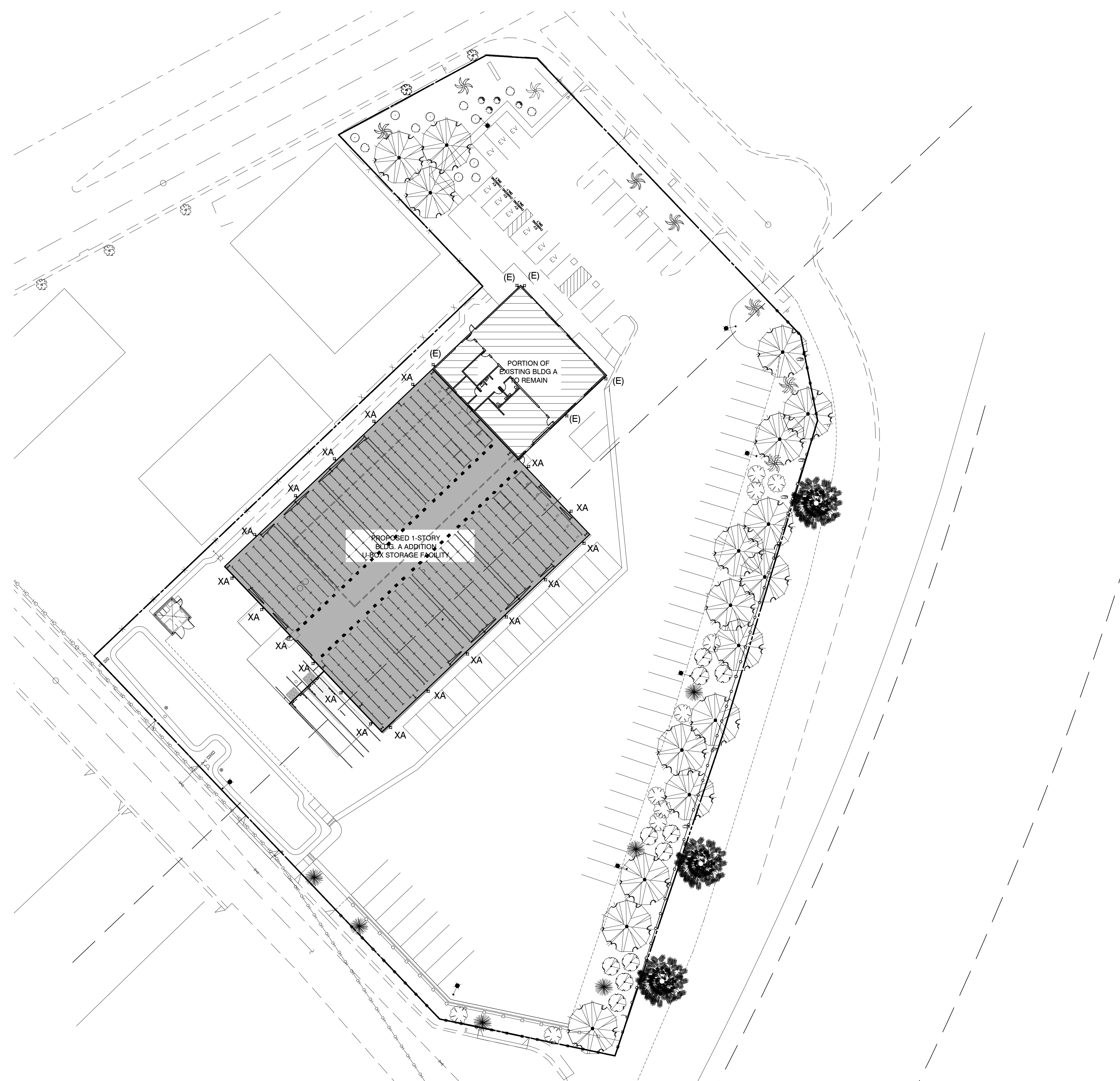


EXISTING POLE LIGHT

THE PAUL DAVIS PARTNERSHIP

ARCHITECTS & PLANNERS

The Paul Davis Partnership, LLP
286 Eldorado Street
Monterey, CA 93940
(831) 373-2784 FAX (831) 373-7459
EMAIL: info@pauldavispartnership.com



WDGE2 LED
Architectural Wall Sconce
Precision Refractive Optic

Specifications

Depth (D1): 7"
Depth (D2): 1.5"
Height: 9"
Width: 11.5"
Weight (without options): 13.5 lbs

Introduction

The WDGE LED family is designed to meet specifier's every wall-mounted lighting need in a widely accepted shape that blends with any architecture. The clean rectilinear design comes in four sizes with lumen packages ranging from 1,200 to 25,000 lumens providing a true site-wide solution. Embedded with rLight™ AIR wireless controls, the WDGE family provides additional energy savings and code compliance.

WDGE2 with industry leading precision refractive optics provides great uniform distribution and optical control. When combined with multiple integrated emergency battery backup options, including an 18W cold temperature option, the WDGE2 becomes the ideal wall-mounted lighting solution for pedestrian scale applications in any environment.

Catalog Number

Notes

Type: **XA**

Hit the Tab key to mouse over the page to see all interactive elements.

WDGE LED Family Overview											
Luminaire	Optics	Standard EM, 0°C	Cold EM, 20°C	Sensor	Approximate Lumens (4000K, 100CRI)						
					P0	P1	P2	P3	P4	P5	P6
WDGE1 LED	Visual Comfort	4W	18W	—	750	1,200	2,000	—	—	—	—
WDGE2 LED	Visual Comfort	10W	18W	Standalone / rLight	—	1,200	2,000	3,000	4,500	6,000	—
WDGE3 LED	Precision Refractive	10W	18W	Standalone / rLight	700	1,200	2,000	3,200	4,200	—	—
WDGE3 LED	Precision Refractive	15W	18W	Standalone / rLight	—	7,500	8,500	10,000	12,000	—	—
WDGE4 LED	Precision Refractive	—	—	Standalone / rLight	—	12,000	16,000	18,000	20,000	22,000	25,000

Ordering Information EXAMPLE: WDGE2 LED P3 40K 80CRI VF MVOLT SRM DDBXD

Series	Package	Color Temperature	CEI	Distribution	Voltage	Mounting	Shipped included	Shipped separately
WDGE2 LED	P0*	27K / 2700K	70CRI*	T1S Type I Short	MVOLT	SRM	Surface mounting bracket	AW5 3/8" x 3/8" Architectural wall spacer
	P1*	30K / 3000K	80CRI	T2M Type II Medium	347*	ICW	Surface mounting back box (top, left, right, conduit entry). Use when there is no junction box available.	PBBW 5 surface-mounted back box (top, left, right, conduit entry). Use when there is no junction box available.
	P2*	40K / 4000K	LWF Limited Wavelength	T3M Type III Medium	480*	ICW	Indirect Canopy/Ceiling Wall/Track (dry/damp locations only)	
	P3*	50K / 5000K	—	T4M Type IV Medium	—	—	—	
	P4*	AMB* Amber	—	TFTM Forward Throw Medium	—	—	—	

Options	Standalone Sensors/Controls	Networked Sensors/Controls	Finish
E10WH Emergency battery backup, Certified in CA Title 20 MAE/DBS (10W, 3°C min)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk-to-dawn switching.	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights. Intended for use on switched circuits with external dusk-to-dawn switching.	DDBXD Dark bronze
E20WC Emergency battery backup, Certified in CA Title 20 MAE/DBS (18W, 20°C min)	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights. Intended for use on switched circuits with external dusk-to-dawn switching.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD Black
PE* Photocell, Bottom Type	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD Natural aluminum
DAG* 0-10V dimming wires pulled outside fixture (for use with an external control, ordered separately)	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD White
KCE Bottom conduit entry for back box (PBBW). Total of 4 entry points.	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD Sandstone
BAA Buy America/Act Compliant	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD Textured dark bronze
	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD Textured black
	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD Textured natural aluminum
	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD Textured white
	PIR Bi-level (100/50%) motion sensor for 8'-15' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	PIR Bi-level (100/50%) motion sensor for 15-30' mounting heights with photocell pre-programmed for dusk-to-dawn operation.	DDBXD Textured sandstone

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Drawn By: AP/AC

Drawing Date: 08.29.2023

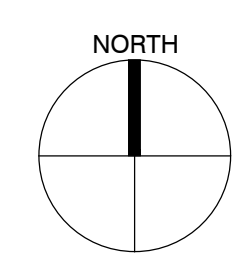
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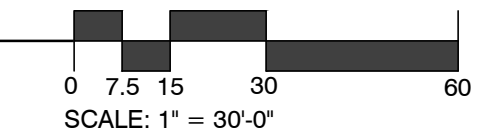
SITE LIGHTING PLAN

Sheet Number:



EXISTING & PROPOSED SITE LIGHTING PLAN

SCALE: 1" = 30'-0"



A1.2

Project / Owner:

Avila U-Haul

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MONTEREY, CA 93940

APN.: 013-045-035-000

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2721 NORTH CENTRAL AVE.
PHOENIX, AZ 85004
(602) 277-5901

CONTRACTOR / APPLICANT:
AVILA CONSTRUCTION COMPANY
12 THOMAS OWENS WAY, SUITE 200
MONTEREY, CA 93940
(831) 373-5580 PHONE
(831) 372-5584 FAX
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THE PAUL DAVIS PARTNERSHIP

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The Paul Davis Partnership, LLP
286 Eldorado Street
Monterey, CA 93940
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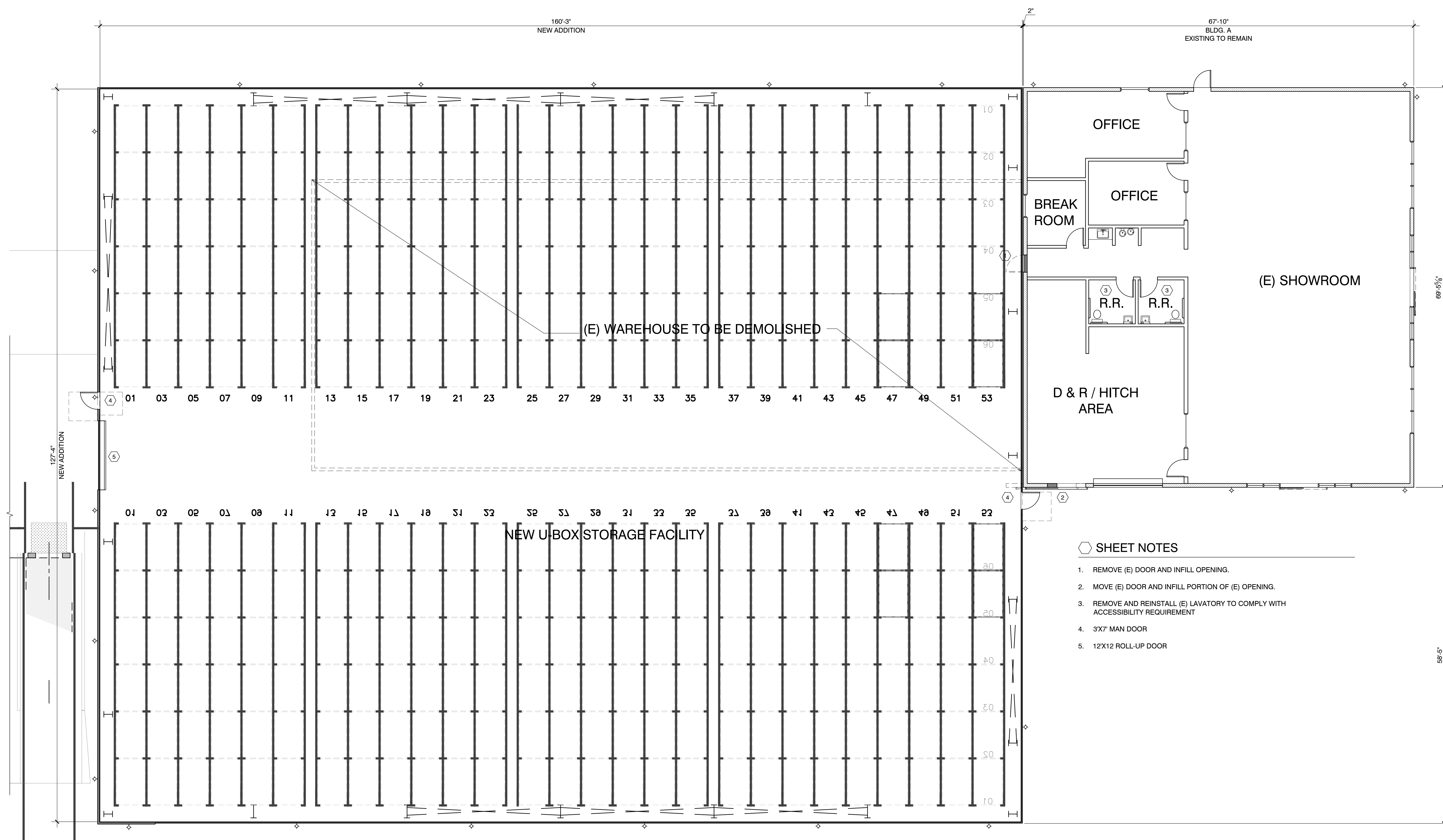
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Project Number: 2226

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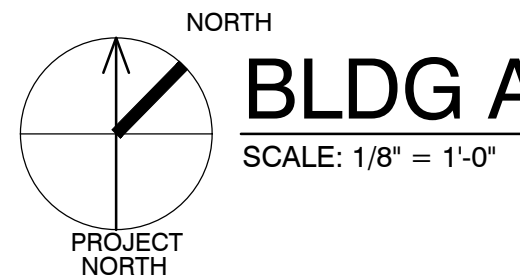
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Sheet Number:

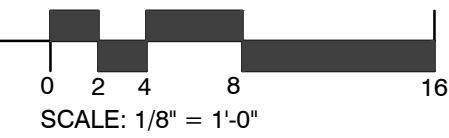


SHEET NOTES

1. REMOVE (E) DOOR AND INFILL OPENING.
2. MOVE (E) DOOR AND INFILL PORTION OF (E) OPENING.
3. REMOVE AND REINSTALL (E) LAVATORY TO COMPLY WITH ACCESSIBILITY REQUIREMENT
4. 3'X7' MAN DOOR
5. 12'X12 ROLL-UP DOOR



BLDG A - EXISTING, DEMO PLAN, & ADDITION



A2.1

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Project / Owner:

Avila U-Haul

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MONTEREY, CA 93940

APN.: 013-045-035-000

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2721 NORTH CENTRAL AVE.
PHOENIX, AZ 85004
(602) 277-5901

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AVILA CONSTRUCTION COMPANY
12 THOMAS OWENS WAY, SUITE 200
MONTEREY, CA 93940
(831) 373-5580 PHONE
(831) 372-5584 FAX
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THE PAUL DAVIS PARTNERSHIP

ARCHITECTS & PLANNERS

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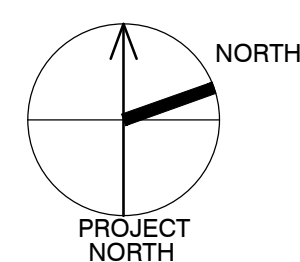
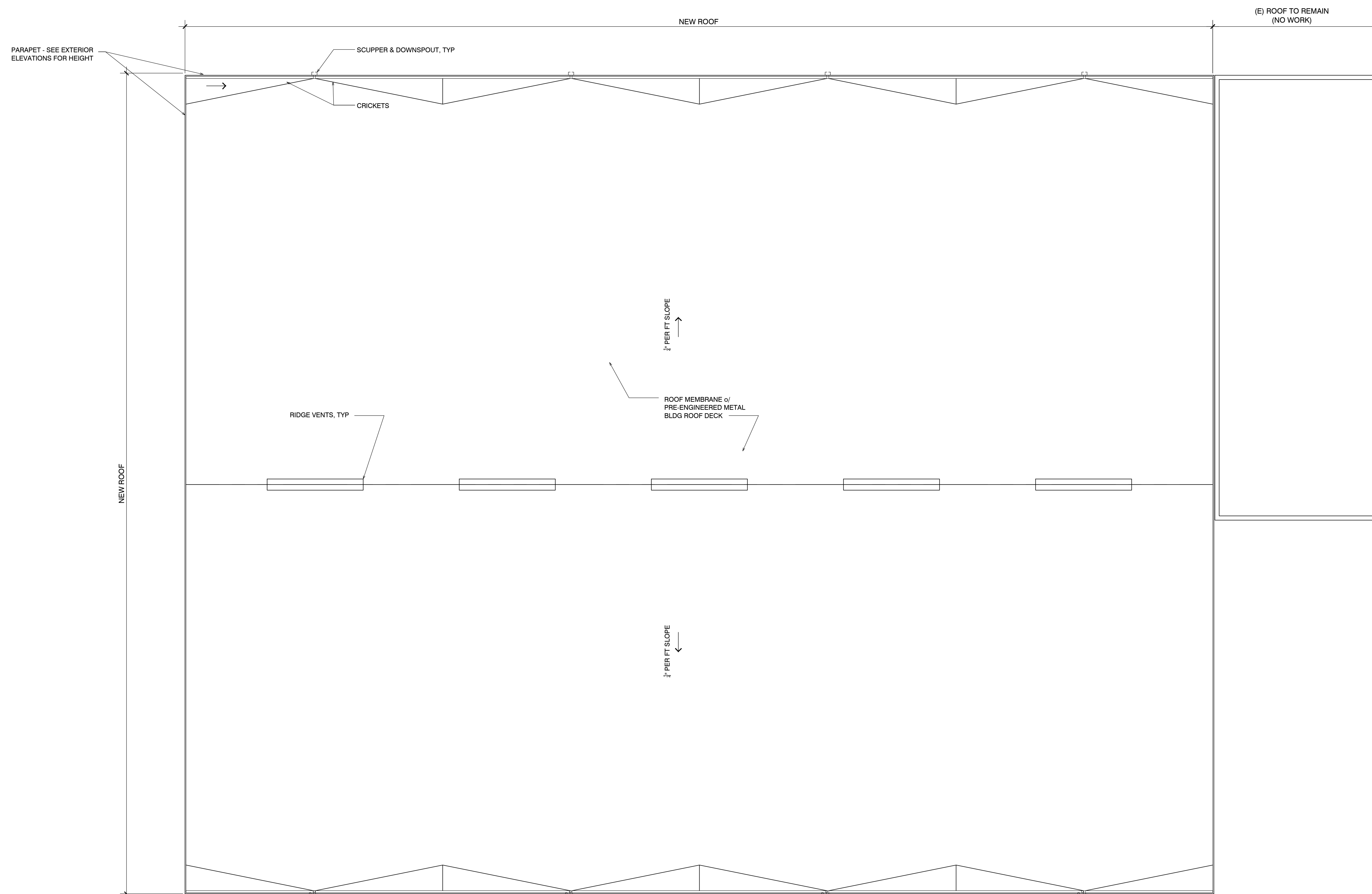
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Drawing Date: 07.07.2023
Project Number: 2226

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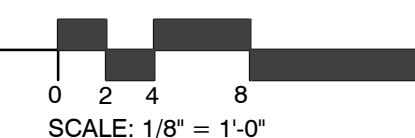
BLDG. A - ROOF PLAN ADDITION

Sheet Number:



BLDG A - PROPOSED ROOF PLAN ADDITION

SCALE: 1/8" = 1'-0"



A2.2

Project / Owner:

Avila U-Haul

2330 DEL MONTE AVE
MONTEREY, CA 93940

APN.: 013-045-035-000

PROJECT OWNER:
OXFORD LIFE INSURANCE COMPANY
2721 NORTH CENTRAL AVE.
PHOENIX, AZ 85004
(602) 277-5901

CONTRACTOR / APPLICANT:
AVILA CONSTRUCTION COMPANY
12 THOMAS OWENS WAY, SUITE 200
MONTEREY, CA 93940
(831) 373-5580 PHONE
(831) 372-5584 FAX
CONTACT: KATHRYN AVILA

MATERIALS AND COLORS



ATAS Isoleren
STUCCO EMBOSSED



ATAS Woodland Series
LAP SIDING EMBOSSED
HORIZONTAL
WALNUT

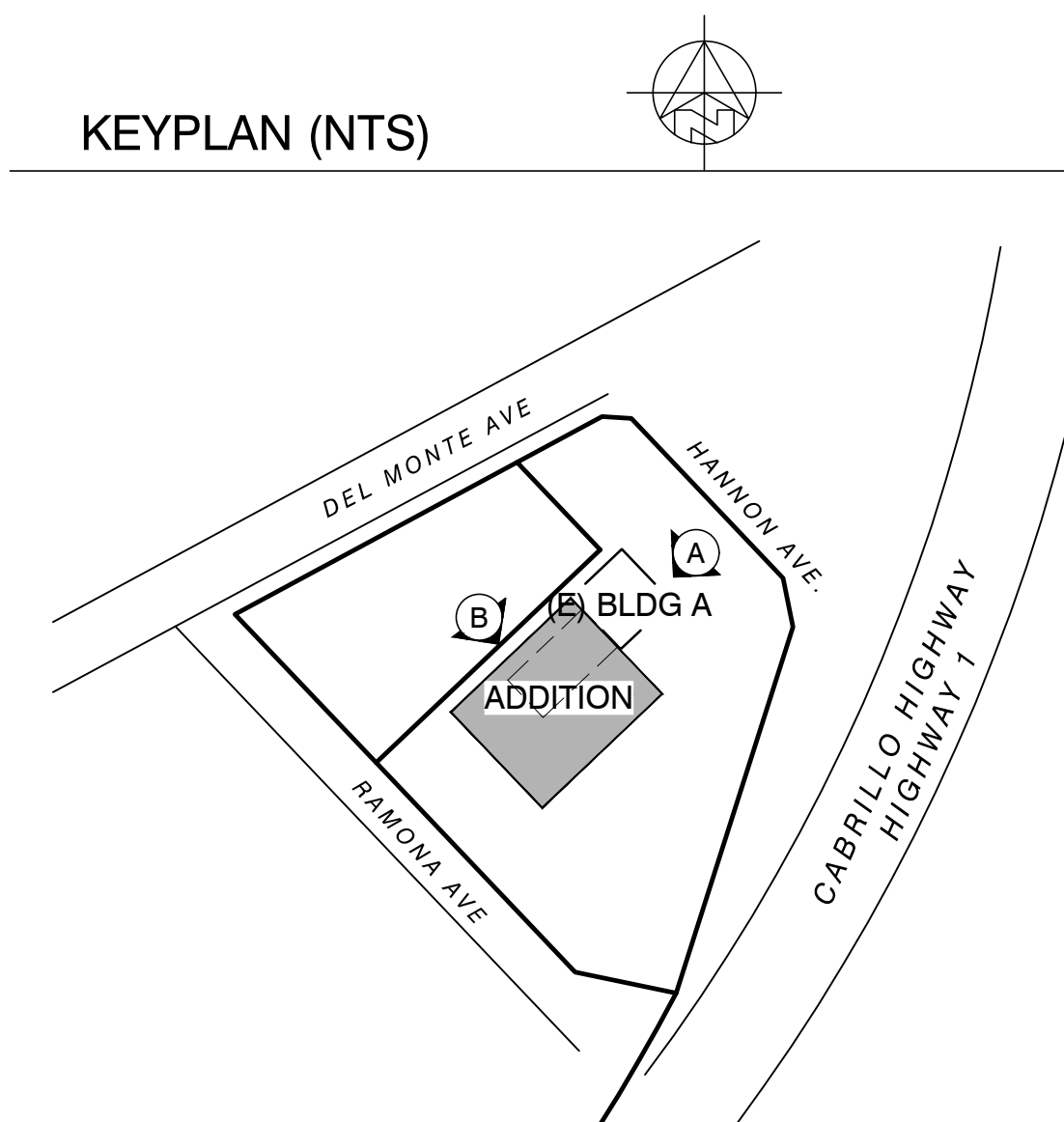
6"D Metal Accent Fins



SHEET NOTES

1. VERTICAL INSULATED METAL PANELS, STUCCO EMBOSSED. COLOR: WARM WHITE
2. WOOD-LOOK ACCENT, MATERIAL TBD. COLOR: WALNUT
3. PARAPET CAP. COLOR: CHOCOLATE BROWN
4. PARAPET CAP. COLOR: SW6767 AQUARIUM
5. 3'-0"x7'-0" HALF-LIT HOLLOW METAL DOOR & FRAME
6. METAL ACCENT FINs - SEE "MATERIALS & COLORS"
7. BLDG. HEIGHT LIMIT EXCEPTION SEC. 38-106 FOR PARAPET WALLS EXTENDING NOT MORE THAN 4 FT ABOVE BLDG HEIGHT LIMIT
8. METAL SCUPPER & DOWNPOUTS - PAINT TO MATCH METAL PANELS, TYP.
9. WALL LIGHT - DARK SKY COMPLIANT AND FULLY SHIELDED AND DOWN-LIT. 8'-0" AFF

KEYPLAN (NTS)



THE PAUL DAVIS PARTNERSHIP

ARCHITECTS & PLANNERS

The Paul Davis Partnership, LLP
286 Eldorado Street
Monterey, CA 93940
(831) 373-2784 FAX (831) 373-7459
EMAIL: info@pauldavispartnership.com

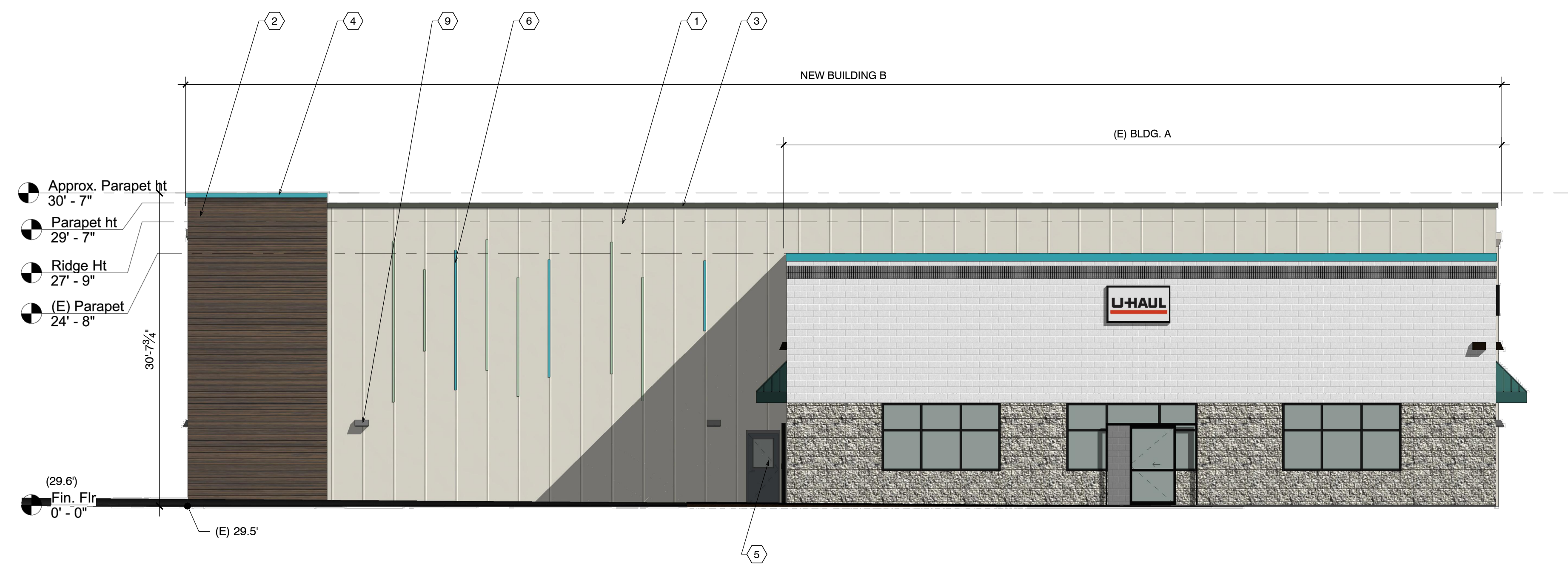
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Drawing Date: 07.07.2023
Project Number: 2226

Revisions:

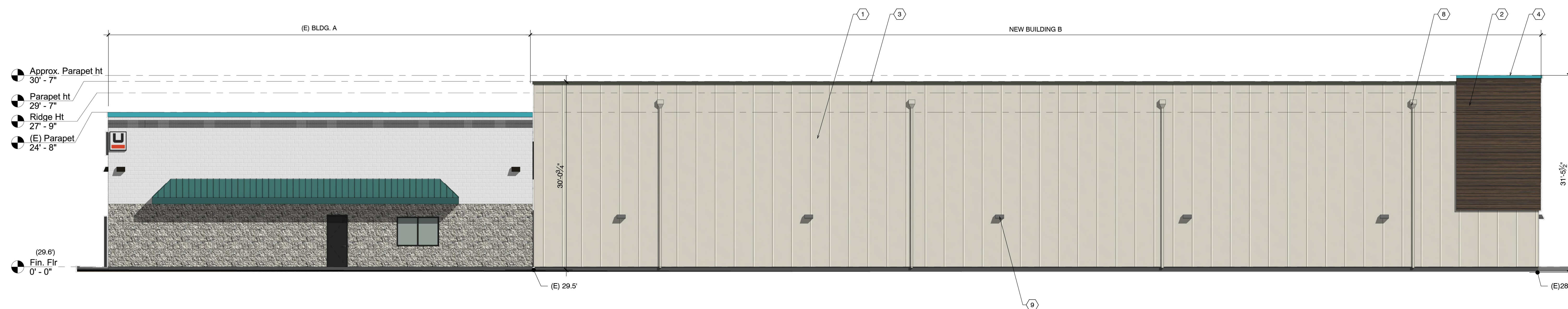
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Sheet Title:
BLDG. A - EXTERIOR ELEVATION ADDITION

Sheet Number:



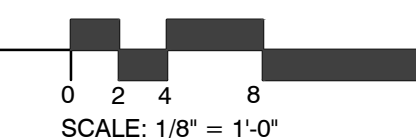
A NORTHEAST



B NORTHWEST

BLDG A - EXTERIOR ELEVATION ADDITION

SCALE: 1/8" = 1'-0"



A3.1

MATERIALS AND COLORS



6"D Metal Accent Fins



SHEET NOTES

- VERTICAL INSULATED METAL PANELS, STUCCO EMBOSSED. COLOR: WARM WHITE
- WALL LIGHT - DARK SKY COMPLIANT AND FULLY SHIELDED AND DOWN-LIT. 8'-0" AFF.
- WOOD-LOOK ACCENT, MATERIAL TBD. COLOR: WALNUT
- PARAPET CAP. COLOR: CHOCOLATE BROWN
- PARAPET CAP. COLOR: SW6767 AQUARIUM
- 3'-0" x 7'-0" HALF-LITE HOLLOW METAL DOOR & FRAME
- METAL ACCENT FINIS - SEE "MATERIALS & COLORS"
- ROOF MEMBRANE o/ METAL ROOF DECK w/ 1/4" PER FOOT SLOPE - BEHIND PARAPET
- BLDG. HEIGHT LIMIT EXCEPTION SEC. 38-106 FOR PARAPET WALLS EXTENDING NOT MORE THAN 4 FT ABOVE BLDG HEIGHT LIMIT
- 12'-0" x 12'-0" METAL ROLL-UP DOOR w/ GLAZING
- SHIFT (E) SLIDING DOOR WHERE SHOWN
- METAL SCUPPER & DOWNPOUTS - PAINT TO MATCH METAL PANEL, TYP.

Project / Owner:

Avila U-Haul

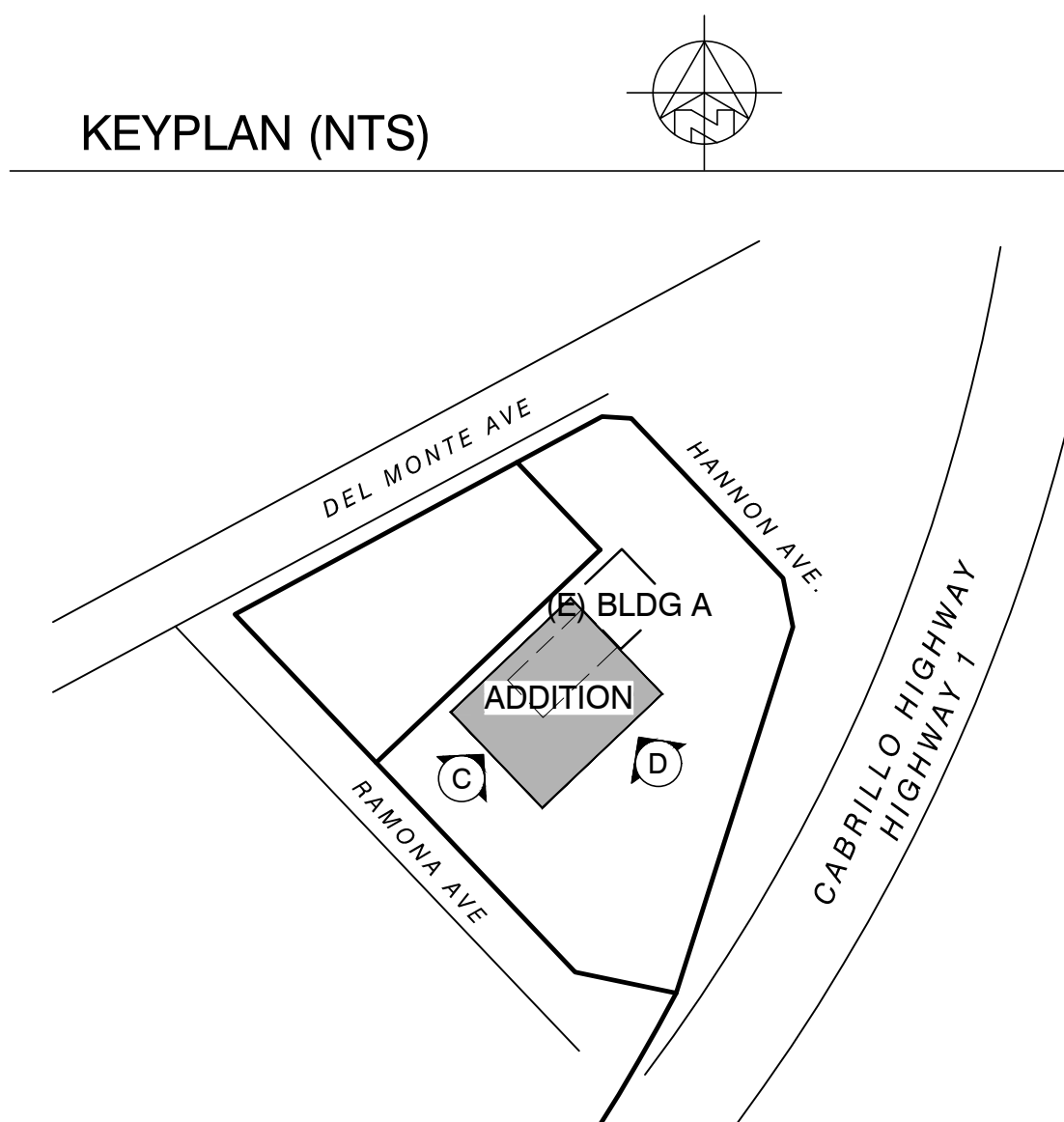
2330 DEL MONTE AVE
MONTEREY, CA 93940

APN.: 013-045-035-000

PROJECT OWNER:
OXFORD LIFE INSURANCE COMPANY
2721 NORTH CENTRAL AVE.
PHOENIX, AZ 85004
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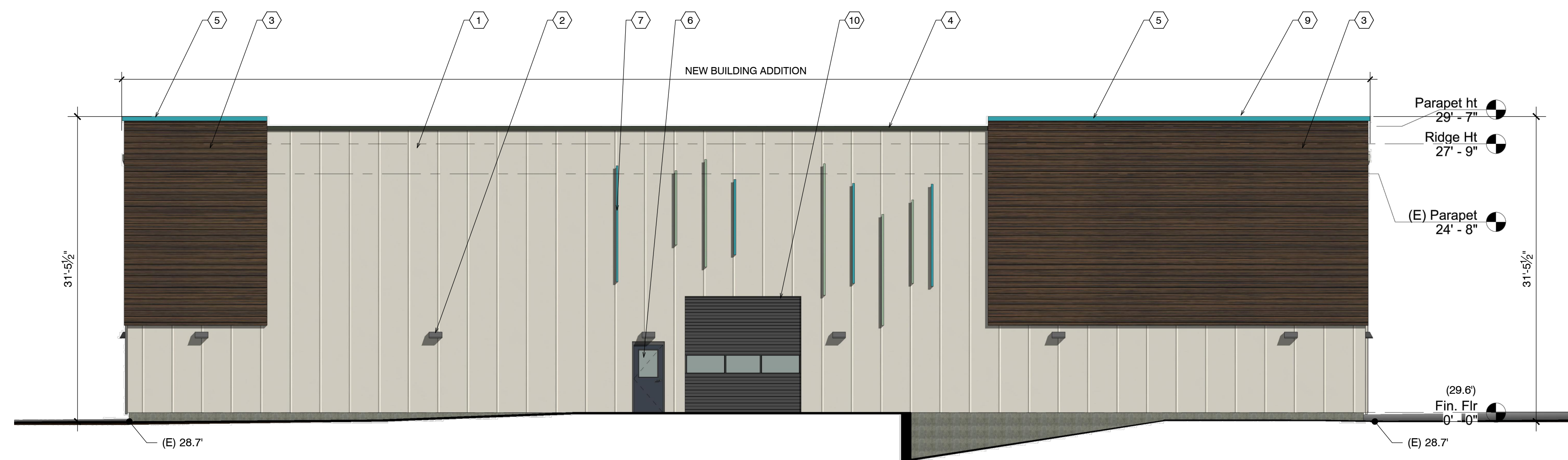
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KEYPLAN (NTS)

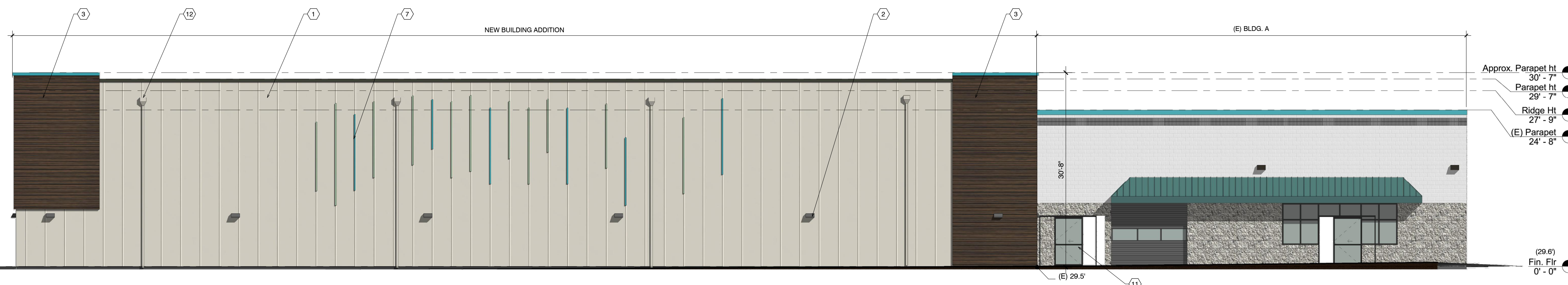


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ARCHITECTS & PLANNERS

The Paul Davis Partnership, LLP
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Monterey, CA 93940
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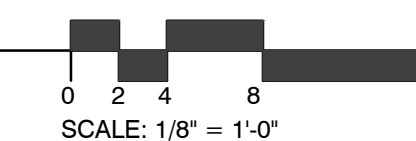
C SOUTHWEST



D SOUTHEAST

BLDG A - EXTERIOR ELEVATION ADDITION

SCALE: 1/8" = 1'-0"



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Drawing Date: 07.07.2023
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Sheet Title:
BLDG. A -
EXTERIOR
ELEVATION
ADDITION

Sheet Number:

Project / Owner:

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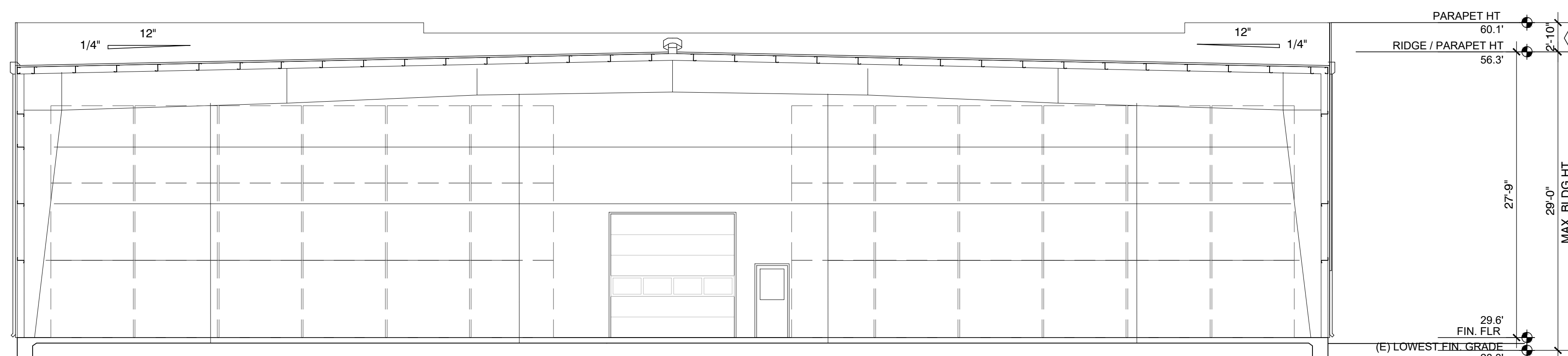
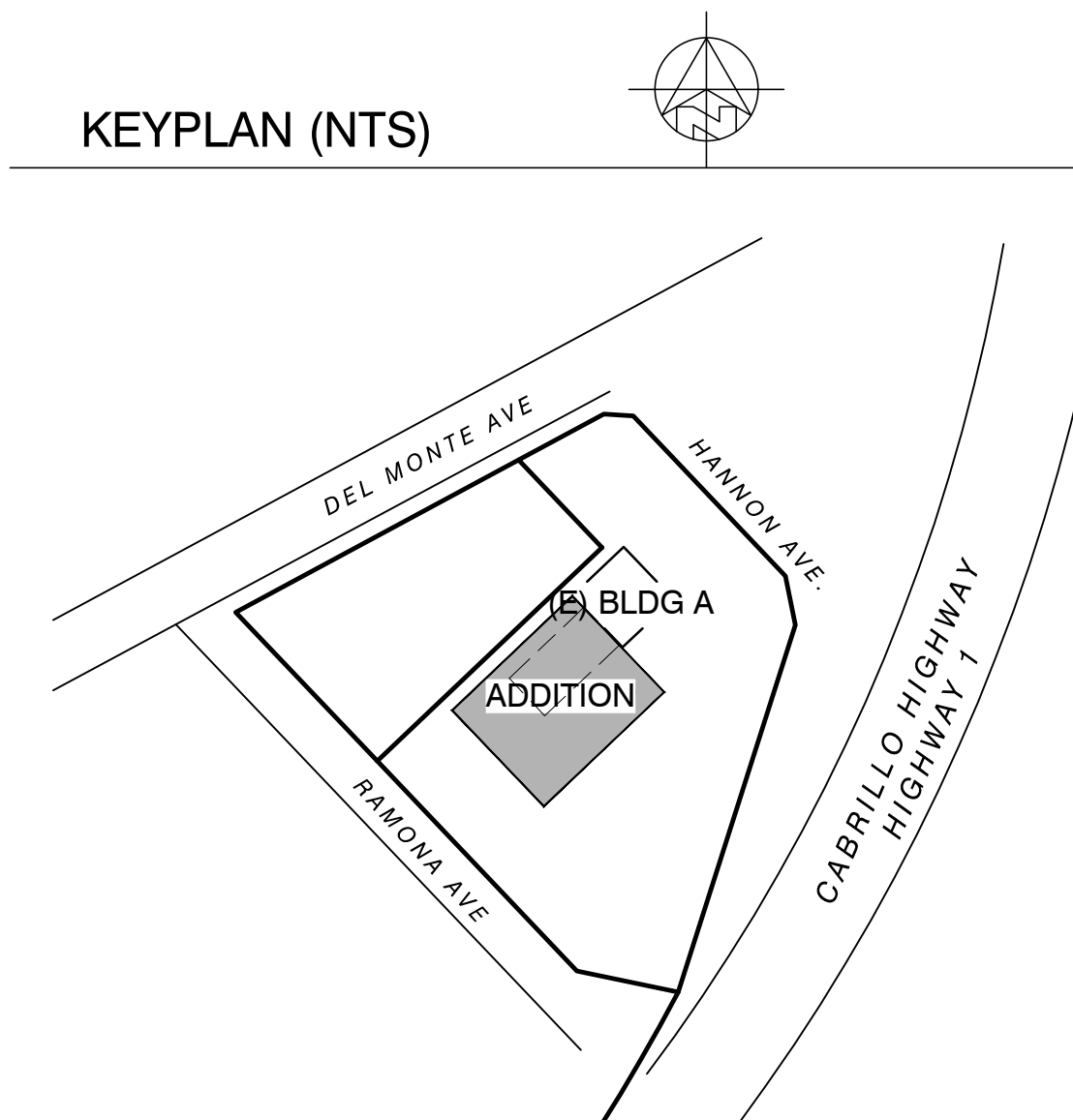
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PHOENIX, AZ 85004
(602) 277-5901

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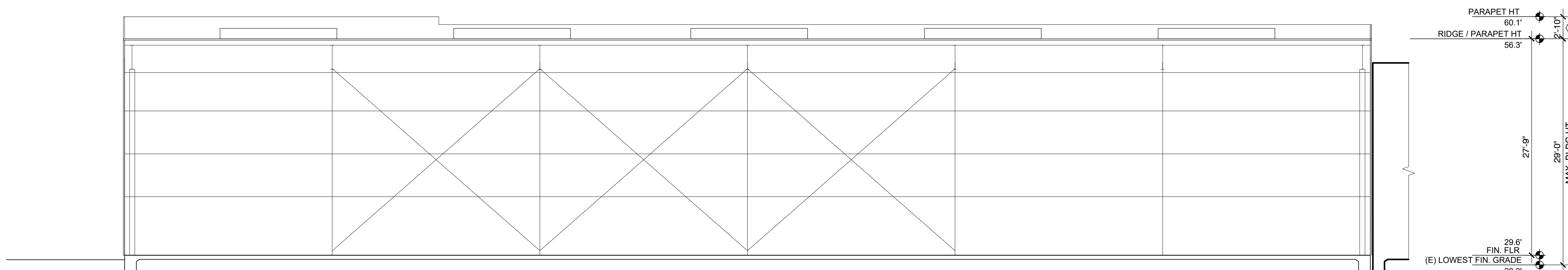
SHEET NOTES

- BLDG. HEIGHT LIMIT EXCEPTION SEC. 38-106 FOR PARAPET WALLS EXTENDING NOT MORE THAN 4 FT ABOVE BLDG HEIGHT LIMIT

KEYPLAN (NTS)



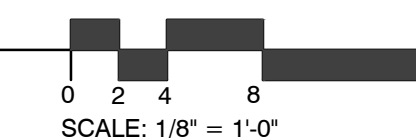
A CROSS SECTION



B LONGITUDINAL SECTION

BLDG A - SECTION ADDITION

SCALE: 1/8" = 1'-0"



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 Drawing Date: 07.07.2023
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Sheet Title:
**BLDG. A -
 BUILDING
 SECTION
 ADDITION**

Sheet Number:

Project / Owner:

Avila U-Haul

2330 DEL MONTE AVE
MONTEREY, CA 93940

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2721 NORTH CENTRAL AVE.
PHOENIX, AZ 85004
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MONTEREY, CA 93940
(831) 373-5580 PHONE
(831) 372-5584 FAX
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17

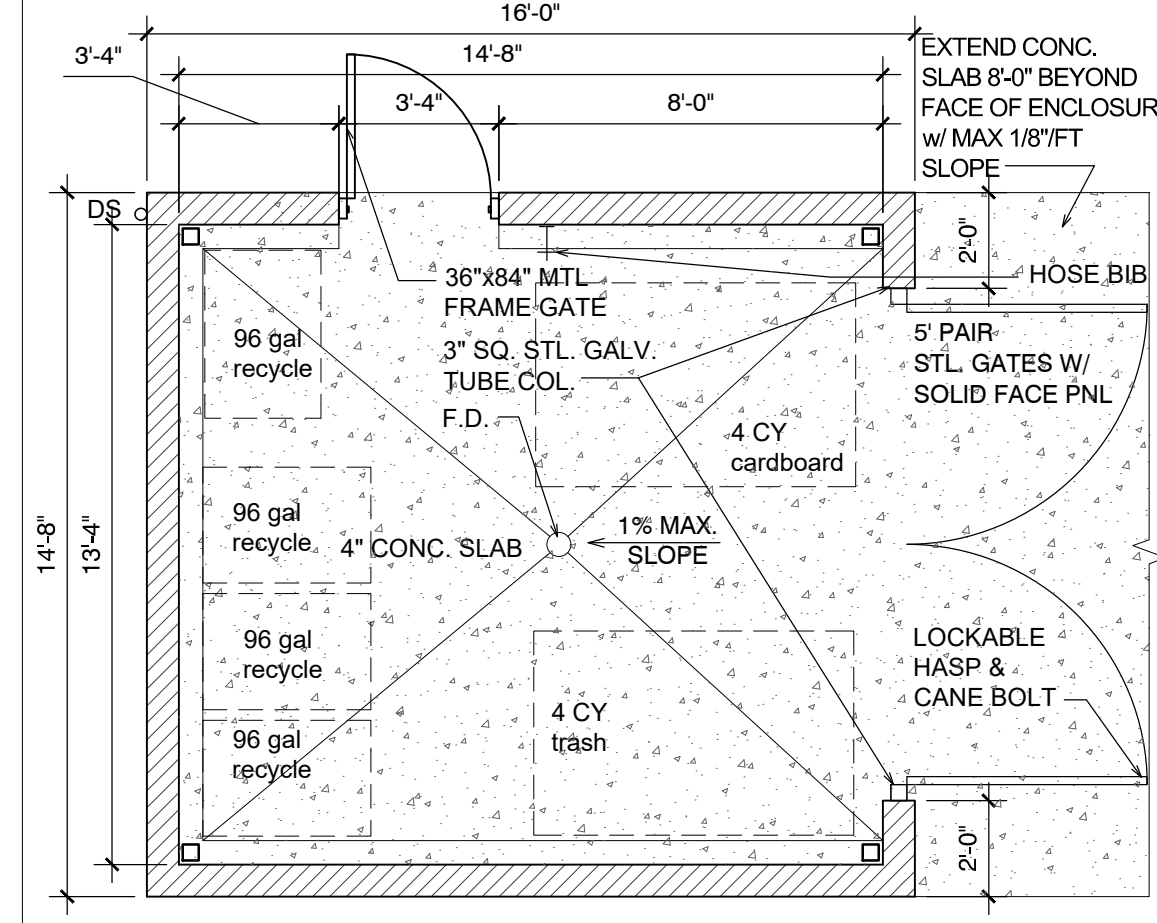
13

9

5

1 TRASH ENCLOSURE

SCALE: 1/4" = 1'-0"



18

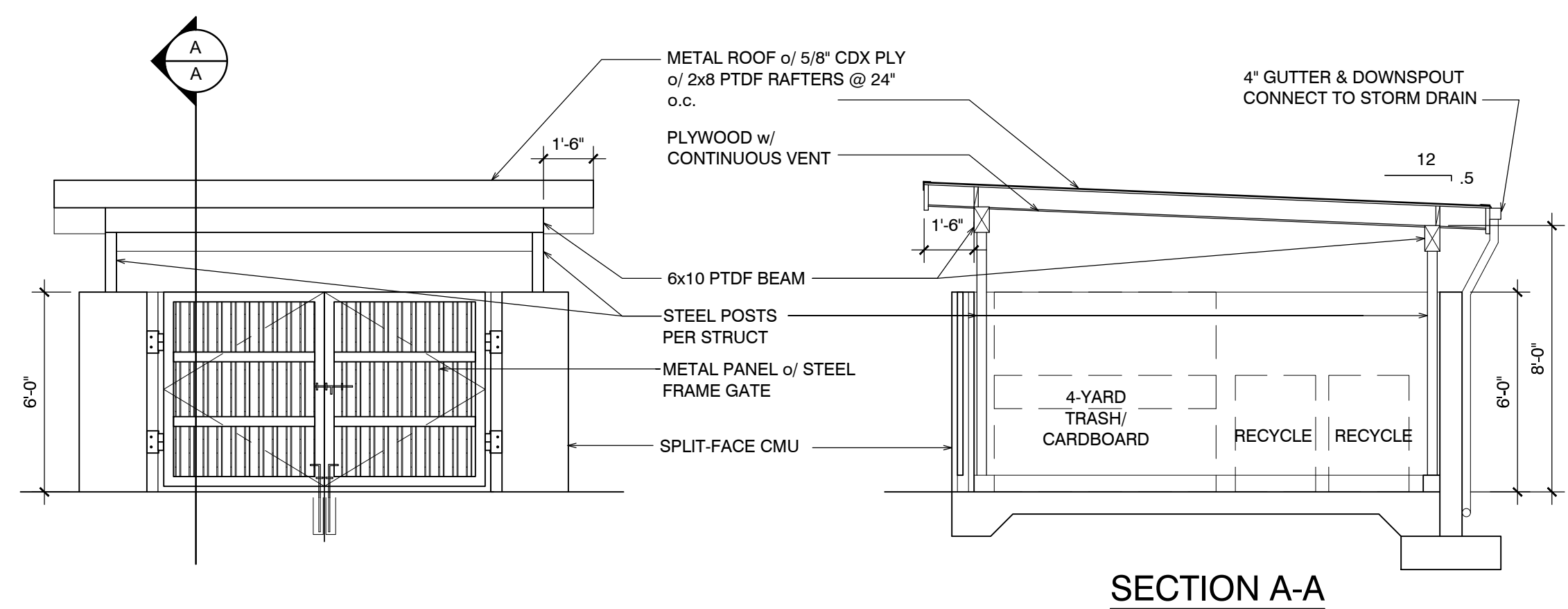
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10

6

6 TRASH ENCLOSURE - ELEVATION & SECTION

SCALE: 1/4" = 1'-0"



19

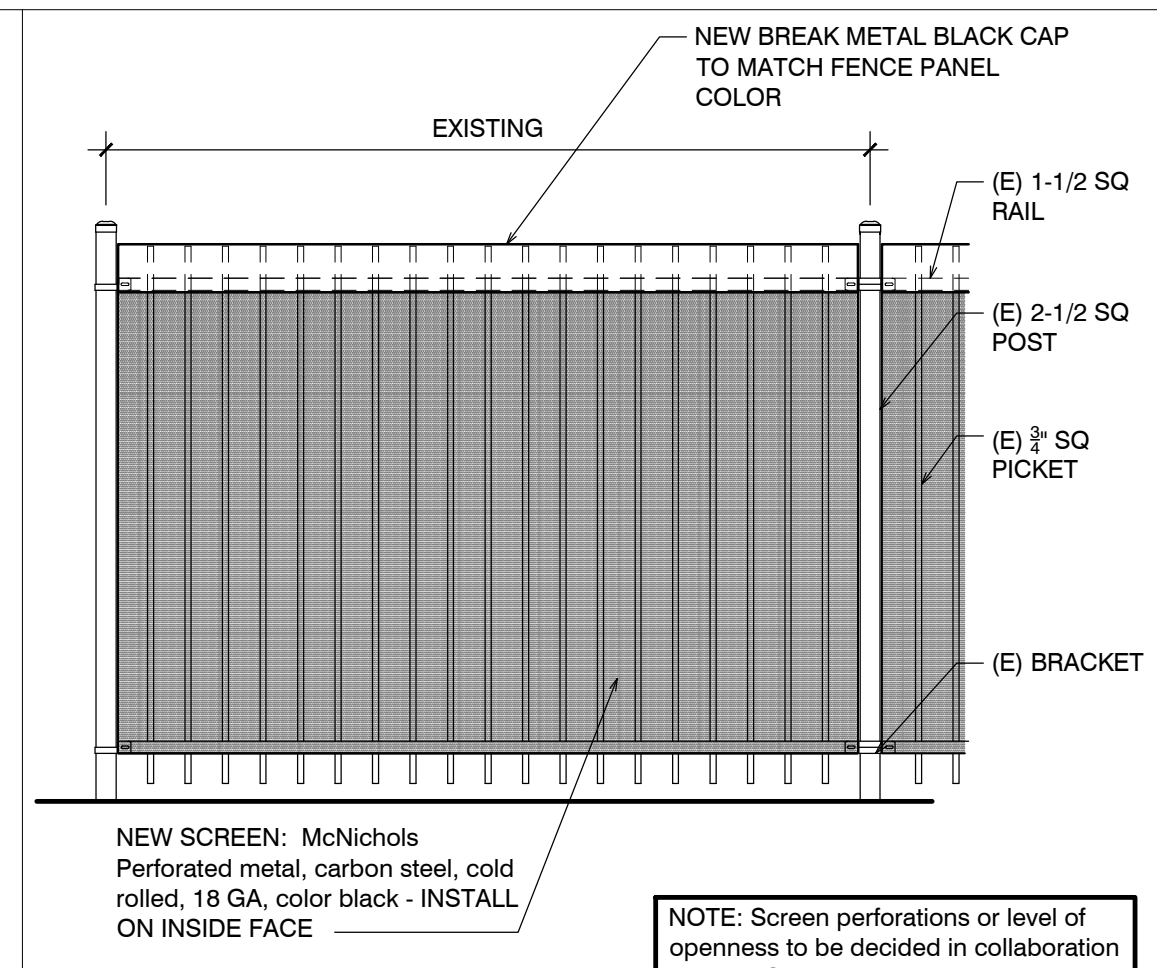
15

11

7

3 EXISTING FENCE w/ PERF. SCREEN

SCALE: 1/4" = 1'-0"



Drawn By:

AP/AC

Drawing Date:

07.07.2023

Project Number:

2226

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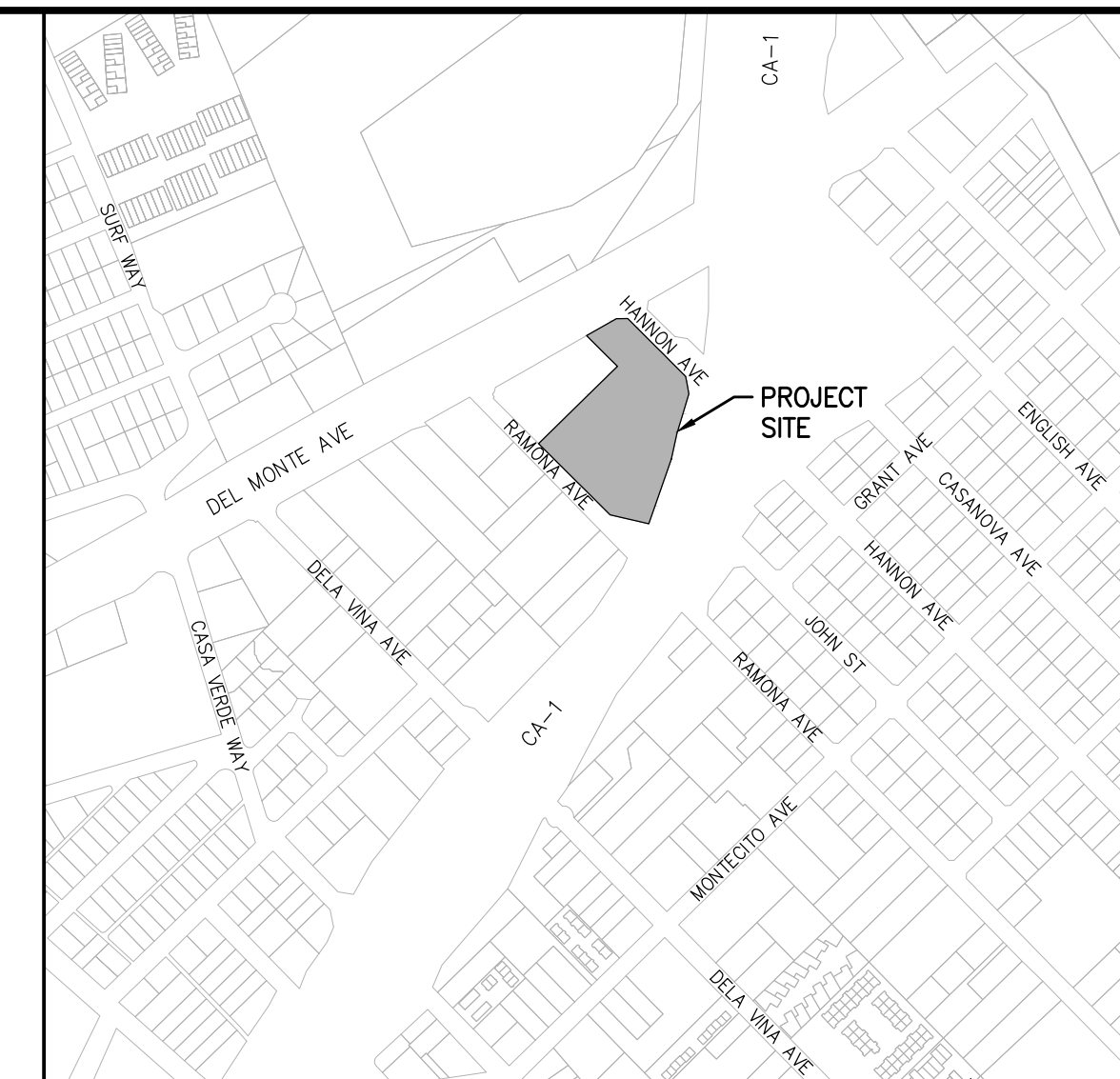
Sheet Title:

SITE DETAILS

Sheet Number:

A8.1

USE PERMIT U-HAUL MONTEREY CITY OF MONTEREY, CALIFORNIA



VICINITY MAP

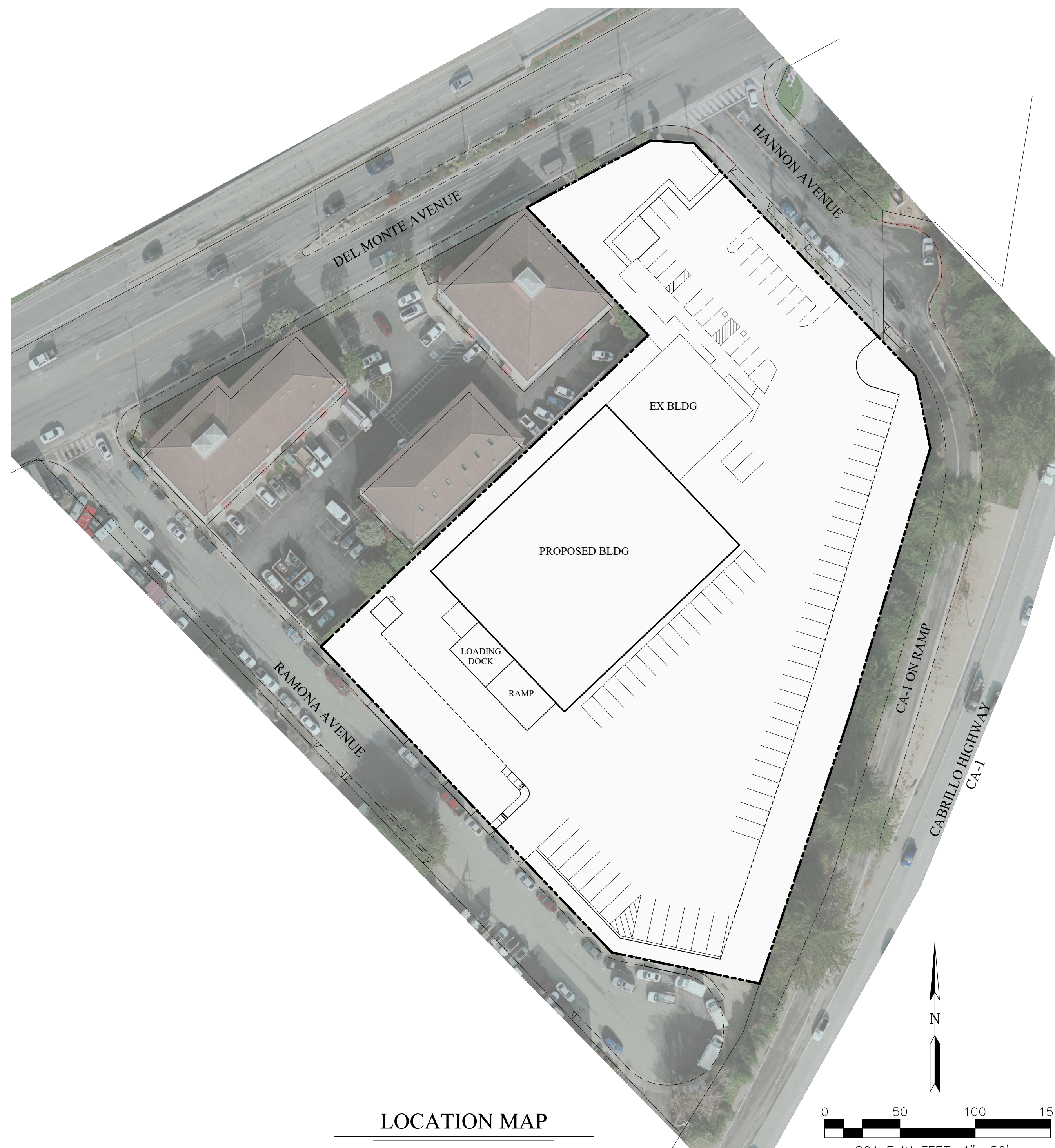
NO SCALE

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
1005 S. GILROY AVE., SUITE 200
MONTEREY, CA 93940
PHONE: (408) 848-0300 FAX: (408) 848-0302

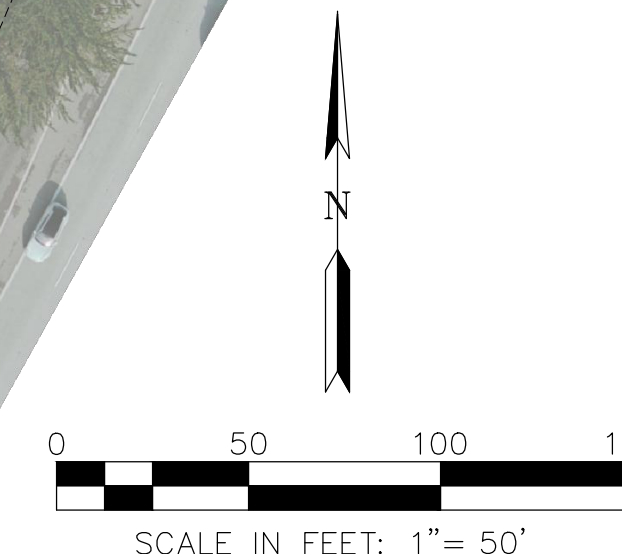
PROPOSED	DESCRIPTION	EXISTING
---	PROJECT BOUNDARY	---
---	LOT LINE	---
---	CENTERLINE	---
---	SIDEWALK	---
---	STORM DRAIN	EX SD
---	SANITARY SEWER	EX SS
---	WATER	EX W
○	MANHOLE	○
□	INLET	□
●	FIRE HYDRANT	●
⊕	ELECTROLIER	⊕

ABBREVIATIONS

BNDY	BOUNDARY	NO.	NUMBER
BFP	BACK FLOW PREVENTER	N.T.S.	NOT TO SCALE
CB	CATCH BASIN	PAD	PAD ELEVATION
CL	CENTERLINE	PAV	PAVEMENT
DWY	DRIVEWAY	PL or P	PROPERTY LINE
ELECT	ELECTROLIER	R	RADIUS
ELEV	ELEVATION	R/W	RIGHT OF WAY
EP	EDGE OF PAVEMENT	S	SLOPE
EV	ELECTRIC VEHICLE	SD	STORM DRAIN
EVCS	ELECTRIC VEHICLE CHARGING STATION	SDMH	STORM DRAIN MANHOLE
EX	EXISTING	SS	SANITARY SEWER
FC	FACE OF CURB	SSMH	SANITARY SEWER MANHOLE
FH	FIRE HYDRANT	STD	STANDARD
GB	GRADE BREAK	SWK	SIDEWALK
HP	HIGH POINT	TC	TOP OF CURB
INV	INVERT	TYP	TYPICAL
LF	LINEAR FEET	W	WATER
LP	LOW POINT		
MAX	MAXIMUM		
MIN	MINIMUM		



LOCATION MAP



SHEET INDEX

SHEET NO.	TITLE
1	TITLE SHEET
2	EXISTING CONDITIONS
3	PRELIMINARY SITE PLAN
4	PRELIMINARY GRADING PLAN
5	PRELIMINARY STORMWATER CONTROL PLAN

PROJECT INFORMATION

- | | |
|--|---|
| 1. PROPERTY LOCATION: | 2330 DEL MONTE AVENUE, MONTEREY, CA 93940 |
| 2. ASSESSOR PARCEL NUMBER: | 013-045-035 |
| 3. PRESENT LAND USE: | COMMERCIAL |
| 4. THIS PROJECT IS LOCATED IN AN AREA OF MINIMAL FLOOD HAZARD ZONE 'X' PER FLOOD INSURANCE RATE MAPS NO. 06053C0326H EFFECTIVE DATE JUNE 21, 2017, WHICH ARE AREAS OUTSIDE THE SPECIAL FLOOD HAZARD AREA AND HIGHER THAN THE ELEVATION OF THE 0.2 PERCENT-ANNUAL-CHANCE FLOOD. | |
| 5. WATER | CALIFORNIA AMERICAN WATER |
| 6. GAS & ELECTRIC | PG&E |
| 7. SANITARY SEWER | CITY OF MONTEREY |
| 8. STORM DRAIN | CITY OF MONTEREY |

NOTES:

- OFFSITE UTILITY LOCATIONS ARE APPROXIMATE AND ARE BASED OFF CITY OF MONTEREY GIS UTILITY MAPS AND AERIAL SURVEY FIELD OBSERVATIONS
- ALL GRADES AND FINISH FLOOR ELEVATIONS ARE PRELIMINARY AND SUBJECT TO CHANGE DURING FINAL DESIGN AND FINAL STRUCTURAL FOUNDATION DESIGN BY OTHERS.
- EXISTING TOPOGRAPHY IS BASED ON AERIAL SURVEY AND SUPPLEMENTAL FIELD SURVEYS BY RJA, DATED JANUARY 2023
- BOUNDARY IS RESOLVED PER FIELD SURVEY PERFORMED BY RUGGERI-JENSEN-AZAR, DATED JANUARY 6, 2023.

OWNER:
OXFORD LIFE INSURANCE COMPANY

APPLICANT:
AVILA CONSTRUCTION
12 THOMAS OWENS WAY, STE 200
MONTEREY, CA 93940
CONTACT: KATHRYN AVILA
(831) 372-5580
KATHRYN@AVILACONST.COM

CIVIL ENGINEER:
RUGGERI-JENSEN-AZAR
8055 CAMINO ARROYO
GILROY, CA 95020
CONTACT: CHRIS PATTON, P.E.
(408) 848-0300
CPATTON@RJA-GPS.COM

ARCHITECT:
THE PAUL DAVIS PARTNERSHIP
286 EL DORADO STREET
MONTEREY, CA 93940
CONTACT: ANDREW PASSELL
(831) 373-2784
ANDREWPA@PAULDAVISPARTNERSHIP.COM

**USE PERMIT
TITLE SHEET
U-HAUL MONTEREY
MONTEREY, CALIFORNIA**

FOR OXFORD LIFE INSURANCE COMPANY

DATE	BY	SCALE	AS NOTED	DATE
NOT FOR CONSTRUCTION				
2nd SUBMITTAL				
MAY 16, 2023				
SHEET 1 OF 5 SHEETS JOB NO. 222030				

LEGEND

- PROJECT BOUNDARY
- ABUTTER'S RIGHTS OF ACCESS RELINQUISHED
- EXISTING LOTLINE
- EXISTING EDGE OF PAVEMENT
- CENTER LINE
- SANITARY SEWER
- STORM DRAIN
- EXISTING CONTOUR
- EXISTING TREE
- PAVEMENT TO BE REMOVED

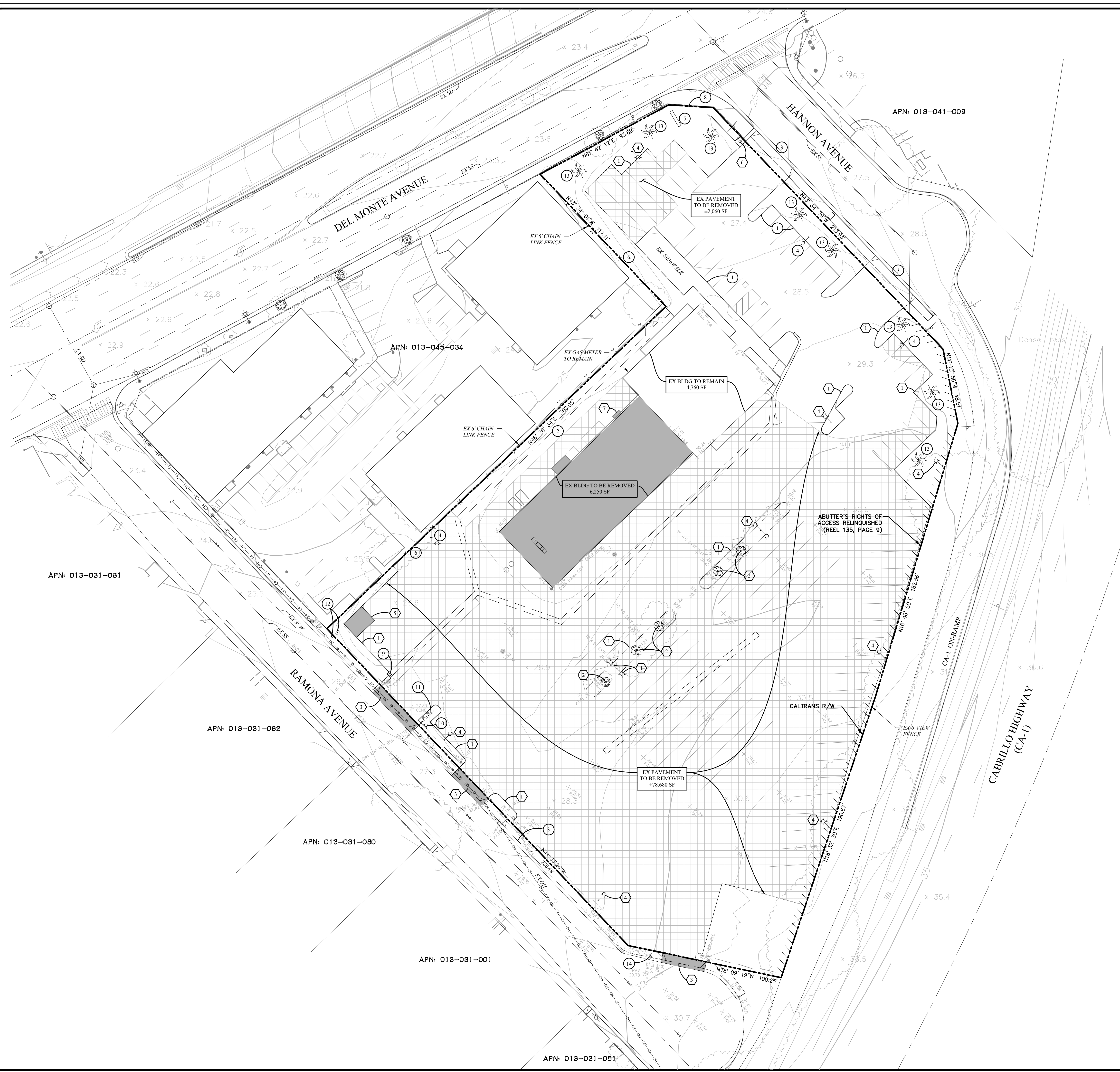
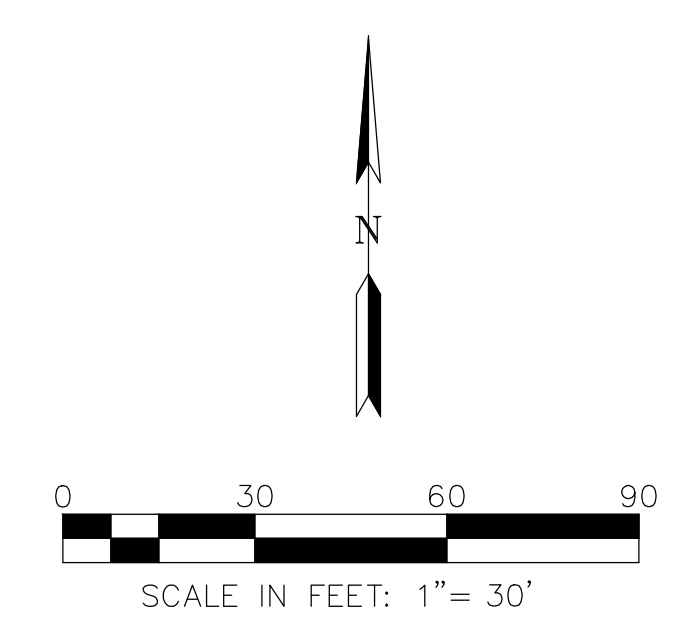
DEMOLITION NOTES

- 1 EXISTING CURB TO BE REMOVED
- 2 EXISTING TREE TO BE REMOVED
- 3 EXISTING DRIVEWAY TO BE REMOVED
- 4 EXISTING ELECTROLIER TO BE REMOVED
- 5 EXISTING TRASH ENCLOSURE TO BE RELOCATED
- 6 EXISTING SD INLET TO BE RELOCATED
- 7 EXISTING ELECTRICAL EQUIPMENT TO BE RELOCATED

**PRESERVATION NOTES
(PROTECT IN PLACE)**

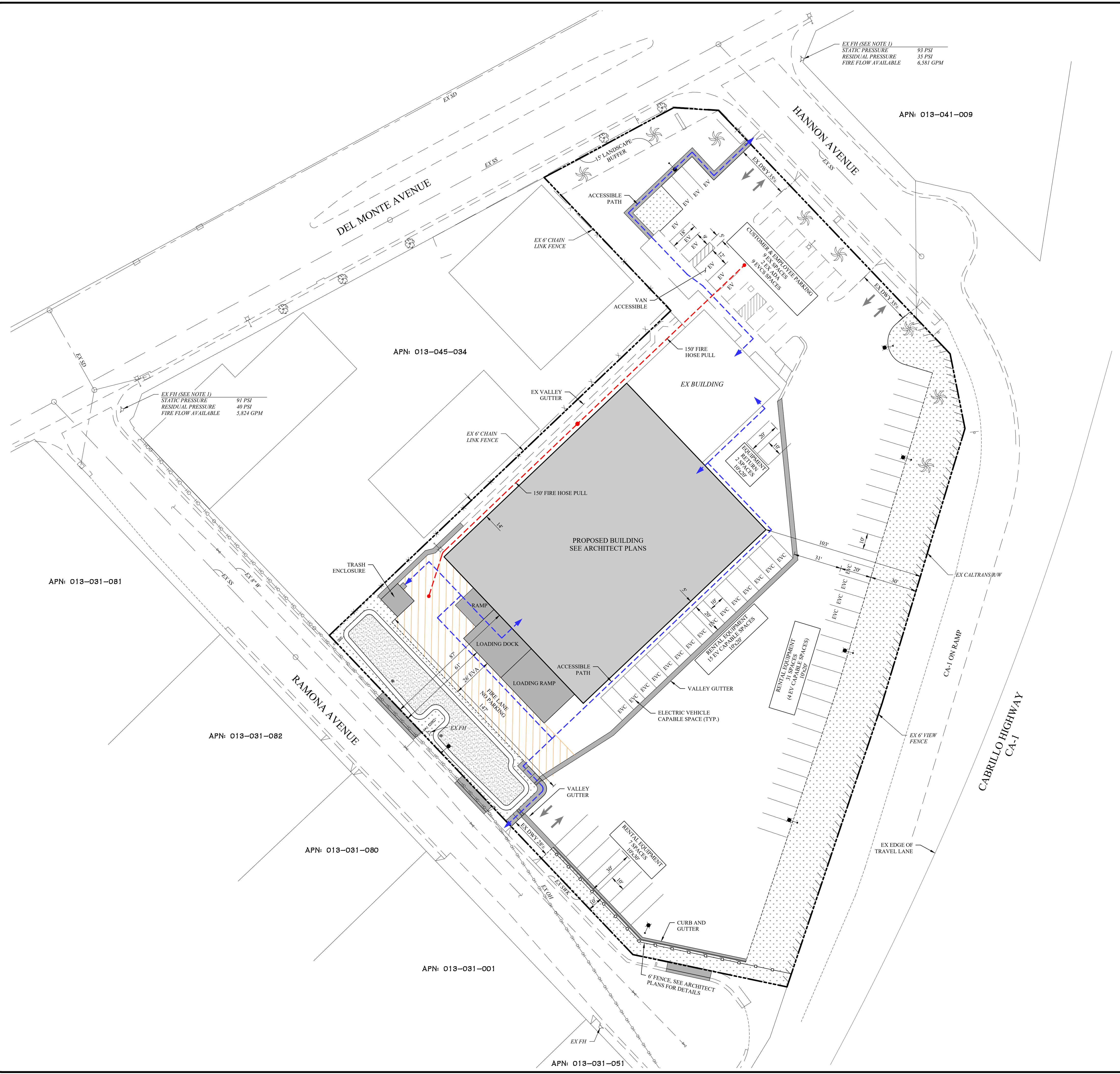
- 1 EXISTING CURB TO REMAIN
- 2 EXISTING VALLEY GUTTER TO REMAIN
- 3 EXISTING DRIVEWAY REMAIN
- 4 EXISTING ELECTROLIER TO REMAIN
- 5 EXISTING SIGN TO REMAIN
- 6 EXISTING FENCE TO REMAIN
- 7 EXISTING TRASH ENCLOSURE TO REMAIN
- 8 EXISTING RETAINING WALL TO REMAIN
- 9 EXISTING SD INLET TO REMAIN
- 10 EXISTING FH TO REMAIN
- 11 EXISTING BACK FLOW PREVENTER TO REMAIN
- 12 EXISTING IRRIGATION SERVICE TO REMAIN
- 13 EXISTING TREE TO REMAIN
- 14 EXISTING WATER SERVICE TO REMAIN

NOTES:
1. EXISTING UTILITY LOCATIONS ARE APPROXIMATE.



PLOT DATE: May 16, 2023
FILE PATH: W:\jobs\22\222030 - U-Haul, Monterey\Drawings\Prelim_Applications\Use_Permit\2 EXISTING CONDITIONS.dwg

PLOT DATE: August 29, 2023
 FILE PATH: W:\Jobs\22_222030 - U-Haul, Monterey\Drawings\Prelim\Applications\Use Permit\3 PRELIMINARY SITE PLAN.dwg



LEGEND

- PROJECT BOUNDARY
- ABUTTER'S RIGHTS OF ACCESS RELINQUISHED
- EXISTING LOTLINE
- EXISTING EDGE OF PAVEMENT
- EXISTING SANITARY SEWER
- EXISTING STORM DRAIN
- EXISTING TREE
- CONCRETE
- BUILDING
- LANDSCAPE
- STORMWATER TREATMENT FACILITY

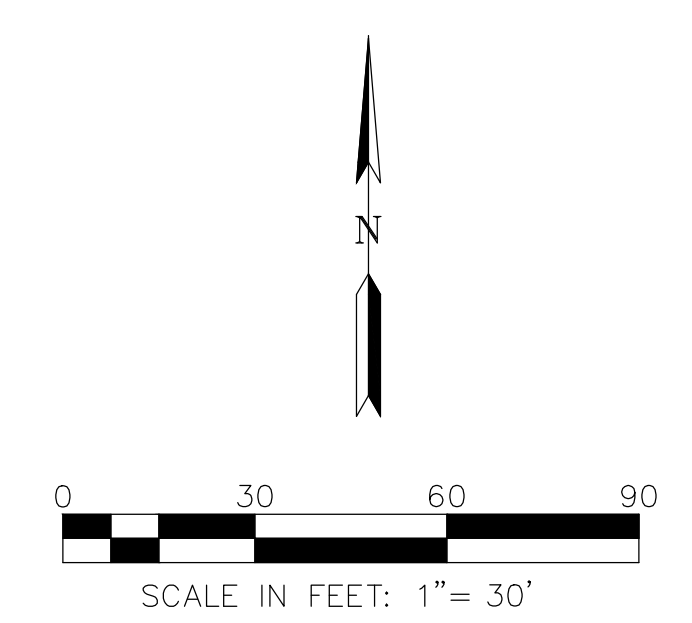
NOTES:
 1. FIRE HYDRANT FLOW DATA INFORMATION PROVIDED BY CALIFORNIA AMERICAN WATER, DATED MAY 9, 2023.

REQUIRED PARKING

USE	STANDARD	REQUIRED PARKING
PROPOSED WAREHOUSE	1 PER 2,500 SF	20,708 SF/2,500= 8 SPACES
EX SALES AREA	1 PER 500 SF	3,888 SF/500= 8 SPACES
EX VEHICLE/EQUIPMENT REPAIR	1 PER 400 SF	872 SF/400= 2 SPACES
		TOTAL REQUIRED= 18 SPACES

PROVIDED PARKING

USE	SIZE	SPACES
EMPLOYEE & CUSTOMER	9'X18'	9
ACCESSIBLE PARKING	9'X18'	2
EVCS PARKING	9'X18'	2
ACCESSIBLE EVCS PARKING	9'X18'	1
VAN ACCESSIBLE EVCS PARKING	12'X18'	1
		SPACES PROVIDED = 20
RENTAL EQUIPMENT	10'X20'	48 (19 EV CAPABLE SPACES)
RENTAL EQUIPMENT	10'X30'	7
		SPACES PROVIDED = 55



DATE	DATE	SCALE	DATE
DATE	DATE	1"=30'	AUG 2023
NOT FOR CONSTRUCTION			
3rd SUBMITTAL			
AUGUST 29, 2023			
SHEET			
3			
OF 5 SHEETS			
JOB NO. 222030			

LEGEND

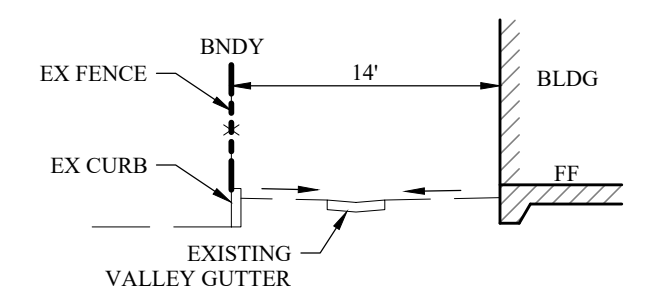
- PROJECT BOUNDARY
- - - EX LOTLINE
- - - EX EDGE OF PAVEMENT
- - - EX CENTER LINE
- - - EX SANITARY SEWER
- - - EX STORM DRAIN
- POTENTIAL AREAS OF SLOPE GREATER THAN 25%
- - - EX CONTOUR
- OR EX TREE
- x 259.5 SPOT ELEVATION
- 1.5% SLOPE
- ~ SWALE

GRADING NOTES:

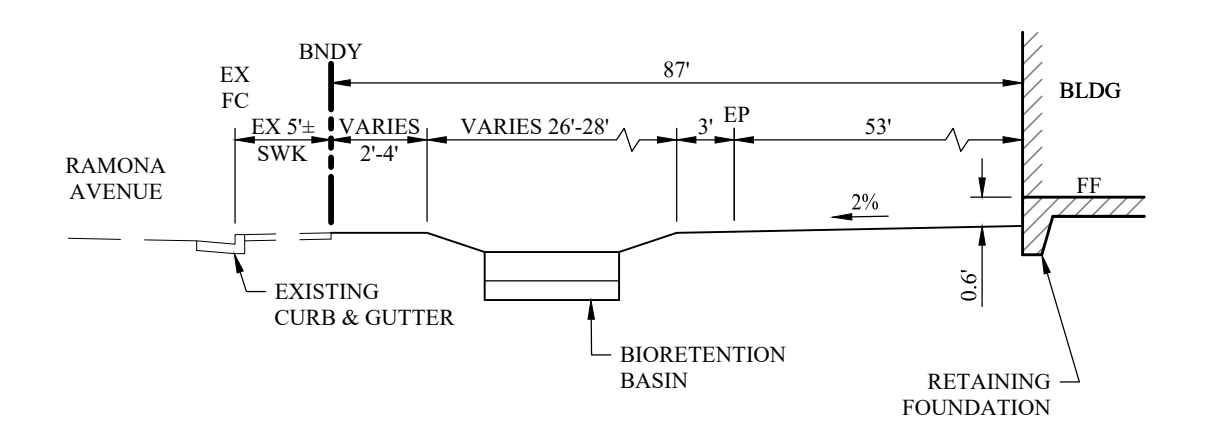
1. ALL PROPOSED GRADES ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN.
2. SEE SHEET 5 FOR STORM WATER MANAGEMENT FACILITIES DETAILS.
3. ELEVATIONS ARE SUBJECT TO CHANGE DURING FINAL DESIGN BASED ON FINAL STRUCTURAL ENGINEERING CALCULATIONS AND FOUNDATION DETAILS.
4. SLOPES NOT TO EXCEED 3H:1V.
5. EARTHWORK QUANTITIES ARE PRELIMINARY AND ARE SUBJECT TO REFINEMENT DURING FINAL DESIGN.
6. EXISTING PAVEMENT SECTION IS INCLUDED IN EARTHWORK QUANTITY ESTIMATE.

EARTHWORK SUMMARY

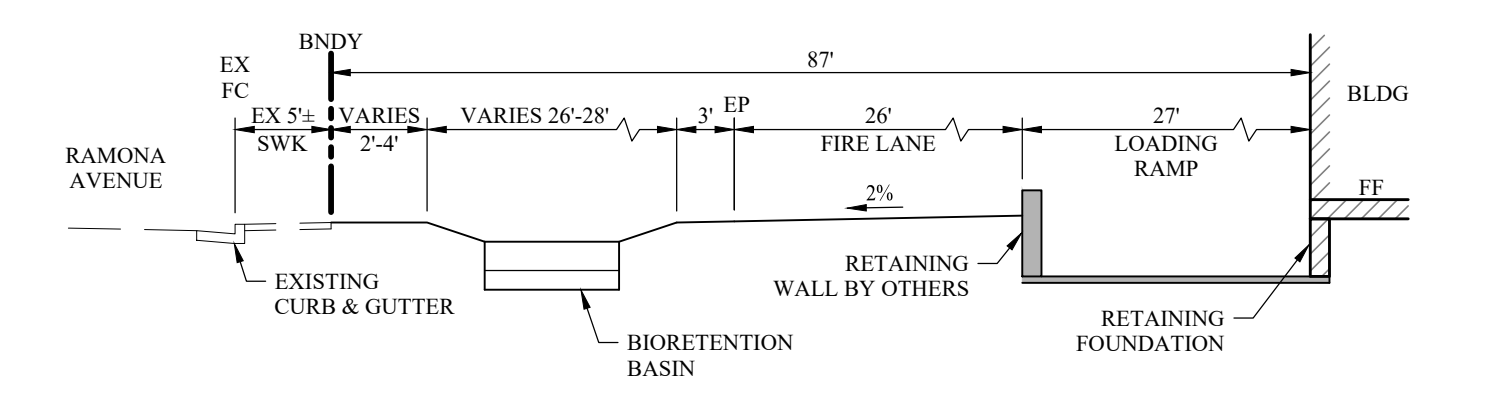
ITEM	QUANTITY
SITE CUT	1,300± CY
SITE FILL	840± CY
NET EXPORT	460± CY



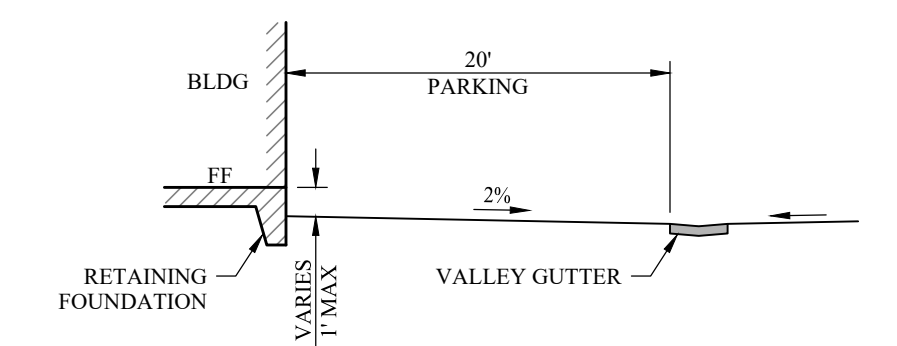
GRADING SECTION A



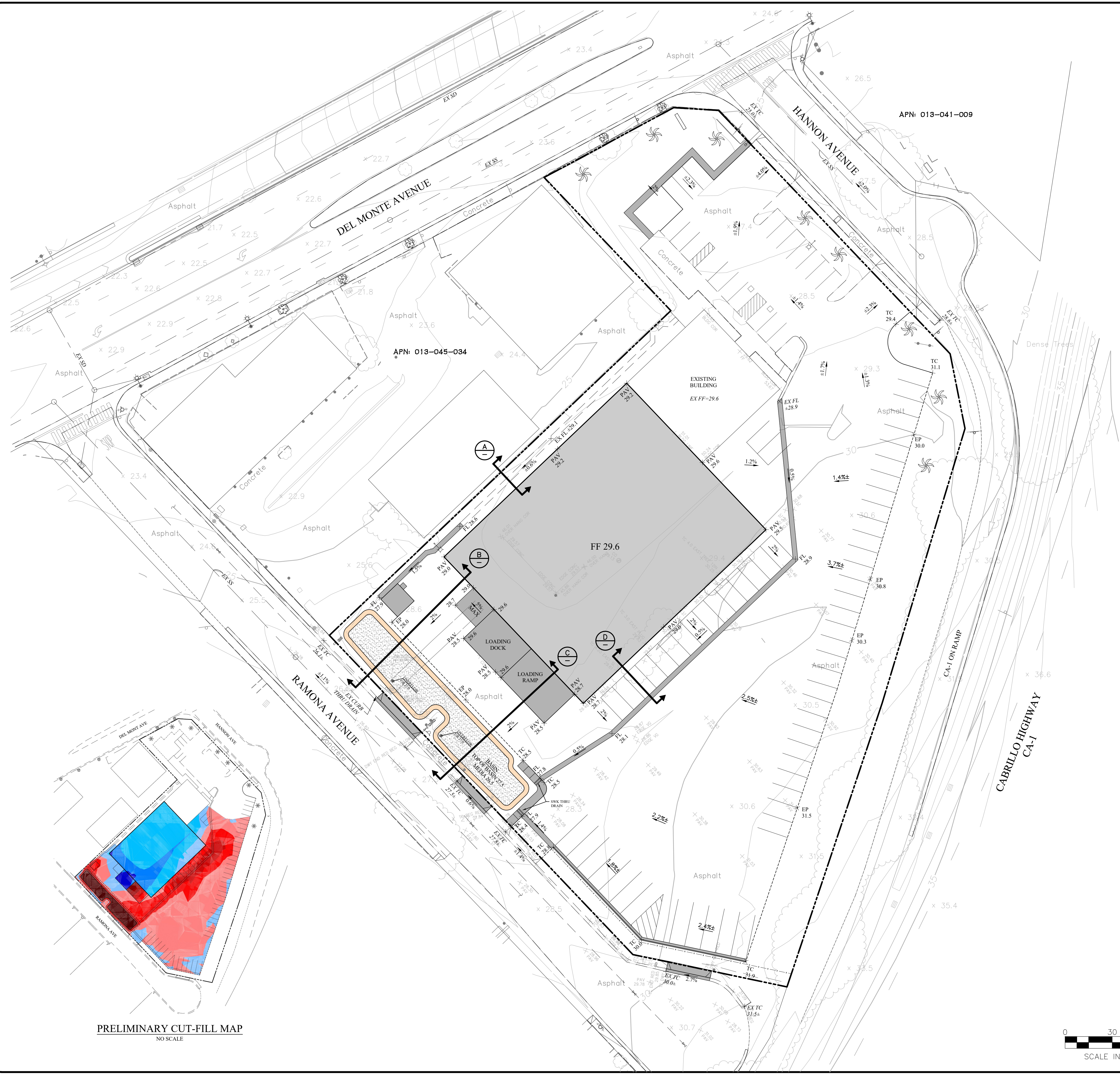
GRADING SECTION B



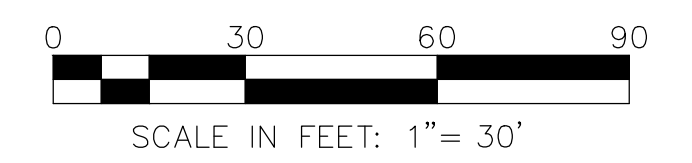
GRADING SECTION C



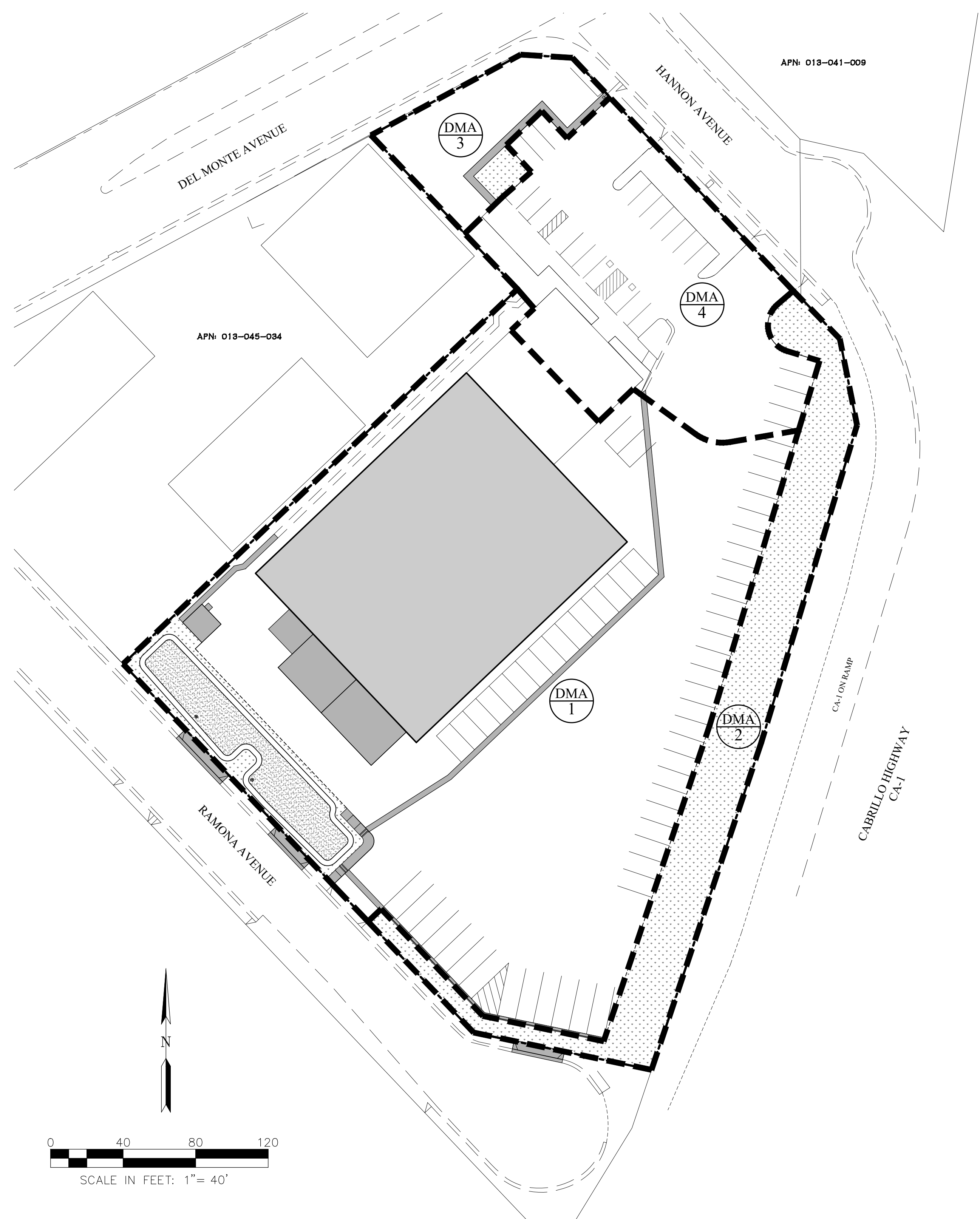
GRADING SECTION D



PRELIMINARY CUT-FILL MAP
NO SCALE



PLOT DATE: May 16, 2023
 FILE PATH: W:\Jobs\22_V222030 - U-Haul, Monterey\Drawings\Prelim\Applications\Use Permit\4 PRELIMINARY GRADING PLAN.dwg



- STORM WATER MANAGEMENT NOTES:**
- 1) THIS PROJECT IS TRIBUTARY TO THE MONTEREY BAY. THEREFORE, STORM WATER RUNOFF MANAGEMENT SHALL ADHERE TO THE CENTRAL COAST REGIONAL WATER CONTROL BOARD (CCRWCQB) CRITERIA IDENTIFIED IN THE "STORMWATER MANAGEMENT GUIDANCE MANUAL FOR LOW IMPACT DEVELOPMENT".
 - 2) THIS PRELIMINARY STORMWATER RUNOFF MANAGEMENT PLAN IS CONCEPTUAL AND SUBJECT TO REVISION BASED ON FINAL DESIGN, ULTIMATE SITE CONFIGURATION, AND FINAL SOIL INVESTIGATIONS.
 - 3) SUMP PUMP TO DISCHARGE LOADING RAMP DRAINAGE TO BIORETENTION BASIN.
 - 4) ALL STORMWATER CALCULATIONS SHOWN HEREIN ARE PRELIMINARY AND SUBJECT TO REFINEMENT DURING FINAL DESIGN. THE LID MEASURES AND STORMWATER CONTROL FACILITIES MAY BE CHANGED OR BE MODIFIED DURING FINAL DESIGN AS LONG AS THE PROJECT CAN SHOW CONFORMANCE WITH THE CITY OF MONTEREY, AND CCRWCQB POST-CONSTRUCTION STORMWATER RESOLUTION R3-2013-0032 IN EFFECT AT THE TIME OF APPROVAL.
 - 5) THE PROJECT IS SUBJECT TO PERFORMANCE REQUIREMENT 1 (SITE DESIGN), REQUIREMENT 2 (WATER QUALITY TREATMENT), REQUIREMENT 3 (RETENTION), AND REQUIREMENT 4 (PEAK FLOW MANAGEMENT) AS A RESULT OF PROPOSING THE REPLACEMENT OF 69,305 SF OF EXISTING IMPERVIOUS SURFACE AREA. HOWEVER, THE TOTAL POST PROJECT IMPERVIOUS AREA IS DECREASED BY 14,700 SF AND THUS THE SITE IS COMPLIANT WITH PEAK FLOW MANAGEMENT REQUIREMENTS
 - 6) DMA 4 IS EXISTING AND DRAINS TO EXISTING STREET HANNON AVENUE. PROJECT WILL REMOVE AND REDUCE TOTAL PROJECT IMPERVIOUS SURFACE PAVEMENT AREA.

PRELIMINARY STORM WATER TABLE:

Project Name: U-Haul Monterey
 Project Location: Monterey, CA
 Date: May 2023

Project Information		Total project area	
Area =	123,516 ft ²	Existing Impervious Area =	109,350 ft ²
			89%
			Existing Percent impervious area
Ex Imperv Area To Remain =	22,465 ft ²	Total existing impervious surface to remain	
Ex Impervious Area Removed =	17,580 ft ²	Total impervious surface to be removed as part of project	
Replaced Impervious Area =	69,305 ft ²	Total existing impervious surface to be replaced as part of project	
New Impervious Area =	2,880 ft ²	Total new impervious surface to be installed as part of project	
Total Impervious Area =	94,650 ft ²	Total project impervious area	
	77%	Percent impervious area	

Water Management Zone = 1

Performance Requirements

- No. 1 = Implement site design and runoff reduction strategies
- No. 2 = Provide water quality treatment for 85% storm event
- No. 3 = Prevent offsite discharge from events up to the 95th% storm event via optimizing infiltration
- No. 4 = Reduce peak flows to pre-project levels for 2-yr through 10-yr storm events
- No. 5 = N/A

Rainfall Design Information

P_{85%} = 0.80 in 85th% 24-hr rainfall depth
 P_{95%} = 1.20 in 95th% 24-hr rainfall depth

Soil Type Design Information

Site HSG = A NRCS Hydrologic Soil Group Classification
 Infiltration Rate = 5 in/hr Maximum Soil Loading Rate

PRELIMINARY STORM WATER TREATMENT & RETENTION CALCULATIONS:

DMA	Area (SF)	Impervious Surface (SF)					Pervious Surface (SF)					Runoff Retention Volume Calculation							
		Roof	Streets/Parking Lot	Hardscape	Total Impervious Surface (SF)	Replaced Impervious Surface (SF)	Managed Turf	Landscapes/Grass	Pervious Concrete	Turf Block	Pavers	Native Landscapes/Undisturbed	SCM	Total	Impervious Area Credit for Redevelopment (SF)	Drainage Area Minus Credit (SF)	% Impervious	Runoff Coefficient	85th% Volume, V ₈₅ (ft ³)
1	82,160	23,035	53,075	265	76,375	76,375	0	1,670	0	0	0	4,115	5,785	38,188	43,973	93%	0.77	4,243	3,407
2	14,340	0	0	0	0	0	0	14,340	0	0	0	0	14,340	n/a	n/a	0%	0.04	n/a	n/a
3	5,930	0	0	515	515	515	0	5,415	0	0	0	0	5,415	n/a	n/a	9%	0.10	n/a	n/a
4	21,086	2,373	16,133	0	18,506	0	0	2,580	0	0	0	0	2,580	n/a	n/a	88%	0.70	n/a	n/a
Total	123,516				95,396	76,890							28,120	38,188	43,973			4,243	3,407

SCM Description	Available Retention Area Provided (ft ²)	SCM Retention Sizing Summary			Retention Volume Provided (ft ³)
		Ponding Depth (in)	Media Depth (in)	Gravel Depth (in)	
Bio-Retention Basin	3,015	8	18	12	4,347
Self-Treatment	n/a	0	0	0	n/a
Self-Retaining	n/a	0	0	0	n/a
Existing	n/a	0	0	0	n/a
					4,347

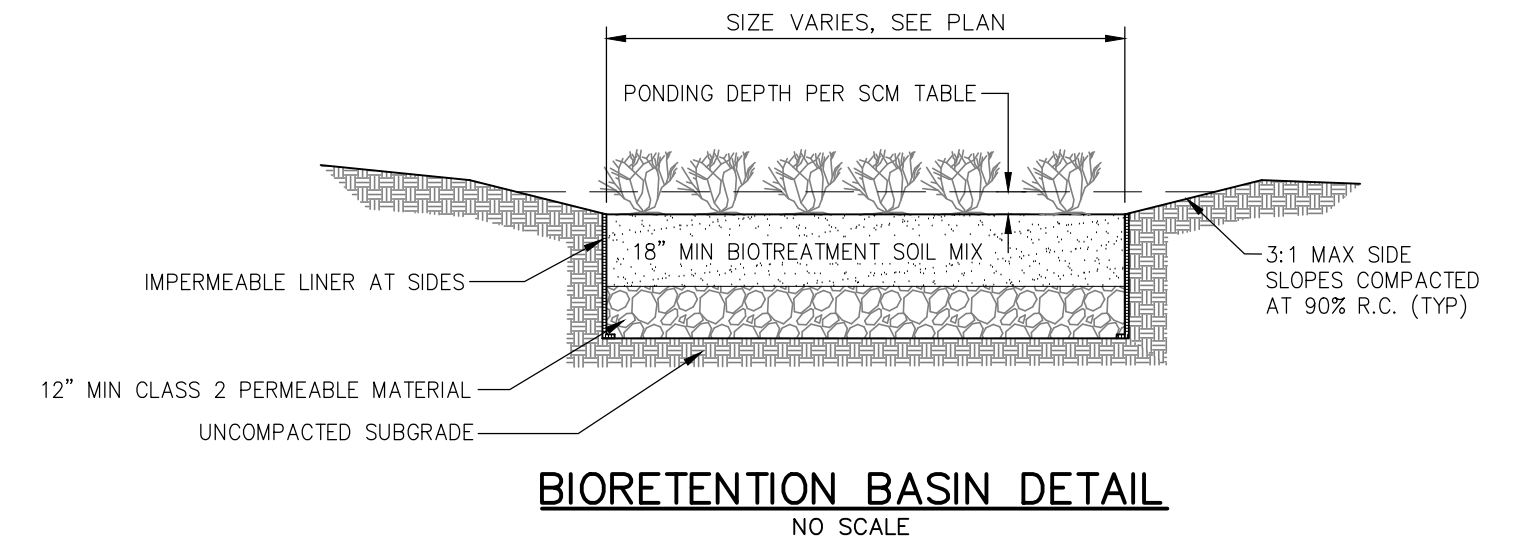
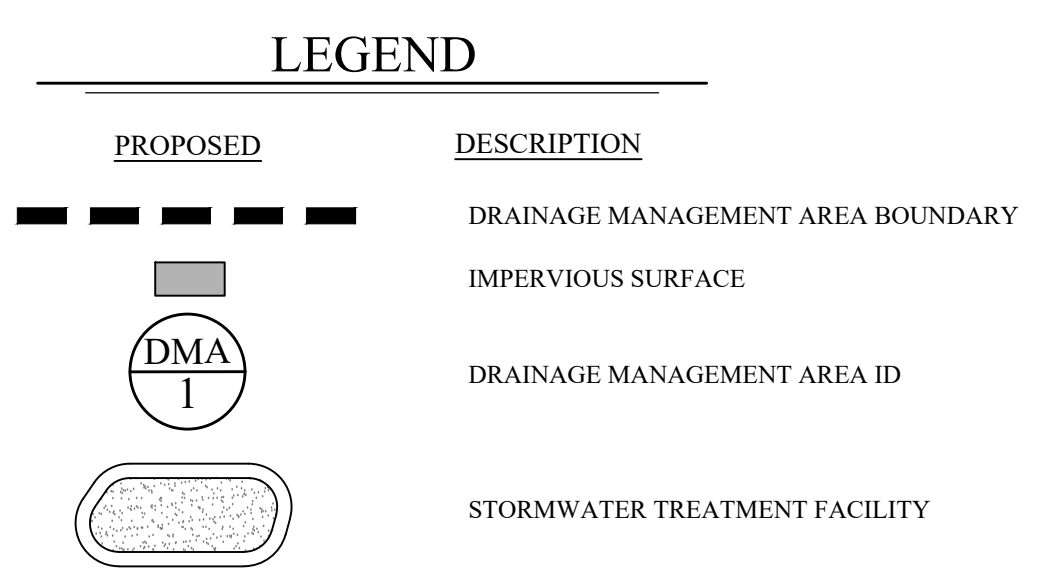
Notes:

1. Per Resolution No. R3-2013-0032, Section B.4.b.i.: The total amount of replaced impervious surface in redevelopment projects shall be multiplied by 0.5 when calculating the volume subject to Runoff Retention Performance Requirements.

Governing Equations:

$$V = \frac{C \cdot P \cdot A}{12}$$

V₈₅ = 85% Rainfall Depth Runoff Retention Volume (ft³)
 V₉₅ = 95% Rainfall Depth Runoff Retention Volume (ft³)
 C = 0.858i^{1.49} - 0.78i^{1.49} + 0.774i + 0.04
 P₈₅ = 0.80 24-hr 85th percentile rainfall depth (in)
 P₉₅ = 1.20 24-hr 95th percentile rainfall depth (in)
 A = drainage area (ft²)
 i = % impervious



PLOT DATE: May 16, 2023
 FILE PATH: W:\Jobs\22\222030 - U-Haul, Monterey\Drawings\Prelim\Applications\Use Permits\Stormwater Control Plan.dwg
 SHEET REVISIONS: MK DATE MAY 2023
 NOT FOR CONSTRUCTION
 2nd SUBMITTAL
 MAY 16, 2023
 SHEET 5 OF 5 SHEETS
 JOB NO. 222030

RUGGERI-JENSEN-AZAR
 ENGINEERS • PLANNERS • SURVEYORS
 1000 S. GARDNER AVENUE, SUITE 200
 MONTEREY, CALIFORNIA 93940
 PHONE: (408) 848-0300 FAX: (408) 848-0302

USE PERMIT

PRELIMINARY STORMWATER CONTROL PLAN

U-HAUL MONTEREY

FOR OXFORD LIFE INSURANCE COMPANY

SCALE 1"=40'
 DATE MAY 2023

5

SHEET NO. 5 OF 5 SHEETS
 JOB NO. 222030

Project / Owner:

U-Haul Monterey

233 Del Monte Avenue
MONTEREY, CA 93940
APN.: 013-045-034-000

THE PAUL DAVIS PARTNERSHIP ARCHITECTS & PLANNERS

The Paul Davis Partnership, LLP
286 Eldorado Street
Monterey, CA 93940
(831) 373-2784 FAX (831) 373-7459
EMAIL: info@pauldavispartnership.com

Drawn By: .
Drawing Date: 4/21/2023
Project Number: # 22-07

Revisions:

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Sheet Title:
LANDSCAPE PLAN

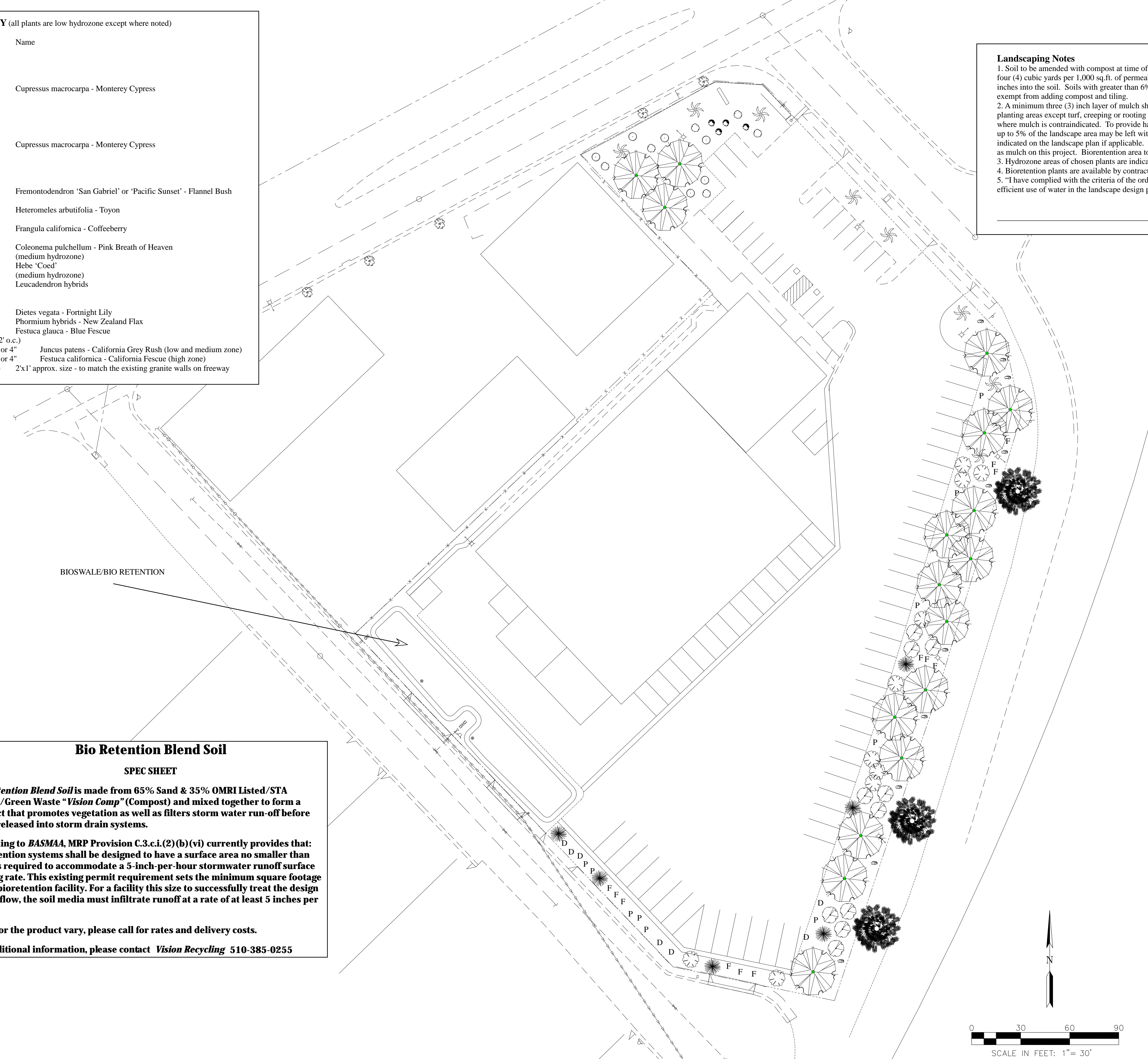
Sheet Number:

PLANT LIST & KEY (all plants are low hydrozone except where noted)

Symbol	Q/Size	Name
Trees		
	existing	Cupressus macrocarpa - Monterey Cypress
	17/15 gal.	Cupressus macrocarpa - Monterey Cypress
Shrubs		
	10/5 gal.	Fremontodendron 'San Gabriel' or 'Pacific Sunset' - Flannel Bush
	10/5 gal.	Heteromeles arbutifolia - Toyon
	6/5 gal.	Frangula californica - Coffeeberry
	6/5 gal.	Coleonema pulchellum - Pink Breath of Heaven (medium hydrozone)
	4/5 gal.	Hebe 'Coed' (medium hydrozone)
	6/5 gal.	Leucadendron hybrids
Perennials		
D	7/1 gal.	Dietes vegata - Fortnight Lily
P	10/1 gal.	Phormium hybrids - New Zealand Flax
F	12/1 gal.	Festuca glauca - Blue Fescue
Bioretention Area (plant 2' o.c.)		
	800/plugs or 4"	Juncus patens - California Grey Rush (low and medium zone)
	300/plugs or 4"	Festuca californica - California Fescue (high zone)
	Boulder Group(9)	2'x1' approx. size - to match the existing granite walls on freeway

Landscaping Notes

1. Soil to be amended with compost at time of planting. Compost at a rate of a minimum of four (4) cubic yards per 1,000 sq.ft. of permeable area, and incorporated to a depth of six (6) inches into the soil. Soils with greater than 6% organic matter in the top 6 inches of soil are exempt from adding compost and tiling.
2. A minimum three (3) inch layer of mulch shall be applied on all exposed soil surfaces of planting areas except turf, creeping or rooting ground covers, or direct seeding applications where mulch is contraindicated. To provide habitat for beneficial insects and other wildlife, up to 5% of the landscape area may be left without mulch. Designated insect habitat will be indicated on the landscape plan if applicable. Rock to match existing landscaping will be used as mulch on this project. Bioretention area to be mulched with non-floating mulch.
3. Hydrozone areas of chosen plants are indicated on plan.
4. Bioretention plants are available by contract grow from Central Coast Wilds - 831-459-0655.
5. "I have complied with the criteria of the ordinance (MWELO) and applied them for the efficient use of water in the landscape design plan."



BIOSWALE/BIO RETENTION

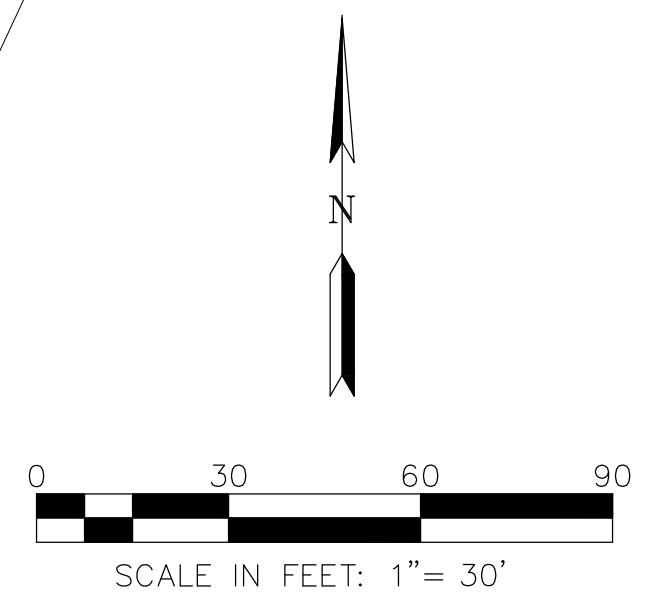
Bio Retention Blend Soil
SPEC SHEET

Bio Retention Blend Soil is made from 65% Sand & 35% OMRI Listed/STA Tested/Green Waste "Vision Comp" (Compost) and mixed together to form a product that promotes vegetation as well as filters storm water run-off before being released into storm drain systems.

According to BASMAA, MRP Provision C.3.c.i.(2)(b)(vi) currently provides that: Bioretention systems shall be designed to have a surface area no smaller than what is required to accommodate a 5-inch-per-hour stormwater runoff surface loading rate. This existing permit requirement sets the minimum square footage of the bioretention facility. For a facility this size to successfully treat the design runoff flow, the soil media must infiltrate runoff at a rate of at least 5 inches per hour.

Costs for the product vary, please call for rates and delivery costs.

For additional information, please contact Vision Recycling 510-385-0255



WATER EFFICIENT LANDSCAPE WORKSHEET

This worksheet is filled out by the project applicant and it is a required element of the Landscape Documentation Package.

Reference Evapotranspiration (ET_o) 36.0

Hydrozone #/Planting Description*	Plant Factor (PF)	Irrigation Method ^b	Irrigation Efficiency (E) ^c	ETAF (PF/E)	Landscape Area (sq.ft.)	ETAF x Area	Estimated Total Water Use (ETWU) ^d	
Regular Landscape Areas								
trees - low hydrozone	0.20	drip	0.81	0.25	15,300	3,778	84,320	
shrubs - medium hydrozone	0.50	drip	0.81	0.62	214	132	2,948	
shrubs - low hydrozone	0.20	drip	0.81	0.25	2,750	679	15,156	
bioswale - low hydrozone	0.20	drip	0.81	0.25	4,414	1,090	24,326	
perennials - low hydrozone	0.20	drip	0.81	0.25	261	64	1,438	
		drip	0.81	0.00				
		drip	0.81	0.00				
					Totals	22,939	5,743	128,188
Special Landscape Areas								
					Totals	0	0	0
							ETWU Total	128,188
							Maximum Allowed Water Allowance (MAWA)^e	230,399

* Hydrozone #/Planting Description
E.g. 1.) high water use
2.) low water use
3.) moderate water use

^b Irrigation Method
overhead spray
or drip

^c Irrigation Efficiency
0.75 for spray head
0.81 for drip

^d ETWU (Annual Gallons Required)
Eto x 0.62 x ETAF x Area

^e MAWA (Annual Gallons Allowed)
(Eto) (.062) [(ETAF x LA) + ((1-ETAF) x SLA)]

ETAF CALCULATION

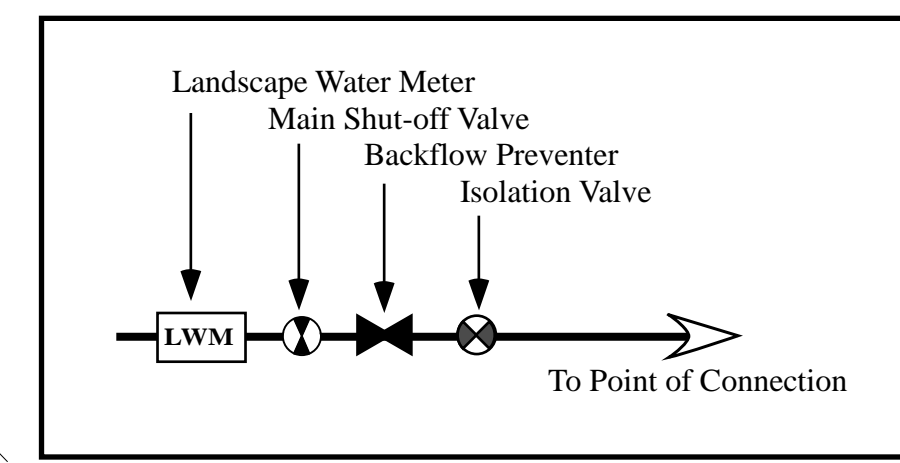
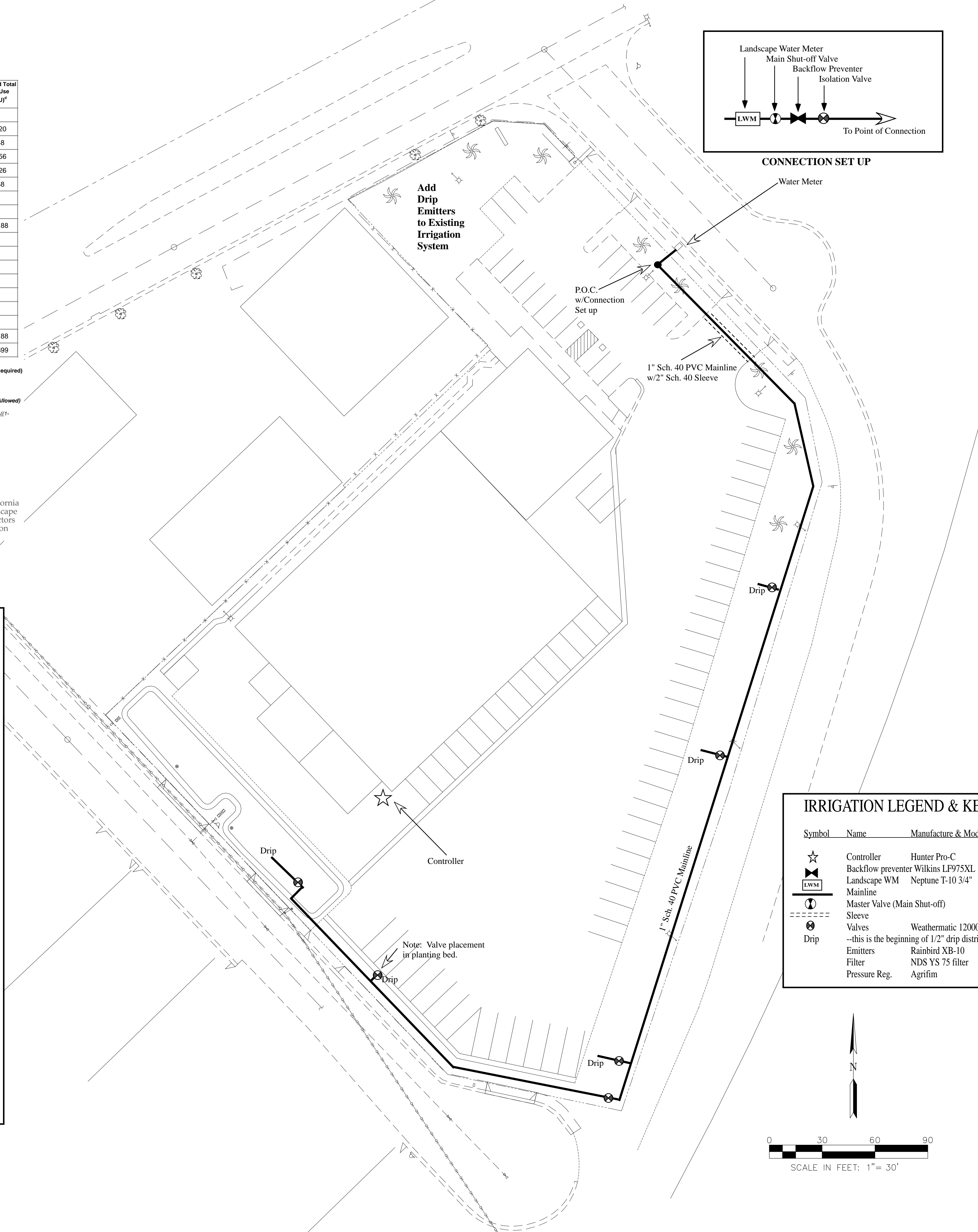
Regular Landscape Areas	
Total ETAF X Area	5,743
Total Area	22,939
Average ETAF	0.25

Average ETAF for Regular Landscape Areas must be 0.55 or below for residential areas, and 0.45 or below for non-residential areas.

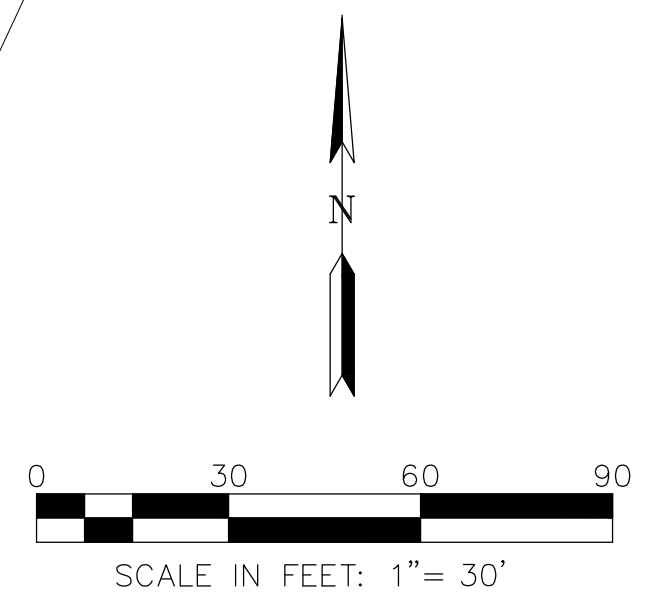


IRRIGATION NOTES

- Using a point of connection (water meter) as shown on plan, a 1" main line PVC will run to the valves. Installer to verify point of connection.
- All landscape will be drip irrigated. Within the planting beds 1/2" drip tubing will be used with emitters leading to each plant as follows:
 - 1 GPH emitter for each 1 gallon plant
 - 2, 1 GPH emitters for each 5 gallon plant
 - 4, 1 GPH emitters for each 15 gallon plant
- A backflow device will be used to prevent any contamination of drinking water. The Wilkins LF975XL will be used. Additionally the following components will be attached to each drip valve: Filter and pressure regulator.
- A controller will be used to regulate watering. A Hunter Pro-C is recommended used with a wireless on site weather station (Solar Sync), which will suspend or alter irrigation operation during unfavorable weather conditions. A similar "water sense" labeled controller may be used if desired.
- All work to conform to state and local codes (i.e. wiring depth of lines, flushing mainlines, and laterals, etc.).
- This drawing is diagrammatic therefore changes may be made due to conditions at the site. Contractor to make a note of changes.
- Irrigation parts and supplies are available at: Hydro Turf; 750 Work Street; Salinas (754-2020 office/754-2096 fax).
- Estimated static pressure at the site is 60psi. If pressure is significantly lower or higher pressure regulation will be needed.
- Install a Neptune T-10 Water Meter to facilitate water management on commercial sites of 1,000 - 5,000 sq.ft and residential sites over 5,000 sq.ft..
- For sites with landscaping over 5,000 sq.ft. install a flow meter. A Badger Industrial/Data Industrial Impeller series 228 PVC Irrigation Sensor #228PV1506-1211. is recommended. Manual and master shut-off valves to be installed as shown.
- Any spray portions of the irrigation will be irrigated with MP Rotators for maximum water efficiency with head to head coverage, with check valves, and installed on swing joints.
- Trees to be on a dedicated valve where feasible as shown.
- Hydrozones areas are indicated on plan. All valves service low hydrozone plants on new irrigation system. For existing irrigation system add a valve to irrigate medium hydrozone plants as needed (Del Monte Ave area).
- "I have complied with the criteria of the ordinance (MWEL0) and applied them accordingly for the efficient use of water in the irrigation design plan"



Symbol	Name	Manufacture & Model	Details
☆	Controller	Hunter Pro-C	w/Solar Sync & Flow Meter
⊗	Backflow preventer	Wilkins LF975XL	reduced pressure backflow assembly
LWM	Landscape WM	Neptune T-10 3/4"	lead free, high resolution, low-flow leak detection
—	Mainline		1" PVC, sch. 40
⊖	Master Valve (Main Shut-off)		PEX Ball Valve
- - - -	Sleeve		2" PVC, sch. 40
⊗	Valves	Weathermatic 12000 series	normally closed, forward flow design
⊗	Drip		--this is the beginning of 1/2" drip distribution tubing--
	Emitters	Rainbird XB-10	Xeri-Bug Emitters
	Filter	NDS YS 75 filter	1", 150 mesh filter (may be combo w/reg.)
	Pressure Reg.	Agrifim	1", 30 psi for medium flow



Project / Owner:

U-Haul Monterey

233 Del Monte Avenue
MONTEREY, CA 93940

APN.: 013-045-034-000

THE PAUL DAVIS PARTNERSHIP
ARCHITECTS & PLANNERS

The Paul Davis Partnership, LLP
288 Eldorado Street
Monterey, CA 93940
(831) 373-2784 FAX (831) 373-7459
EMAIL: info@pauldavispartnership.com

Drawn By:

Drawing Date: 4/21/2023

Project Number: # 22-07

Revisions:

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Sheet Title:
IRRIGATION PLAN

Sheet Number:

AIR QUALITY, GREENHOUSE GAS AND ENERGY ANALYSIS

U-HAUL AT 2330 DEL MONTE AVENUE

PREPARED FOR

Avila Construction

Kathryn Avila

12 Thomas Owens Way

Monterey, CA 93940

Tel 831.382.3524

kathryn@avilaconst.com

PREPARED BY

EMC Planning Group Inc.

601 Abrego Street

Monterey, CA 93940

Tel 831.649.1799

Fax 831.649.8399

Ron Sissem, Senior Principal

sissem@emcplanning.com

www.emcplanning.com

June 14, 2023

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1.0 Introduction

This air quality, greenhouse gas emissions (GHG), and energy report has been prepared by EMC Planning Group on behalf of Avila Construction, the applicant for the U-Haul at 2330 Del Monte Avenue remodel (“proposed project” or “project”). The information supports the applicant’s application to the City of Monterey and serves as a technical input to the California Environmental Quality Act (CEQA) environmental review process to be undertaken by the City of Monterey as the lead agency. The project location and description are presented first to provide context for the analyses which follow.

1.1 Project Location and Setting

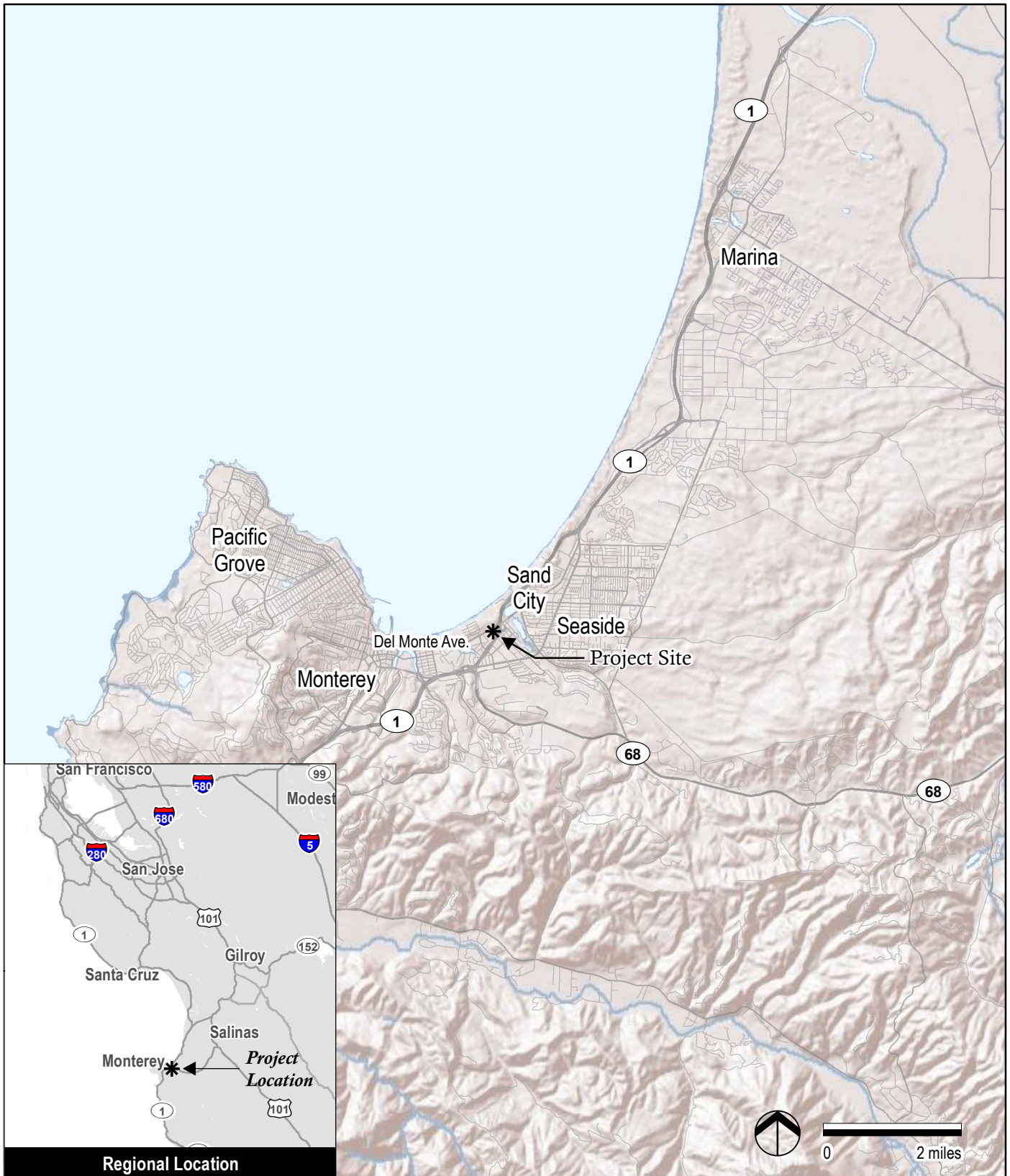
The proposed project is planned on a portion of a 2.92-acre site located within the City of Monterey at the intersection of Del Monte Avenue and Hannon Avenue directly west of State Route 1, as shown in [Figure 1, Location Map](#). The site is bordered by commercial uses on the west and east, Del Monte Boulevard on the north, and State Route 1 on the south. The project site is currently occupied by a U-Haul truck rental and shipping/packing retail operation. Existing improvements consist of a storage building and office building as shown on [Figure 2, Existing Uses](#). The project site is zoned C-3-D2-ES with a general plan designation of Commercial. The proposed project is consistent with C-3 Zoning District permitted uses.

1.2 Project Description

The project is being proposed to enable U-Haul to initiate a new service – distributing and storing U-Boxes, which are large containers that are delivered to homes and businesses to be filled with personal items, then either warehoused or shipped by U-Haul. Approximately 6,200 square feet of existing warehouse building that is attached to the retail space would be demolished. It would be replaced with an approximately 20,000 square-foot storage building. The net change in new building square footage would be approximately 14,000 square feet. The new building will be approximately 30-32 feet tall on the tallest side as measured from existing grade and include large interior clear spans to facilitate using equipment required to move the U-Boxes. Approximately 80,000 square-feet of existing pavement would be removed, in part to facilitate meeting current stormwater control standards. Repaving is planned to provide for a total of 20 employee and customer parking spaces and 61 rental equipment parking spaces.

The project plans identify that 17 electric vehicle (EV) capable spaces would be provided, with 4 of these including “EVCS”, which is assumed to mean “electric vehicle charging stations”. The project plan set also includes elevations, landscaping plans, etc. [Figure 3, Site Plan](#), shows the overall project plan.

The new warehouse would not be intensively used. The project is projected to generate about 10 truck trips per day and two employee trips per day.



Source: ESRI 2014

Figure 1
Location Map

U-Haul at 2330 Del Monte



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0 125 feet



Project Location

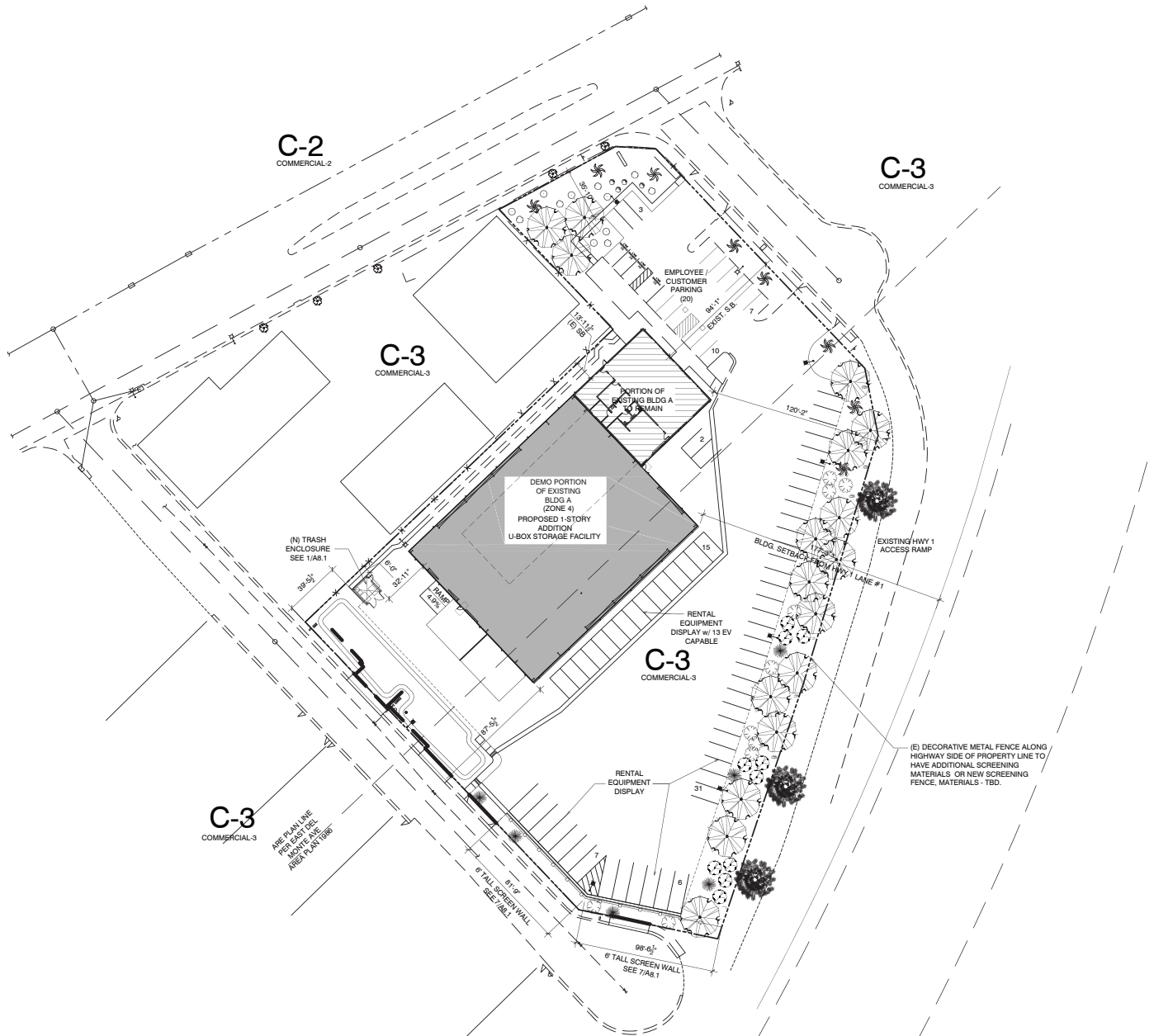
Source: Monterey County GIS 2023, Google Earth 2023



Figure 2
Existing Uses

U-Haul at 2330 Del Monte

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Source: RJA 2023

Figure 3
Site Plan



This side intentionally left blank.

2.0 Air Quality

This section includes discussions of the regional climate and topography, common criteria air pollutants, toxic air contaminants, applicable regulations, and potential criteria air pollutant and toxic air contaminant impacts from constructing and operating the proposed project.

2.1 Environmental Setting

Regional Climate and Topography

The project site is located on Monterey Bay in Monterey County. The County is in the North Central Coast Air Basin (air basin). The air basin covers an area of 5,159 square-miles along the central coast of California, encompassing Monterey, Santa Cruz and San Benito Counties. Monterey Bay is a 25-mile-wide inlet, which allows marine air at low levels to penetrate the interior. The Salinas Valley is a steep-sloped coastal valley which opens out on Monterey Bay and extends southeastward with mountain ranges of two to three thousand feet elevation on either side. The broad area of the valley floor near the mouth is twenty-five miles wide, narrowing to about six miles at Soledad, which is forty miles inland, and to three miles wide at King City, which is about sixty miles from the coast. At Salinas, near the northern end of the Valley, west and northwest winds occur about one-half the time during the entire year. Although the summer coastal stratus rarely extends beyond Soledad, the extended sea breeze, which consists of warmer and drier air currents, frequently reaches far down the Salinas Valley.

Criteria Air Pollutants

The six most common and widespread air pollutants of concern, or “criteria pollutants,” are ground level ozone, nitrogen oxides, particulate matter, carbon monoxide, and sulfur dioxide. In addition, reactive organic gases are a key contributor to the criteria pollutants because they react with other substances to form ground level ozone. These pollutant types are summarized as follows:

- **Ozone (O₃):** Ground-level ozone is created by complex chemical reactions between nitrogen oxides and reactive organic gases in the presence of sunlight. Since ground-level ozone is not emitted directly into the atmosphere, but is formed because of photochemical reactions, it is considered a secondary pollutant. If project-generated concentrations of reactive organic gases and/or nitrogen oxides exceed the applicable thresholds of significance, concentrations of ground level ozone resulting from these pollutants could potentially result in significant resulting in adverse human health impacts.

Reactive Organic Gases (ROG): Reactive organic gases are emitted from a variety of sources, including liquid and solid fuel combustion, evaporation of organic solvents, and waste disposal.

- Nitrogen Oxides (NO_x): Most nitrogen oxides are created during combustion of fuels. Nitrogen oxides are a major contributor to ozone formation. Like ozone, nitrogen dioxide is not directly emitted, but is formed through a reaction between nitric oxides and atmospheric oxygen. Nitrogen dioxide also contributes to the formation of particulate matter (see discussion below).
- Particulate Matter (PM₁₀): Particulate matter refers to a wide range of solid or liquid particles in the atmosphere, including smoke, dust, aerosols, and metallic oxides. Particulate matter with diameter of 10 micrometers or less is referred to as PM₁₀. Particulate matter is directly emitted to the atmosphere as a byproduct of fuel combustion, wind erosion of soil and unpaved roads, and from construction or agricultural operations.
- Carbon Monoxide (CO): Carbon monoxide is a component of motor vehicle exhaust, which contributes about 56 percent of all carbon monoxide emissions nationwide. Other non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all carbon monoxide emissions nationwide. Carbon monoxide can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues. Carbon monoxide contributes to the formation of ground-level ozone.

Toxic Air Contaminants

Toxic air contaminants are pollutants that may be expected to result in an increase in mortality or serious illness or may pose a present or potential hazard to human health. Diesel exhaust is the predominant toxic air contaminant in urban air. Diesel engines emit a complex mix of pollutants including nitrogen oxides, particulate matter, and toxic air contaminants. The most visible constituents of diesel exhaust are very small carbon particles or soot, known as diesel particulate matter (DPM). Diesel exhaust also contains over 40 cancer-causing substances, most of which are readily adsorbed on the soot particles. Diesel exhaust is especially common during the grading stage of construction and can be common where a project generates significant volumes of diesel truck traffic.

Construction Emissions

Emissions generated during construction are “short-term” in the sense that they would be limited to the actual periods of site development and construction. Short-term construction emissions are typically generated by the use of heavy equipment, the transport of materials, and construction employee commute trips. Construction-related emissions consist primarily of reactive organic gases, nitrogen oxides, DPM, respirable and fine particulate matter, and carbon monoxide. Emissions of reactive organic gasses, nitrogen oxides, DPM, and carbon monoxide are generated primarily by the operation of gas and diesel-powered motor vehicles, asphalt paving activities, and the application of architectural coatings. Respirable and fine particulate matter emissions are generated primarily by wind erosion of exposed graded surfaces.

Sensitive Receptors

Although air pollution can affect all segments of the population, certain groups are more susceptible to its adverse effects than others. Children, the elderly, and the chronically or acutely ill are the most sensitive population groups. These sensitive receptors are commonly associated with specific land uses such as residential dwelling units, schools, day care centers, nursing homes, and hospitals. In addition, certain air pollutants, such as carbon monoxide, only have significant effects if they directly affect a sensitive population. The air district's CEQA Guidelines suggests that the proximity of sensitive individuals (receptors) to a construction site constitutes a special condition and may require a more comprehensive evaluation of toxic DPM impacts.

The closest residential receptors to the site are approximately 500 feet to the east. Notably, they are separated from the site by State Route 1. Air emissions from existing vehicle travel on the highway would be the dominate influence on exposure of these residents to criteria air emissions and toxic air contaminants.

2.2 Regulatory Setting

For purposes of this report, the regulatory setting focuses on direction provided by the air district for evaluating impacts of local land use projects. Air district guidance is rooted in compliance with the California Clean Air Act, which in turn takes direction in significant part from the Federal Clean Air Act.

The federal Clean Air Act requires areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop plans, known as State Implementation Plans. State Implementation Plans are comprehensive plans that describe how an area will attain national ambient air quality standards. State Implementation Plans are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. California grants air districts explicit statutory authority to adopt indirect source regulations and transportation control measures, including measures to encourage the use of ridesharing, flexible work hours, or other measures that reduce the number or length of vehicle trips. Local air districts prepare State Implementation Plan elements and submit them to CARB for review and approval. CARB forwards State Implementation Plan revisions to the EPA for approval and publication in the Federal Register.

Monterey Bay Air Resources District

The Monterey Bay Air Resources District ("air district") was created in 1965 by the Monterey County Board of Supervisors. Within the air district are the counties of Monterey, San Benito, and Santa Cruz; these counties comprise the air basin. The air district has regulatory authority over stationary sources of air emissions, monitoring air quality within the air basin, providing guidelines

for analysis of air quality impacts pursuant to CEQA, and preparing an air quality management plan to maintain or improve air quality in the air basin. The air district has developed thresholds of significance for criteria air pollutants. These are contained in the *CEQA Air Quality Guidelines* (“CEQA Guidelines”) (Monterey Bay Unified Air Pollution Control District 2008).

The air basin is in non-attainment with state mandated thresholds for ozone and suspended particulate matter. The air district is delegated with the responsibility at the local level to implement both federal and state mandates for improving air quality in the air basin through an air quality plan(s), whose implementation is designed to attain State and national air quality standards. These plans also report on progress in improving air quality and provide a road map to guide the air district’s future activities.

The 2012-2015 Air Quality Management Plan was adopted by the air district in March 2017. This remains the currently adopted plan. It focuses on achieving the 8-hour component of the California ozone standard (the air basin has already attained the 1-hour standard), by continuing successful programs carried forward from the prior air quality management plan. Ozone exceedances at monitoring stations have declined from 63 (2006-2008), to 16 (2009-2011) to 9 (2013-2015). Mobile source NO_x emissions in the air basin have dropped significantly during the period 2000 to 2015, from about 56 tons per day to about 23 tons per day, largely attributable to state fuel and fuel efficiency standards. The NO_x emissions transported into the air basin from the San Francisco Bay Area and San Joaquin Air Basins are forecast to decline through the year 2030 (Monterey Bay Air Resources District 2017).

2.3 Air Quality Thresholds of Significance

CEQA Guidelines Appendix G is a sample initial study checklist that includes a number of factual inquiries related to the subject of air quality, as it does on a whole series of additional environmental topics. Lead agencies, in this case the City of Monterey, are under no obligation to use these inquiries in fashioning thresholds of significance on the subject of GHG impacts. CEQA grants agencies discretion to develop their own thresholds of significance. Even so, it is a common practice for lead agencies to take the language from the inquiries included in Appendix G and to use that language as thresholds. The City has done so here. Therefore, for purposes of this air quality analysis, a significant impact would occur if implementation of the proposed project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; and
- Expose sensitive receptors to substantial pollutant concentrations.

The analysis below addresses potential project impacts in the context of these thresholds.

Air District Significance Threshold Criteria

Guidance from the air district's CEQA Guidelines is used to assess significance of air quality impacts relative to the thresholds listed above.

Air Quality Plan Consistency

A consistency determination is a process by which the Lead Agency demonstrates that the population associated with proposed housing projects in their area is accommodated by the Association of Monterey Bay Area Governments ("AMBAG") regional growth forecasts. AMBAG's regional growth forecasts for population and dwelling units are embedded in the emission inventory projections used in the air quality plan. Projects consistent with AMBAG's regional growth forecasts have been accommodated in the air quality plan, and are therefore consistent with the air quality plan. Projects that are not consistent with AMBAG's regional growth forecasts may require mitigation to ensure uniformity with the air quality plan.

Construction Emissions Thresholds

Construction activities are temporary impacts that, depending on the size and type of project, commonly occur in limited time periods. Construction emissions have the potential to significantly impact local air quality, or pose localized health risks. The district's construction impact thresholds for inhalable particulates, ozone, and other pollutants are as follows:

- Construction activities that directly generate 82 pounds per day or more of PM₁₀ would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. Excavation and earthmoving activities generate about 38 pounds of PM₁₀ per day per acre, and minimal grading generates about 10 pounds per day per acre. Absent modeling, an impact is assumed when daily major earthwork exceeds 2.2 acres or minimal grading exceeds 8.1 acres. However, air district-approved PM₁₀ dispersion modeling can be used to refute (or validate) this determination. If modeling demonstrates that direct emissions under individual or cumulative conditions would not cause the exceedance of the State PM₁₀ standard [50 micrograms per cubic meter (µg/m³)] at existing receptors as averaged over 24 hours, the impact would not be considered significant. If ambient air quality in the project area already exceeds the State standard, a project would contribute substantially to this violation if it would emit 82 pounds per day or more. If there are existing PM₁₀ emissions in the project area, dispersion modeling should be undertaken to determine if the project and existing emissions would cause a violation of the State PM₁₀ standard;
- Construction projects using typical construction equipment, such as dump trucks, scrapers, bulldozers, compactors and front-end loaders that temporarily emit ozone precursors, are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant impact on the attainment and maintenance of the ozone standard. The air district should be consulted regarding emissions from non-typical equipment such as grinders and portable equipment; and

- Construction projects that may cause or substantially contribute to the violation of other State or national air quality standards, or that could emit TACs, could result in temporary significant impacts.

Operational Emissions Thresholds

The majority of adverse impacts on air quality come from the long-term operations of a project.

Criteria Air Pollutants

Table 2-1, [Thresholds of Significance for Criteria Air Pollutants](#), provides project-level thresholds of significance for criteria air pollutants during operation of a project.

Table 2-1 Thresholds of Significance for Criteria Air Pollutants

Pollutants Source	Threshold(s) of Significance ¹
ROG	137 lb/day (direct + indirect) ²
NO _x , as NO ₂	137 lb/day (direct + indirect) ²
PM ₁₀	82 lb/day (on-site) ³
CO	550 lb/day (direct)

SOURCE: Monterey Bay Unified Air Pollution Control District 2008

NOTE:

- Projects that emit other criteria pollutant emissions would have a significant impact if emissions would cause or substantially contribute to the violation of state or national ambient air quality standards. Criteria pollutant emissions could also have a significant impact if they would alter air movement, moisture, temperature, climate, or create objectionable odors in substantial concentrations. When estimating project emissions, local or project-specific conditions should be considered.
- Because of the complexities of predicting ground level ozone concentrations in relation to the state and national ambient air quality standards, the air district has developed mass emissions thresholds for VOC and NO_x that can be used to make significance determinations. The air district ties these thresholds to the local attainment status of ozone. Exceedance of VOC and/or NO_x thresholds indicates that a project would be inconsistent with ozone standards, resulting in a significant contribution to ground level ozone impacts.
- The air district's 82 pounds per day operational phase threshold of significance applies only to onsite emissions and project-related exceedances along unpaved roads. These impacts are generally less than significant. On large development projects, almost all travel is on paved roads (0% unpaved), and entrained road dust from vehicular travel can exceed the significance threshold. Please contact the air district to discuss estimating emissions from vehicular travel on paved roads. Air district-approved dispersion modeling can be used to refute (or validate) a determination of significance if modeling shows that emissions would not cause or substantially contribute to an exceedance of California and national ambient air quality standards.

2.4 Analysis

Air Quality Plan Consistency

Projects that are consistent with AMBAG's regional growth forecasts for population have been accommodated in the air quality plan, and are therefore consistent with the air quality plan. Because the proposed project would not increase population, it would not be inconsistent with the air quality plan and would have no related impact.

Construction Criteria Air Pollutants Emissions

Emissions from construction activities (e.g., excavation, grading, on-site vehicles) represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of

project. Construction activities which generate levels of PM₁₀ that exceed the established threshold of significance (82 pounds per day) would be considered to have significant impact on local air quality. The air district has established screening thresholds for construction-related activities with minimal earthmoving (8.1 acres per day). Construction projects below the screening level threshold are not considered to have a significant impact. Since the total project area of 2.92-acres is below the screening threshold, only a portion of the site will be affected by construction activities, and site grading/excavation will be minimal, the project would not generate construction PM₁₀ emissions that would exceed the air district threshold of significance.

As discussed in Section 2.3, Air Quality Thresholds, the air district's CEQA Guidelines state that ozone precursor emissions from construction projects using typical equipment were accounted for in the emission inventories of the Air Quality Plan. The proposed project would use typical construction equipment; therefore, ozone precursor emissions from project construction are accounted for in the emission inventories and would not have a significant impact on the attainment and maintenance of the national or state ambient air quality standards for ozone.

Construction activities would have a less-than-significant air quality impact.

Operational Criteria Air Pollutants Emissions

Section 2.3, Air Quality Thresholds, summarizes the project-level thresholds of significance for operational impacts by pollutant. An exceedance of any threshold would represent a significant impact on local or regional air quality.

Projects which could generate 82 pounds per day or more of PM₁₀ at the project site (e.g., quarries, truck stops) would result in substantial air emissions and have a significant impact on local air quality. This threshold of significance applies only to onsite emissions and project-related exceedances along unpaved roads. Due to the small scale of the project, its minimal operational intensity, and the fact that the all travel will take place on paved roads, the project would not exceed the significance threshold for PM₁₀.

The air district's CEQA Guidelines provide reference for indirect sources with potentially significant impacts on ozone. CEQA Guidelines Table 5-4, Indirect Sources with Potentially Significant Impacts on Ozone, identifies project types and sizes below which ozone impacts can be screened out as less than significant. The table references VOCs and NO_x as the components of ozone. ROG_s are a class of VOCs, and for analysis purposes, the two are assumed to be equivalent. Light industrial is the land use type in the table that best approximates the proposed project type. Operationally, light industrial uses generally are substantially more intensive than would be the proposed use. The proposed project would generate a net increase of 14,458 square feet of building area. The screening threshold for light industrial use is 1,040,000 square-feet, which is about 98.5 percent greater than the project building square footage. Therefore, ROG and NO_x emissions would be less than significant.

Regarding CO emissions, the planned net increase in building square footage would be minimal. The magnitude of CO emissions generation from it can be qualitatively evaluated by comparing the emissions volumes from other project types/sizes relative to the proposed project. The air quality analyses in two recent CEQA documents prepared by EMC Planning Group are representative. The first, an 18,187 square-foot grocery store with 72 parking spaces was found to emit 58.64 pounds per day of CO, well below the air district thresholds of 550 pounds per day (EMC Planning Group 2022). The second, a highly intensive agricultural cooler project with 270,000 square feet of building, was modeled as generating a maximum of 51.5 pounds per day of CO (EMC Planning Group 2023). Project types of much higher use intensity remain substantially under the CO threshold of significance. This clearly indicates that the proposed project would not exceed the CO threshold of significance.

Exposure to Substantial Pollutant Concentrations

The primary source of concern regarding exposure of sensitive receptors to substantial pollutant concentrations is from project generation of toxic air contaminants in the form of diesel exhaust from diesel equipment used during construction and from diesel truck trips during operations. As noted previously, the closest residential receptors to the site are approximately 500 feet to the east. Notably, they are separated from the site by State Route 1. Toxic air contaminant emissions from existing vehicle travel on the highway would be the dominate influence on exposure of these residents to toxic air contaminants.

The air district's CEQA Guidelines do not provide screening thresholds for toxic air contaminants generated by construction equipment. Therefore, this analysis is qualitative. Construction activities for the project would not require substantial use of diesel-powered equipment, and would occur over a short period of time. These factors, combined with the distance to and dominant influence of existing State Route 1 diesel truck emissions on the nearest receptors would combine to assure that exposure to project construction sources of toxic air contaminants would be negligible.

The air district's CEQA Guidelines do not provide screening thresholds for toxic air contaminants generated by mobile sources – typically diesel truck. A threshold can be inferred from the *Air Quality and Land Use Handbook: A Community Health Perspective* (California Air Resources Board 2005), which recommends avoiding siting new sensitive land uses, such as residences, schools, daycare centers, playgrounds, or medical facilities, within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day. This threshold is used to determine potentially significant impacts to human health resulting from prolonged exposures to concentrations of mobile-source TACs. Based on Caltrans data, State Route 1 at State Route 218 carried about 58,000 average daily vehicle trips per day and 2,800 truck trips in 2021 (California Department of Transportation 2021). Even if all daily truck trips from the project traveled on State Route 1 to or

from the site, the project contribution of up to 10 diesel truck trips per day (.003 percent) to the highway would have a negligible effect on exposing these or other existing sensitive receptors located along the highway to toxic air contaminants from this source.

Given the above factors, the project would have a less-than-significant impact from exposing sensitive receptors to substantial pollutant concentrations.

2.5 Conclusion

Although the proposed project would generate criteria air pollutant emissions during construction and operations, emissions volumes would be below the air district thresholds of significance. Consequently, air quality impacts would be less than significant.

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3.0 Greenhouse Gases

This section includes summary discussions of climate change science, existing setting conditions, applicable climate change policy and regulatory direction, projected project GHG emissions, and GHG impacts.

3.1 Environmental Setting

The international scientific community has concluded with a high degree of confidence that human activities are causing an accelerated warming of the atmosphere. The resulting change in climate has serious global implications and consequently, human activities that contribute to climate change may have a potentially significant effect on the environment.

Climate effects in California are projected to include rising temperatures, reduced Sierra Nevada snowpack and associated reduced water supply, changes in rainfall levels and distribution, more frequent and intense storms, sea level rise and intensified coastal hazards, diminished air quality, increased social vulnerability, and increased illness/adverse health effects.

3.2 Regulatory Setting

Myriad national, state, regional, and local climate change policies and regulations have been passed to tackle foreseeable adverse climate change effects. Because California has been at the forefront of addressing climate change, its suite of policies and regulations is generally more comprehensive and stringent than is the Federal government's. The discussion here focuses on local/regional guidance for assessing GHG impacts, but includes a broad overview of California's framework of legislation and regulation.

State

The California Legislature has enacted a series of statutes addressing the need to reduce GHG emissions across the state. These statutes can be categorized into four broad categories: (i) statutes setting numerical statewide targets for GHG reductions, and authorizing California Air Resources Board to enact regulations to achieve such targets; (ii) statutes setting separate targets for increasing the use of renewable energy for the generation of electricity throughout the state; (iii) statutes addressing the carbon intensity of vehicle fuels, which prompted the adoption of regulations by

California Air Resources Board; and (iv) statutes intended to facilitate land use planning consistent with statewide climate objectives. These are summarized below, as are recent building code requirements intended to reduce energy consumption.

Current applicable statutes setting statewide GHG reduction targets include Senate Bill 32 and the recently adopted AB 1279. SB 32 requires California to reduce its statewide GHG emissions to 40 percent below 1990 levels by the year 2030. AB 1279 states that it is the policy of the state both to achieve net zero GHGs as soon as possible, but no later than 2045, achieve and maintain net negative greenhouse gas emissions thereafter, and ensure that by 2045, statewide anthropogenic greenhouse gas emissions are reduced to at least 85 percent below 1990 levels.

Over time, the state has adopted a variety of targets for using renewable energy to generate electricity. These efforts started in the early 2000s. SB 100, passed in 2018, requires that 60 percent of the state's electricity supply be generated by renewable resources by December 31, 2030 and that 100 percent be generated by clean energy, including renewables, by 2045. AB 1020, passed in 2022, revises state policy to provide that eligible renewable energy resources and zero-carbon resources supply 90 percent of all retail sales of electricity to California end-use customers by December 31, 2035, 95 percent of all retail sales by December 31, 2040, 100 percent to California end-use customers by December 31, 2045, and 100 percent of electricity to serve all state agencies by December 31, 2035.

Actions to reduce the carbon intensity of vehicle fuels have been on-going in the state since 2002 with passage of Assembly Bill 1493, the Pavley Clean Cars Standards. The Advanced Clean Cars program, adopted in 2012, is aimed at reducing both smog-causing pollutants and GHG emissions for vehicles model years 2017-2025. In 2022, CARB approved the Advanced Clean Cars II rule that sets California on a path to rapidly expanding the zero-emission car, pickup truck and SUV market. The rule establishes a year-by-year roadmap so that by 2035, 100 percent of new cars and light trucks sold in California will be zero-emission vehicles, including plug-in hybrid electric vehicles. The regulation realizes and codifies the light-duty vehicle goals set out in Governor Newsom's Executive Order N-79-20, adopted in 2020, which set statewide goals for phasing out gasoline-powered cars and trucks in California.

Statutes intended to facilitate land use planning consistent with statewide climate objectives focus on SB 375, Sustainable Communities Strategy. This 2008 legislation is designed to coordinate land use and transportation on a regional level to reduce miles traveled by passenger vehicles and light trucks and associated GHGs. CARB is required to set GHG reduction targets for each metropolitan region. Each of California's metropolitan planning organizations then prepares a sustainable communities strategy that demonstrates how the region will meet its GHG reduction target through integrated land use, housing, and transportation planning.

The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the California Building Standards Code, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated every three years by the California Energy Commission as the Building Energy Efficiency Standards to allow consideration and possible incorporation of new energy efficiency technologies and construction methods. The current 2022 Energy Code includes actions/features which continue to support California's gradual transition away from use of fossil fuels, and improve environmental quality. The 2022 update encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and promote electrification of the vehicle fleet by expanding standards for electric vehicle infrastructure (e.g., electric vehicle charging stations) for residential and non-residential development. The Code is intended to achieve major reductions in interior and exterior building energy consumption. CALGreen institutes mandatory minimum environmental performance standards (Tier 1) for all ground-up new construction of commercial, residential, and state-owned buildings, as well as schools and hospitals. It also includes voluntary measures (Tier 2) which go above and beyond the mandatory standards.

Regional/Local

The City of Monterey adopted the City of Monterey Climate Action Plan in 2016. However, it no longer qualifies as a plan against which consistency of the proposed project can be assessed because it identifies GHG reduction measures that are targeted towards achieving statewide GHG reduction goals for the year 2020.

To date, the air district has not adopted regulations or CEQA guidance for analysis of GHG effects of land use projects; nor has it prepared a qualified GHG reduction plan for use/reference by local agencies.

3.3 Thresholds of Significance

CEQA Guidelines Appendix G is a sample initial study checklist that includes a number of factual inquiries related to the subject of GHGs, as it does on a whole series of additional environmental topics. Lead agencies, in this case the City of Monterey, are under no obligation to use these inquiries in fashioning thresholds of significance on the subject of GHG impacts. CEQA grants agencies discretion to develop their own thresholds of significance. Even so, it is a common practice for lead agencies to take the language from the inquiries included in Appendix G and to use that language as thresholds. The City has done so here. Therefore, for purposes of this GHG analysis, a significant impact would occur if implementation of the proposed project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The analysis below addresses potential project impacts in the context of these thresholds.

3.4 Analysis

Given the absence of a local or regional threshold of significance or plan for reducing GHGs, the City is referencing guidance provided by the adjacent air district, the Bay Area Air Quality Management District (BAAQMD) as the basis to assess the significance of impacts of GHGs generated by the project on the environment. BAAQMD recently adopted a performance standard-based analysis approach for evaluating GHG impacts in CEQA documents. The guidance can be found in the *CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans* (Bay Area Air Quality Management District 2022). That guidance suggests that a project which meets the following key performance standards would have a less-than-significant impact:

1. No natural gas: Projects shall be designed and constructed without natural gas infrastructure;
2. The project will not result in wasteful, inefficient, or unnecessary energy use;
3. Electric vehicle (EV) ready: Projects shall meet the current California Green Building Code (CALGreen) Tier 2 standards for EV spaces; and
4. The project is found to have a less than significant VMT impact.

This BAAQMD guidance is design to reduce GHG impacts from land development projects based on substantial evidence contained in the threshold guidance document. In this function, the guidance also serves as the applicable plan for reducing GHG emissions.

Project Consistency with GHG Reduction Guidance

The proposed project's consistency with the GHG performance standards is summarized below.

Performance Standard 1: No Natural Gas

The applicant has indicated that the proposed project does not require using natural gas and consequently, will not include permanent natural gas infrastructure. *Nevertheless, it is recommended that the City include a condition of project approval which requires the final improvement plans to demonstrate that no permanent natural gas infrastructure be installed to serve the new building.* As designed and with the recommended condition of approval, the project would meet performance standard 1.

Performance Standard 2: Electric Vehicle Ready

The project plan set indicates that four level 2 EV charging stations, as well as thirteen additional EV capable spaces are planned. However, at the current phase in the design development, the applicant is uncertain if the proposed EV support infrastructure is consistent with CALGreen Tier 2 standards. *Consequently, the City should require a condition of approval which requires that the final improvement*

plans show EV support infrastructure consistent with Tier 2 standards and that such improvements be installed prior to approval of an occupancy permit. With this condition of approval, the project would meet performance standard 2.

Standard 3: Energy Use

Refer to Section 4, Energy, for a discussion of project energy use. The proposed project meets this performance standard.

Performance Standard 4: Less Than Significant Vehicle Miles Traveled Impact

The City of Monterey's current VMT policy, adopted in March 2021, provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects. The City's screening thresholds are intended to identify when a project should be expected to result in a less-than-significant impact without conducting a detailed VMT evaluation. The screening thresholds are based on project size, maps, transit availability, and provision of affordable housing. Once screening threshold states that projects which generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact on VMT (City of Monterey 2021).

A VMT analysis for the proposed project was prepared by Hexagon Transportation on April 4th, 2023. The analysis concluded that the project would generate up to 10 daily truck trips during the summer peak season and fewer than 2 daily truck trips during the non-summer season, as well as one additional employee that would generate two daily trips, resulting in a maximum net increase of 12 vehicle trips per day (Hexagon Transportation Consultants 2023). Since the estimated trip volume is far below the screening threshold, the project would have a less-than-significant impact on VMT. Therefore, the project meets performance standard 4.

3.5 Conclusion

With the conditions of approval to ensure the project is designed with no permanent natural gas infrastructure and required to meet CALGreen Tier 2 EV standards, the project meets all four BAAQMD GHG reduction performance standards. Consequently, the proposed project would have a less-than-significant impact from generating GHG emissions and would not conflict with the applicable plan for reducing GHG emissions (the BAAQMD GHG guidance).

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4.0 Energy

4.1 Environmental Setting

Energy Use and Conservation

For more than two decades, federal, state, and regional energy agencies and energy providers have been focused on reducing growth in fossil fuel-based energy demand, especially in the form of transportation fuels and electricity. Key related environmental goals have been to reduce air pollutants and GHGs. Public and private investments in a range of transportation technology, energy efficiency and energy conservation programs and technologies to improve transportation fuel efficiency have been increasing, as has the focus on land use planning as a tool to reduce vehicle trips/lengths and transportation-related energy use.

To minimize the need for additional electricity generation facilities, both the state and regional energy purveyors have focused investments on energy conservation and efficiency. Energy purveyors have also focused on obtaining larger shares of retail power from renewable sources.

4.2 Regulatory Setting

Energy efficiency, energy conservation and transportation fuel efficiency (through vehicle trip reduction and improved mileage) goals of the federal and state governments are embodied in many federal, state, and local statutes and policies. Representative state energy efficiency and conservation, and transportation energy demand guidance, regulations, and legislation are summarized in Section 3.2 of this report. The California Energy Code and CALGreen Code as discussed in that section are particularly relevant to the proposed project.

4.3 Thresholds of Significance

CEQA Guidelines Appendix G is a sample initial study checklist that includes a number of factual inquiries related to the subject of energy, as it does on a whole series of additional environmental topics. Lead agencies, in this case the City of Monterey, are under no obligation to use these inquiries in fashioning thresholds of significance on the subject of energy impacts. CEQA grants agencies discretion to develop their own thresholds of significance. Even so, it is a common practice for lead agencies to take the language from the inquiries included in Appendix G and to use that language as requisite thresholds of significance. Therefore, for purposes of this GHG analysis, a significant impact would occur if implementation of the proposed project would:

- Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The analysis below addresses potential project impacts in the context of these thresholds. There is no established quantified level of energy demand from any one or more energy source at which energy impacts are deemed significant. Consequently, the analysis below is inherently qualitative.

4.4 Analysis

The two primary sources of project energy consumption will be fuel use in vehicles traveling to and from the project site and electricity in the new storage building. Each of these energy consumption sources is described below. As previously stated, the project would not result in demand for energy in the form of natural gas.

Transportation Fuel

The proposed project will generate new traffic trips that increase VMT. New vehicle trips will increase demand for and consumption of transportation fuel. However, the project would generate only about 12 vehicle-trips per day during the peak summer season (Hexagon Transportation Consultants 2023). This is primarily due to increased truck traffic (6-10 trips per day), as well as one additional employee at the proposed facility, who would generate two daily trips. The very small increase in trips would generate a very minor increase in transportation fuel demand.

Electricity

The project represents a common land use development type whose energy demand would not be excessive. There are no sources of notable electricity demand associated with the project. Interior and exterior building lighting are the main sources and their demand would be negligible. The City enforces the California Building Standards Code and CALGreen Code through the development review/building permit process. That enforcement is the primary mechanism through which the project will be required to implement state and locally mandated energy efficiency/conservation measures that are within the control of the applicant and the City.

4.5 Conclusion

Given that the project will result in minimal increases in fuel and electricity demand, that the project represents a common land use type, and that the project must be constructed consistent with applicable energy conservation and efficiency regulations, the proposed project would not result in inefficient, wasteful, and unnecessary consumption of energy.

5.0 Sources

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: April 4, 2023
To: Kathryn Avila, Avila Construction Company
From: Luis Descanzo, Robert Del Rio, T.E.
Subject: VMT Assessment for the Proposed U-Haul U-box Storage Facility in Monterey, California

Hexagon Transportation Consultants, Inc. has completed a vehicle-miles traveled (VMT) assessment for a proposed U-Haul U-box storage facility located at 2330 Del Monte Avenue in Monterey, California (see Figure 1). The project site is currently used for U-Haul's truck rental and shipping/packing retail operation. As proposed, the project will replace an existing on-site warehouse with a new U-Box storage and distribution facility of approximately 22,500 square feet (s.f.). Truck traffic servicing the new U-box warehouse facility will primarily access the site via two existing driveways along Hannon Avenue, with additional access provided via another existing driveway along Ramona Avenue. The existing truck rental/retail operation will remain in the current office building on-site and would continue to be served via the existing driveways along Hannon Avenue. Unlike the existing rental/retail operation, the proposed new U-Box warehouse facility will be accessible to U-Haul employees only and will not be directly accessible to customers.

The purpose of this memorandum is to provide an assessment of the project's effect on VMT. The VMT assessment methodology and results are discussed below.

VMT Assessment Methodology and Results

Pursuant to Senate Bill (SB) 743, the California Environmental Quality Act (CEQA) 2019 Update Guidelines Section 15064.3, subdivision (b) states that VMT will be the metric in analyzing transportation impacts for land use projects for CEQA purposes. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT measures the full distance of personal motorized vehicle-trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

City of Monterey VMT Policy Screening Recommendations

The City of Monterey's current VMT policy, adopted in March 2021, provides recommendations regarding VMT evaluation methodology, significance thresholds, and screening thresholds for land use projects. The City's policy is based on guidelines published by the Governor's Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA*, December 2018.

Figure 1
Site Location

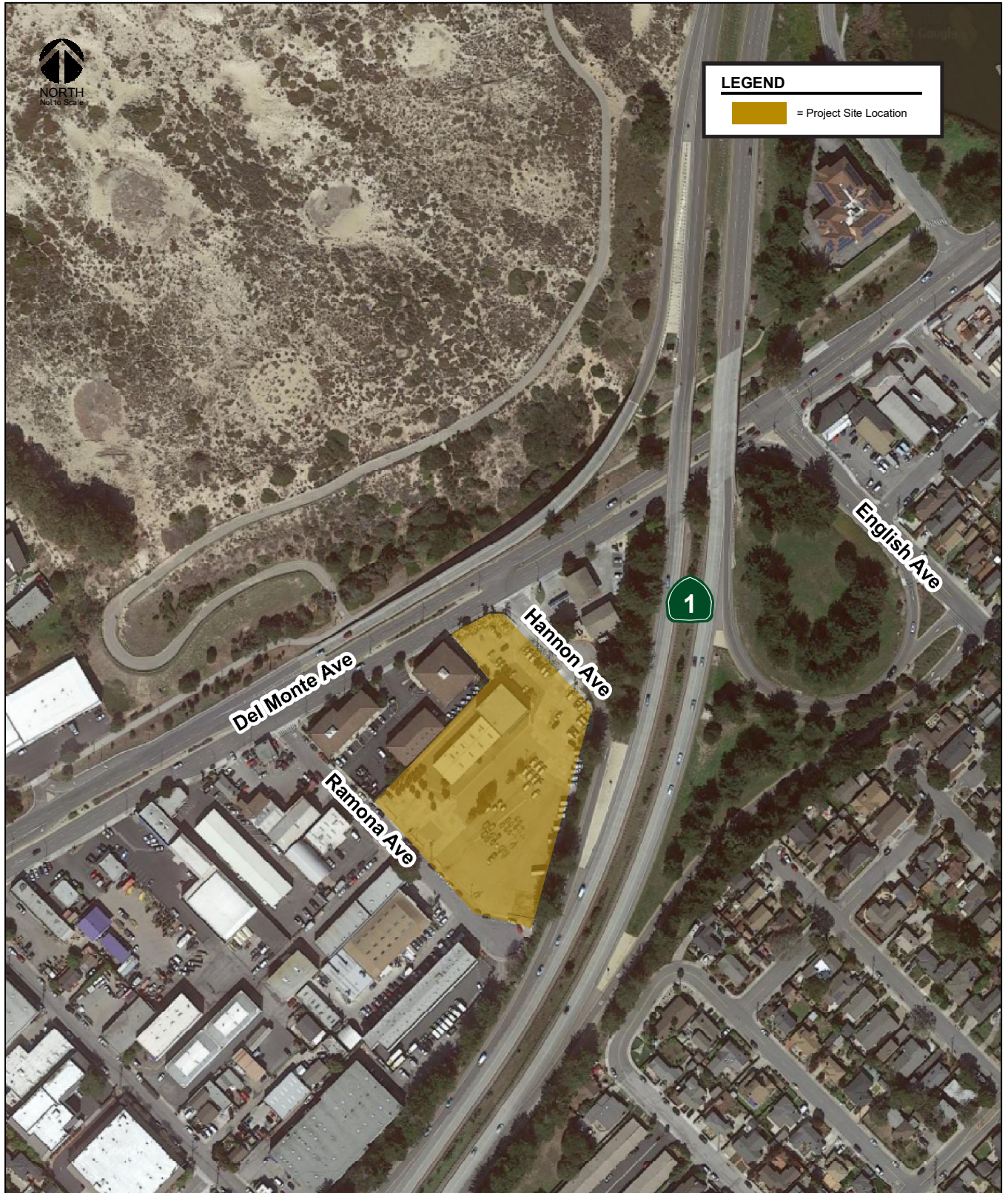


Figure 2
Site Plan and Daily Project Trips



The City's screening thresholds are intended to identify when a project should be expected to cause a less-than-significant impact without conducting a detailed VMT evaluation. The City's screening thresholds are based on project size, maps, transit availability, and provision of affordable housing. The City's screening threshold criteria are listed below.

- **City policy recommends that projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant impact on VMT.**
- City policy recommends that projects (including office, residential, retail, and mixed-use developments) proposed within ½ mile of an existing major transit stop may be presumed to have a less-than-significant impact on VMT.
- City policy recommends that local-serving retail developments (considered to be less than 50,000 s.f. in size) may be assumed to cause a less-than-significant impact on VMT.
- City policy recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT.
- City policy recommends that local-serving essential services (considered to be less than 50,000 s.f. in size and is a proposed day care center, public K-12 school, police or fire facility, medical/dental office building, or government services facility) may be assumed to cause a less-than-significant impact on VMT.
- City policy recommends that office or residential projects not exceeding a level of 15 percent below existing VMT per capita and employee may indicate a less-than-significant impact on VMT.
- City policy recommends that a redevelopment project which replaces an existing VMT-generating land use without resulting in a net overall increase (or remains equal) in VMT may be assumed to cause a less-than-significant impact on VMT.

Daily Trip Generation Estimates

Daily site-generated vehicular traffic for the proposed storage facility is estimated based on the proposed operations provided by the applicant. Customers will not have access to the storage facility. Therefore, trips generated will consist of only employee and truck traffic.

It is anticipated that during the summer peak season, up to 5 trucks would serve the proposed new U-box storage facility per day. During the non-peak season (fall/winter/spring seasons), it is estimated that up to 6 trucks would serve the facility per week. Therefore, the new U-box storage facility will generate up to 10 daily truck trips during the summer peak season and fewer than 2 daily truck trips during the non-summer season.

Additionally, 1 employee would be assigned to work at the proposed new facility. Therefore, the employee will generate 2 daily trips.

As proposed, there would be no changes to the existing truck rental and retail operation on-site. The retail operation is not anticipated to increase customer or truck traffic on-site. Therefore, no additional trips would be generated by the existing truck rental and retail operation.

Overall, the project is estimated to result in a maximum net increase of 12 vehicle-trips per day, which would occur during the summer peak season.

VMT Assessment

Per the City's VMT screening threshold recommendations, since the daily trips estimated to be generated by the proposed new facility would be less than 110 trips, it may be presumed to be a small project and would therefore have a less-than-significant impact on VMT. The City guidelines suggest that by adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT.

Project Trip Volumes

Estimates of maximum daily project trip volumes at the site driveways and nearby intersections are shown in Figure 2. The trip estimates utilize the following assumptions:

- The majority of project trips are expected to use Highway 1 via the Del Monte Avenue/English Avenue interchange.
 - Inbound trips from the north will use the Highway 218 (Canyon Del Rey Boulevard) off-ramp and Del Monte Avenue to access the site.
 - Outbound trips to the north will use Del Monte Avenue and English Avenue on-ramp.
 - Inbound trips from the south will use the English Avenue off-ramp and Del Monte Avenue to access the site.
 - Outbound trips to the south will use the Hannon Avenue on-ramp.
- Approximately half of the project trips would arrive from and depart to areas north and east of the project location (including Seaside and Marina), while the remaining half of the project trips would arrive from and depart to areas south and west of the project location (including Monterey, Pacific Grove, and Carmel).
- Truck traffic servicing the proposed facility will primarily access the site via two existing driveways along Hannon Avenue, with secondary access provided via another existing driveway along Ramona Avenue. It is expected that vehicles entering/existing off of Ramona Avenue will be smaller vehicles and emergency vehicles.

**REPORT
to
MS. KATHRYN AVILA
AVILA CONSTRUCTION COMPANY
12 THOMAS OWENS WAY, SUITE 200
MONTEREY, CALIFORNIA 93940**

**GEOTECHNICAL SOILS-FOUNDATION
and
PAVEMENT REPORT UPDATE
for the proposed
U-BOX STORAGE and DISTRIBUTION FACILITY
2330 DEL MONTE AVENUE
MONTEREY, CALIFORNIA 93940
A. P. N. 013-045-035-000**

by

**GRICE ENGINEERING, INC.
561-A BRUNKEN AVENUE
SALINAS, CALIFORNIA 93901
AUGUST 2001 updated APRIL 2023**

GRICE ENGINEERING INC

Attachment 4

ENGINEERING GEOTECHNICS SEPTIC HYDROLOGY
FOUNDATIONS SOILS EARTH STRUCTURES

561A Brunken Avenue
Salinas, California 93901
griceengineering@sbcglobal.net

Salinas: (831) 422-9619
Monterey: (831) 375-1198
FAX: (831) 422-1896

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August 22, 2001 Updated April 26, 2023

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Ms. Kathryn Avila
Avila Construction Company
12 Thomas Owens Way, Suite 200
Monterey, California 93940

Project: U-Box Storage and Distribution Facility
 2330 Del Monte Avenue
 Monterey, California 93940
 A. P. N. 013-045-035-000

Subject: Geotechnical Soils-Foundation and Pavement Report Update

Dear Ms. Avila,

Pursuant to your request, we have completed our geotechnical investigation and evaluation of the above-named site. The purpose of this report is to evaluate the site relative to foundation and pavement purposes. It is our opinion that this site is suitable for the proposed development, provided the recommendations made herein are followed.

In general, the site soils encountered have geotechnical engineering properties suitable for support of foundations and pavements. However, unqualified fill soils and disturbed native soils are present on the site. In addition, further disturbance will occur during demolition. This characteristic and others will need to be addressed during site grading following the recommendations as given in this report.

The report contained herein is made with our best efforts to evaluate the site, determine the site's geotechnical conditions and provide recommendations for these conditions. We submit this report with the understanding that it is the responsibility of the owner, or his representative, to ensure incorporation of these recommendations into the final plans, and their subsequent implementation in the field.

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In addition, we recommend that GRICE ENGINEERING, INC., be retained to review the project plans and provide the construction supervision and testing required to document compliance with these recommendations. Should any site condition not mentioned in this report be observed, this office should be notified so that additional recommendations can be made, if necessary.

This report and the recommendations herein are made expressly for the above referenced project and may not be utilized for any other site without written permission of GRICE ENGINEERING, INC.

Please feel free to call this office should you have any questions regarding this report.

Very truly yours,
GRICE ENGINEERING, INC.



Lawrence E. Grice, P.E.
R. C. E. 66857

NOTICE TO OWNER

Any earthwork and grading performed without direct engineering supervision and material testing by Grice Engineering, Inc., will not be certified as complete and in accordance with the requirements set forth herein.

Foundations placed without observation of bearing conditions, in accordance with the requirements set forth herein, will not be certified.

Inspection of Work

It is recommended that all site work be inspected and tested during performance by this firm to establish compliance with these recommendations.

NOTIFY: GRICE ENGINEERING, INC. SALINAS (831) 422-9619
561-A Brunken Avenue MONTEREY (831) 375-1198
Salinas, California 93901

EMAIL ADDRESS: griceengineering@sbcglobal.net

A minimum of 48 hours (2 working days) notification is required prior to commencement of work so that scheduling for testing and inspections can be made.

Please be advised costs incurred during inspection and testing of all site work are separate and not considered part of the fees as charged by Grice Engineering, Inc., for the report contained herein.

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**GEOTECHNICAL SOILS-FOUNDATION
and
PAVEMENT REPORT UPDATE
for the proposed
U-BOX STORAGE and DISTRIBUTION FACILITY
2330 DEL MONTE AVENUE
MONTEREY, CALIFORNIA 93940
A. P. N. 013-045-035-000**

Introduction, Method and Scope of Investigation

The purpose of this report is to evaluate the geotechnical properties of the site relative to foundation and pavement purposes for the proposed development of the U-Box Storage and Distribution Facility. From these findings recommendations are given for the design of the development and subsequent construction.

For this purpose, the site was investigated, and prior information concerning construction and subsurface exploration in this area was examined for soils and materials data. The investigation consisted of a detailed site evaluation, which included a site inspection, review of literature available to GRICE ENGINEERING, INC., including Site Plans from The Paul Davis Partnership, Civil Sheets by Ruggeri-Jensen-Azar, geotechnical drilling and soil sampling, material evaluation, and analysis of the geotechnical properties of the site soils. This report concludes the results of the investigation and provides recommendations based on that work.

The findings and recommendations contained in this report are applicable only to the above-named site and its proposed development, and may not be utilized for any other site or purpose without written permission of GRICE ENGINEERING, INC.

Site Description

The project site is located at 2330 Del Monte Avenue in the city of Monterey. The site occupies most of the city block defined by Del Monte Avenue to the northwest, Hannon Avenue to the northeast, CA Highway 1 to the southeast and Ramona Avenue to the southwest. The northwest corner of this block is occupied by a separate development. Please refer to the Vicinity and Location Maps and the Site Map in Appendix "A" for details.

The topography of the 2.84 acre parcel is of even grade sloping from east to west between the approximate elevations of 30 to 24 feet above sea level.

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Formally occupied by United Rentals and A-1 Rents, the site currently is the location of the U-Haul truck rental, retail operation facility in Monterey. Retail traffic currently enters and exits on Hannon Avenue.

Prior evaluation of the site included demolition of several existing structures and construction of new building(s) or utility structures. Please refer to the (Prior) Site Description and (Prior) Site Map with Bore Locations compiled for the previous improvements located in Appendix "A". Undoubtedly, other activities have disturbed soils and embedded structures below grade. To the best of our knowledge, the structures highlighted with clouds were demolished and the subsequent pavement construction was completed without engineering oversight.

The U-Haul office and showroom are located at the corner of Del Monte and Hannon Avenue in the northeast corner of the lot, fronting on Hannon Avenue. The retail operation will remain unchanged. The shop/warehouse is off the southwest rear of the office/showroom, both are considered building A.

Existing trash enclosures in the southwestern corner are to remain. Several parking lots on the site are used for equipment displaying and as parking for employees and customers.

As proposed, the shop/warehouse portion of building A and existing pavements in the southeast corner are to be demolished and removed from it entirety to facilitate the new project. A new one-story U-Box warehouse storage facility, building B, is to be constructed in the southern corner and will enter and exit off Ramona Avenue.

Additional site improvements include new parking spaces, expanding and continuance of the asphalt, new fencing and lighting, various loading and shipping docks are to be incorporated. Recommended trees and shrubs will be added to areas as needed to reduce the visual impact of the building on the Highway 1 side.

The approximately 20,767 square ft., warehouse storage facility, is to be of vertical insulated metal panels with an interior steel frame to provide stability for the walls and support of the metal roof structure. Column and panel support is to be provided by spread and/or continuous footings. The interior floor is to be of concrete cast directly on-grade.

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Field Investigation

Our field investigation consisted of a site inspection, along with review of seven previously advanced exploratory bores to establish the subsurface soil profile, and obtain sufficient soil specimens to determine the soil characteristics. Drilling was accomplished by continuous flight auger, with the spoil constantly examined, classified, and logged by field method in accordance with the Unified Soil Classification Chart¹, which, is the basis of ASTM D-2487-10.

Relatively undisturbed soil samples were obtained by the penetration resistance method, (ASTM Method D-1586-08), by which a split barrel sampler (ASTM D-3550-01) was driven a minimum of 18 inches into the sampled materials by free dropping a 140-pound weight, 30 inches. The number of blows required to drive the sampler were recorded in 6 inch increments after conversion to Standard Penetration Resistance values utilizing the Burmister Formula. The number of blows required to drive the sampler, the last two increments, taken as the Standard Penetration Resistance. The split barrel sampler (ASTM D-3550-01), with dimensions of 2.4" I.D. x 3.0" O.D., is provided with 1 inch tall brass ring liners for the purpose of returning the samples to the laboratory in as near *in-situ** condition as possible.

* *In-situ* refers to the in place state of soil. *In-situ* native soils are those which are in-place as deposited by nature and have not been disturbed by man's actions in the historic past.

Site Soil Profile

As found in the exploratory drilling, the site soils are generally consistent between each of the bores.

In general, the site soils consist of very fine to medium fine grain sands, contained few medium grains and trace to few amounts of silt and clays depending on depth.

The upper two feet of sand encountered were dry to slightly moist, then moist and dense to very dense at depth and wet below the water table.

Fill soils are of fine to coarse grain sand with few amounts of asphalt and imported aggregate. Review of past site development with on-site personnel indicates that concrete was also utilized as a fill medium, especially along the north-western margin.

¹ Adopted 1952 by Corps of Engineers and Bureau of Reclamation. ASTM D-2487 was developed as based on the Uniform Soils Classification Chart and System. The methods are equivalent.

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The sands were encountered dry to slightly moist for the upper two feet, then moist and dense to very dense at depth and wet below the water table. Fill soils were encountered dry and loose and are suitable for reprocessing as engineered fill.

Due to the previous construction, site development and past demolition, extensive loose and disturbed soils may be encountered.

Complete soil characteristics and comments are reported on the boring logs at the depths observed. The logs are located in Appendix "B".

Groundwater

Groundwater was encountered in most of the exploratory bores at a depth of 14 to 16 feet below grade. Free groundwater should be expected to exist beneath the entire site.

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Laboratory Testing

Laboratory tests consisted of establishing the in-situ **, moisture content and dry density (ASTM D-2487-10), unconfined penetration, direct shears testing (ASTM D-3080-04), and R-Value (CAL301). Standard Penetration Resistance Values gained during the exploratory drilling are also included.

The following is a tabulation of the field and laboratory test result extremes:

TABLE 1		
SUMMARY OF SOIL PROPERTIES		
TEST	MAXIMUM	MINIMUM
Standard Penetration Resistance	40 blows/foot	11 blows/foot
Unconfined Compression*	8 kips/ft ²	2.5 kips/ft ²
<i>In-Situ</i> Density	98.3 lbs/ft ³	94.1 lbs/ft ³
<i>In-Situ</i> Moisture	10.6 %	6.0 %
Angle of Internal Friction	40 degrees	36 degrees
Cohesion	175 lbs/ft ²	160 lbs/ft ²
R-Value	78 @ 0 Expansion Pressure (North) 78 @ 0 Expansion Pressure (South)	

All data obtained is reported in Appendix "B" including the boring logs, with soil classified described at depth observed.

* Pocket Penetrometer

** *In-situ* refers to the in-place state.

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Seismic History

Although no fault traces are thought to directly cross the building site, Monterey County is traversed by a number of faults most of which are relatively minor hazards for the purposes of the site development. As such, this site will experience seismic activity of various magnitudes emanating from one or more of the numerous faults in the region.

Various maps presently exist, allowing observation on the site of distinctive geologic features. Some maps, such as that by Burkland and Associates (Reference No. 10) developed for Monterey County, are compilations from various sources detailing the locations of studied faults. Faults have inherent variances within their zones, and discoveries of new fault segments or entire faults ongoing. There is also some difference in exact fault line location from source map to map, making precise location of said faults difficult. Therefore, relative to the information contained within this report, the following is considered to be as accurate as is currently possible from information made available to Grice Engineering, Inc.

Regional Faults

Of most concern are active faults which have tectonic movement in the last 11,000 years and as such are called Holocene Faults and potentially active faults. The following are those nearest listed (Reference No. 33).

The most active is the San Andreas Rift System (Creeping Segment), located approximately 24.8 miles to the northeast. It has the greatest potential for seismic activity with estimated intensities of VII-VIII Mercalli in this location.

Other fault zones are the Monterey Bay-Tularcitos Fault Zone, the center of which is located approximately 0.42 miles to the northeast, the Rinconada Fault Zone, approximately 7.04 miles to the northeast, the San Gregorio-Palo Colorado (Sur) Fault Zone, approximately 9.66 miles to the southwest, and the Zayante-Vergeles Fault Zone, approximately 20.46 miles to the northeast. These zones are not as liable to rupture as the San Andreas Fault and a seismic event at any of the above fault zones would likely produce earth movements of a lesser intensity at the site.

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Local Faults

In addition to the fault zones as discussed above, the local faults are as listed below as shown on the following maps, "Preliminary Geologic Map of the Monterey and Seaside 7.5 minute Quadrangles, Monterey County, California, with emphasis on active faults" (Reference No. 16), "Geological Map of the Monterey and Seaside 7.5 minute Quadrangles, Monterey County, California: A Digital Database" (Reference No. 17), "Geologic Map of the Monterey Peninsula and Vicinity, Monterey, Salinas, Point Sur, and Jamesburg 15-Minute Quadrangles, Monterey County" (Reference No. 23), "Fault Activity Map of California: California Geological Survey Geologic Data Map" (Reference No. 33), and "Quaternary Fault and Fold Database for the United States" (Reference No. 47) including the USGS overlay on Google Earth.

TABLE OF LOCAL FAULTS			
FAULT, PERPENDICULAR TO SITE	APPROXIMATE DISTANCE FROM SITE	DIRECTION	TIME OF LAST DISPLACEMENT ON FAULT (Ref. 32)
Chupines Fault	0.52 miles	Northeast	Quaternary
Seaside Fault	1.23 miles	Northeast	Quaternary
Ord Terrace Fault	2.01 miles	Northeast	Quaternary

Liquefaction

The site soils are considered not susceptible to liquefaction as they are either unsaturated or are sufficiently dense to preclude such affects.

Historic records of liquefaction indicates the corridors of Monterey, Seaside and Marina have not exhibited liquefaction or sand boils, an indication of partial liquefaction.

Differential-Total Settlement-Static and Dynamic

The recommendations given in the Geotechnical Report are such that concerns of settlement are negligible. The total settlement is expected to be 1/4 inch and the expected differential settlement less than one half that.

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Hydro-Collapse and Subsidence

As observed the near surface soils up to approximate depths of three feet are loose. These soils possess some capacity to settle under hydraulic loading. However, this effect is not common in the area. The recommendations given in this report were established to reduce the potential of this occurring.

The area is not within a known Subsidence Zone.

Slope Stability

Inspection of the site indicates that no landslides are located above or below the building area and the area is generally not susceptible to a slope failure as it is of near level terrain.

Seismic Strength Loss

The site soils are considered resistant to seismic strength loss and the resulting momentary liquefaction. The relatively short duration of earthquake loading will not provide a significant number of high amplitude stress cycles to alter the strain characteristics. Additionally the clay-silt fraction is not considered quick nor sensitive, as such it will not have the associated loss of strength.

Chemical Reactivity

The area is well developed with structures, generally found on Portland Cement products. Additionally these structures date back to the 1940's or earlier. Much of the concrete used in these structures has remained as cast. The area soils are not known for sulfate reaction with Portland Cement products and as such chemical reactivity is not considered a problem in this area.

Expansive Soils

In general the site soils are dominantly sands and non-plastic. These soils are typical to the area. Expansivity has not been influential to the existing structures as no deformations attributable to expansive soils were observed. Additionally, there are no known problems with expansive soils in the area.

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Surface Rupture and Lateral Spreading

The project site is located 0.52 miles to the southwest of the Chupines Fault. The site inspection did not reveal any surface features indicating a fault rupture has occurred at the site. The existing structures, driveways and roads do not reveal any strains which would be attributable to subsurface lateral or vertical displacements resulting from a fault slip. Therefore, surface rupture from fault activity across the site is considered improbable.

The project site is underlain by relatively strong soils. These materials are considered resistant to lateral spreading. As such surface rupture from lateral spreading is considered improbable.

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Seismicity

It is recommended that all structures be designed and built in accordance with the requirements of the California Building Code's current edition. All buildings should be founded on undisturbed native soils and/or certified engineered fill to prevent resonance amplification between soils and the structure.

2022 California Building Code Geoseismic Classifications

The California Building Code, 2022 Edition (Reference No. 14), provides for seismic design values. These values are to be utilized when evaluating structural elements. The soils profile determination is based on the penetration resistance data developed from advancement of exploratory bores. Using averaged penetration values per depth of soil type gives an overall site value of 21 blows/foot penetration resistance as per Equation 20.4-3, ASCE 7-16 and Supplement 1 (02/01/19). The geoseismic character is as listed in the following table.

2021 I. B. C. - 2022 CBC EARTHQUAKE LOADS: SECTION 1613				
LATITUDE	36.602577	SOIL PROFILE:	Stiff Soils	
LONGITUDE	-121.862407	SITE CLASS	D	
PERIOD	S	F	Sm	Sd
0.2 sec	Ss = 1.343	Fa = 1.0	Sms = 1.343	Sds = 0.896
1.0 sec ^{NOTE 1}	S1 = 0.498	Fv = Note 1	Sm1 =	Sd1 =
Seismic Design Category to be assigned by structural engineer or designer				

Note 1: Refer to Section 11.4.8 ASCE 7-16 for other requirements.

CONCLUSIONS OF INVESTIGATION

In general, the suitable, *in-situ*^{*}, native soils and certified engineered fill are acceptable for foundation purposes and display engineering properties adequate for the anticipated soil pressures, providing the recommendations in this report are followed.

Special Recommendations

It is recommended that all loose and disturbed soils be processed as engineered fill within the building envelope and for any portion of development to receive on-grade engineered structures, e.g., interior floor slabs, pavements, etc. The minimum depth of processing is to include the upper 2 feet of *in-situ*^{*} soils. The depth is to be increased, as necessary, to provide a minimum of one foot of engineered fill below all foundations and process all required soil.

Depth of the processing will vary across the site. As noted in the prior report version, along the northwestern margin the depth will generally be as deep as 3 feet, occasionally up to 4 feet, and in the area of the previously proposed wash down structure, up to approximately 8 feet. For the remainder of the site, depth of processing should be a minimum of 1 foot below subgrade (exclude present paving thickness) except in the area of the removed structures where the depth should be increased to approximately 2 feet. Please refer to the prior Site Map in Appendix "A" for the location of those removed structures.

In areas of on-grade development where cutting will remove those soils which require processing, it is recommended that the upper eight inches of soil be removed and processed as engineered fill.

For all depths of processing discussed and required, or any other processing required, it is a requirement that the entire depth be removed with the bottom eight inches of the excavation ripped and compacted as engineered fill after removal of the given depth. Actual depth of processing shall be determined in the field during grading.

The area has been developed and as such underground utilities may be located within the area of proposed construction. In addition, buried objects or deeply disturbed soils may also be encountered. As such, all care and practice is to be exercised to observe for and locate any such objects. Where these objects are to be removed or use discontinued, they are to be removed in their entirety and all disturbed soils are to be processed as engineered fill.

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The base of all excavations and over-excavations are to be inspected by the Soils Engineer prior to further processing, steel or form placement.

Any further site activity, especially grading and foundation excavations, should be under the direction of a qualified Soils Engineer or their representative.

Should the spectrum of development change, this office should be notified so that additional recommendations can be made, if necessary.

* Suitable, *in-situ*, native soils are those soils which are in-place as deposited by nature and have characteristics adequate for support of the intended load or application.

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Foundations and Footings

Geotechnical evaluation indicates that square, round, and continuous spread footings are satisfactory types of support. The minimum embedment for shallow, spread foundations are 12 inches for single stories and 18 inches for two stories into suitable, certified engineered fill. Embedment depths do not take into account the loose upper top soils, disturbed soils or any other unacceptable soils which exist at the site, e.g., any unengineered fill, landscaping soils, etc.

VERTICAL SOIL PRESSURES ¹	
FOOTING TYPE	DEAD + LL, kips/ft ²
Spread & Isolated	2.8
LATERAL SOIL PRESSURES ¹	
TYPE	VALUE, lbs/ft ²
Active Earth Pressure	30 lbs/ft ³ (Equivalent Fluid Pressure)
Restrained Earth Pressure	50 lbs/ft ³ (Equivalent Fluid Pressure)
Seismic	2 lbs/ft ³ xH ² applied at 0.6H
Friction at Base	0.37 × Dead Load
Passive Earth Pressure	300 lbs/ft ³ × H ² NOTE ²
Uplift Friction	210 lbs/ft ² × H

Notes: LL = Live Load; DL = Dead Load; H = Vertical height of material retained
One-third increase to be allowed for wind and seismic forces

¹ For depths into acceptable native materials or engineered fill

² Excludes near surface 0.5 feet of *in-situ** soils

Pile and pier foundation information is not provided as none are required or proposed. All foundation excavations are to be cleaned of debris and loose or otherwise unsuitable soils prior to placement of concrete.

* Suitable, *in-situ*, native soils are those soils which are in-place as deposited by nature and have characteristics adequate for support of the intended load or application.

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Slabs-on-Grade

All slabs should be constructed over a prepared subgrade placed on a suitable *in-situ** native material or certified engineered fill. The site exploration observed that the existing surficial soils are loose to depths up to approximately 8 feet. These soils should not be relied upon for support of slabs-on-grade or other surficial structures.

As such, where any unsuitable soils remain after excavation to subgrade, they are to be processed as engineered fill, prior to further fill placement or construction of the on-grade structure. At a minimum the upper 6 inches of subgrade below all surficial structures should be processed as engineered fill in areas of on-grade structures.

The subgrade materials should be observed and accepted by a qualified Soils Engineer or their representative prior to placement of forms, reinforcing or concrete.

On-grade slabs should be placed over a moisture vapor barrier consisting of a waterproof membrane (Moist Stop, 10 mil Visqueen, or equal) with a 2 inch protective sand cover. The waterproof membrane should be placed over a capillarity break consisting of 4 inches of open graded rock; round and sub-round rock is recommended to prevent punctures of the membrane. Open graded crushed aggregate may be utilized, provided the vapor barrier is protected from punctures by a cushion of filter fabric (Mirafi 140N or equal) laid over the aggregate prior to placement of the membrane. Where such concerns are not warranted, alternative underlayment may be utilized at the owners discretion.

All care and practice required to prevent punctures of the membrane during placement and pouring of covering slabs should be utilized during construction. Unless otherwise required for structural purposes, all slabs should be reinforced with a minimum of No. 4, Grade 40, deformed steel reinforcing bars, 24 inches o.c., each way, to prevent separation and displacement in cases of cracking.

* Suitable, *in-situ*, native soils are those soils which are in-place as deposited by nature and have characteristics acceptable for support of the intended load or application.

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Specifications for Rock Under Floor Slabs

Definition: Graded gravel of crushed rock for use under floor slabs shall consist of a minimum thickness of mineral aggregate placed in accordance with these specifications and in conformance with the dimensions shown on the project plans. The minimum thickness is specified under the section Slabs-on-Grade above.

Material: The mineral aggregate for use under floor slabs shall consist of broken stone, crushed or uncrushed gravel, quarry waste, or a combination thereof. The aggregate shall be free from adobe, vegetable matter, loam, volcanic tuff, and other deleterious substances. It shall be of such quality that the absorption of water in a saturated dry condition does not exceed 3 percent of the oven dry weight of the sample.

Grading: The mineral aggregate shall be of such size, that the percentage composition by dry weight as determined by the use of laboratory sieves, U.S. Standard, in compliance with ASTM C-136-06, "Standard Method for Sieve Analysis of Fine and Coarse Aggregates", will conform to the following grading specification:

SIEVE SIZE	PERCENTAGE PASSING SIEVE
3/4 inch	100 %
No. 4	0 - 10 %
No. 200	0 - 2 %

Placing: Subgrade upon which gravel or crushed rock is to be placed shall be prepared as outlined in the Recommended Grading Specifications. In addition, the subgrade shall be kept moist so that no drying cracks appear prior to pouring slabs. If cracks appear, subgrade shall be moistened until cracks close.

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Pavement Recommendations

The results of laboratory testing indicate that the upper soils attained an average R-Value of 78. Review of the project indicates that heavy traffic and large equipment will traverse the site. In addition to wheel loads, point loads, such as jack stands, will impact the pavements. Inspection of the present site indicates that the existing pavements are performing moderately for the intended use.

Either asphaltic concrete or Portland Cement Concrete may be utilized for surfacing. Special consideration should be given to pavement areas traversed by heavy vehicles, with an adequate increase in section thickness as allowed by project economy and desired life of pavement. The recommended sections are as follows:

PAVEMENT SECTIONS - LIGHT TRAFFIC			
Grade	Material	Asphaltic Concrete	Portland Cement Concrete
		Inches / Feet	Inches / Feet
Surfacing	AC 1	3.00 / 0.25	0.00 / 0.00
	PCC	0.00 / 0.00	4.50 / 0.375
Base	CL 2	8.00 / 0.67	4.00 / 0.33
Subbase	CL 4	0.00 / 0.00	0.00 / 0.00
Sub-grade	SG 1	8.00 / 0.67	8.00 / 0.67

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PAVEMENT SECTIONS - HEAVY TRAFFIC			
Grade	Material	Asphaltic Concrete	Portland Cement Concrete
		Inches / Feet	Inches / Feet
Surfacing	AC 1	4.50 / 0.375	0.00 / 0.00
	PCC	0.00 / 0.00	8.00 / 0.67
Base	CL 2	13.00 / 1.08	6.00 / 0.50
Subbase	CL 4	0.00 / 0.00	0.00 / 0.00
Sub-grade	SG 1	12.00 / 1.00	12.00 / 1.00

Class 2 base aggregate may be substituted for Class 4 base aggregate at the following ratio of 1 inch of Class 2 equals 1.2 inches of Class 4. The inverse ratio is also appropriate. Compaction of all sections to be 95% Relative Density.

Specifications of Pavement Materials

AC 1 Asphalt Concrete 1, Caltrans, "Section 39", Type B, $\frac{3}{4}$ " inch maximum, medium graded. Individual lifts are to be a maximum of 2.5" in height after compaction.

PCC Portland Cement Concrete with a minimum 28-day compressive strength of 2,500 psi. Minimum reinforcement, unless otherwise noted, should be deformed No. 4, Grade 40 steel bars placed on 18 inch centers, both ways. Vertical placement should position the bars one-third from the bottom of the slab.

Edge to edge doweling should be employed. Slabs should be provided with expansion joints at no greater than 40 foot intervals. Expansion joints and dowels should allow free independent expansion/contraction of each section.

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- CL 2 Base Aggregate, Caltrans, "Section 26", Class 2 base aggregate, $\frac{3}{4}$ " maximum aggregate. Compacted to 95% Relative Density.
- CL 4 Base Aggregate, City of Salinas, "Section 26", Class 4 base aggregate, $\frac{3}{4}$ " maximum aggregate. Compacted to 95% Relative Density.
- SG 1 Subgrade 1, native material scarified, moisture and size prepared, and compacted to 95% Relative Density.

Slope Ratio and Drainage

Analysis of site soils indicate that cut and fill slope ratios of 2 horizontal to 1 vertical will be satisfactory provided they are landscaped with soil retaining ground covers and are protected against concentrated over slope drainage.

Surface Drainage and Erosion Control

All concentrated roof and area drainage should be conveyed and released onto non-erodible surface areas, or splash blocks sufficient in size, (12"x16" minimum), to prevent local scour.

General surface drainage should be retained at low velocity by slope, sod or other energy reducing features sufficient to prevent erosion, with concentrated over slope drainage carried in lined channels, flumes, pipe or other erosion-preventing installations.

Design and construction of the project should fit the topographic and hydrologic features of the site. It is important to minimize unnecessary grading of or near steep slopes. Disturbing native vegetation and natural soil structure allows runoff velocity and transport of sediments to increase.

Recent changes to the drainage requirements have the potential to alter drainage patterns. This has been observed to affect structures which have otherwise not been affected or to alter the way they are affected. As such new drainage modifications on this and adjacent parcels may negatively affect drainage patterns.

During construction, never store cut and fill material where it may wash into streams or drainage ways. Keep all culverts and drainage facility free of silt and debris. Keep emergency erosion control materials such as straw mulch, plastic sheeting, and sandbags on-site and install these at the end of each day as necessary.

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Re-vegetate and protect exposed soils by October 15. Use appropriate grass/legume seed mixes and/or straw mulch for temporary cover. Plan permanent vegetation to include native and drought tolerant plants. Seeding and re-vegetation may require special soil preparation, fertilizing, irrigation, and mulching.

Subsurface Drains

Use of spun filter fabric is not recommended for use in construction subsurface drains as this type of fabric typically becomes clogged. Should filter fabric be necessary it is recommended that a woven fabric be used such as Mirafi Filterweave 300. Otherwise we would recommend omission of the fabric and placement of Caltrans Class 1, Type "A" or "B" drain rock, and that any fabric only be placed near the top of the trench between the gravel and earth backfill or where the gravel extends to grade 1 foot below finished grade.

CLASS 1		
SIEVE SIZES	PERCENTAGE PASSING	
	TYPE A	TYPE B
50.0-mm/2 inches	----	100
37.5-mm/1.5 inches	----	95-100
19.0-mm/0.75 inches	100	50-100
12.5-mm/0.5 inches	95-100	-----
9.5-mm/0.415 inches	70-100	15-55
4.75-mm/No. 4	0-55	0-25
2.36-mm/No. 8	0-10	0-5
75.0- μ m/No. 200	0-3	0-3

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General Grading Recommendations

For those items not directly addressed, it is recommended that all earthwork be performed in accordance with the following.

General: This item shall consist of all clearing and grubbing, preparation of land to be filled, excavation and fill of the land; spreading, compaction, and control of the fill, and the subsidiary work necessary to complete the graded area to conform with the lines, grades and slopes as shown on the approved plans.

The Contractor shall provide all equipment and labor necessary to complete the work as specified herein, as shown on the approved plans as stated in the project specifications.

Preparation: Site preparation will consist of clearing and grubbing any existing structures and deleterious materials from the site, and the earthwork required to shape the site to receive the intended improvements, in accordance with the recommended grading specifications and the recommendations as provided above.

All vegetable matter, irreducible material greater than 4 inches and other deleterious materials shall be removed from the areas in which grading is to be done. Such materials not suitable for reuse shall be disposed of as directed.

After the foundation for fill has been cleared, it shall be brought to the proper moisture content by adding water or aerating and compacting to a Relative Compaction of not less than 90% or as specified. The soils shall be tested to a depth sufficient to determine quality and shall be approved by the Soils Engineer for foundation purposes prior to placing the engineered fill.

General Fill: General fill shall be placed only on approved surfaces, as engineered fill, and shall be compacted to 90% Relative Compaction. Native soil accepted for the fill or existing aggregate fill, may be used for fill purposes provided all aggregate larger than 6 inches are removed. The material for the engineered fill shall be approved by the Soils Engineer before commencement of grading operations.

Each layer shall be compacted to a Relative Compaction of not less than 90% or as specified in the soils report and on the accepted plans. Compaction shall be continuous over the entire area of each layer.

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The selected fill material shall be placed in layers which, when compacted, shall not exceed 6 inches in thickness. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to ensure uniformity of material in each layer. Fill shall be placed such that cross fall does not exceed 1 foot in 20 unless otherwise directed.

When fill material includes rock or concrete rubble, no irreducible material larger than 4 inches greatest dimensions will be allowed except under the direction of the Soils Engineer.

Imported Materials: Materials imported for fill purposes shall be classified as: SAND, group symbol SW, SP, SC or SM, as given in ASTM 2487-10, "The Classification of Soils for Engineering Purposes". In all cases the portion finer than the No. 200 sieve shall not contain any greatly expansive clays and shall be free from vegetable matter and other deleterious materials. The material for the engineer fill shall be approved by the Soils Engineer before commencement of grading operations.

Structural Backfill: Trench, wall and structural backfill shall be placed only on approved surfaces, as engineered fill, and shall be compacted to 95% Relative Compaction. Materials imported for backfill purposes shall have a Sand Equivalent of no-less than 30 and shall be classified as Clean Sands as designated in "The Classification of Soils for Engineering Purposes" (ASTM 2487-10).

Pavement Grades: All pavement grades shall be of uniform thickness, density and moisture prior to placement of the next grade. Flexure of each or all grades shall not exceed 0.25 inches in 5 feet under an axial load of 18.5 kips.

Aggregate Base Course: All aggregates used for specified base courses, shall be handled in a manner which prevents segregation and non-uniformity of gradations.

Compaction: All recompacted soils and/or engineering fill, should be placed at a minimum 90% Relative Compaction or at the value required for that portion of the work. All pavement sections should be compacted to a minimum of 95% Relative Compaction.

Field density testing shall be completed by the Soils Engineer on each compacted layer or as determined by the Soils Engineer. At least one test shall be made for each 500 cubic yard or fraction thereof, placed with a minimum of two tests per layer in isolated areas. Where a sheep-foot roller is used, the soil may be disturbed to a depth of several inches. Density tests shall be taken in compacted materials below the disturbed surface. When these tests indicate that the density of any layer of fill or portion thereof, is below the required density, that particular layer or portion shall be reworked until the required density has been obtained.

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Moisture: During compaction moisture content of native soils should be that consistent with the moisture relative to 95% Relative Compaction and in no case should these materials placed at less than 3 percent above the specific optimum moisture content for the soil in question. The engineer may elect to accept high moisture compact soils provided the materials are at 95% Relative Wet Density at that moisture content.

The moisture content of the fill material shall be maintained in a suitable range to permit efficient compaction. The Soils Engineer may require adding moisture, aerating, or blending of wet and dry soils.

All earth moving and work operations shall be controlled to prevent water from running into and pooling in excavated areas. All such water shall be promptly removed and the site kept drained.

Tests: All materials placed should be tested in accordance with the Compaction Control Tests: "Density of Soil In-Place by Sand Cone Method" (ASTM D-1556-07), "Moisture-Density Relationship of Soils" (ASTM D-1557-09), and "Density of Soils In-Place by Nuclear Method" (ASTM D-6938-10).

The standard test used to define maximum densities of all compaction work shall be the "Moisture-Density Relationship of Soils" (ASTM D-1557-09), using a 10-pound ram and 18-inch drop. All densities shall be expressed as a relative density in terms of the maximum density obtained in the laboratory by the foregoing standard procedure.

Deleterious Materials: Materials containing an excess of 5% (by weight) of vegetative or other deleterious matter may be utilized in areas of landscaping or other non-structural fills. Deleterious material includes all vegetative and non-mineral material, and all non-reducible stone, rubble and/or mineral matter of greater than 6 inches.

Over-Excavations: Over-excavations, when required, should include the foundation and pavement envelopes. Such excavations should extend beyond the edge of development a minimum of 5 feet and to an imaginary line extending away and downward at a slope of 45 degrees from the edge of development. The process shall include the complete removal of the required soils and subsequent placement of the engineered fill. After removal of the soils to the required depth, the base of the excavation shall be inspected and approved by the Soils Engineer or his representative prior to further soils processing or placement. Based on this inspection other recommendations may be made.

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Existing Conditions: In developed areas underground utilities may be located within the area of proposed construction. In addition, buried objects or deeply disturbed soils may also be encountered. As such, all care and practice is to be exercised to observe for and locate any such objects. Where these objects are to be removed or use discontinued, they are to be removed in their entirety and all disturbed soils are to be processed as engineered fill.

Key: All fills on slopes greater than 1 vertical to 6 horizontal shall be keyed into the adjacent soil. The toe of all slopes should be supported by a key cut a minimum of 3 feet into undisturbed soils to the inside of the fill toe. This key should be a minimum of 6 feet in width and slope at no-less than 10% into the slope. In addition, as the fill advances up slope benches, 3 feet across, should be scarified into the fill/undisturbed soil interface.

Seasonal Limits: When the work is interrupted by rain, fill operations shall not be resumed until field tests by the Soils Engineer indicate that the moisture content and density of the fill is as previously specified and soils to be placed are in suitable condition.

Unusual Conditions: In the event that any unusual conditions are encountered during grading operations which are not covered by the soil investigation or the specifications, the Soils Engineer shall be immediately notified such that additional recommendations may be made.

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LIMITATIONS AND UNIFORMITY OF CONDITIONS

The recommendations of this report are based on our understanding of the project as represented by the plans, and the assumption that the soil conditions do not deviate from those represented in this site soil investigation. Therefore, should any variations or undesirable conditions be encountered during construction, or if the actual project will differ from that planned at this time, GRICE ENGINEERING, INC., should be notified and provided the opportunity to make addendum recommendations if required.

NOTIFY: GRICE ENGINEERING, INC. SALINAS (831) 422-9619
561-A Brunken Avenue MONTEREY (831) 375-1198
Salinas, California 93901

EMAIL ADDRESS: griceengineering@sbcglobal.net

This report is issued with admonishment to the owner and to his representative(s), that the information contained herein should be made available to the responsible project personnel including the architects, engineers, and contractors for the project. The recommendations contained herein should be incorporated into the plans, the specifications, and the final work.

It is requested that GRICE ENGINEERING, INC., be retained to review the project grading and foundation plans to ensure compliance with these recommendations. Further, it is the position of GRICE ENGINEERING, INC., that work performed without our knowledge and supervision, or the direction and supervision of a project responsible professional Soils Engineer renders this report invalid.

It is our opinion the findings of this report are **valid** as of the **present date**, **however**, changes in the **Codes and Requirements** can occur and change the recommendations given within this report concerning the property. In addition changes in the conditions of a property can occur with the passage of time, due either to natural processes or to the works of man and may affect this property. In addition, changes in **standards** may occur as a result of legislation, or the broadening of knowledge, and these changes may require reevaluation of the conditions stated herein. Accordingly, the findings of this report may be invalidated wholly, or partially, by changes beyond our control. Therefore, this report is subject to review and should not be relied upon after a period of **three years**.

REVISED 12-06-2021

APPENDIX A

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Prior Site Description

The project site is located at 2330 Del Monte Avenue, Monterey, California. Except for the northwest corner, this site occupies the entire city block, spanning from Del Monte Avenue on the northwest to State Route One on the southeast. Ramona Avenue parallels the southwest property line and Hannon Avenue parallels the northeast property line. Please refer to the Vicinity and Location Map and Site Plan in Appendix A.

Topographically, the site lies at an approximate elevation of 20 feet above sea level. The lot is generally of even grade, and slopes from east to west.

The site has been utilized for many years as an equipment rental yard, formally known as A-1 Rents. During that time many site improvements have been made. Discussion with employees indicates that prior site activities include a railroad loading / unload yard which utilized a dock, some of which may remain (located beneath the large equipment maintenance building discussed below).

Five primary, surficial structures exist on the site. A large equipment maintenance shop, is located along the middle northwestern boundary. A show room, office and small equipment maintenance/storage building is located in the approximate middle of the lot. Off the southwest end of this structure is a small wooden framed office and storage building. In the southeastern corner of the site is a metal storage building constructed as a raised structure with a loading dock on the north and west sides and to the east of this structure is a small wood framed office structure.

Some fill soils have been placed along the western margin to an approximate depth of 3 feet. The northwestern half of the site is improved with concrete paving and a majority of the southeastern half is improved with asphaltic concrete. The concrete surfacing was found to be generally 8 inches thick, with a maximum as explored, to be 21 inches thick.

In addition to the surficial improvements, there are at least a few subsurface improvements. To the northeast of the large equipment maintenance building is a wash down area including subsurface detention tanks and wash water treatment equipment. The tanks are approximately 6.0 feet deep and are set in a thick shell of concrete approximately 2 feet maximum thickness.

As discussed, the northwestern margin has been raised by fill soils, some of which were encountered in bores 1, 6 and 7. Discussion with employees who were present during the past site development indicated that fill concrete was also used and could be as thick as 3 or 4 feet.

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Site development will include removal of all improvements and construction of two new structures, pavements and landscape margins as required.

One structure, to be utilized as an office and show room, will be located in the northern corner. The building will be constructed of masonry exterior walls with wooden interior and roof framing. The structure will be supported by continuous and spread foundations with a concrete slab-on-grade interior floor. The building is to be 5,700 square feet.

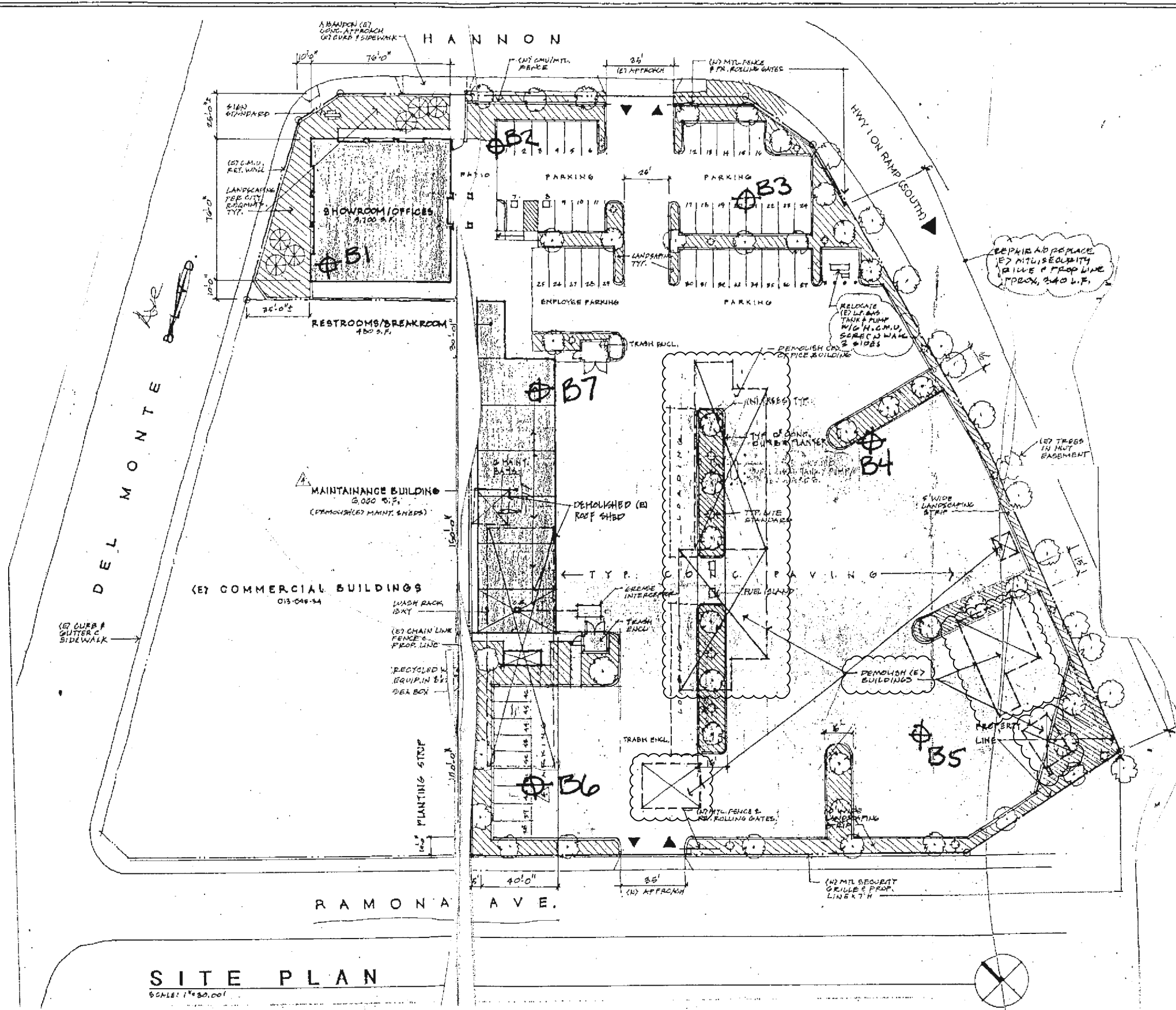
The second structure, of 6,000 square feet, is to be utilized as a maintenance building and will be located in the approximate middle of the northwestern property line. The building will be constructed of masonry exterior walls with steel interior and roof framing. The structure will be supported by continuous and spread foundations with a concrete slab-on-grade interior floor.



Vicinity Map

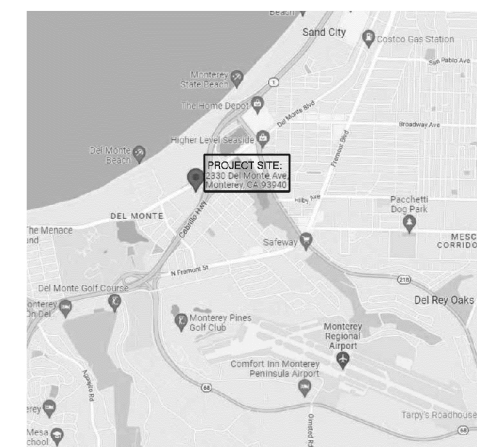


Location Map



SITE PLAN
SCALE: 1"=30.00'

VICINITY MAP



Project / Owner:

Avila U-Haul

2330 DEL MONTE AVE
MONTEREY, CA 93940

APN: 013-045-035-000

THE PAUL DAVIS PARTNERSHIP
ARCHITECTS & PLANNERS

The Paul Davis Partnership, LLP
286 Eldorado Street
Monterey, CA 93940
(831) 373-2784 FAX: (831) 373-7459
EMAIL: info@pauldavispartnership.com

PROJECT DATA

PROJECT ADDRESS: 2330 DEL MONTE AVE., MONTEREY, CA 93940

APN: 013-045-035-000

SITE AREA: 2.84 AC / 123,710 SF

ZONING: C 3 D2 ES

GENERAL PLAN: COMMERCIAL

PERMITTED USES: RETAIL, AUTOMOBILE RENTALS, VEHICLE / EQUIPMENT RENTALS, WAREHOUSING / STORAGE LTD

DESCRIPTION OF WORK: NEW CONSTRUCTION OF APPROXIMATELY 21,000 SF U-BOX STORAGE BUILDING, DEMO 8,250 SF WAREHOUSE PORTION OF EXISTING BLDG. A, AND SITE IMPROVEMENTS TO INCLUDE LANDSCAPING AND NEW PARKING SPACES STRIPING

HEIGHT LIMIT: 2 STORIES / 25 FT MAX. FOR ZONE 4 (EXIST. BLDG)
2 STORIES / 30 FT FOR ZONE 5
PROPOSED 35 FT IN ZONE 5

HEIGHT LIMIT EXCEPTION PER SEC. 28-105:
Parapet walls extending not more than 4 ft above bldg. height limit

BUILDING AREA: BLDG A (SHOWROOM) EXISTING = 11,010 SF
DEMO = 8,250 SF
BLDG B (WAREHOUSE) NEW = 20,708 SF
TOTAL = 25,468 SF

LOT COVERAGE: 50% (51,855 SF) MAX ALLOWED
21% (25,468 SF) PROPOSED & EXISTING

F.A.R.: 21% OF PARCEL

REQUIRED SETBACKS:

FRONT = 10 to 15'

SIDE = 0'

REAR = 0'

CORNER SIDE = 0'

PARKING REQUIRED:

USE	AREA (SF)	RATIO	# SPACES REQ'D
Vehicle/Equipment, office & rental (Bldg A)	4,750	1:1,000	5
Warehousing & Storage outside (Bldg B)	20,708	1:2,500	9
TOTAL			14

PROPOSED PARKING:	EXISTING	NEW	TOTAL
Visitor/Employee	26	0	26
Rental Vehicle	42	1	53
TOTAL			79

ACCESSIBLE PARKING REQUIRED: 2 SPACES REQUIRED
2 SPACES PROVIDED

Drawn By: AP

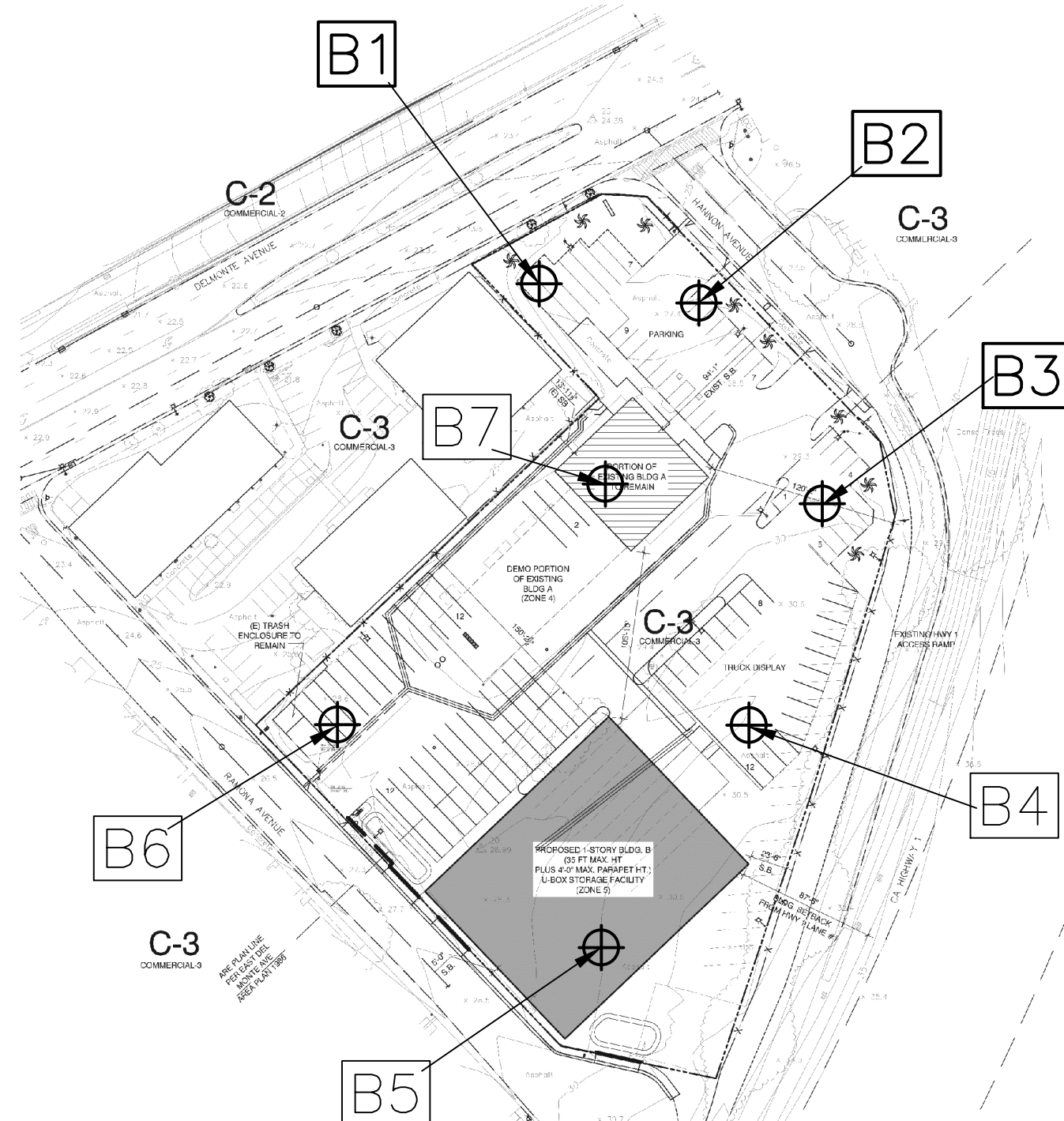
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Project Number: 2226

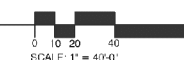
Revisions:

Sheet Title:
EXISTING & PROPOSED SITE PLAN

Sheet Number:



EXISTING & PROPOSED SITE PLAN
SCALE: 1" = 40' 0"



APPENDIX B

UNIFIED SOIL CLASSIFICATION & ASTM D2487: INCLUDING IDENTIFICATION AND DESCRIPTION

FIELD IDENTIFICATION PROCEDURES		TYPICAL NAMES		INFORMATION REQUIRED FOR DESCRIBING SOILS		LABORATORY CLASSIFICATION CRITERIA	
<p>Excluding particles larger than 3 inches and basing fractions on estimated weights</p> <p>GRAVELS More than half of coarse fraction is larger than No. 4 sieve size</p> <p>SANDS More than half of coarse fraction is smaller than No. 4 sieve size</p> <p>(For visual classifications, the 1/4" size may be used as equivalent to the No. 4 sieve size.)</p>	<p>CLEAN GRAVELS (Little or no fines)</p> <p>GRAVELS WITH FINES (Appreciable amount of fines)</p>	<p>GW</p> <p>GP</p> <p>GM</p> <p>GC</p> <p>SW</p> <p>SP</p> <p>SM</p> <p>SC</p>	<p>Well graded gravels, gravel-sand mixtures, little or no fines.</p> <p>Poorly graded gravels, gravel-sand mixtures, little or no fines.</p> <p>Silty gravels, poorly graded gravel-sand-silt mixtures.</p> <p>Clayey gravels, poorly graded gravel-sand-clay mixtures.</p> <p>Well graded sands, gravelly sands, little or no fines.</p> <p>Poorly graded sands, gravelly sands, little or no fines.</p> <p>Silty sands, poorly graded sand-silt mixtures.</p> <p>Clayey sands, poorly graded sand-clay mixtures.</p>	<p>Give typical name, indicate approximate percentages of sand and gravel, max. size, angularity, surface condition, and hardness of the coarse grains; local or geologic name and other pertinent descriptive information, and symbol in parentheses.</p> <p>For undisturbed soils add information on stratification, degree of compactness, cementation, moisture conditions and drainage characteristics.</p> <p>EXAMPLE: Silty Sand, gravelly, about 20% hard, angular gravel particles; 1/2 inch maximum size; rounded and subangular sand grains coarse to fine; about 5% non-plastic fines with low dry strength, compact and moist in place, alluvial sand; (SM).</p>	<p>$C_u = \frac{D_{60}}{D_{10}}$ Greater than 4</p> <p>$C_c = \frac{(D_{30})^2}{(D_{10} \cdot D_{60})}$ Between one and 3</p> <p>Not meeting all gradation requirements for GW</p> <p>Atterberg limits below "A" line or PI less than 4</p> <p>Above "A" line with PI between 4 and 7 are borderline requiring use of dual symbols</p> <p>Atterberg limits above "A" line or PI greater than 7</p> <p>$C_u = \frac{D_{60}}{D_{10}}$ Greater than 6</p> <p>$C_c = \frac{(D_{30})^2}{(D_{10} \cdot D_{60})}$ Between one and 3</p> <p>Not meeting all gradation requirements for SW</p> <p>Atterberg limits below "A" line or PI less than 4</p> <p>Above "A" line with PI between 4 and 7 are borderline cases requiring use of dual symbols</p> <p>Atterberg limits above "A" line or PI greater than 7</p>		
	<p>GRAVELS AND CLAYS Liquid limit less than 50</p> <p>SILTS AND CLAYS Liquid limit greater than 50</p> <p>HIGHLY ORGANIC SOILS</p>	<p>ML</p> <p>CL</p> <p>OL</p> <p>MH</p> <p>CH</p> <p>OH</p> <p>Pt</p>	<p>Inorganic silts and very fine sands, rock flour, silty or clayey fine sands with slight plasticity.</p> <p>Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.</p> <p>Organic silts and organic silts of low plasticity.</p> <p>Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.</p> <p>Inorganic clays of high plasticity, fat clays.</p> <p>Organic clays of medium to high plasticity.</p> <p>Peat and other highly organic soils.</p>	<p>Use grain size curve in identifying the fractions as given under field identification.</p> <p>Determine percentages of gravel and sand from grain size curve. Depending on percentage of fines (sand smaller than No. 200 sieve) coarse grained soils are classified as follows: Less than 5% 5% to 12% More than 12%</p> <p>GM, GP, SW, SP Borderline cases requiring use of dual symbols.</p>	<p>Use grain size curve in identifying the fractions as given under field identification.</p> <p>Determine percentages of gravel and sand from grain size curve. Depending on percentage of fines (sand smaller than No. 200 sieve) coarse grained soils are classified as follows: Less than 5% 5% to 12% More than 12%</p> <p>GM, GP, SW, SP Borderline cases requiring use of dual symbols.</p>		

PLASTICITY INDEX

FOR LABORATORY CLASSIFICATION OF FINE GRAINED SOILS

COMPARING SOILS AT EQUAL LIQUID LIMIT
Toughness and dry strength increases with increasing plasticity index.

FIELD IDENTIFICATION PROCEDURES FOR FINE GRAINED SOILS OR FRACTIONS

These procedures are to be performed on the minus No. 40 sieve size particles, approximately 1/4 inches. For field classification purposes, screening is not intended; simply remove by hands the coarse particles that interfere with the test.

DILATANCY (Reaction to shaking)

After removing portions larger than No. 40 sieve size, prepare a pot of moist soil with a volume of about one-half cubic inch. Add enough water if necessary to make the soil soft but not sticky.

Place the pot in the open palm of one hand and shake horizontally, striking vigorously against the other hand several times. A positive reaction consists of the appearance of water on the surface of the pot which changes to a livery consistency and becomes glossy. When the sample is squeezed between the fingers, the water and glass disappear from the surface, the pot stiffens and finally it cracks or crumbles. The rapidity of appearance of water during shaking and of its disappearance during squeezing assist in identifying the character of the fines in a soil.

Highly organic clays give the quickes and most distinct reaction whereas a plastic clay has no reaction. Inorganic silts, such as a typical rock flour, show a moderately quick reaction.

ADOPTED BY: CORPS OF ENGINEERS AND BUREAU OF RECLAMATION-JANUARY 1932

FIELD IDENTIFICATION PROCEDURES FOR FINE GRAINED SOILS OR FRACTIONS

These procedures are to be performed on the minus No. 40 sieve size particles, approximately 1/4 inches. For field classification purposes, screening is not intended; simply remove by hands the coarse particles that interfere with the test.

DRY STRENGTH (Crushing characteristics)

After removing portions larger than No. 40 sieve size, mold a pat of soil to the consistency of putty, adding water if necessary. Allow the pat to dry completely by oven, sun, or air drying, and then test its strength by breaking and crumbling between the fingers. This strength is a measure of the character and quality of the colloidal fraction contained in the soil. The dry strength increases with increasing plasticity.

High dry strength is characteristic for clays of the CH group. A typical inorganic silt possesses only very slight dry strength. Silty fine sand and silts have about the same slight dry strength, but can be distinguished by the feel when powdering the dried specimen. Fine sand feels gritty whereas a typical silt has the smooth feel of flour.

TOUGHNESS (Consistency near plastic limit)

After removing particles larger than the No. 40 sieve size, a specimen of soil about one-half inch cube in size is molded to the consistency of putty. If too dry, water must be added and if sticky, the specimen should be spread on a glass plate and allowed to dry. The specimen is then prepared in the same manner as described above, but the pat is rolled out to a diameter of one inch in diameter. The thread is then rolled and rolled repeatedly. During this manipulation the moisture content is gradually reduced and the specimen stiffens, finally loses its plasticity, and crumbles when the plastic limit is reached.

After the thread crumbles, the pieces should be lumped together and a slight kneading action continued until the lump crumbles.

The tougher the thread near the plastic limit and the stiffer the lump when it finally crumbles, the more potent is the colloidal clay fraction in the soil. Weakness of the thread at the plastic limit and quickness of coherence of the lump below the plastic limit indicate either inorganic clay of low plasticity, or materials such as kaolin-type clays and organic clays which occur below the A-line.

Highly organic clays have a very weak and spongy feel at the plastic limit.

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