

Exhibit H

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PINNACLE TRAFFIC ENGINEERING

831 C Street
Hollister, California 95023
(831) 638-9260
PinnacleTE.com

November 27, 2018

Mr. Anthony Lane
299 River Road
Salinas, CA 93908

RE: River Road Dispensary Project; Monterey County, California
Trip Generation Analysis and Development Fees

Dear Mr. Lane,

The following is a summary of the project trip generation analysis and applicable development fees. The project site is located on the north side of River Road in the unincorporated area south of the City of Salinas. The project site is currently occupied by a small structure (299 River Road) and a single family residential dwelling (297 River Road). The project includes a minor modification to the existing structure (1,296 SF). The existing structure modifications are being completed to accommodate a new marijuana dispensary. On-site parking will be provided for 23 vehicles (2 spaces allocated for the existing residential dwelling). Access will continue to be provided via the existing two-way driveway on River Road. A copy of the Project Site Plan is attached.

County staff has requested a brief letter report to summarize the project trip generation estimates and applicable development fee estimates (County and regional). The proposed project is subject to development fees outlined in the Monterey Countywide Traffic Impact Fee Nexus Study (August 1, 2014) and required by the Transportation Agency for Monterey County (TAMC).

Project Trip Generation Estimates

The previous use for the existing structure (to be remodeled) was a convenience market. Therefore, it was deemed appropriate to derive the trip generation estimates for the previous and proposed retail uses to quantify the “net” change in trip generation attributable to the proposed project. The project trip generation estimates have been derived using data in the Institute of Transportation Engineers (ITE) Trip Generation Manuals (9th and 10th Editions). The ITE trip generation rates associated with various retail uses are referenced from the 9th Edition (Specialty Retail Center) and 10th Edition (Shopping Center and Convenience Market) manuals. The ITE trip generation rates are provided in Table 1.

Table 1 - ITE Trip Generation Rates

ITE Code - Land Use	Unit	Number of Vehicle Trips per Unit				
		AM Peak Hour		PM Peak Hour		Daily
		In	Out	In	Out	
#820 - Shopping Center Retail	1,000 SF	0.58	0.36	1.83	1.98	37.75
#826 - Specialty Retail Center (a)	1,000 SF	-	-	1.19	1.52	44.32
#851 - Convenience Market (Adjusted Trip Rates)	1,000 SF	31.27 (27.36)	31.27 (27.36)	25.05 (21.92)	24.06 (21.05)	762.28 (667.00)

(a) Trip rate data from 9th Edition of the ITE Trip Generation Manual

The data in Table 1 demonstrates that the PM peak hour trip rates are slightly higher as associated with the shopping center category (#820) than the specialty retail center category (#826). The specialty retail center category includes data from small strip retail centers, while the shopping center category includes data from large retail centers. It's noted that many uses in small retail centers typically don't open before 9:00 AM, and therefore, the trip generation during the AM peak hour is negligible. The specialty retail center trip rates in the 9th Edition were combined with the shopping center trip rates in the 10th Edition (though the specialty retail center category is a better fit for the proposed project).

Table 1 also demonstrates that a convenience market (e.g. Seven-Eleven) typically generates a significantly higher number of vehicle trips as compared to either the specialty retail center or shopping center categories. However, data in the ITE Trip Generation Manual also suggests that a convenience market will only attract up to about 8% of the traffic from an adjacent street during the PM peak hour. Based on the traffic count data (2016) and size of the structure (1,296 SF), the previous convenience market use more than likely only generated at the most 56 trips during the PM peak hour (700 vehicles per hour x 0.08). Therefore, the ITE trip rates for the convenience market category were adjusted to reflect the local traffic conditions and existing structure size (multiplied the rates in Table 1 by 0.875 = 56 PM peak hour trips / 64 PM peak hour trips). The adjusted trip rates for the convenience market category are also provided in Table 1.

Data in the ITE Trip Generation Handbook indicates that a significant portion of retail related trips are "pass-by" and/or "diverted-link" type trips coming from traffic already on the adjacent street system. Based on the ITE data, the "pass-by" and "diverted-link" trips could account for up to 80-85% of the total trips attracted to the previous convenience market. However, the Caltrans Traffic Impact Study Guidelines (2002) limit the pass-by trip reduction to 15%. Therefore, the project trip generation estimates associated with the previous convenience market use also account for a 15% pass-by reduction (85% of the total trips would be considered single purpose primary trips). The pass-by trip reduction was not applied to the proposed dispensary use since it will be a unique specialty retail use. The trip generation estimates for the previous and proposed uses are presented in Table 2.

Table 2 - Project Trip Generation Estimates

Project Component	Number of Vehicle Trips				
	AM Peak Hour		PM Peak Hour		Daily
	In	Out	In	Out	
<u>Previous Use:</u>					
Convenience Market - 1,296 SF (a) <i>(15% Pass-By Trip Reduction)</i>	35 (-5)	35 (-5)	28 (-4)	27 (-4)	864 (-130)
Primary Single-Purpose Trips:	30	30	24	23	734
<u>Proposed Project Use:</u>					
Specialty Retail Use - 1,296 SF (b)	0	0	2	2	58
“Net” Change in Trips (Proposed - Previous):	-30	-30	-22	-21	-676

(a) Trip estimates based on the adjusted rates for the convenience market category

(b) Trip estimates based on the specialty retail center rates in the 9th Edition

The data in Table 2 indicates that the proposed project (marijuana dispensary) will generate a total of approximately 58 daily trips (two-way trip ends), with 4 vehicles trips during the PM peak hour (2 in & 2 out). The data also demonstrates that the previous convenience market use generated significantly more daily and peak hour traffic than the proposed dispensary use. The proposed dispensary use will only generate about 10% (or less) of the PM peak hour trips associated with the previous convenience market use. Therefore, it is reasonable to conclude that the low number of trips generated by the proposed project will not significantly impact local traffic operations.

Development Impact Fee Estimates

As previously stated, the proposed project is subject to the applicable development fees (County and regional). The County fee schedule is provided in the Monterey Countywide Traffic Impact Fee Nexus Study (Zone 3 - Greater Salinas). The project’s regional development fee is based on the schedule in the TAMC Regional Development Impact Fee Program Nexus Study Update (June 2013) and current Regional Development Impact Fees spreadsheet (updated July 1, 2016). Payment of the development fees helps offset any potential long-term impacts related to future development.

The project’s development fee estimates have been derived for the proposed marijuana dispensary use only. Both the Countywide and TAMC fee are based on the size of the proposed project (1,296 SF). A summary of the project’s development fee estimates is provided in Table 3. A copy of the TAMC fee estimate spreadsheet is attached.

Table 3 - Project Development Fee Estimates

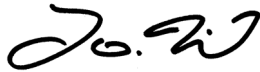
Development Fee	Project's Fee Estimates
Monterey "Countywide" Fee (a)	\$4,463.42
TAMC "Regional" Fee	\$5,523.94
Total Development Fees:	\$9,987.36

(a) Countywide fee (\$3,444 / 1,000 SF)

The total Countywide and TAMC regional development fee estimate is **\$9,987.36**. However, as demonstrated in Table 2 the proposed project dispensary use will generate significantly less traffic than the previous convenience market use (about 10% or less during PM peak hour). Therefore, if the County allows a credit for the previous use the project development fee would not apply. The project applicant should discuss any appropriate credit for the previous use with County staff.

Please contact my office with any questions regarding the project trip generation analysis or project development fee estimate(s).

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE, PTOE
President



ldh:msw

Attachments: Project Site Plan
TAMC Development Fee Estimates

**River Road
 Dispensary**

299 River Road
 Salinas
 California
 139-061-003-000

DATE: 12 November 2018
 REVISIONS:

Site Plan

SCALE: 1" = 10'
 DRAWN BY:
 CHECKED BY:
 JOB NO.:
 SHEET NO.: **C-1**

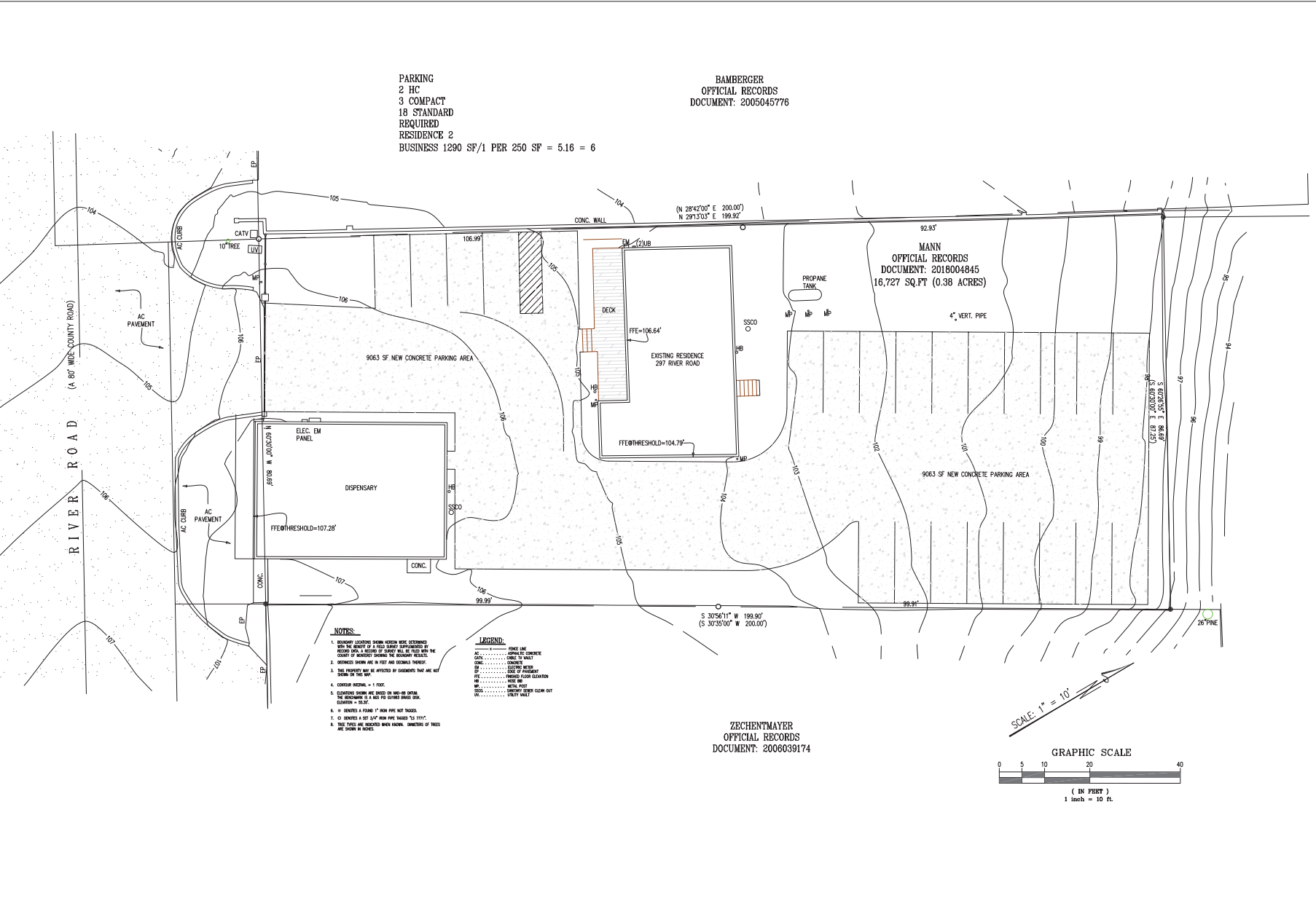
Do not scale drawings. Verify dimensions
 measurements and data in fielding or site
 Report and specify to NEMA
 The use of these plans and specifications is
 restricted to the original site for which
 they were prepared.
 All drawings and screen material appearing
 here in connection with the original and identified
 work of MJM and the same may not be
 duplicated used for disclosure without written
 consent of MJM.
 Michael James Martin Engineering

PARKING
 2 HC
 3 COMPACT
 18 STANDARD
 REQUIRED
 RESIDENCE 2
 BUSINESS 1290 SF/1 PER 250 SF = 5.16 = 6

BAMBERGER
 OFFICIAL RECORDS
 DOCUMENT: 2005045776

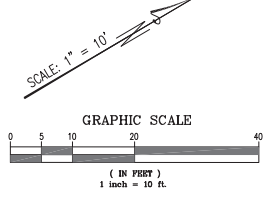
MANN
 OFFICIAL RECORDS
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 16,727 SQ.FT (0.38 ACRES)

ZECHENMAYER
 OFFICIAL RECORDS
 DOCUMENT: 2006039174



- NOTES:**
- BOUNDARY LOCATIONS SHOWN HEREIN WERE DETERMINED WITH THE ASSISTANCE OF A TYPICAL SURVEYOR'S REPORT. THE NUMBER OF BOUNDARY POINTS SHOWN WILL BE PLACED WITH THE NUMBER OF BOUNDARY POINTS SHOWN. THE BOUNDARY BEARINGS AND DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
 - THIS PROPERTY MAY BE AFFECTED BY EASEMENTS THAT ARE NOT SHOWN ON THIS MAP.
 - CONTOUR INTERVAL = 1 FOOT.
 - ELEVATIONS SHOWN ARE BASED ON WADSWORTH DATUM. THE DATUM IS 2.2 FEET ABOVE THE CURRENT FRESH WATER SEA LEVEL.
 - Ø DENOTES A ROUND 1" IRON PIPE NOT SLOPED.
 - DENOTES A 3/4" DIA 1" IRON PIPE SLOPED TO 770".
 - THEY TILES ARE INDICATED WITH HATCH. DIMENSIONS OF TILES ARE SHOWN IN SQUARES.

- LEGEND:**
- AC FENCE LINE
 - CONC. WALL CONCRETE WALL
 - CONC. CONCRETE
 - EM ELECTRIC
 - EP EXISTING PAVEMENT
 - FF FRESH FLOOR ELEVATION
 - HC HOOD
 - MB MAIN PIPE
 - SSOO SEWER OPEN TO STREET
 - TR TRAIL
 - UTILITY TANK



TAMC Regional Development Impact Fees:

Fee Calculation Worksheet

Last updated July 1, 2016

Project Name: River Road Dispensary

Date: November 27, 2018

Select the Benefit Zone:	GREATER SALINAS
Select the Agency:	County of Monterey

Select the Land Use Type:
1 Specialty Retail Center

Fee Schedule

Enter the # of Units
1,296

Fees

\$4.26	\$5,523.94
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00
\$0.00	\$0.00

Calculate by Fee per Trip (Only use for appeals):

\$315	\$0.00
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Subtotal:		\$5,523.94
Apply discount:	0.00%	\$0.00
Apply credits:		\$0.00
Total Regional Fee:		\$5,523.94

PINNACLE TRAFFIC ENGINEERING

831 C Street

Hollister, California 95023

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May 9, 2019

Mr. Anthony Lane
299 River Road
Salinas, CA 93908

RE: River Road Dispensary Project; Monterey County, California
Trip Generation Analysis Update

Dear Mr. Lane,

Per your request, Pinnacle Traffic Engineering (PTE) has prepared an update to the original trip generation analysis (dated Nov. 27, 2018). The update includes a revision to the project site trip generation estimates and presents an evaluation of parking and access. The revised trip generation estimates are based on data provided on the project site plan prepared by Michael James Martin (a copy is attached). The revised trip generation estimates also reflect specific data for the proposed marijuana dispensary use (not included in the original trip generation analysis). The evaluation of parking and access is provided in response to comments received at the public meeting.

The project site is located on the north side of River Road in the unincorporated area south of the City of Salinas. The project site is currently occupied by a small structure (299 River Road) and a single family residential dwelling (297 River Road). The project includes a minor modification to the existing small structure (1,284 SF). The existing structure modifications are being completed to accommodate a new marijuana dispensary. The weekday hours of operation will be 10:00 AM to 7:00 PM. On-site parking will be provided for 14 vehicles (2 spaces allocated for the existing residential dwelling). Access will continue to be provided via the existing two-way driveway on River Road. The scope of the project site trip generation analysis was based on consultation with County staff.

Project Site Trip Generation Estimates

The previous use for the existing structure to be remodeled was a convenience market. Therefore, it was deemed appropriate to derive the project site trip generation estimates for the previous and proposed uses to quantify the “net” change in trip generation attributable to the proposed project. The project trip generation estimates have been derived using data in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition). It’s noted that the data in the ITE Trip Generation Manual also indicates that a convenience market will only attract up to about 8% of the

River Road Dispensary_R02R

Pinnacle Traffic Engineering

traffic from an adjacent street during the PM peak hour. Based on the County’s 2018 traffic count data and the size of the existing structure (1,284 SF), the previous convenience market use more than likely would only attract at the most 55 trips from River Road during the PM peak hour (690 vehicles per hour during the PM peak hour x 0.08). Therefore, the ITE trip rates for the convenience market use were adjusted to reflect the actual traffic volumes on River Road and the existing structure size (multiplied the ITE rates by 0.873 = 55 PM peak hour trips / 63 PM peak hour trips). The ITE trip generation rates are provided in Table 1.

Table 1 - ITE Trip Generation Rates

ITE Code - Land Use	Unit	Number of Vehicle Trips per Unit				
		AM Peak Hour		PM Peak Hour		Daily
		In	Out	In	Out	
#851 - Convenience Market Adjusted Trip Rates, (a)	1,000 SF	31.27 (27.30)	31.27 (27.30)	25.05 (21.87)	24.06 (21.00)	762.28 (665.47)
#882 - Marijuana Dispensary	1,000 SF	5.85	4.59	10.92	10.91	252.70

(a) Based on adjustment for local traffic volumes on River Road

Data in the ITE Trip Generation Handbook indicates that a significant portion of retail related trips are “pass-by” and/or “diverted-link” type trips coming from traffic already on the adjacent street system. Based on the ITE data, the “pass-by” trips attracted to the previous convenience market could account for 30-35% of the total trips. Therefore, the project site trip generation estimates associated with the previous convenience market use also account for a 30% pass-by trip reduction (70% of total trips would be considered single purpose primary trips). The pass-by trip reduction was not applied to the proposed dispensary use since it will be a unique specialty retail use. The project site trip generation estimates for the previous and proposed uses are presented in Table 2.

Table 2 - Project Site Trip Generation Estimates

Project Component	Number of Vehicle Trips				
	AM Peak Hour		PM Peak Hour		Daily
	In	Out	In	Out	
<u>Previous Use:</u>					
Convenience Market - 1,284 SF (30% Pass-By Trip Reduction)	35 (-11)	35 (-11)	28 (-8)	27 (-8)	854 (-256)
Primary Single-Purpose Trips:	24	24	20	19	598
<u>Proposed Project Use:</u>					
Marijuana Dispensary - 1,284 SF (a)	0	0	14	14	324
“Net” Change in Trips (Proposed - Previous):	-24	-24	-6	-5	-274

(a) Not open before 10:00 AM on weekdays.

The data in Table 2 indicates that the proposed project (marijuana dispensary) will generate a total of approximately 324 daily trips (two-way trip ends), with 28 vehicle trips during the PM peak hour (14 in & 14 out). The data also demonstrates that the previous convenience market generated more daily and peak hour traffic than the proposed marijuana dispensary. Therefore, since the proposed use will generate fewer peak hour trips than the previous use it's concluded that the proposed project will not significantly impact local peak hour traffic operations.

As discussed in the original trip generation analysis, the proposed project is subject to the applicable development fees. The County's fee schedule is provided in the Monterey Countywide Traffic Impact Fee Nexus Study (Zone 3: Greater Salinas). The project's regional development fee is based on the schedule in the TAMC Regional Development Impact Fee Program Nexus Study Update 2018 and current "Regional Development Impact Fees" spreadsheet. Payment of the development fees provides mitigation for any potential long-term impacts related to local development. Both the Countywide and TAMC fee are based on the size of the proposed marijuana dispensary (1,284 SF). A summary of the project's development fee estimates is provided in Table 3. A copy of the TAMC fee estimate spreadsheet is attached.

Table 3 - Project Development Fee Estimates

Development Fee	Project's Fee Estimates
Monterey "Countywide" Fee (a)	\$4,422.10
TAMC "Regional" Fee	\$6,018.11
Total Development Fees:	\$10,440.21

(a) Countywide fee (\$3,444 / 1,000 SF)

The total Countywide and TAMC regional development fee estimate is \$10,440.21. However, as demonstrated in Table 2 the proposed marijuana dispensary use will generate less traffic than the previous convenience market. Therefore, if the County allows a credit for the previous use the project development fee requirement would not apply. The project applicant should discuss any appropriate credit for the previous use with County staff.

Evaluation of Parking

As previously stated, on-site parking will be provided for 14 vehicles. The Monterey County Parking Ordinance (21.58.040) requires 2 parking spaces per residential dwelling unit and 1 parking space per 250 SF for general retail. Therefore, the proposed project is required to provide at least 8 spaces for off-street parking (2 plus 1,284 SF / 250). The ITE Parking Generation Manual (5th Edition) includes specific data for a marijuana dispensary use. The ITE data indicates that the average parking generation rate is 7.19 spaces per 1,000 SF. Based on the ITE data, the project would be required to provide 10 spaces (1,284 SF x 7.19) for the proposed marijuana use. The project proposes 12 parking stalls for the marijuana use.

May 9, 2019

Page 4 of 4

Concerns were expressed at the public meeting regarding the ability of vehicles to maneuver on-site and avoid having to back out on to River Road to exit the project site. To address this issue a simulation was conducted to represent a vehicle exiting the front and rear parking areas on-site. The parking simulation was performed using the AutoTurn software and a standard passenger car design vehicle from the “A Policy on Geometric Design of Highways and Streets” published by the American Association of State Highway and Transportation Officials (AASHTO). The standard passenger car design vehicle is representative of a large 4-door sedan and exceeds the size of many current sedans and pickup trucks. The parking simulation is attached with the design vehicle profile shown in the lower left corner of the site plan. The parking simulation demonstrates that a vehicle will be able to back out of a parking space in the front and rear parking areas, maneuver the vehicle and exit the project site going forward.

Evaluation of Access

Concerns were also expressed at the public meeting regarding the deceleration and acceleration of vehicles accessing the project site. River Road adjacent to the project site has a single 12’ travel lane in each direction, a 6-7’ shoulder on the north side, and is posted with a 45 miles per hour (mph) speed limit. Based on the project site location, it’s anticipated that the majority of traffic will be oriented to and from the west. The peak hour volume of traffic estimated to enter the site from the westbound lane and the peak hour volume on River Road are well below the standard warrant criteria for a full width right turn lane (less than 60 right turn vehicles per hour) or right turn deceleration taper (less than 30 right turn vehicles per hour). The westbound shoulder will provide an area for partial deceleration when approaching the project driveway. The shoulder will also provide an area for partial acceleration when vehicles exit the project site and wish to enter the westbound lane on River Road.

Please contact my office with any questions regarding the updated trip generation analysis.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE, PTOE
President

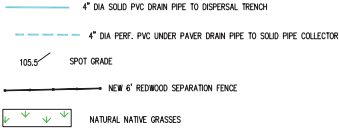


ldh:msw

- Attachments: Project Site Plan
- TAMC Development Fee Estimates
- Parking Simulation Exhibit

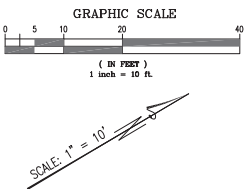
SYMBOL KEY

[Pattern]	NEW STAMPED CONCRETE PAVING
[Pattern]	NEW PERMEABLE (PERVIOUS) INTERLOCKING PAVERS
[Pattern]	EXISTING AC
[Line]	PROPERTY LINE
[Line]	EXISTING FENCE
[Line]	EXISTING SEPTIC PIPE
[Circle]	REPLACEMENT SEPTIC SEEPAGE PIT



- INFORMATION LEGEND**
- GENERAL PLAN LAND USE: F/40 D
 - ZONING DESIGNATION: LIGHT COMMERCIAL (LC)
 - AREAS
 - EXISTING HOUSE: 1209 SF
 - EXISTING COMMERCIAL BUILDING: 1284 SF
 - TOTAL BUILDING AREA: 2493 SF
 - PARCEL AREA: 16,552 SF
 - FLOOR AREA RATIO (FAR) = 15%
 - GRADING VOLUME: 0 CY
 - TREE REMOVAL: NO TREES TO BE REMOVED
 - IMPERVIOUS COVERAGE: SEE STORMWATER DRAINAGE CALCULATIONS AND ASSUMPTIONS, BELOW.
 - REQUIRED AND PROPOSED PARKING COUNTS: SEE PARKING, BELOW.
 - WATER SERVICE: CAL. AM.
 - SEWER DISPOSAL: EXISTING ON SITE SEPTIC SYSTEMS.
 - WETLANDS, STREAMS, CREEKS, NONE
 - LANDSCAPING - NATURAL GRASSES, NO SIGNIFICANT LANDSCAPING, NO IRRIGATION.

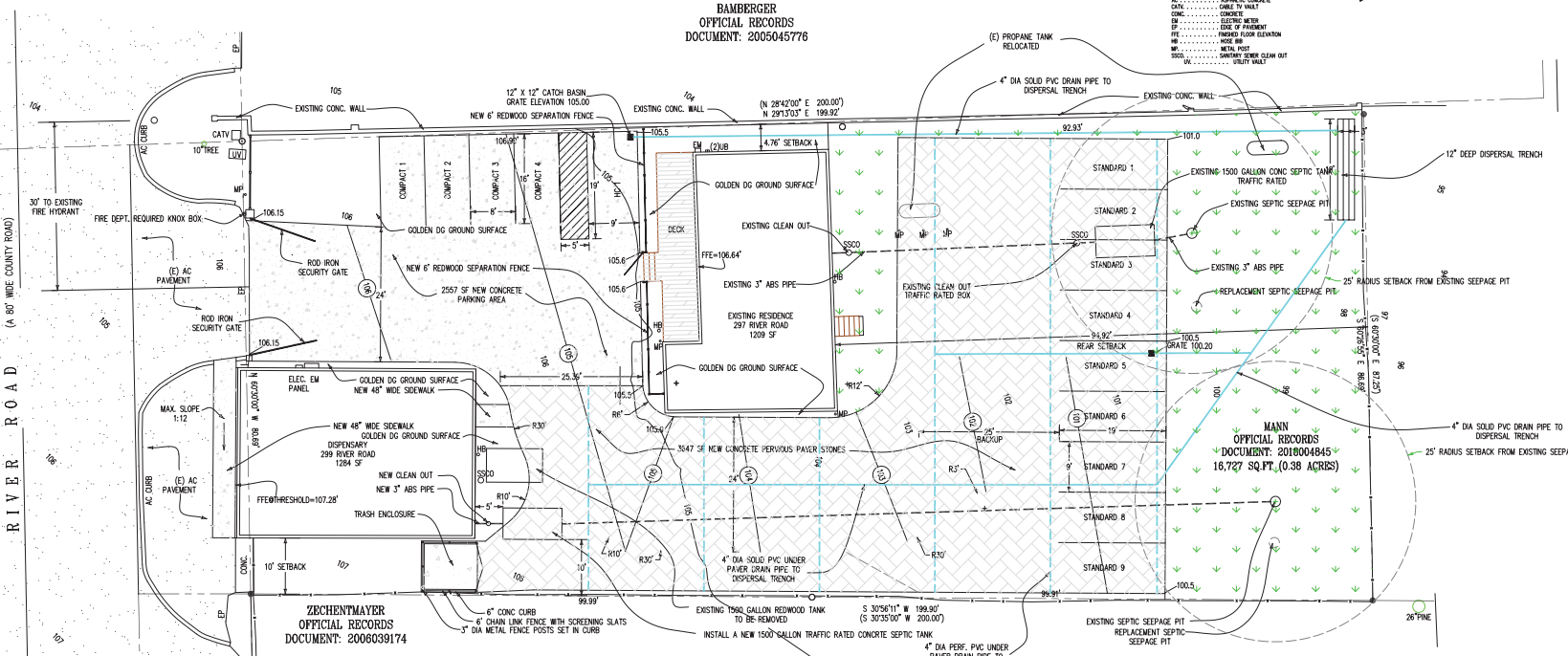
- NOTES**
- BOUNDARY LOCATIONS SHOWN HEREIN WERE DETERMINED WITH THE ASSISTANCE OF A LICENSED SURVEY ENGINEER. RECORD DATA A RECORD OF SURVEY WILL BE FILED WITH THE COUNTY OF MERCED RECORDS DIVISION.
 - DISTANCES SHOWN ARE IN FEET AND DECIMALS THEREOF.
 - THIS PROPERTY MAY BE AFFECTED BY EASEMENTS THAT ARE NOT SHOWN ON THIS MAP.
 - CONTOUR INTERVAL = 1 FOOT.
 - ELEVATIONS SHOWN ARE BASED ON MGS-88 DATUM. THE RECORDING IS A RECORD OF SURVEY DATA. ELEVATION = 55.30'
 - Ø INDICATES A ROUND 1" IRON PIPE NOT THROTTLED.
 - INDICATES A 6" Ø 1" IRON PIPE THROTTLED TO 1" DIA.
 - THEY TYPES ARE INDICATED BY OTHER DIMENSIONS OF TREES ARE SHOWN IN NOTES.



BAMBERGER OFFICIAL RECORDS
DOCUMENT: 2005045776

LEGEND

---	EXISTING LINE	
---	AC	ASPHALT CONCRETE
---	CC	CONCRETE
---	CM	CONCRETE MASONRY
---	EM	EXISTING METE
---	EP	EDGE OF PAVEMENT
---	EP	EXISTING PAVED ROAD ELEVATION
---	HP	HOSE HUB
---	MP	METAL POST
---	SSCO	SANITARY SEWER CLEAN OUT
---	---	STREET LIGHT



ZECHENTMAYER OFFICIAL RECORDS
DOCUMENT: 2006039174

STORMWATER DRAINAGE CALCULATIONS AND ASSUMPTIONS

- PRE-DEVELOPMENT CONDITIONS: EXISTING HOUSE AND COMMERCIAL BUILDING ROOF AREA = 2493 SF. EXISTING CONNECTED IN-COURT PARKING AREA = 2557 SF. TOTAL IMPERVIOUS AREA = 0.12 ACRES. TOTAL SITE AREA = 0.38 ACRES. EXISTING PERVIOUS LANDSCAPING AREA = 0.26 ACRES.
- POST-DEVELOPMENT CONDITIONS: EXISTING HOUSE AND COMMERCIAL BUILDING ROOF AREA = 2493 SF. NEW CONCRETE PARKING AREA = 2557 SF. TOTAL IMPERVIOUS AREA = 0.12 ACRES. NEW PERMEABLE (PERVIOUS) INTERLOCKING CONC. PAVEMENT AREA = 3647 SF OR 0.08 ACRES. PERVIOUS LANDSCAPING AREA = 0.18 ACRES. TOTAL PERVIOUS AREA = 0.26 ACRES.

PARKING

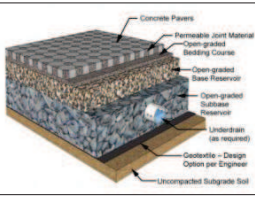
- REQUIRED PARKING: RESIDENCE 2 1/2 SP/1 PER 250 SF = 5.16 + 4 ADA REQUIRED AC = 4 TOTAL REQUIRED 9 PARKING SPACES
- ACTUAL INSTALLED PARKING SPACES: 9 STANDARD 1 1/2 COMPACT 4 TOTAL 14 PARKING SPACES

SEPTIC SYSTEMS

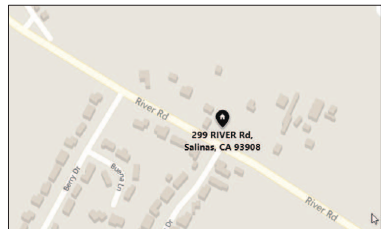
- EXISTING SEPTIC SYSTEMS: RESIDENCE 2 1/2 PERSONS 1500 GALLON REDWOOD SEPTIC TANK CONNECTED TO EXISTING 3\"/>

FUTURE REPLACEMENT EFFLUENT DISPOSAL SYSTEM: 1. REPLACE EXISTING SEPTIC PIT WITH NEW 6\"/>

FUTURE REPLACEMENT EFFLUENT DISPOSAL SYSTEM: 2. OR REPLACE EXISTING SEPTIC PIT WITH NEW SHALLOW TRENCH SYSTEM PRECLUDING 1000 SF OF SEEPAGE AREA. THIS OPTION WILL REQUIRE SUPPLEMENTAL TRENCHING.



PERVIOUS PAVER SYSTEM



VICINITY MAP

FUTURE REPLACEMENT SEPTIC SYSTEMS TO BE ALTERNATIVE OWTS TYPE, WITH THE INSTALLATION OF NEW SEEPAGE PITS IN LIEU OF SEPTIC TRENCHES. ALTERNATIVE OWTS SYSTEMS REQUIRE A DEED RESTRICTION TO BE RECORDED ON THE PROPERTY. THIS NOTIFICATION SHALL RUN WITH THE LAND AND WILL ACT AS CONSTRUCTIVE NOTICE TO PRESENT AND FUTURE OWNERS THAT THE PROPERTY WILL REQUIRE AN ONGOING ANNUAL ALTERNATIVE ONSITE WASTEWATER TREATMENT SYSTEM. PROPERTY OWNER TO OBTAIN THE PROPERTY'S DEED AND LEGAL PROPERTY DESCRIPTION (GRANT DEED) FROM THE RECORDER'S OFFICE AND SUBMIT TO THE ENVIRONMENTAL HEALTH DEPARTMENT TO PREPARE DEED RESTRICTION.

MJM
Michael James Martin
Civil Engineering
400 Foam Street, Suite 200B
Monterey, California, 93940
Office 831.601.9818

River Road Dispensary

299 River Road
Salinas
California
139-061-003-000

DATE: 12 November 2018

REVISIONS:

**Site Plan
Drainage Plan
Septic Plan
Parking Plan**

SCALE: 1" = 10'

DRAWN BY:

CHECKED BY:

JOB NO.:

SHEET NO. C-1

The site plan, drainage, septic, stormwater management and parking plan and specifications are prepared by the engineer and are subject to the approval of the local health department and other relevant agencies.

All drawings and written material appearing hereon are the original and copyrighted work of MJM and its owner and its employees, and shall not be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of MJM.

Michael James Martin Engineering

Regional Development Impact Fees

River Road Marijuana Dispensary (April 18, 2019)

Fee Calculation Worksheet

Last updated October 1, 2018

Project Name:

Date:

Select the Benefit Zone:	GREATER SALINAS
Select the Agency:	County of Monterey

Select the Land Use Type:	Fee Schedule	Enter the # of Units	Fees
1 Specialty Retail Center	\$4.69	1,284	\$6,018.11
2	\$0.00		\$0.00
3	\$0.00		\$0.00
4	\$0.00		\$0.00
5	\$0.00		\$0.00
Calculate by Fee per Trip (Only use for appeals):	\$346		\$0.00
Subtotal:			\$6,018.11
Apply discount:		0.00%	\$0.00
Apply credits:			\$0.00
Total Regional Fee:			\$6,018.11

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