

Exhibit C

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HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: February 28, 2023
To: Phil Angelo, County of Monterey Planning Services
From: Luis Descanzo, Robert Del Rio, T.E.
Subject: VMT Assessment for the Proposed Our Lady of Assumption Church Expansion in Pajaro, California

Hexagon Transportation Consultants, Inc. has completed a vehicle-miles traveled (VMT) assessment for the proposed expansion of the Our Lady of Assumption Church located at 100 Salinas Road in Pajaro, California (see Figure 1). The project as proposed would consist of the addition of 7,151 square feet (s.f.) of building space to the existing parish hall. Vehicular access for the church would continue to be provided via a driveway along Bishop Street and another along Salinas Road. However, the project proposes to remove the existing fence that separates the existing library and church driveways to create one shared driveway along Bishop Street. A total of 140 parking stalls will be provided, consisting of 114 existing stalls on-site and an additional 26 shared parking spaces located at the library site.

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.

The County of Monterey, at the time of this report, has not yet adopted any analysis procedures, standards, or guidelines consistent with SB 743. In the absence of an adopted policy with impact thresholds, this assessment relies 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



GENERAL NOTES

- THE GRADE SHALL SLOPE AT LEAST 5% AWAY AND WITHIN 10 FEET OF FOUNDATION EXCEPT @ PAVEMENT. (SEE ACCESSIBLE NOTES TO THE RIGHT)

PARKING JUSTIFICATION

1. BLDG. A - EXISTING CHURCH
TYPE: VB NON SPRINKLED
OCC: A-3
ALLOWABLE AREA CALC.
BASIC ALLOWED: 9,000 SF
INCREASE 51% = 3,050 SF. (CIRC. 506.2)
TOTAL AREA: 9,000 SF
ACTUAL AREA: 7,305 SF.

PARKING PROVIDED 114 SPACES + 26 SHARED SPACES WITH LIBRARY BLDG.
PARKING REQ. = 110 SPACES
(44) SEATS @ 1/5 STALL / 4 SEATS = 110 REQ.)

STANDARD PARKING SPACES 98
COMPACT PARKING SPACES 14 (SPACES 83-96)
ADA PARKING SPACES 7 (SPACES 9-715-106,
AT LIBRARY 10/12)

EXISTING CHURCH TOTAL PARKING PROVIDED 114 SPACES
NEW SPACES: 0

PROVIDED SHARED LIBRARY BLDG. PARKING SPACES 26

2. BLDG. B - PARISH HALL
TYPE: VA SPRINKLED (SV)
OCC: A-3
ALLOWABLE AREA CALC.
BASIC ALLOWED: 34,000 SF
ACTUAL AREA: 5,430 SF

B1- FIRST FLOOR
MULTIPURPOSE HALL
1,500 SF @ 1/5 = 36 SPACES
OFF./LOUNGE
180 SF @ 1/5 = 5 SPACES
3750 SF @ 1/5 = 1.5 SPACES

FIRST FLOOR TOTAL = 42 SPACES REQD.

B2- 2ND FLOOR
OFFICE
1810 SF @ 1/5 = 8 SPACES
OFF./LOUNGE
1855 SF @ 1/5 = 37 SPACES

2ND FLOOR TOTAL = 45 SPACES REQD.

3. BLDG. C - (NO WORK IN THIS BLDG.)
TYPE: VB
OCC: B
ALLOWABLE AREA CALC.
BASIC ALLOWABLE AREA: 9,000 SF

FIRST FLOOR: 1,694 SF
2ND FLOOR: 1,355 SF
TOTAL ACTUAL AREA: 3,229 SF.

4. LIBRARY BLDG. (NO WORK IN THIS BLDG.)
OFFICE
3750 SF @ 1/5 = 1.5 SPACES

SHARED PARKING SPACES PROVIDED: 26

BIKE CYCLE PARKING SPACES PROVIDED: 16

NOTES:
-LIBRARY PARKING TO BE SHARE WITH THE CHURCH
-ALL PARKING IS EXISTING
-CHURCH ATTENDANTS 10-15X WALK TO CHURCH
-NEAR BUS STOP.

CONSTRUCTION NOTES

- (E) PARKING, DRIVEWAY & PLAZA AREAS
- (E) PARKING & DRIVEWAY @ ADJACENT LOT.
- (E) DIRECTIONAL ARROW - SEE SITE PLAN
- (E) CHURCH BLDG. (BUILDING "A") 5,945.00 SF.
- (E) PARISH HALL BUILDING (BUILDING "B") 5,945.00 SF.
- (N) ADDITION IN (BUILDING "B") 531.00 SF. @ 1ST FLOOR
- (N) ADDITION IN (BUILDING "B") 6,620.00 SF. @ 2ND FLOOR
- (E) RECTORY-OFFICE-BLDG. (BUILDING "C") 3,229 SF.
- ASSUMED PROPERTY LINE FOR DETERMINING EXT. WALL & GRADING PROTECTION
- (E) 4" PAINTED WHITE LINE
- 2 HOUR FIRE WALL SEPARATING BLDG. "A" FROM BLDG. "B" (CONTINUE TO 2ND FLOOR)
- (E) PLANTER AREA
- (E)-ADA-PARKING SPACE-
- (N) SIGN OF CLEAN AIR VEHICLES - SEE (28) AS-2

ACCESSIBLE NOTES

- 1.) PATH OF TRAVEL INDICATED IS BARRIER FREE ACCESS WITHOUT ANY ABRUPT CHANGES EXCEEDING 1/2" AT 1:2 MAXIMUM SLOPE EXCEPT THAT LEVEL CHANGES DO NOT EXCEED 1/4" VERTICAL
- 2.) PATH OF TRAVEL SHALL BE SLIP RESISTANT WITH MAXIMUM CROSS SLOPE NOT TO EXCEED 2%
- 3.) NO PATH OF TRAVEL SLOPE SHALL EXCEED 5% UNLESS THEY ARE DESIGNATED AS RAMP.
- 4.) OPENINGS IN GRATING LOCATED IN SURFACE ON ANY PEDESTRIAN WAY IN PATH OF TRAVEL SHALL BE LIMITED TO 1/2" IN THE DIRECTION OF TRAVEL FLOW
- 5.) CONTRACTOR TO VERIFY THAT ALL BARRIERS IN PATH OF TRAVEL HAVE BEEN REMOVED OR WILL BE REMOVED UNDER THIS PROJECT AND PATH OF TRAVEL COMPLIES WITH 2016 CBC.

← ACCESSIBLE PATH OF TRAVEL

CONSTRUCTION NOTES

DURING WINTER OPERATIONS (BETWEEN OCTOBER 15 AND APRIL 15), THE FOLLOWING MEASURES MUST BE TAKEN:

- 1.) DISTURBED SURFACES NOT INVOLVED IN THE IMMEDIATE OPERATIONS MUST BE PROTECTED BY MULCHING AND/OR OTHER EFFECTIVE MEANS OF SOIL PROTECTION
- 2.) ALL ROADS AND DRIVEWAYS SHALL HAVE DRAINAGE FACILITIES SUFFICIENT TO PREVENT EROSION ON OR ADJACENT TO THE ROADWAY OR ON THE DOWNHILL PROPERTIES
- 3.) RUNOFF FROM THE SITE SHALL BE DETAINED OR FILTERED BY BENNIS, VEGETATED FILTER STRIPS, AND/OR CATCH BASINS TO PREVENT THE ESCAPE OF SEDIMENT FROM THE SITE
- 4.) DRAINAGE CONTROL MEASURES SHALL BE MAINTAINED AND IN PLACE AT THE END OF EACH DAY AND CONTINUOUSLY THROUGHOUT THE LIFE OF THE PROJECT DURING WINTER OPERATIONS. (MONTEREY COUNTY GRADING/EROSION ORD. 2806 16.12.09)

SITE PLAN

SCALE: 1"=20'-0"

UPDATE: 03/26/20

NOTE: ALL IS EXISTING UNLESS OTHERWISE NOTED

REVISION	DATE	DESCRIPTION
REVISN	05-01-21	
REVISN	09-28-2021	
REVISN	09-28-2021	
REVISN	09-28-2021	
REVISN	10-03-2022	

PROJECT NUMBER: 117-392-011-000

OUR LADY OF ASSUMPTION CHURCH

PROJECT TITLE: SITE PLAN

PROJECT OWNER:

A 1.1

OPR VMT Screening Recommendations

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

The OPR screening thresholds recommendations are intended to identify when a project should be expected to cause a less-than-significant impact without conducting a detailed VMT evaluation. The OPR screening thresholds recommendations are based on project size, maps, transit availability, and provision of affordable housing. The OPR recommendations include the screening thresholds criteria listed below. However, OPR screening criteria are not directly applicable to church uses. Therefore, the proposed project will be converted to equivalent amount of retail/commercial use for the purpose of the VMT assessment.

- OPR 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.
- OPR recommends that projects (including office, residential, retail, and mixed-use developments) proposed within ½ mile of an existing major transit stop or within ¼ mile of an existing stop along a high-quality transit corridor may be presumed to have a less-than-significant impact on VMT.
- OPR recommends that 100 percent affordable residential development in infill locations be presumed to have a less-than-significant impact on VMT.
- OPR 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.
- ***OPR 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.***

Daily Trip Generation Estimates

The proposed project consists of the expansion of the existing parish hall and addition of on-site parking. The expanded parish hall would be used for weddings, quinceaneras, funerals, youth group events, and other special events. The special events, with attendance of up to 350 participants, would result in the greatest number of attendees. However, these special events would occur on a non-regular basis (up to 14 times per year per the applicant). Similarly, the other non-mass events would have fewer attendees and occur less frequently than weekly Sunday masses. Therefore, the VMT assessment is based on estimates of attendees of regular Sunday services and the provided on-site parking since they would generate the maximum number of daily trips during most weeks of the year. Table 1 presents a summary schedule of existing and proposed operations on the project site.

Table 2 provides an estimation of daily trips based on the regularly scheduled Sunday masses for existing operations and the proposed expansion. Sunday masses typically have an average of approximately 270 participants on-site for each of the six Sunday mass services under existing conditions. Assuming that all on-site parking spaces (114 spaces) are occupied during each service, this equates to approximately 684 vehicles per day, or 1,368 vehicle-trips per day during Sundays. The presumption of full use of the parking spaces and average Sunday mass attendance equates to an average vehicle occupancy rate of 2.4 persons per vehicle (270 attendees/114 parking spaces = 2.4 persons per vehicle).

Table 1
Existing and Proposed Operations Summary

Activity	Day	Time	Number of Existing Participants Per Service/Activity	Number of Proposed Participants Per Service/Activity
Sunday Masses	Sundays	7:00 AM, 9:00 AM, 11:00 AM, 1:00 PM, 5:00 PM, 7:00 PM	270	300
Saturday Mass	Saturday	7:00 PM	200	270
Weekday Masses	Monday-Friday	8:00 AM	30	30
Blessed Sacrament	Thursday	6:00 PM	80	90
Baptisms	Saturday	9:30 AM	80	100
Workshops	Wednesday	6:30 PM	80	100
Weddings/Quinceañeras	Typically on Saturdays ¹	Varies (12:00 PM - 2:00PM)	120	180
Funerals/Memorial Services	Varies, typically on Saturdays	Varies	80	250
Special Events ²	14 times per year	Varies	100	350
Youth Group Events ³	Monday and Saturday	Monday - 5:45 PM Saturday - 8:30 AM, 9:45 AM, 10:15 AM, 11:30 AM	160	220

Notes:

¹ Approximately 8 events per month

² Prayer meetings, special worship events.

³ Youth group meetings.

Under project conditions, it is anticipated that up to 300 participants could be accommodated at each service. Assuming that all parking spaces would be occupied during each service (140 spaces including shared parking spaces), this equates to approximately 840 vehicles per day, or 1,680 vehicle-trips per day during Sundays. Therefore, the project is estimated to result in a maximum net increase of 312 vehicle-trips per day during Sundays. It should be noted that the proposed expansion would result in only 750 vehicles per day, or 1,500 vehicle-trips per day during Sundays when considering the vehicle occupancy rate of 2.4 persons per vehicle. However, the greater number of daily trips based on the additional parking was used to provide a conservative estimate of the project's effect on VMT.

Table 2
Existing and Proposed Daily Trip Estimates

Activity ¹	(a) Number of Services	(b) Number of Participants Per Service	(a x b) Total Daily Participants	(d) Parking Spaces ²	(a x d) x 2 Total Daily Vehicular Trips ³
Existing Sunday Services	6	270	1,620	114	1,368
Proposed Sunday Services	6	300	1,800	140	1,680
Net Change		30	180	26	312

Notes:

¹ Trip estimates based on regularly scheduled Sunday masses since they generate the greatest number of daily trips most weeks of the year.

² Based on existing and proposed shared parking with library.

³ Presumes full occupancy of all parking spaces.

VMT Assessment

The evaluation of VMT for development projects is limited to general land uses such as residential, office, industrial, and retail. Therefore, the assessment of VMT for the project requires that the proposed church expansion be converted to a similar land use. Churches are similar to local-serving retail uses since both land uses attract patrons/attendees and resulting vehicle trips from the areas surrounding the project areas. Therefore, it would be expected that the number and origination/destination of daily trips generated by both local-serving retail and church uses would be similar. The conversion to equivalent retail space is based on a comparison of estimated daily trips for the proposed church against that of typical retail uses. The results of the land use conversion, shown on Table 2, indicate that the proposed project would generate daily trips equivalent to that of an approximately 45,400 s.f. retail development.

Per the OPR recommendations, since the daily trips estimated to be generated by the proposed project would be equivalent to that generated by retail uses of less than 50,000 s.f. in size, it may be presumed to be a local-serving facility and would therefore have a less-than-significant impact on VMT. The OPR 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. Similarly, expansion of an existing house of worship would provide additional capacity to serve the local community.

Table 2
Equivalent Retail Size Conversion

Equivalent Retail Size Conversion

Land Use	ITE Land Use Code	Size	Daily Trips	
			Trip Rate	Trips
<u>Proposed Land Use</u>				
Church (Project Buildout)	Estimated based on Church Activities	1,800 attendees	N/A ¹	1,680
<u>Equivalent Land Use</u>				
Retail (Shopping Center) ¹	820		37.01 per 1000 s.f.	1,680
Equivalent Square Footage		45,400 Square Feet		
¹ Daily trips based on full occupancy of on-site and shared parking facilities during Sunday services.				
² Source: ITE Trip Generation Manual, 11 th Edition 2021				

Furthermore, the assessment of the project's effects on VMT is conservative in regard to the following assumptions:

- The daily trip estimates are based on the most frequently occurring site activity (Sunday masses). The average daily trips for the site would be much less than those of Sunday masses when considering anticipated attendance and frequency of other site activities/events.
- The estimated 1,680 daily trips are a "worst-case" estimation of full utilization of all on-site parking spaces for each of the six Sunday masses. It is likely that there would be less attendees and use of parking for some Sunday masses.
- The estimated 1,680 daily trips would only occur once per week. The VMT assessment does not reduce the Sunday daily trips to account for a daily average on a weekly basis (1,680 trips/5

days). Average daily trips is typically considered for retail, office, and residential uses when evaluating VMT.

- No credit (reduction) in daily trip estimates are being taken for the existing church uses. Thus, the proposed expansion will only generate an additional 312 daily trips.

Therefore, the comparison of the proposed project with local-serving retail is a conservative approach since the average daily trips and resulting VMT would be much less than the 1,680 daily trips used in this assessment. As a result of the project having trip-making characteristics of a local-serving retail facility, it can be presumed that the project would have a less-than-significant impact on VMT.

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